



Culver CITY

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

**PLANNING COMMISSION
MEETING AGENDA
WEDNESDAY, APRIL 10, 2013
7:00 P.M.**

PUBLIC COMMENT

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

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

PUBLIC COMMENT FOR ITEMS ON THE AGENDA

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

PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

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

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

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

CELL PHONES AND OTHER DISTRACTIONS

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

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ALD

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Culver CITY

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AGENDA
Planning Commission
Wednesday, April 10, 2013
7:00 p.m.
Mike Balkman Council Chambers

CALL TO ORDER & ROLL CALL

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

PLEDGE OF ALLEGIANCE

PUBLIC COMMENT – Items Not On The Agenda

PH-1 Conditional Use Permit Modification CUP/M P-2012171 to permit an increase in student enrollment from 300 students to 400 students for the Wildwood School located at 12201 Washington Place. ***Adopt Resolution approving the Conditional Use Permit Modification.***

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

C-1 Approval of Minutes of February 13, 2013 and February 27, 2013.

ITEMS FROM STAFF

ITEMS FROM PLANNING COMMISSION

ADJOURN

Upcoming Public Meeting Schedule –Tentative – 2013

Date	Day	Time	Location
<i>City Council</i>			
<i>April 22</i>	<i>Monday</i>	<i>7:00PM</i>	<i>Council Chambers</i>
<i>Civil Service Commission</i>			
<i>May 1</i>	<i>Wednesday</i>	<i>7:00PM</i>	<i>Council Chambers</i>
<i>Cultural Affairs Commission</i>			
<i>May 14</i>	<i>Tuesday</i>	<i>7:00PM</i>	<i>Council Chambers</i>
<i>Parks & Recreation Commission</i>			
<i>May 7</i>	<i>Wednesday</i>	<i>7:00PM</i>	<i>Patacchia Room</i>
<i>Planning Commission</i>			
<i>April 24</i>	<i>Wednesday</i>	<i>7:00PM</i>	<i>Council Chambers</i>

Meetings may be added or changed.

City of Culver City, California
Planning Commission Agenda Item Report

Meeting Date: April 10, 2013		Item Number: PH-1	
AGENDA ITEM: Conditional Use Permit Modification CUP/M P-2012171 to permit an increase in student enrollment from 300 students to 400 students for the Wildwood School located at 12201 Washington Place.			
Contact Person/Dept.: Joshua Williams, Associate Planner		Phone Number: (310) 253-5706	
Public Hearing: ☒		Action Item: ☐ Attachments: ☒	
Public Notification: On March 20, 2013, a notice was mailed to all the property owners and occupants within a 500-foot radius of the site and emailed to the Master Notification List.			
Planning Approval: Thomas Gorham, Planning Manager		Department Approval: Sol Blumenfeld, Community Development Director	

RECOMMENDATION:

That the Planning Commission:

1. Adopt a Negative Declaration based on the Initial Study finding that the project will not have a significant adverse impact on the environment;
2. Approve Conditional Use Permit Modification, CUP/M P-2012171, subject to the Conditions of Approval as outlined in Resolution No. 2013-P004 (Attachment No. 1).

PROCEDURES:

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

City of Culver City, California
Planning Commission Agenda Item Report

BACKGROUND:

Request

An application and plans for a Conditional Use Permit Modification (CUP Mod) for the Wildwood School, located at 12201 Washington Place, were submitted on December 5, 2012 by the Wildwood School (the "Applicant"). The Applicant is requesting approval to allow an increase in enrollment from 300 students to a maximum of 400 students. The Applicant is also requesting that the CUP be extended for a period of 35 years to December 31, 2046, commensurate with the Applicant's new lease agreement for the site with the Culver City Unified School District.

Existing Conditions

The project site is the former Betsy Ross Elementary School which was declared surplus property by the Culver City Unified School District (CCUSD) in 1983. It is presently under a long term lease and occupied by the Wildwood School, a private educational facility serving grades K-5. The Applicant's current lease extends for 24 years, beginning in 1991 and running through December 31, 2015. The new lease signed by the Applicant with CCUSD extended the term of the lease an additional 35 years to December 31, 2046.

The project site is located on the north side of Washington Place, between Grand View Boulevard and Centinela Avenue. To the north of the project site is Los Angeles Unified School District's Grand View Elementary School. To the west, in the City of Culver City, are several multi-family residential dwellings. South of the subject site, across Washington Place are multi-family residential dwellings, and east, across Grand View Boulevard, are single-story commercial uses and multi-family residential dwellings located in the City of Los Angeles.

After being declared surplus property by CCUSD, the school was first occupied by the University of West Los Angeles, a private adult educational facility for law and paralegal services. The school was established by Planning Commission actions included Zone Change, PL-1394 (from R-1 to R-4), and Conditional Use Permit, PL-1393, for conversion of the surplus school site into a private adult educational facility.

In May 1992, the Planning Commission approved applications filed by the Wildwood School to change the use of the site to a private elementary educational facility (Modification No. 1 to Conditional Use Permit, PL-1393), and to use three temporary classroom modular structures (Special Permit, SP No. 92-02). The CUP was approved for a 24 year period (to December 31, 2015)

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commensurate with the schools lease with CCUSD In September 1992, the Planning Commission approved the architectural plans to construct a new two-story, 7,870 square foot classroom structure through Modification No. 2 to Conditional Use Permit, PL-1393.

In May 1998, the Planning Commission approved an application for Modification No. 3 filed by the Applicant to allow a 4,700 square foot addition of classroom and storage space, to permit the raising of the roof of the auditorium by four feet and to retain the existing maximum number of teachers and employees at Wildwood School. The number of students enrolled was also increased from 280 to 300.

The Wildwood School campus is presently comprised of 16 regular classrooms and four specialist classrooms. On-site facilities also include a track and field, playground areas, a library, an auditorium, and administrative offices. The school also provides an on-site parking lot along the west side of the campus which provides parking for staff and visitors, as well as queuing area for parents during drop-off and pick-up activities. See attached site plan (Attachment No. 3)

Classes begin at 8:45 AM for all grades each weekday, with dismissal staggered between 3:00 PM and 3:15 PM, Monday thru Thursday, and 1:45 and 2:00 PM on Friday.

Project Description

The project involves the addition of 100 students to the Wildwood School, increasing the student population from 300 students to a maximum of 400 students. The applicant anticipates increasing the student enrollment by up to 24 students for the 2013-2014 school year, with the proposed addition of 12 kindergarten and 12 first-grade students and reach the full 400 student enrollment by the 2020 school year. The project will not result in the addition of any new floor area, however a school administrative office will be converted to a classroom, and four full-time administrative employees will be relocated to the school's other campus as part of the school's immediate addition of 24 new students. The increase in total enrollment to 400 students by 2020 will be accommodated in the school's existing buildings and will not require the addition of new building area.

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Entitlement Request and Applicable Zoning Code Sections

The proposed entitlement request is a Modification to an existing Conditional Use Permit (Modification No. 4) to permit the addition of 100 students to the Wildwood School, increasing the student enrollment from 300 students to 400 students. The school is not requesting an addition of floor area or a change to the project site layout.

Zoning Code Section 17.595.035 requires that a major change to an approved project, shall be approved, modified or denied by the original review authority. The addition of 100 students to the Wildwood School will result in a major change to the approved Conditional Use Permit request, Conditional Use Permit PL-1393, and therefore a modification to the CUP must be approved by the Planning Commission.

On Tuesday, December 4, 2012 at 7:00 PM, the Applicant held a community meeting to discuss the project with neighbors. A notice was sent to owners and occupants within 500 feet of the project site, however there were no attendees.

ANALYSIS:

Parking

A total of 56 parking spaces are provided on-site to serve the school staff, faculty and visitors, in excess of the 44 parking spaces required by the zoning code. The zoning code requires 1.5 spaces per classroom and 1 space per 200 square feet of assembly area. The school has 21 classrooms resulting in the need for 32 parking spaces. The school has a 2,488 square auditorium which requires 12 parking spaces for a total onsite parking requirement of 44 spaces.

The Applicant also has an agreement with the Culver City Church of God, located at 3998 Centinela Avenue (at the northeast corner of Washington Place and Centinela Avenue) to allow up to 28 cars to park on the site during school days. The Church lot provides parking for parents during drop-off and pick-up times, and on-campus activities.

Traffic and Circulation

Access to the parking lot is provided through two primary driveways, both off of Mitchell Avenue. An egress only driveway is provided off of Washington Place. The present on-site circulation allows for on-site queuing of vehicles during drop-off and pick-up periods in the morning and afternoon, respectively. Vehicles enter

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Planning Commission Agenda Item Report

off of Mitchell Avenue and pull forward to the active loading spaces in the drive aisle. Vehicles are queued in two side-by-side lines. The drop-off and pick-up area allows for queuing of up to 20 vehicles on-site (with four active loading spaces and 16 queuing area spaces). During a site visit in October 2012, staff observed the queuing process during a typical afternoon pick-up period. Traffic moved efficiently around the surrounding streets with school staff both on- and off-site directing parent vehicles where to queue, and assisting pedestrians to move safely around the active driveways. It was also observed that a number of parents walked on to the campus to pick-up their children. The Applicant has coordinated drop-off and pick-up times with the Grand View Elementary School, located to the north of the project site, in order to reduce traffic and parking impacts on adjacent streets. The north side of Mitchell Avenue, in the City of Los Angeles, also has restricted parking limited to 15 minutes on school days which accommodates on street parking for drop off and pick up at both schools. The Applicant is not proposing to change the parking lot configuration or on-site circulation.

As part of the Traffic Study prepared for the project, dated November 2012, by Gibson Transportation Consulting, Inc. (Attachment No. 4), an analysis of the queuing was prepared to determine if the current queuing measures were adequate to handle future operations with 400 students. Based on the analysis in the Traffic Study, the four active loading spaces and 16 queuing area spaces on the site are anticipated to adequately accommodate the queue length during the morning peak drop-off period and each afternoon peak pick-up period for the 400 students without any overflow queuing on Mitchell Avenue or any other adjacent streets.

The Traffic Study also evaluated the forecasted completion date of the project (year 2020) conditions at seven intersections in the immediate vicinity during both the AM and PM peak hours:

1. Centinela Avenue and Mitchell Avenue
2. Grand View Boulevard and Mitchell Avenue
3. Centinela Avenue and Washington Place
4. Grand View Boulevard and Washington Place
5. Inglewood Boulevard and Washington Place
6. Centinela Avenue and Washington Boulevard
7. Centinela Avenue and Venice Boulevard

The traffic analysis estimated that the project, an increase of 100 students to create a 400 student private elementary school, would generate 90 net new daily trips (50 inbound, 40 outbound), during the AM peak hour, and 60 net new daily trips (28 inbound, 32 outbound) per hour during the PM peak hour. These net

City of Culver City, California
Planning Commission Agenda Item Report

new daily trips would be in addition to the existing (2012) and future (2020) traffic volumes at these intersections. The Traffic Study found that at the seven studied intersections incremental increases in V/C, which do not rise to the level of significance, occur during the weekday morning and afternoon peak hours. Therefore, the study determined that project would not result in any traffic impacts.

Offsite/Streetscape Improvements

The Public Works Department has proposed several off-site and on-site improvements related to the project. First, in conformance with the City's Bicycle Master Plan, secure short-term bicycle parking shall be provided by the school in order to provide one (1) space for each ten (10) employees and one (1) space for each twenty (20) students.

Public Works will also require improvements to be made to abutting sidewalks to fix uneven sidewalks and improve ADA accessibility at the curb ramp at the corner of Washington Place and Grand View Boulevard.

CONCLUSION:

The Wildwood School has been operating at the subject location for over 20 years. The school is located on a former CCUSD elementary school site that the CCUSD has leased to the Wildwood School since 1992. The lease was recently extended to the year 2046. There are no impacts to the City's commercial land uses as the property has always been used for a school and the current school campus can accommodate the proposed increase in student enrollment to a maximum of 400 students without creating any significant impacts. For comparison purposes it is noted that CCUSD's 5 elementary schools (K-5) have student enrollment ranging from 500 to 750 students.

The increase in enrollment will not create any significant parking, circulation or traffic impacts. The project is a conditionally permitted use in the zone and consistent with the General Plan. Therefore, based on the analysis contained herein staff believes the findings for a Conditional Use Permit Modification can be made as outlined in proposed Resolution No. 2013-P004 (Attachment No. 1) and recommends project approval.

City of Culver City, California
Planning Commission Agenda Item Report

ENVIRONMENTAL DETERMINATION:

Pursuant to the California Environmental Quality Act (CEQA) guidelines, a Negative Declaration (ND) (Attachment No. 5) has been prepared; the project has been determined to have less than significant impacts on the community.

ALTERNATIVE OPTIONS:

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

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

ATTACHMENTS:

1. Draft Resolution No. 2013-P004 and Exhibit A – Conditions of Approval
2. Area Map
3. Site Plan/Parking Plan
4. Traffic Study prepared by Gibson Transportation Consulting, dated November 2012.
5. Initial Study/Negative Declaration

1 RESOLUTION NO. 2013-P004

2 A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF
3 CULVER CITY, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT
4 MODIFICATION CUP/M P-2012171 TO ALLOW FOR A 400-STUDENT
5 PRIVATE ELEMENTARY SCHOOL AT 12201 WASHINGTON PLACE IN THE
6 RESIDENTIAL MEDIUM DENSITY (RMD) ZONE.

7 (Conditional Use Permit Modification, CUP/M P-2012171)

8 WHEREAS, on December 5, 2012, Wildwood School (the Applicant) and the Culver
9 City Unified School District (the Property Owner) filed an application to modify a Conditional
10 Use Permit (CUP) previously granted to the Applicant to establish a private elementary
11 school located at 12201 Washington Place. The modification requests an increase in
12 enrollment from 300 to a maximum of 400 students; and
13

14 WHEREAS, the property is described as Lots 112 and a portion of 113 of the East
15 Ocean Park Tract (Map Book 6-82) and a portion of the G. Addison Sanford 546.42 acres
16 allotment of the Rancho La Ballona District Court Case No. 965/Court Filing 16/ Maps Nos.
17 5762 and 5763; and
18

19 WHEREAS, on April 10, 2013, after conducting a duly noticed public hearing on the
20 subject application, including full consideration of the application, plans, staff report,
21 environmental information and all testimony presented, the Planning Commission (i) by a
22 vote of **_ to _**, adopted a Negative Declaration, in accordance with the California
23 Environmental Quality Act (CEQA), finding the Project will not result in significant adverse
24 environmental impacts; and (ii) by a vote of **_ to _** conditionally approved Conditional Use
25 Permit Modification, CUP/M P-2012171.
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NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF CULVER CITY, CALIFORNIA, RESOLVES AS FOLLOWS:

SECTION 1. Pursuant to the foregoing recitations and the provisions of Culver City Municipal Code (CCMC), the following findings are hereby made:

Conditional Use Permit:

As outlined in CCMC Title 17, Section 17.530.020, the following required findings for a Conditional Use Permit are hereby made:

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

The Medium Density Multiple Family Residential (RMD) zoning designation allows the existing use of a private school subject to a Conditional Use Permit as outlined in CCMC Section 17.210.015, Table 2-2 "Allowed Uses and Permit Requirements for Residential Zoning Districts." The private school use on the project site was originally permitted under Conditional Use Permit, CUP PL-1393, adopted on March 14, 1984. The request to increase student enrollment from 300 to 400 students at the private school use complies with all applicable provisions of this Title and the CCMC.

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

The use of the project site for a 400 student private elementary school use is consistent with the General Plan Land Use Designation of Medium Density Multiple Family Residential/School. The Medium Density Multiple Family Residential land use designation corresponds to the RMD Zone, which permits private school uses subject to a Conditional Use Permit. The project site is not subject to any specific plan.

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

The design, location, size and operating characteristics of the 400 student private school use will not have an impact on adjacent uses and is therefore found to be compatible with the existing and future educational, residential and commercial land uses in the vicinity of the subject site. The school use will not adversely affect nearby properties because all school activities will be located within the approved project campus area. In addition, the project will be subject to conditions of approval in order to enforce compatibility with adjacent uses.

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

4 The project site has been used as a school for many years, first as Culver City Unified
5 School District's (CCUSD) Betsy Ross Elementary School, then as a private adult
6 education law school, and now as a private elementary school. The project site is
7 owned by CCUSD and leased to the Wildwood School for a period extending through
8 the year 2046. The 400 student school will be accommodated in existing buildings on
9 the existing school campus. The City's Traffic Engineer has reviewed the proposed
10 project and based on the transportation study, the project will result in less than
11 significant impacts on surrounding streets. In addition, on-site circulation will be able to
12 accommodate the drop-off and pick-up activities for the 400 student school.

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

17 The establishment of a 400 student private elementary school through this approval,
18 subject to the conditions of approval, will not be detrimental to the public interest,
19 health, safety or general welfare or injurious to persons, property or improvements in
20 the surrounding zoning districts or vicinity.

21
22 SECTION 2. Pursuant to the foregoing recitations and findings, the Planning
23 Commission of the City of Culver City, California, hereby approves Conditional Use Permit
24 Modification, CUP/M P-2012171, subject to the conditions of approval set forth in Exhibit A
25 attached hereto and incorporated in herein by this reference.
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1 APPROVED and ADOPTED this 10th day of April 2013.

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4 _____
5 SCOTT WYANT - CHAIRPERSON
6 PLANNING COMMISSION
7 CITY OF CULVER CITY, CALIFORNIA

8 Attested by:

9 _____
10 Yvonne Hunt
11 Administrative Secretary
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EXHIBIT A
 RESOLUTION NO. 2013-P004
 Case No CUP/M P-2012171
 Wildwood School
 12201 Washington Place

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
1.	These Conditions of Approval are being imposed on a 400 student private elementary school (the "Project"), for the property located at 12201 Washington Place (the "Property").	All	Standard	
2.	A copy of the Resolution approving the Project, and a copy of these Conditions of Approval, shall be printed on the plans submitted as part of any building permit application for the Project.	Planning	Standard	
3.	All building permit applications for the Project shall include sufficient information and detail to clearly reflect compliance with all applicable requirements of the Culver City Municipal Code (the "CCMC") and with these Conditions of Approval.	Planning	Standard	
4.	The Project shall be developed pursuant to CCMC Chapter 17.300 – "General Property Development and Use Standards".	Planning	Standard	
5.	All planted areas on the Property shall be landscaped and irrigated pursuant to CCMC Chapter 17.310 - "Landscaping".	Planning	Standard	
6.	All parking areas on the Property shall be developed pursuant to CCMC Chapter 17.320 - "Off-Street Parking and Loading".	Planning	Standard	
7.	Signs proposed for the Project shall meet all applicable requirements of CCMC Chapter 17.330 - "Signs". All signs require a separate permit and approval.	Planning	Standard	
8.	All permits and licenses required in connection with the development or use of the Project shall be applied for and obtained separately.	All	Standard	
9.	Changes to the Project or use approved as part of the Land Use Permit may only be made in accordance with the provisions of CCMC Section 17.595.035 – "Changes to an Approved Project".	Planning	Standard	

EXHIBIT A
RESOLUTION NO. 2013-P004
Case No CUP/M P-2012171
Wildwood School
12201 Washington Place

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

EXHIBIT A
 RESOLUTION NO. 2013-P004
 Case No CUP/M P-2012171
 Wildwood School
 12201 Washington Place

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO CERTIFICATE OF OCCUPANCY OR FINAL INSPECTION				
12.	The curb ramp at the corner of Grand View Boulevard and Washington Place shall be reconstructed per Standard Plans for Public Works Construction and ADA accessibility. The curb ramps shall have a detectable warning pad (brick red color) at the bottom of the ramp with grooved border at the top of the ramp.	Public Works	Special	
13.	All sidewalks located along the property frontage on Grand View Boulevard and Washington Place uplifted less 1-inch shall be grinded and any uplifts greater than 1-inch, or sidewalks damaged and cracked shall be replaced from score line to score line as determined by the City Engineer.	Public Works	Special	
14.	Secure short-term bicycle parking shall be provided for the School in order to provide one (1) space for each ten (10) employees and one (1) space for each twenty (20) students of planned capacity. The bicycle parking shall be provided on the School site immediately adjacent to the main entrance to the School, or as approved by the Public Works Department Administrative staff.	Public Works	Special	
15.	All provisions, and requirements set forth in these Conditions of Approval, in the Resolution approving the project, in the CCMC, or in any applicable written comments as provided by City representatives on the Land Use Permit application, shall be fulfilled and satisfied to the satisfaction of all City departments before the use may be established or the Project occupied.	All	Standard	

EXHIBIT A
 RESOLUTION NO. 2013-P004
 Case No CUP/M P-2012171
 Wildwood School
 12201 Washington Place

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
ON-GOING				
16.	The use and development of the Property shall be in substantial conformance with the plans and materials submitted with the application for the Land Use Permit as reviewed by the Planning Commission at its meeting on April 10, 2013 , excepted as modified by these Conditions of Approval.	Planning	Standard	
17.	Pursuant to CCMC Section 17.650.020 - "Inspection", the Property Owner and Applicant shall allow authorized City officials, or their designees, access to the Property where there is reasonable cause to believe the Property is not in compliance with these Conditions of Approval or other requirements of the CCMC.	All	Standard	
18.	The use and development of the Property shall comply with these Conditions of Approval and all applicable local, special district or authority, county, state and federal statutes, codes, standards, and regulations including, but not limited to, Building Division, Fire Department, Planning Division and Public Works Department requirements, and shall comply with all applicable CCMC requirements and all comments made during the City's building permit plan check review process. Failure to comply with said Conditions, statutes, codes, standards, and regulations may result in reconstruction work, demolition, stop work orders, withholding of certificate of occupancy, revocation of land use permit approval and/or any other lawful action the City might deem reasonable and appropriate to bring about compliance.	All	Standard	

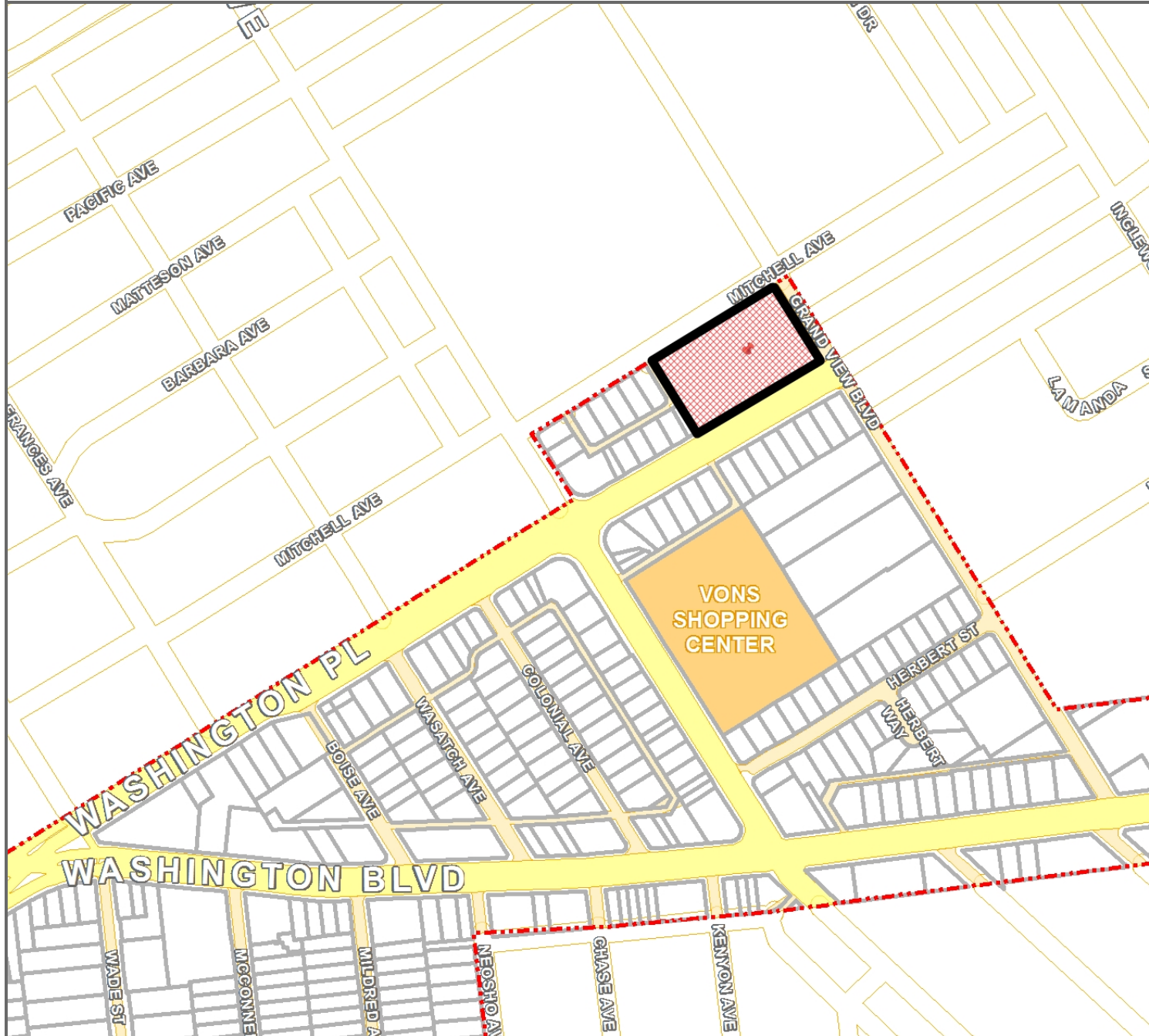
EXHIBIT A
 RESOLUTION NO. 2013-P004
 Case No CUP/M P-2012171
 Wildwood School
 12201 Washington Place

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
ON-GOING				
19.	All graffiti shall be removed from the Property within 48 hours of its application.	Building/ Planning/ Public Works	Standard	
20.	All mitigation measures set forth in any environmental document relating to the Project (including any reports of the type contemplated by the California Environmental Quality Act) shall be completed as specified therein.	Planning	Standard	
21.	The maximum number of students for the school shall not exceed 400. A letter verifying the student enrollment shall be submitted annually to the Planning Manager no more than 30 days after the commencement of the school year.	Planning	Special	
22.	Follow-up Inspections After Project Commencement - Six months after the start of any school year in which student enrollment has increased the Director, or his or her designee, shall conduct follow-up inspections on the school's traffic and parking operations including but not limited to traffic impacts, on-site circulation and parking, and neighborhood parking intrusions. If it is determined by the Director, or his or her designee that the Project's traffic, parking and/or circulation are creating any significant impacts, additional requirements may be imposed as determined by the Director. In the event the Project is not in full compliance with the approved Project plans and/or conditions of approval, the matter shall be set for public hearing pursuant to CCMC Chapter 17.660 - Revocations and Modifications.	Planning	Special	

EXHIBIT A
RESOLUTION NO. 2013-P004
Case No CUP/M P-2012171
Wildwood School
12201 Washington Place

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
ON-GOING				
23.	The Land Use Permit shall expire commensurate with the expiration and/or termination of any lease the Applicant has with the Culver City Unified School District for use of the Property.	Planning	Special	

Attachment No. A
Wildwood School
Conditional Use Permit Modification



Source: Planning Division
Map Created: 03/19/2013
Meeting Date: April 10, 2013

12201 Washington Place

CUP/M P2012171



**THE CITY OF
CULVER CITY**



INFORMATION TECHNOLOGY DEPARTMENT
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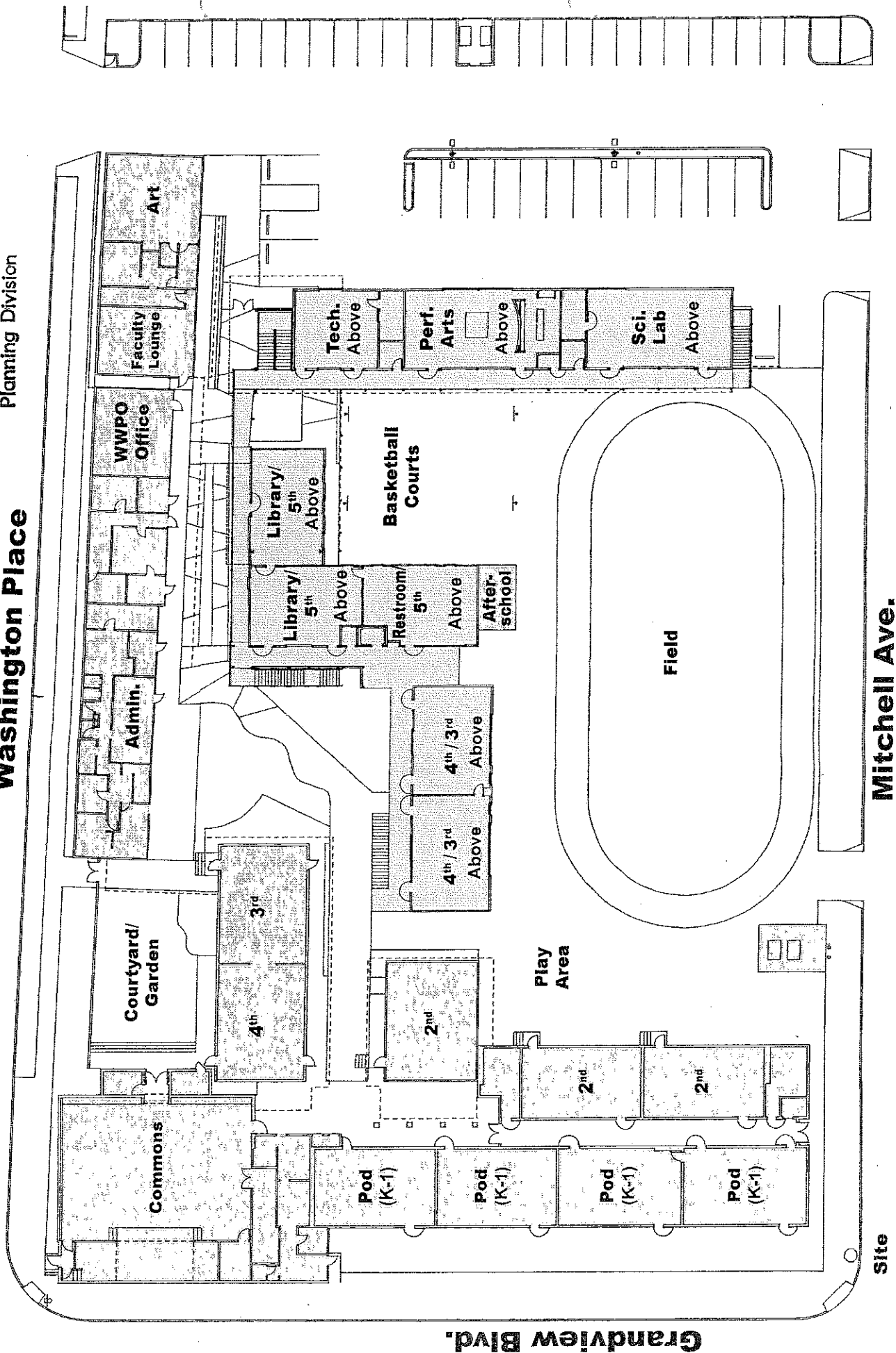
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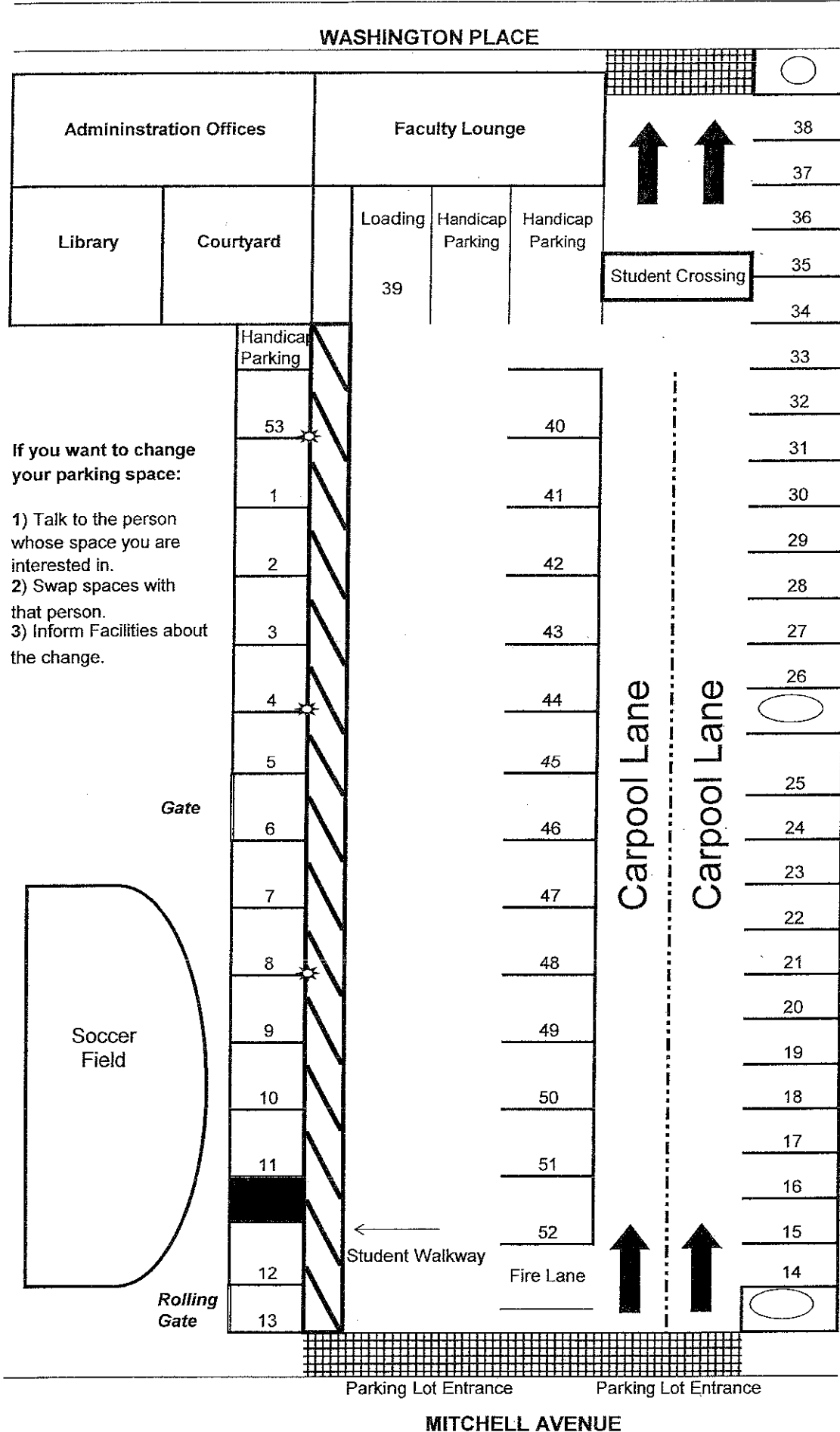
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TRANSPORTATION STUDY FOR THE WILDWOOD LOWER SCHOOL

November 2012

PREPARED FOR
WILDWOOD SCHOOL

PREPARED BY



TRANSPORTATION STUDY FOR THE WILDWOOD LOWER SCHOOL

November 2012

Prepared for:

WILDWOOD SCHOOL

Prepared by:

GIBSON TRANSPORTATION CONSULTING, INC.

523 West 6th Street, Suite 1234
Los Angeles, California 90014
(213) 683-0088

Ref: J1153

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Chapter 1

Introduction

This traffic study presents the traffic impact analysis for the proposed expansion of the Wildwood Lower School student enrollment (the “Project”). The methodology and base assumptions used in the analysis were established in conjunction with the City of Culver City and the Los Angeles Department of Transportation (LADOT).

PROJECT LOCATION

The Project site (the “Site”) is bound by Mitchell Avenue to the north, Grand View Boulevard to the east, Washington Place to the south, and adjacent properties to the east in the City of Culver City. The Site lies within an urbanized area consisting of commercial, office and residential uses. Surrounding uses include a public elementary school, various retail centers, and multi-family residential complexes.

EXISTING SITE CONDITIONS

The student enrollment at the Wildwood School currently stands at 300 students. The Wildwood School schedule consists of an 8:45 A.M. start time on Monday through Friday and a staggered dismissal at 3:00 P.M. and 3:15 P.M. on Monday through Thursday and 1:45 P.M. and 2:00 P.M. on Friday. It should be noted that the start and dismissal times do not coincide with the start and dismissal times at the adjacent public schools. The peak student drop-off hour (8:15 A.M. to 9:15 A.M.) in the morning and the peak student pick-up hour (3:00 P.M. to 4:00 P.M.) in the afternoon occur during the commuter peak morning and afternoon periods (7:00 to 10:00 A.M. and 3:00 to 6:00 P.M.). Currently, vehicles enter the pick-up/drop-off area via the Mitchell Avenue driveway and exit via the Washington Place driveway.

PROJECT DESCRIPTION

Wildwood School proposes to increase its current student enrollment by 100 students from 300 to a maximum of 400 students. The initial increase in enrollment of 25 students would occur during the 2013-2014 school year. Additional students, up to a maximum permitted enrollment of 400 students, would be added between the 2014 and 2020 school year. The Project is anticipated to be complete by 2020.

ORGANIZATION OF REPORT

This report is divided into 11 chapters, including this introduction. Chapter 2 describes the methodology used to analyze intersection operating characteristics and assess significant traffic impacts. Chapter 3 describes the existing circulation system, traffic volumes, and traffic conditions in the Study Area. The methodologies used to forecast future background traffic volumes are described and applied in Chapter 4. Chapter 5 discusses the methodologies used to forecast Project traffic and the Project-related traffic volumes, and Chapter 6 assesses intersection operating conditions of the existing street system after completion of the Project. Chapter 7 assesses intersection operating conditions in the future after completion of the Project. Chapter 8 identifies traffic impacts caused by the Project under existing and future conditions at buildout. Chapter 9 presents the regional Congestion Management Program analysis. Chapter 10 evaluates the site access and internal circulation. Chapter 11 summarizes the analyses and study conclusions. The appendices contain supporting documentation, including a copy of the Memorandum of Understanding that outlines the study scope and assumptions and details of the technical analyses presented herein.

Chapter 2

Traffic Impact Analysis Methodology

This chapter describes the various traffic scenarios analyzed, the methodologies used for assessing intersection and street segment operating conditions, and significant traffic impact criteria for the jurisdictions overseeing the analysis.

STUDY SCOPE AND METHODOLOGY

This traffic study follows the City of Culver City's *Traffic Study Criteria for the Review of Proposed Development Projects within the City of Culver City* (2012) and LADOT's *Traffic Study Policies and Procedures* (May 2012), which establish the guidelines for determining the appropriate analysis methodologies and significance thresholds for the Project. The scope of analysis for this study was developed in consultation with the City of Culver City and LADOT staff. The analysis was conducted using the morning and afternoon peak hours of the school, both of which occur during the commuter morning (7:00 to 10:00 A.M.) and afternoon (3:00 to 6:00 P.M.) peak periods, respectively. The base assumptions and technical methodologies (i.e., trip generation, study locations, analysis methodology, etc.) were identified as part of the study approach and were outlined in a Memorandum of Understanding (MOU), which was reviewed and approved by the City of Culver City. A copy of the MOU is provided in Appendix A.

The traffic impact study evaluates the potential for impacts caused by the Project on the street system surrounding the Project site. Consistent with *Traffic Study Criteria* and *Traffic Study Policies and Procedures*, the following analysis conditions are analyzed for the Project:

- **Existing Conditions (2012)** – The analysis of existing traffic conditions provides a basis for the assessment of existing plus project and future traffic conditions. The Existing Conditions analysis includes a description of key area streets and highways, traffic volumes, and current operating conditions.

Intersection turning movement counts for typical weekday morning (7:00 a.m. to 10:00 a.m.) and afternoon (3:00 p.m. to 6:00 p.m.) peak periods were collected in January and June 2012 while local schools were in session. Fieldwork (lane configurations, signal

phasing, parking restrictions, etc.) for the analyzed intersections was collected in February and June 2012.

- Existing Plus Project Conditions (2012) – The California Environmental Quality Act (CEQA), the City of Culver City, and LADOT require an evaluation of project traffic impacts on the existing environment as part of traffic impact analyses. This analysis evaluates the potential Project-related traffic impacts as compared to existing conditions.
- Future without Project Conditions (2020) – This analysis projects the future traffic growth and intersection operating conditions that could be expected as a result of regional growth and related projects in the vicinity of the Project Site by year 2020. The Future without Project traffic conditions are projected by adding ambient traffic growth and traffic from related projects to existing conditions. This analysis provides the baseline conditions by which Project impacts are evaluated at full buildout.
- Future Plus Project Conditions (2020) – This analysis identifies the potential incremental impacts of the Project at full buildout, prior to mitigation, on projected future traffic operating conditions by adding the net Project-generated traffic to the Future without Project traffic forecasts (year 2020).

IMPACT CRITERIA AND SIGNIFICANCE THRESHOLDS

The significance of the potential impacts of Project generated traffic at each study intersection was identified using criteria identified in *Traffic Study Criteria* and *Traffic Study Policies and Procedures*. According to the Culver City and LADOT sliding scale method for calculating the level of impact due to traffic generated by a proposed project, a significant transportation impact is determined based on the criteria presented below:

Intersection Conditions with Project Traffic		City of Culver City	City of Los Angeles
		Project-Related Increase in V/C Ratio Equal To or Greater Than	Project-Related Increase in V/C Ratio Equal To or Greater Than
LOS	V/C Ratio		
C	0.701 - 0.800	0.05	0.04
D	0.801 - 0.900	0.04	0.02
E or F	> 0.900	0.02	0.01

The relative impact of the added traffic volumes to be generated by the Project was evaluated based on analysis of operating conditions at the study intersections, with and without the Project.

As required by *Traffic Study Criteria* and *Traffic Study Policies and Procedures*, the Project's impacts were evaluated against the Existing (2012) and Future (2020) traffic conditions. The following discussion details the capacity analysis procedures utilized to evaluate the volume-to-capacity (V/C) relationships and level of service (LOS) characteristics at each study intersection.

Congestion Management Program Analysis

The Congestion Management Program (CMP) is a state-mandated program that serves as the monitoring and analytical basis for transportation funding decisions in the county made through the Regional Transportation Improvement Program (RTIP) and State Transportation Improvement Program (STIP) processes. The CMP requires that a Traffic Impact Analysis (TIA) be performed for all CMP arterial monitoring intersections where a project would add 50 or more trips during either the morning or afternoon weekday peak hours and all mainline freeway monitoring locations where a project would add 150 or more trips (in either direction) during the morning or afternoon weekday peak hours.

The CMP required for the Project has been performed, in Chapter 9, in accordance with the TIA guidelines referenced in the *2010 Congestion Management Program for Los Angeles County* (Los Angeles County Metropolitan Transportation Authority [Metro], 2010).

Chapter 3

Existing Conditions

A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions in the Project Study Area. The existing conditions analysis relevant to this study includes an assessment of the existing street system, an analysis of traffic volumes and current operating conditions, and an analysis of the existing public transit service.

STUDY AREA

The Study Area includes a geographic area approximately 0.25 miles (north-south) by approximately one mile (east-west). This Study Area was established in consultation with the City of Culver City and LADOT and by reviewing the existing intersection/corridor operations, Project peak hour vehicle trip generation, the anticipated distribution of Project vehicular trips, and the potential impacts of Project traffic.

A traffic analysis study area generally comprises those locations with the greatest potential to experience significant traffic impacts due to the Project as defined by the lead agency. In the traffic engineering practice, a study area generally includes those intersections that are:

1. Immediately adjacent or in close proximity to the project site
2. In the vicinity of the project site that are documented to have current or projected future adverse operational issues
3. In the vicinity of the project site that are forecast to experience a relatively greater percentage of project-related vehicular turning movements (e.g., at freeway ramp intersections)

The Project Study Area was designed to ensure that all potentially significantly impacted intersections, prior to any mitigation, were analyzed, and the boundary of the Study Area was extended, as necessary, to confirm that there were no significant impacts at or outside the boundary of the Study Area by reviewing the Project traffic's travel patterns.

A total of five signalized intersections and two unsignalized intersections in the Study Area were identified during the MOU process for detailed analysis of the above conditions:

1. Centinela Avenue & Mitchell Avenue (Culver City / Los Angeles)
2. Grand View Boulevard & Mitchell Avenue (Culver City / Los Angeles)
3. Centinela Avenue & Washington Place (Culver City)
4. Grand View Boulevard & Washington Place (Culver City)
5. Inglewood Boulevard & Washington Place (Los Angeles)
6. Centinela Avenue & Washington Boulevard (Culver City)
7. Centinela Avenue & Venice Boulevard (Los Angeles)

Figure 1 illustrates the location of the Site in relation to the surrounding street system and the seven analyzed intersections.

EXISTING STREET SYSTEM

The existing street system in the Study Area consists of a regional roadway system including principal and secondary arterials and collector and local streets. The secondary arterials, collectors, and selected local streets in the Study Area offer sub-regional and local access and circulation opportunities. These transportation facilities generally provide two to six travel lanes and usually allow parking on either side of the street. Typically, the speed limits range between 25 and 40 miles per hour (mph) on the principal and secondary arterials, collector, and local streets.

Roadway Descriptions

Primary regional access to the Project site is provided by Interstate 405 (I-405) (the San Diego Freeway), which generally runs north-south in the Study Area. I-405 is located approximately one quarter-mile to the east of the Site. Access to and from I-405 is available via interchanges at Sawtelle Boulevard and Sepulveda Boulevard between Venice Boulevard and Washington Boulevard.

The major arterials providing regional and sub-regional access to the Project vicinity include Centinela Avenue, Venice Boulevard, and Washington Boulevard. The following is a brief description of the major streets in the study area:

- Centinela Avenue – Centinela Avenue is a designated Major Highway Class II that runs in the north-south direction west of the Site. It provides four travel lanes, two in each direction, and left-turn lanes at intersections. It provides both local and regional access to the Site. Parking restrictions vary on both sides of the street in the Study Area. The posted speed limit is 35 mph.
- Grand View Boulevard – Grand View Boulevard is a designated Collector Street that runs north-south along the east side of the Site. It provides two travel lanes, one in each direction. It provides local access to the Site. Parking restrictions vary on both sides of the street in the Study Area. The posted speed limit is 30 to 35 mph.
- Inglewood Boulevard – Inglewood Boulevard is a designated Secondary Arterial that runs north-south along the east side of the Site. It provides two travel lanes, one in each direction. It provides local access to the Site. Parking restrictions vary on both sides of the street in the Study Area. The posted speed limit is 35 mph.
- Venice Boulevard – Venice Boulevard is a designated Major Highway Class II that runs in the east-west direction north of the Site. It provides six travel lanes, three in each direction. It provides both sub-regional and local access to the Site. Parking restrictions vary on both sides of the street in the Study Area. The posted speed limit is 40 mph.
- Washington Place – Washington Place is a designated Major Highway Class II that runs east-west along the south side of the Site. It provides four travel lanes, two in each direction. It provides both sub-regional and local access to the Site. Parking restrictions vary on both sides of the street in the Study Area. The posted speed limit is 35 mph.
- Washington Boulevard – Washington Boulevard is a designated Major Highway Class II that runs in the east-west direction south of the Site. It provides four travel lanes, two in each direction. It provides both sub-regional and local access to the Site. Parking restrictions vary on both sides of the street in the Study Area. The posted speed limit is 35 mph.

The existing lane configurations at the analyzed intersections are provided in Appendix B.

EXISTING TRANSIT SYSTEM

The Project area is served by Metro bus lines, Culver City Bus and Santa Monica Big Blue Bus. Bus transit service in the Project vicinity is available along the following streets:

-
- Centinela Avenue
 - Venice Boulevard
 - Washington Boulevard

Figure 2 illustrates the existing transit service in the Study Area. Table 1 summarizes the various transit lines operating in the Study Area for each of the service providers in the region, the type of service (peak vs. off-peak, express vs. local), and frequency of service. The following provides a brief description of the bus lines providing service in Project vicinity:

- Metro Local Line 33 – Line 33 is a local line that travels east-west on Venice Boulevard in the vicinity of the Site with average headways of 10 minutes during the AM and PM peak hours. This line travels from Downtown Los Angeles to Santa Monica and provides service to Culver City and Union Station.
- Metro Rapid Line 733 – Line 733 is a rapid line that travels east-west on Venice Boulevard in the vicinity of the Site with average headways of 10 minutes during the AM and PM peak hours. This line travels from Downtown Los Angeles to Santa Monica and provides service to Culver City and Union Station.
- Culver City Bus Line 1 – Line 1 is a local line that travels east-west on Washington Boulevard in the vicinity of the Site with average headways of 15 minutes during the AM and PM peak hours. This line travels from Venice Beach to Washington Boulevard & Fairfax Avenue and provides service to Sony Studios, Venice and Mar Vista.
- Culver City Bus Line 2 – Line 2 is a local line that travels north-south on Centinela Avenue in the vicinity of the Site with average headways of 45 minutes during the AM and PM peak hours. This line travels from Washington Boulevard & Lincoln Boulevard to the Culver City Transit Center and provides service to the Venice High School and Westfield Culver City Mall.
- Culver City Bus Line 5 – Line 5 is a limited service line that travels north-south on Centinela Avenue in the vicinity of the Site with average headway one hour in the PM peak hour. This line travels from Blair Hills to Washington Boulevard and Inglewood Boulevard and provides service to Venice High School.
- Big Blue Bus Line 6 – Line 6 is a limited line that travels north-south on Centinela Avenue and east-west on Venice Boulevard in the vicinity of the Site with average headways of one hour in the AM and PM peak hours. This line travels from Palms to Santa Monica College and provides service to Santa Monica College Main Campus, Santa Monica College Bundy/Airport Campus, and Palms-Mar Vista.
- Big Blue Bus Line 14 – Line 14 is a local line that travels north-south on Centinela Avenue in the vicinity of the Site with average headways of 15 minutes in the AM and PM peak hours. This line travels from the Brentwood to Culver City and provides service to Santa Monica College and Santa Monica Airport.

INTERSECTION LEVEL OF SERVICE METHODOLOGY

As required by the City of Culver City, the signalized study intersections under Culver City jurisdiction were evaluated using the Intersection Capacity Utilization (ICU) methodology, which determines V/C ratios on a critical movement basis. As required by LADOT, the signalized study intersections under the City of Los Angeles jurisdiction were evaluated using the Critical Movement Analysis (CMA) methodology. The overall intersection V/C ratio is subsequently assigned an LOS value to describe intersection operations. LOS is a qualitative measure used to describe the traffic flow conditions. Table 2 presents a description of the LOS categories, which range from excellent, nearly free-flow traffic at LOS A to stop-and-go conditions at LOS F.

The unsignalized intersections were evaluated using the *2000 Highway Capacity Manual* (HCM) (Transportation Research Board, 2000) methodology, which determines the average total control delay (seconds/vehicle). The overall intersection average delay is subsequently assigned an LOS value to describe intersection operations. Table 3 presents a description of the LOS categories.

Computer Traffic Signal Control

The Automated Traffic Surveillance and Control (ATSAC) system represents an advanced system in computer control of traffic signals. It was first put into operation in June 1984 in the Coliseum area of the City of Los Angeles to anticipate the expected increase in traffic due to the Summer Olympic Games, and has since been expanded to other parts of the City. The advantages of ATSAC-controlled traffic signals are substantial, including real-time adjustment of signal timing plans to reflect changing traffic conditions, identification of unusual traffic conditions caused by incidents, the ability to implement special purpose short-term signal timing changes in response to incidents, and the ability to identify signal equipment malfunctions quickly. LADOT estimates that implementation of this system improves intersection capacity by an average of 7%.

In addition to ATSAC, the Adaptive Traffic Control System (ATCS) has been tested and implemented along major travel corridors in the City of Los Angeles. ATCS is a computer-based traffic signal control program that provides fully responsive traffic signal control based on

real-time traffic conditions. It automatically adjusts and optimizes traffic signal timing in response to current traffic demands on the entire signal network such that the number of stops and the amount of delay is minimized along with improved traffic signal coordination throughout the network. LADOT estimates that implementation of this system improves intersection capacity by an additional 3% over those operating under the ATSAC system alone.

ATCS and ATSAC are in place at the intersections of Inglewood Boulevard & Washington Place and Centinela Avenue & Venice Avenue. In accordance with standard LADOT procedures, a capacity increase of 10% (0.10 V/C adjustment) was applied to reflect the benefits of ATCS and ATSAC control at this intersection.

The City of Culver City has adopted a signal synchronization system equivalent to LADOT's ATSAC. The signal synchronization system allows for a 7% capacity increase (0.70 V/C adjustment).

This synchronization system is in place at Centinela Avenue & Washington Place and Grand View Avenue & Washington Place. While the Cities of Culver City and Los Angeles hold joint jurisdiction of the intersections, the City of Culver City controls these intersections. Therefore, to provide a conservative analysis, a capacity increase of 7% (0.07 V/C adjustment) was applied to reflect the benefits.

EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE

This section presents the existing peak hour turning movement traffic volumes for the intersections analyzed in the study, describes the methodology used to assess the traffic conditions at each intersection, and analyzes the resulting operating conditions at each intersection indicating V/C ratios and LOS.

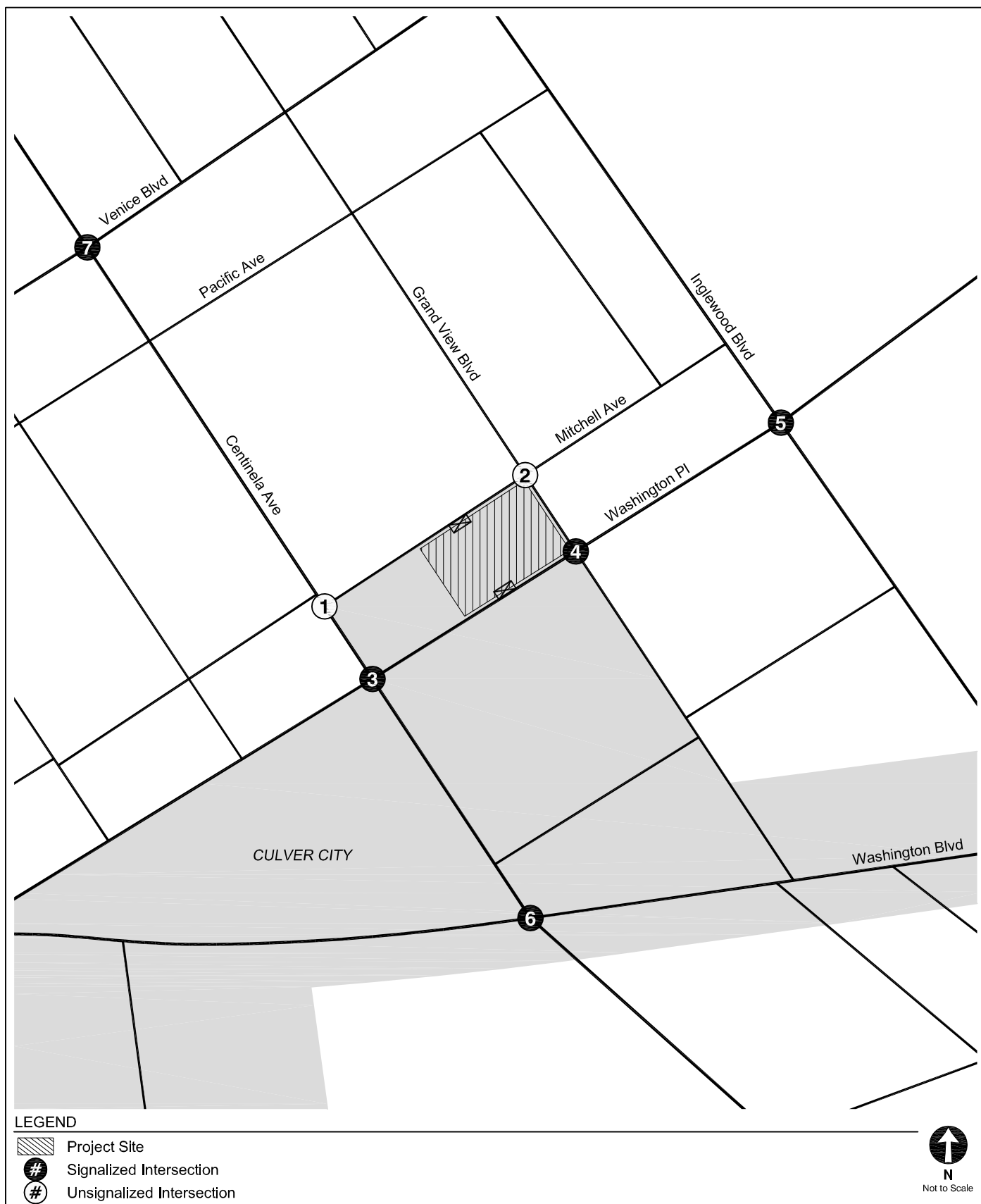
Existing Traffic Volumes

Intersection turning movement counts during the typical weekday morning (7:00 a.m. to 10:00 p.m.) and afternoon (3:00 PM to 6:00 PM) commuter peak periods were conducted at the seven study intersections in January and June, 2012. The existing intersection traffic volumes can be found in Figure 3. The summary data worksheets of turning movement counts at the study intersections are available in Appendix C.

The traffic volumes illustrated in Figure 3 were analyzed to determine the existing operating conditions at the analyzed intersections.

Existing Intersection Levels of Service

Table 4 summarizes the existing weekday afternoon peak hour V/C ratio or average delay and the corresponding LOS for each of the analyzed intersections. As summarized in Table 4, the seven study intersections analyzed operate at LOS D or better during both the morning and afternoon peak hours under Existing conditions. The LOS calculation worksheets are provided in Appendix D.

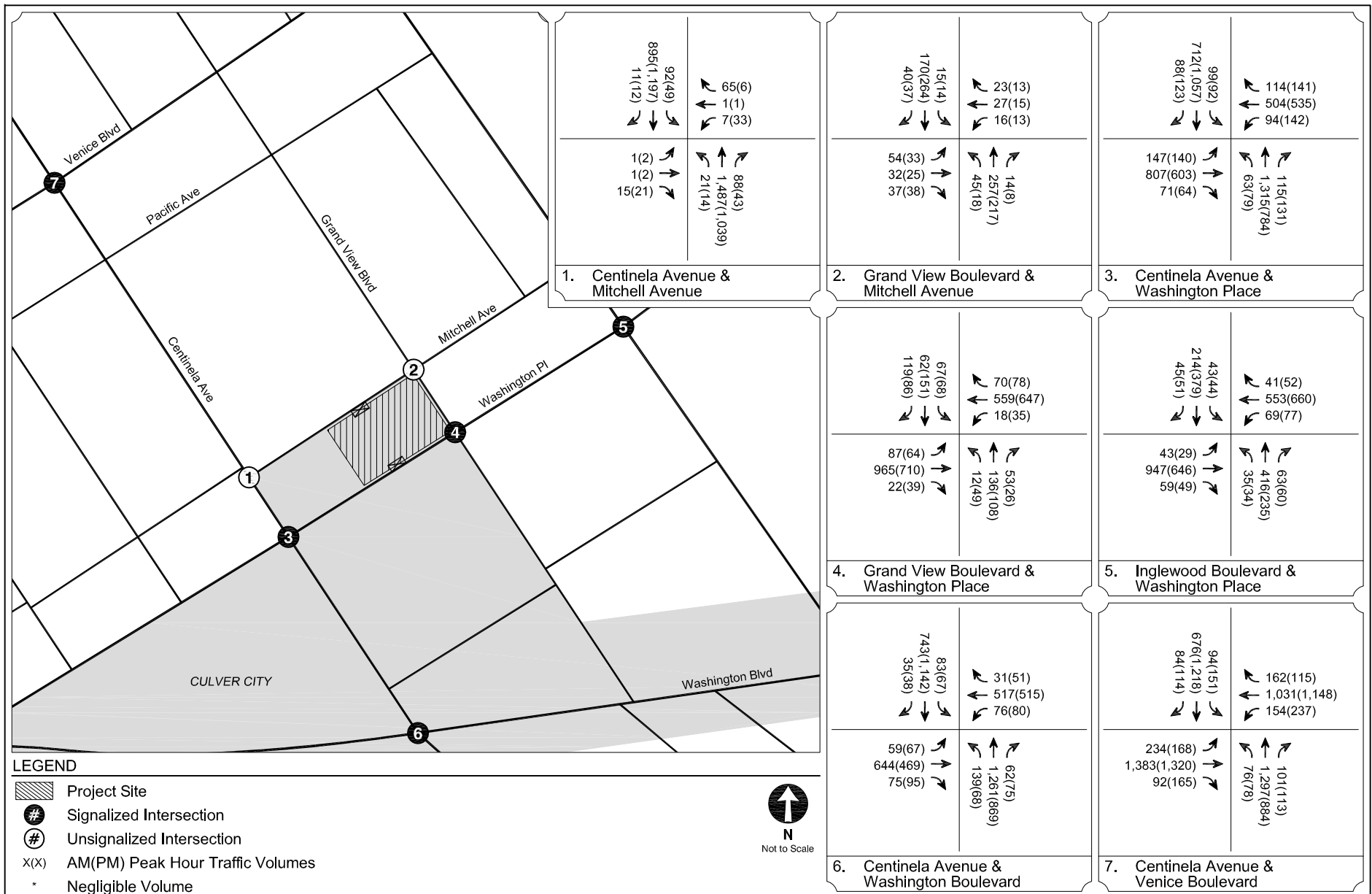


STUDY AREA AND ANALYZED INTERSECTIONS

FIGURE
1



FIGURE
2



EXISTING CONDITIONS (YEAR 2012)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
3

TABLE 1
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

Level of Service	Intersection Capacity Utilization	Definition
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: *Transportation Research Circular No. 212, Interim Materials on Highway Capacity*,
Transportation Research Board, 1980.

TABLE 2
LEVEL OF SERVICE DEFINITIONS FOR
UNSIGNALIZED INTERSECTIONS

Level of Service	Average Total Delay (seconds/vehicle)	Expected Delay to Minor Street Traffic
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	Extreme Delay

Source: *Highway Capacity Manual, Special Report 209, Transportation Research Board, 2000.*

TABLE 3
EXISTING CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	Intersection	Jurisdiction	Peak Hour	Existing Conditions		
				V/C	Delay	LOS
1.	Centinela Avenue & Mitchell Avenue [a]	Culver City / Los Angeles	A.M.	0.697	2.9	A
			P.M.	0.524	3.9	A
2.	Grand View Boulevard & Mitchell Avenue [a]	Culver City / Los Angeles	A.M.	0.394	10.0	A
			P.M.	0.376	9.7	A
3.	Centinela Avenue & Washington Place [b]	Culver City / Los Angeles	A.M.	0.814	--	D
			P.M.	0.686	--	B
4.	Grand View Boulevard & Washington Place [b]	Culver City / Los Angeles	A.M.	0.517	--	A
			P.M.	0.508	--	A
5.	Inglewood Boulevard & Washington Place [c]	Los Angeles	A.M.	0.687	--	B
			P.M.	0.567	--	A
6.	Centinela Avenue & Washington Boulevard	Culver City	A.M.	0.838	--	D
			P.M.	0.726	--	C
7.	Centinela Avenue & Venice Boulevard [c]	Los Angeles	A.M.	0.848	--	D
			P.M.	0.853	--	D

Notes:

[a] Intersection is unsignalized. LOS is based on average control delay as calculated using the HCM methodology. A v/c ratio is also provided to project related impacts per Culver City and Los Angeles criteria

[b] Culver City intersections operate under signal synchronization equivalent to LADOT's ATCS. A credit of 0.07 in V/C ratio was included in the analysis.

[c] All Los Angeles intersections operate under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the analysis.

**TABLE 4
EXISTING TRANSIT SERVICE**

Provider, Route, and Service Area	Service Type	Hours of Operation	Average Headway (minutes)			
			A.M.		P.M.	
Metro			NB/EB	SB/WB	NB/EB	SB/WB
33 Downtown Los Angeles - Santa Monica via Venice Boulevard	Local	24 - Hour	15	9	10	14
733 Downtown Los Angeles - Santa Monica via Venice Boulevard	Rapid	5:00 A.M. - 12:00 A.M.	15	10	8	15
Culver City Bus			NB/EB	SB/WB	NB/EB	SB/WB
C1 Washington Boulevard	Local	5:00 A.M. - 11:30 P.M.	14	13	12	13
C2 Inglewood Boulevard / Venice High School	Local	6:00 A.M. - 6:00 P.M.	60	48	45	45
C5 Braddock Drive	Limited	7:00 A.M. - 4:00 P.M.	--	--	60	--
Santa Monica Big Blue Bus			NB/EB	SB/WB	NB/EB	SB/WB
BBB6 Santa Monica College Commuter	Limited	7:00 A.M. - 6:00 P.M.	--	30	60	90
BBB14 Brentwood - Culver City	Local	6:00 A.M. - 9:00 P.M.	13	15	14	14

Notes:

Culver City Bus: City of Culver City

Santa Monica Big Blue Bus: City of Santa Monica

Chapter 4

Future without Project Traffic Conditions

Estimates of future traffic conditions both with and without the Project were developed to evaluate the potential impacts of the Project on the local street system. This discussion details the assumptions used to develop the Future (Year 2020) without Project conditions.

In order to develop the Future without Project traffic conditions, the existing traffic volumes were factored upward by a 1% annual ambient growth rate to approximate regional growth and development. In addition to this ambient growth, related projects traffic must also be added to estimate the Future without Project (Year 2020) traffic conditions.

CEQA GUIDELINES REGARDING FUTURE TRAFFIC CONDITIONS

The forecast of Future without Project conditions was prepared in accordance with procedures outlined in Section 15130 of *Guidelines for Implementation of the California Environmental Quality Act, Chapter 3, Title 14, California Code of Regulations* (California Natural Resources Agency, amended July 27, 2007). Specifically, *Guidelines* provides two options for developing the cumulative traffic volume forecast:

“(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or

(B) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.”

Accordingly, the traffic analysis provides a highly conservative estimate of Future without Project traffic volumes as it incorporates both the “A” and “B” options outlined in *Guidelines* for purposes of developing the forecast.

FUTURE WITHOUT PROJECT TRAFFIC VOLUMES

The existing plus ambient growth traffic volumes were combined with the related project volumes to form the Future without Project conditions. This scenario forms the basis of the evaluation of Project impacts in the Future plus Project (Year 2020) conditions.

Ambient Traffic Growth

Existing traffic is expected to increase as a result of regional growth and development. Culver City guidelines require the use of a 1% per year ambient growth rate. The total adjustment applied over the eight-year period was therefore 8%.

Related Projects

In accordance with the CEQA requirements in *Guidelines*, this study considers the effects of the Project in relation to other developments either proposed, approved, or under construction in the Study Area. These development proposals (called related projects) are expected to be implemented in the vicinity of the Site prior to the buildout date of the Project. With this information, the potential impact of the proposed Project can be evaluated within the context of the cumulative impact of all ongoing development.

The list of related projects is based on information provided by the City of Culver City Planning Department and LADOT. The related projects located within a 1.5 mile radius of the Project Site are detailed in Table 5. The locations of these related projects are shown in Figure 4, while Figure 5 depicts the traffic volumes associated with these projects at the study intersections.

The development of estimated traffic volumes added to the Study Area as a result of related projects involves the use of a three-step process: trip generation, trip distribution, and traffic assignment.

Trip generation estimates for the related projects were provided by LADOT or were calculated using a combination of previous study findings and the trip generation rates contained in *Trip Generation, 8th Edition* (Institute of Transportation Engineers, 2008). As shown in Table 5, the related projects are expected to generate approximately 6,295 daily trips on a typical weekday, including 817 morning peak hour trips and 949 afternoon peak hour trips. These projections are conservative in that they do not in every case account for either the existing uses to be removed or the likely use of other travel modes (transit, walk, etc.)

The geographic distribution of the traffic generated by the related projects is dependent on several factors. These factors include the type and density of the proposed land uses, the geographic distribution of the population from which the employees/residents and potential patrons of the proposed developments are drawn, and the location of these projects in relation to the surrounding street system. These factors are considered along with logical travel routes through the street system to develop a reasonable pattern of trip distribution.

The trip generation estimates for the related projects were assigned to the local street system using the trip distribution pattern described immediately above. These volumes were then added to the existing traffic volumes after adjustment for ambient growth through the projected buildout year of 2020. These volumes represent the Future without Project conditions (i.e., cumulative traffic volumes, ambient traffic growth, and related project traffic growth).

The resulting Future without Project peak hour traffic volumes are illustrated in Figure 6.

Future Roadway Improvements

Based on discussions with the City of Culver City and LADOT traffic engineers, there are no future roadway improvements (either programmed improvements or other mitigation for other recently approved developments) in the Study Area that are anticipated to be fully funded and constructed

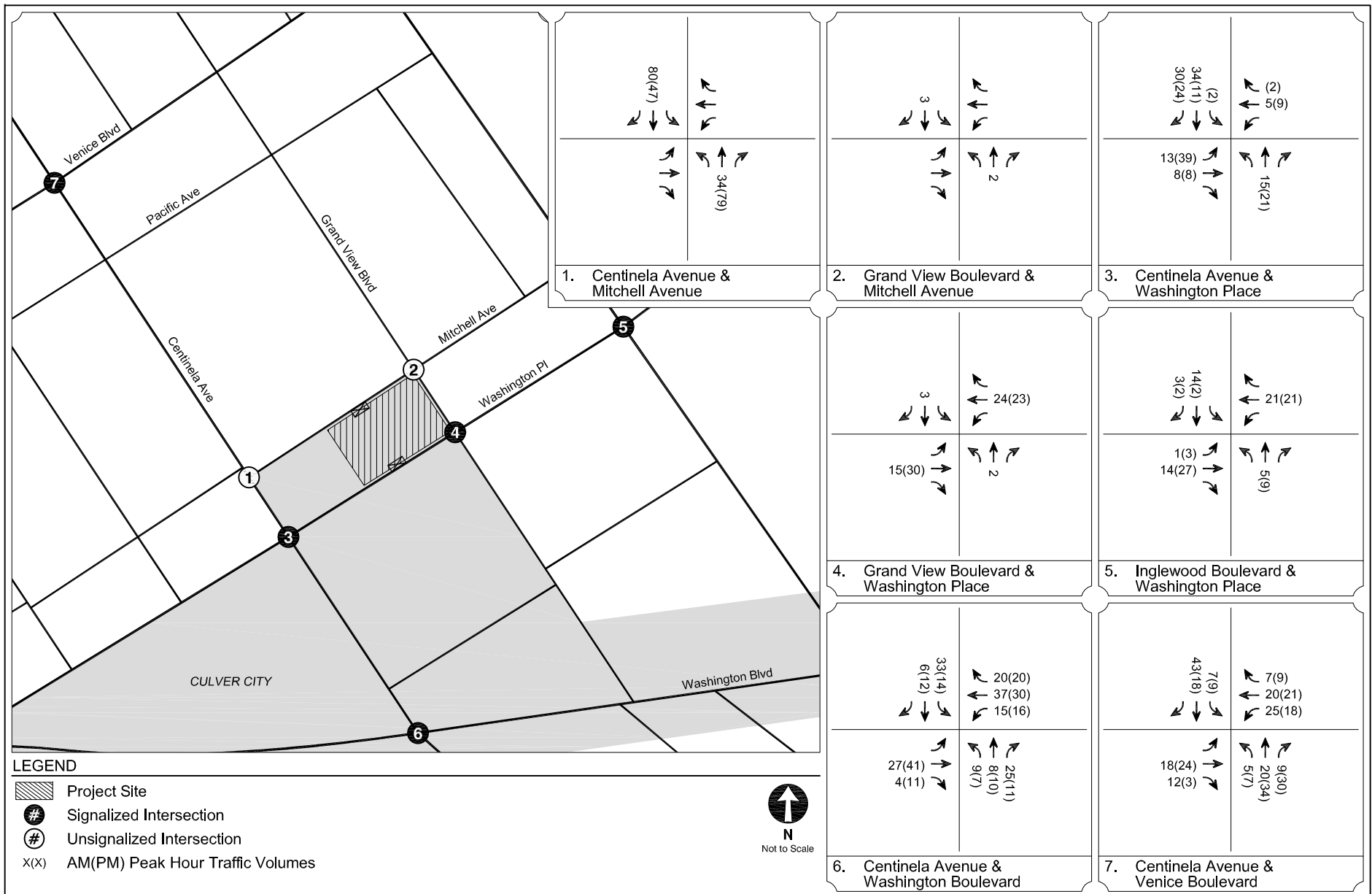
prior to the buildout of the Project (i.e., 2020). Thus, no future roadway improvements were included as part of the future conditions analyses.

INTERSECTION OPERATIONS

Future without Project Intersection Levels of Service

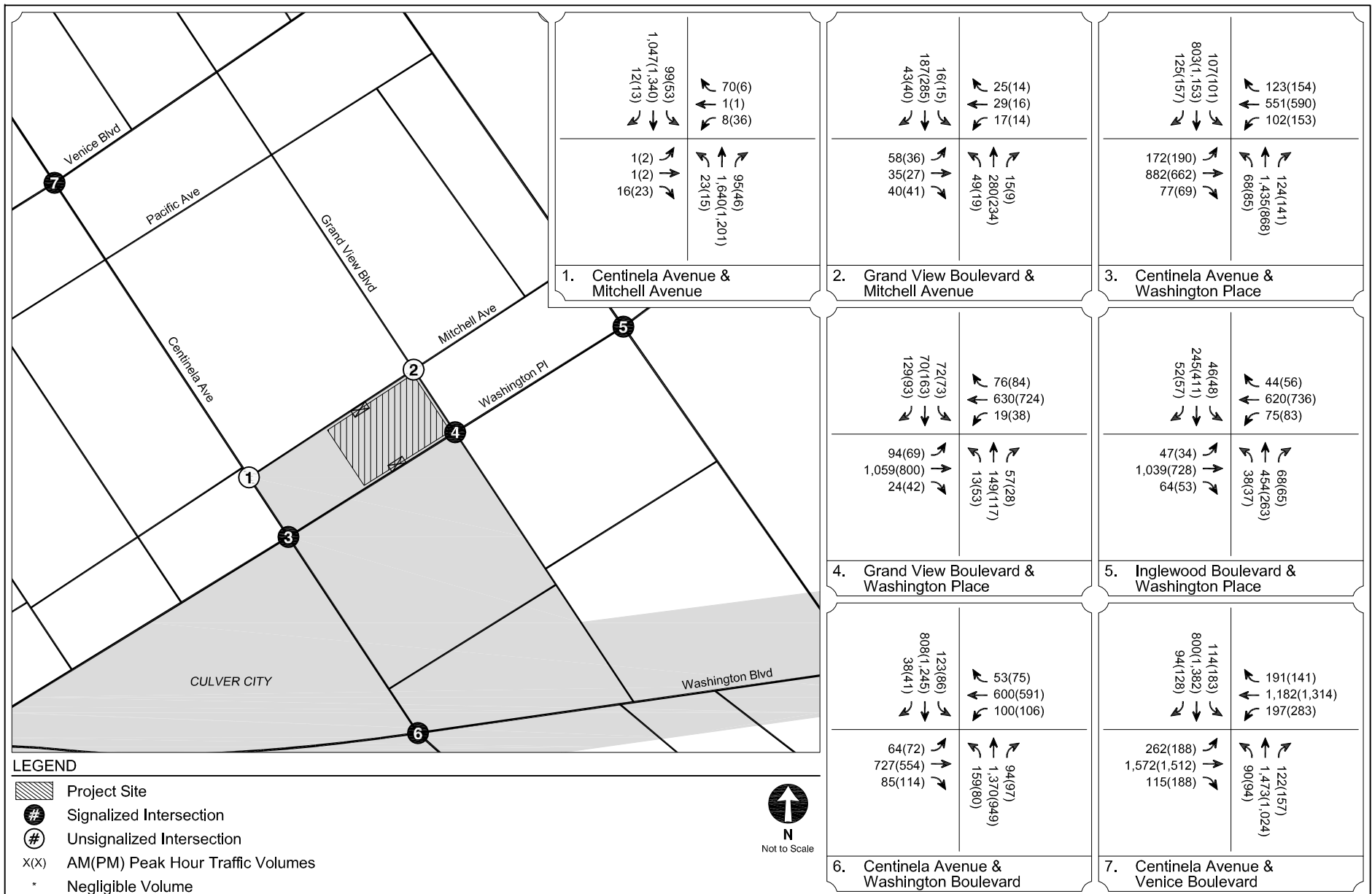
Table 6 summarizes the analysis of the Future without Project traffic conditions. Of the seven analyzed intersections, five are projected to operate at LOS D or better during the morning and afternoon peak hours under Future without Project conditions. The intersection of Centinela Avenue & Washington Boulevard is projected to operate at LOS E during the morning peak hour and LOS D during the afternoon peak hour under Future without Project conditions. The intersection of Centinela Avenue & Venice Boulevard is projected to operate at LOS E during both the morning and afternoon peak hours under Future without conditions.





RELATED PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
5



FUTURE WITHOUT PROJECT (YEAR 2020)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
6

**TABLE 5
RELATED PROJECTS**

City of Los Angeles [a]												
No.	DOT Case No.	Project	Address	Project Description	Trip Generation [b]							
					Daily Trips	In	Out	AM Peak Hour	In	Out	PM Peak Hour	
1	WLA07-062	Condominium	11131 Rose Avenue	227-unit condominium. Existing 89-unit apartment to be removed.	727	9	46	55	54	27	81	
2	CTC09-031	LADPW Maintenance Yard	3233 Thatcher Avenue	Improvement/expansion of the existing LADPW maintenance yard plus addition of 30 new employees to site.	--	26	4	30	5	25	30	
3	CTC08-019	Bank	12410 Venice Boulevard	2,800 sf walk-in bank. Existing 2,800 sf specialty retail to be replaced.	--			--	15	18	33	
4	CTC10-048	Dollar Tree Discount Store	4160 Lincoln Boulevard	8,000 sf discount store to replace Boater's World store.	--			--	18	18	36	
5	WLA10-041	Windward School	11350 Palms Boulevard	75 student enrollment increase at the existing Windward School to a maximum enrollment of 475 students.	186	44	26	70	6	7	13	
6	CTC11-009	Apartment Building	4100 Del Rey Avenue	77-unit apartment building.	--			--			--	
7		Mixed-Use Project	10601 Washington Bouelvard	126-unit apartment, 23,000 sf office, 9,000 sf retail, 4,500 sf high-turnover restaurant, 4,500 sf quality restaurant to replace existing 10,100 sf office	1802	52	73	125	96	71	167	
City of Culver City [c]												
No.	DOT Case No.	Project	Address	Project Description	Trip Generation [d]							
					Daily Trips	In	Out	AM Peak Hour	In	Out	PM Peak Hour	
8	OUT08-005	Mixed-Use Building	11955 Washington Boulevard	41,000 sf office and 9,500 sf retail. Existing vacant building to be removed.	872	68	9	77	15	72	87	
9		Glencoe/Washington Mixed Use	13365 Washington Boulevard	4,183 sf ground floor retail and 19 units	185	5	6	11	12	9	21	
10		New Dental Office-Building Permit	10826/10830 Washington Boulevard	Construction of new 1-story dental and retail building (2,989 sf)	108	6	1	7	3	7	10	
11		Burger King-Live/Work Units	13340 Washington Boulevard	41-unit condominium development with 6 live/work condominium units in Culver City and 35 units in LA	238	3	15	18	14	7	21	
12		New Vehicle Repair Shop	11167 Washington Place	Construction of a new vehicle repair shop with 1,196 sf of repair area with 2 service bays and 191 sf office	--	3	1	4	2	2	4	
13		11304 Culver Boulevard CUP for Auto Repair Shop	11304 Culver Boulevard	T.I. to existing 1280 sf 3-bay vacant building for auto repair shop per plan		3	1	4	2	2	4	
14		Culver Crossroads	4114 Sepulveda Boulevard	T1 and partial demo of 17,653 sf and construction of 14,900 sf for a shopping center.	640	9	6	15	27	29	56	
15		12714-12718 Washington Boulevard Mixed-Use	12714-12718 Washington Boulevard	5-unit mixed-use project with approximately 3,300 sf ground floor retail	146	4	5	9	10	7	17	
16		New 7-Eleven Convenience Store, ASPR	4436 Sepulveda Boulevard	Construction of new single story 2,500 sf convenience store	--	84	84	168	84	84	168	
17		Modification to CUP, Expanding Schoo	12095-12101 Washington Boulevard	Conversion of a 20,090 sf office building into classrooms and administrative offices.	[e]	57	34	91	1	1	2	
18		Washington Place Office Condos	12402 Washington Place	42,000 sf 4-story office and retail building. 9,300 sf of retail and 30,400 sf of office.	747	53	19	72	34	58	92	
19		New 2-story Commercial Building	11012/11014 Washington Boulevard	2-story commercial building totaling 3,385 sf.	150	4	5	9	10	7	17	
20		Tilden Terrace	11042-11056 Tilden Avenue	New 3-story, 51,360 sf mixed-use development with 10,400 sf of ground floor retail and 33 residential units.	653	15	28	43	41	28	69	
21		Baldwn Site	12803 Washington Boulevard	New 3-story commercial (office and retail) condominium building (retail ground floor) totaling 37,308 sf.	411	51	7	58	10	46	56	
22		New Single Story Retail Center	11281 Washington Place	Retail center totaling 6,294 sf with 25 parking spaces.	279	7	10	17	18	14	32	
23		Four-unit Condominium	3846 Bentley Avenue	4-unit condominium, TPM	23	5	6	11	11	9	20	
Total					6295	440	377	817	473	476	949	

Notes:

[a] Related Projects List provided by LADOT May 2012

[b] Net AM and PM peak hour trip generation provided by LADOT

[c] Related Projects list provided by Culver City Planning

[d] Net AM and PM peak hour trip generation based on *Trip Generation 8th Edition* (Institute of Transportation Engineers, 2008)

[e] Net AM and PM peak hour trip generation provided by City of Culver City staff

TABLE 6
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2020)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	Intersection	Jurisdiction	Peak Hour	Future without Project Conditions		
				V/C	Delay	LOS
1.	Centinela Avenue & Mitchell Avenue [a]	Culver City / Los Angeles	A.M.	0.754	6.6	A
			P.M.	0.572	8.6	A
2.	Grand View Boulevard & Mitchell Avenue [a]	Culver City / Los Angeles	A.M.	0.419	10.5	B
			P.M.	0.399	10.2	B
3.	Centinela Avenue & Washington Place [b]	Culver City / Los Angeles	A.M.	0.885	--	D
			P.M.	0.746	--	C
4.	Grand View Boulevard & Washington Place [b]	Culver City / Los Angeles	A.M.	0.562	--	A
			P.M.	0.556	--	A
5.	Inglewood Boulevard & Washington Place [c]	Los Angeles	A.M.	0.751	--	C
			P.M.	0.626	--	B
6.	Centinela Avenue & Washington Boulevard	Culver City	A.M.	0.952	--	E
			P.M.	0.814	--	D
7.	Centinela Avenue & Venice Boulevard [c]	Los Angeles	A.M.	0.982	--	E
			P.M.	0.983	--	E

Notes:

- [a] Intersection is unsignalized. LOS is based on average control delay as calculated using the HCM methodology. A v/c ratio is also provided to project related impacts per Culver City and Los Angeles criteria
- [b] Culver City intersections operate under signal synchronization equivalent to LADOT's ATCS. A credit of 0.07 in V/C ratio was included in the analysis.
- [c] All Los Angeles intersections operate under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the analysis.

Chapter 5

Project Traffic

A trip generation estimate, trip distribution pattern and trip assignment were prepared for the Project. These components form the basis of the Project's traffic impact analysis.

PROJECT TRAFFIC VOLUMES

The first step of the forecasting process is trip generation, which estimates the total arriving and departing trips generated by the Project on a peak hour and daily basis by applying the appropriate vehicle trip generation equations, or rates, to the size of Project development.

The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound Project trips. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the Study Area. Localized routes of travel through the Study Area are developed based on existing traffic patterns and relative travel times on various corridors.

The third step of the forecasting process is traffic assignment. This involves applying the traffic generated by the Project (the trip generation) to the intersections and street segments in the Study Area according to the projected trip distribution patterns. These traffic volumes can then be added to existing or future background conditions to represent traffic volumes once the Project is complete.

With the forecasting process complete and Project traffic assignments developed, the impact of the proposed Project is isolated by comparing operational (i.e., LOS) conditions at the study intersections using expected future traffic volumes without and with forecast Project traffic. The need for site-specific and/or cumulative local area traffic improvements can then be evaluated and the significance of the Project's impacts identified.

Project Trip Generation

The most recent trip generation rate from *Trip Generation, 8th Edition* for Land Use Code 534 (Private School) was used to develop the Project trip generation estimates.

As described, the Project would increase student enrollment from 300 to 400 students. Thus, the trip generation forecast shown in Table 7 accounts for the increased student enrollment and reflects the net new trips associated with the Project.

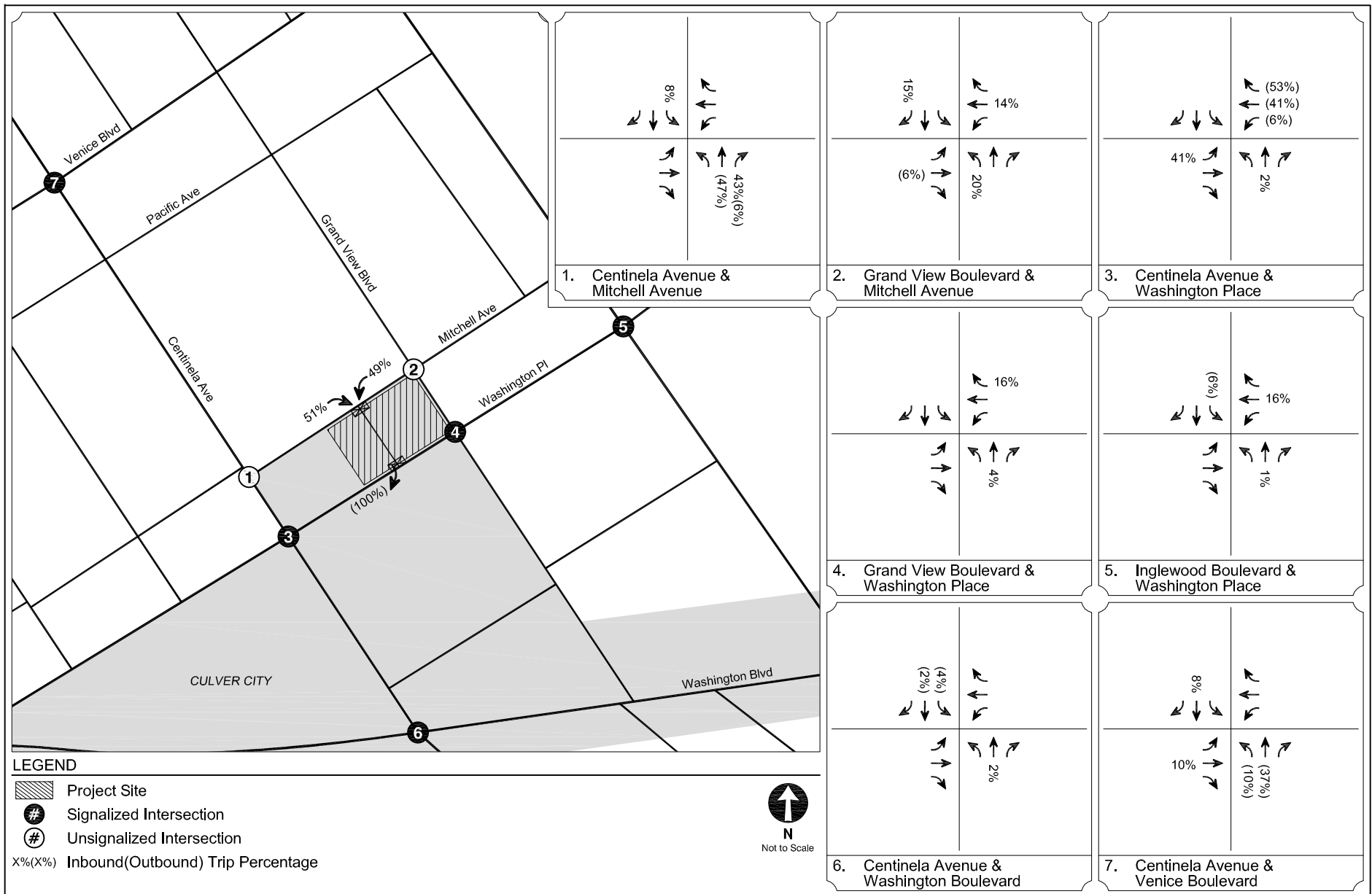
As shown in Table 7, the Project is anticipated to generate 90 net new trips (50 inbound, 40 outbound) during the morning peak hour and 60 net new trips (28 inbound, 32 outbound) in the afternoon peak hour.

Project Trip Distribution

Project traffic volumes both entering and exiting the Project Site have been distributed and assigned to the local street system based on student zip code data provided by Wildwood Schools. The general distribution pattern was reviewed and approved by the City of Culver City and LADOT.

Project Trip Assignment

Project traffic was assigned to the surrounding street system based the following distribution pattern: approximately 37% of the traffic was assigned to/from the north, 9% was assigned to/from the east, 3% was assigned to/from the south, and 51% was assigned to/from the west. The detailed distribution of Project traffic through the study intersections is illustrated in Figure 7. The trip distribution pattern was applied to the trip generation to develop the Project-only traffic assignments.



PROJECT
TRIP DISTRIBUTION

FIGURE
7

**TABLE 7
PROJECT TRIP GENERATION**

TRIP GENERATION RATES								
Land Use	ITE Land Use	Rate	Commuter/School AM Peak Hour			School PM Peak Hour [b]		
			In	Out	Total	In	Out	Total
ITE Rate Private School (K-8) [a]	534	Students	55%	45%	0.90	47%	53%	0.60

TRIP GENERATION ESTIMATES								
Land Use	ITE Land Use	Size	Commuter/School AM Peak Hour			School PM Peak Hour [b]		
			In	Out	Total	In	Out	Total
Project Private School	534	100 Students	50	40	90	28	32	60

Notes:

[a] Source: Trip Generation, 8th Edition, Institute of Transportation Engineers, 2008.

[b] The School PM peak hour generally occurs between 3:00 and 4:00 PM due to the student dismissal schedule. This peak hour coincides with the PM peak hour of the generator (i.e., the school).

Chapter 6

Existing Plus Project Conditions

This Chapter describes the evaluation of Project traffic on the existing environment.

TRAFFIC VOLUMES

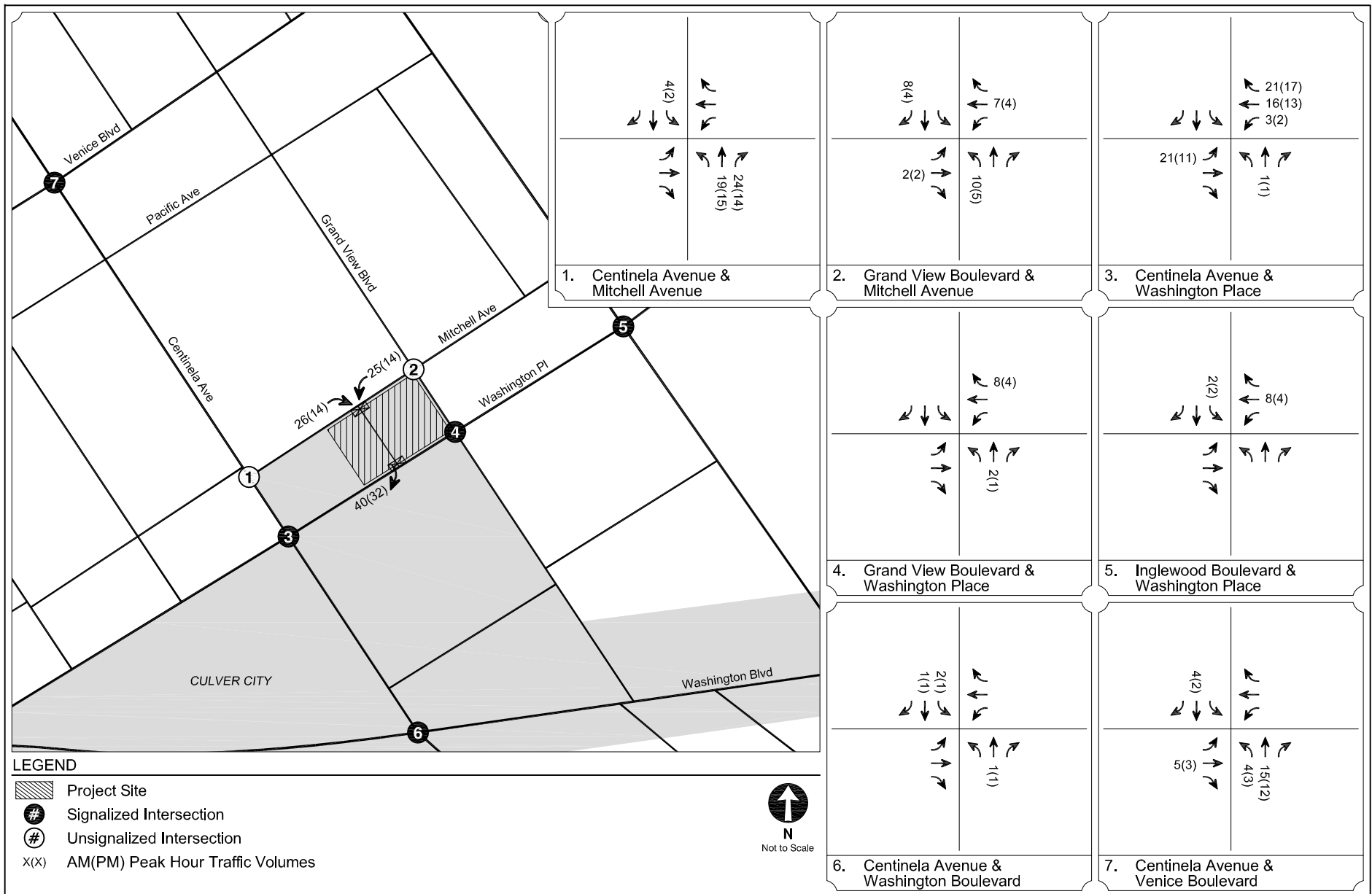
Existing (Year 2012) Plus Project Traffic Volumes

The Project-only traffic volumes described in Chapter 5 and shown in Figure 8 were added to the Existing traffic volumes shown in Figure 3. The resulting Existing Plus Project peak hour traffic volumes are illustrated in Figure 9. These volumes are the sum of the existing traffic volumes and Project-only traffic. They represent Existing Plus Project conditions, i.e., existing conditions after the development of the Project in the Year 2012.

INTERSECTION OPERATIONS

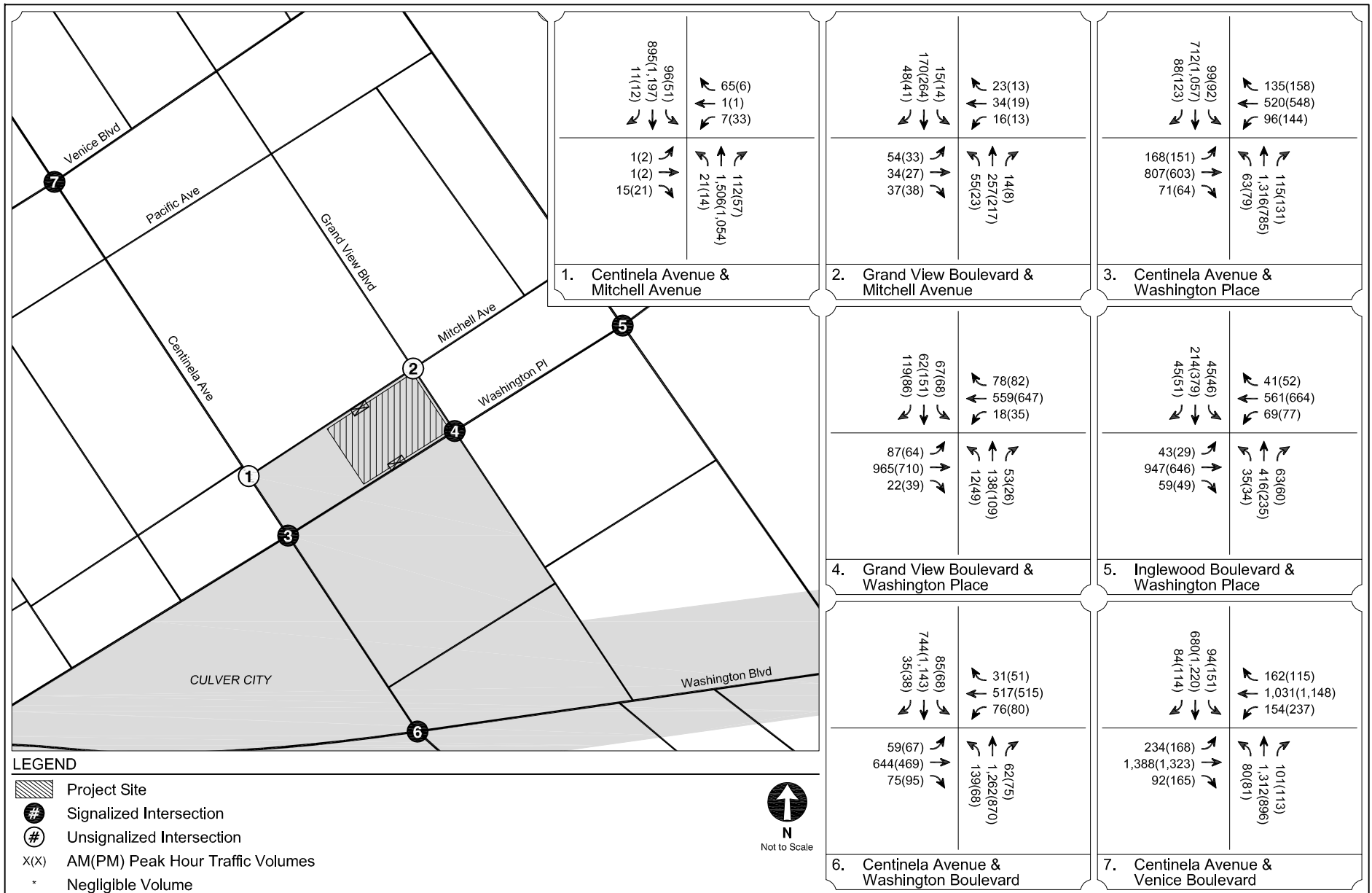
Existing Plus Project Intersection Levels of Service

Table 8 shows the results of the Existing plus Project analysis at the study intersections. Similar to Existing conditions, all seven study intersections operate at LOS D or better with the addition of Project related traffic.



PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
8



EXISTING PLUS PROJECT CONDITIONS (YEAR 2012)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
9

TABLE 8
EXISTING PLUS PROJECT CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	Intersection	Jurisdiction	Peak Hour	Existing Plus Project Conditions		
				V/C	Delay	LOS
1.	Centinela Avenue & Mitchell Avenue [a]	Culver City / Los Angeles	A.M.	0.713	3.2	A
			P.M.	0.524	4.2	A
2.	Grand View Boulevard & Mitchell Avenue [a]	Culver City / Los Angeles	A.M.	0.401	10.2	B
			P.M.	0.382	9.8	A
3.	Centinela Avenue & Washington Place [b]	Culver City / Los Angeles	A.M.	0.815	--	D
			P.M.	0.687	--	B
4.	Grand View Boulevard & Washington Place [b]	Culver City / Los Angeles	A.M.	0.518	--	A
			P.M.	0.508	--	A
5.	Inglewood Boulevard & Washington Place [c]	Los Angeles	A.M.	0.688	--	B
			P.M.	0.569	--	A
6.	Centinela Avenue & Washington Boulevard	Culver City	A.M.	0.840	--	D
			P.M.	0.726	--	C
7.	Centinela Avenue & Venice Boulevard [c]	Los Angeles	A.M.	0.854	--	D
			P.M.	0.856	--	D

Notes:

[a] Intersection is unsignalized. LOS is based on average control delay as calculated using the HCM methodology. A v/c ratio is also provided to project related impacts per Culver City and Los Angeles criteria

[b] Culver City intersections operate under signal synchronization equivalent to LADOT's ATCS. A credit of 0.07 in V/C ratio was included in the analysis.

[c] All Los Angeles intersections operate under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the analysis.

Chapter 7

Future with Project Conditions

This Chapter describes the evaluation of the Project traffic on future background traffic. The horizon year (year 2020) corresponds with the anticipated buildout year of the Project, and all future background traffic growth (i.e., ambient and related project traffic growth) is assumed in this analysis.

TRAFFIC VOLUMES

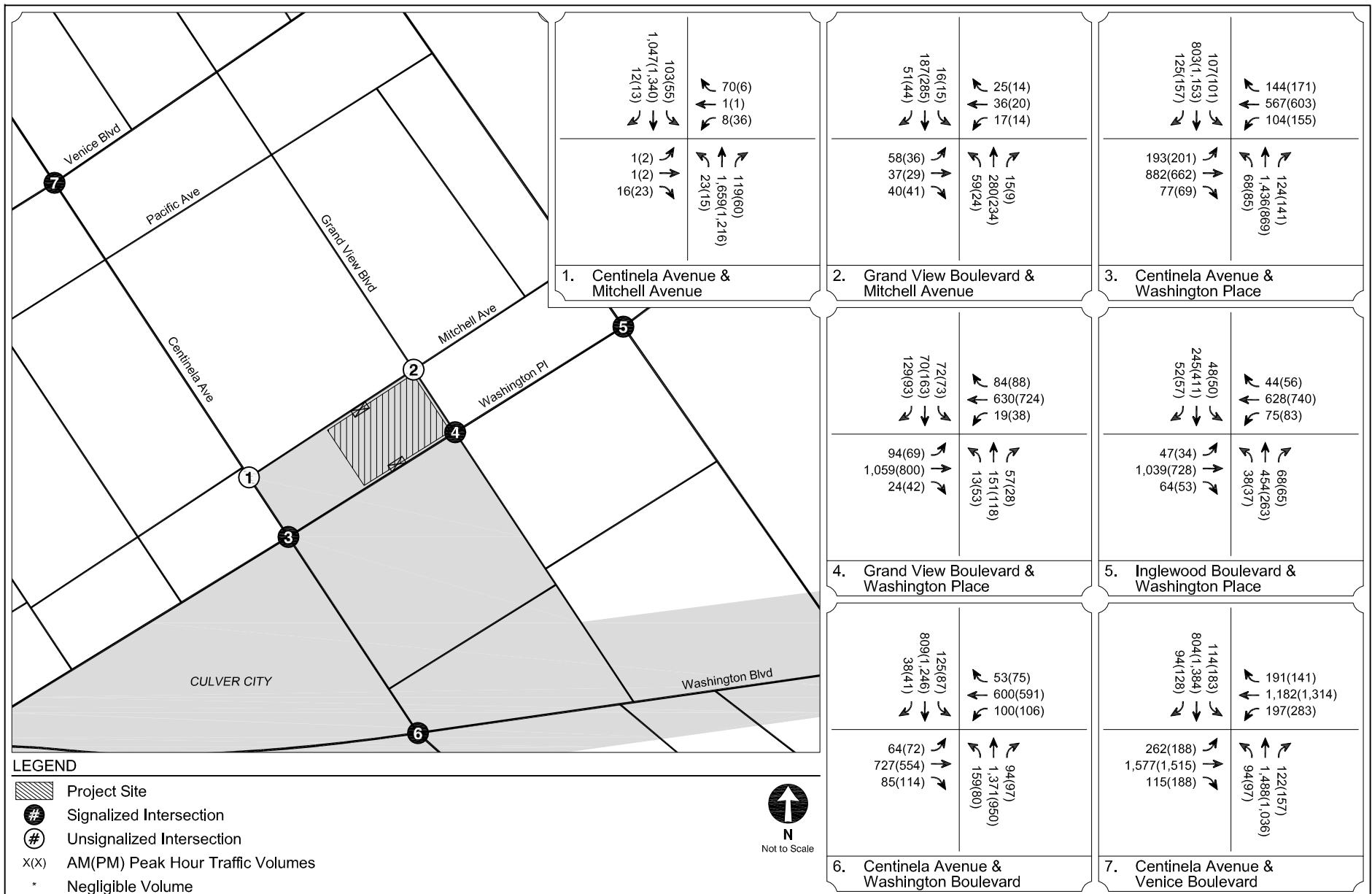
Future Plus Project Traffic Volumes

The Project-only traffic volumes described in Chapter 5 and shown in Figure 8 were added to the Future without Project traffic volumes shown in Figure 6. The resulting Future with Project peak hour traffic volumes are illustrated in Figure 10. These volumes are the sum of the existing traffic volumes, ambient growth, related project traffic, and Project-only traffic. They represent Future with Project conditions, i.e., future conditions after the development of the Project in the year 2020.

INTERSECTION OPERATIONS

Future Plus Project (Year 2020) Intersection LOS

Table 9 shows the results of the Future plus Project analysis at the study intersections. Five of the seven study intersections operate at LOS D or better during both the morning and afternoon peak hours under Future Plus Project conditions. The intersection of Centinela Avenue & Washington Boulevard is projected to operate at LOS E during the morning peak hour and LOS D during the afternoon peak hour. The intersection of Centinela Avenue and Venice Boulevard is projected to operate at LOS E during both the morning and afternoon peak hours.



FUTURE PLUS PROJECT CONDITIONS (YEAR 2020)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
10

TABLE 9
FUTURE PLUS PROJECT CONDITIONS (YEAR 2020)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	Intersection	Jurisdiction	Peak Hour	Future Plus Project Conditions		
				V/C	Delay	LOS
1.	Centinela Avenue & Mitchell Avenue [a]	Culver City / Los Angeles	A.M.	0.770	7.7	A
			P.M.	0.573	9.3	A
2.	Grand View Boulevard & Mitchell Avenue [a]	Culver City / Los Angeles	A.M.	0.426	10.8	B
			P.M.	0.405	10.3	B
3.	Centinela Avenue & Washington Place [b]	Culver City / Los Angeles	A.M.	0.887	--	D
			P.M.	0.757	--	C
4.	Grand View Boulevard & Washington Place [b]	Culver City / Los Angeles	A.M.	0.563	--	A
			P.M.	0.556	--	A
5.	Inglewood Boulevard & Washington Place [c]	Los Angeles	A.M.	0.752	--	C
			P.M.	0.627	--	B
6.	Centinela Avenue & Washington Boulevard	Culver City	A.M.	0.953	--	E
			P.M.	0.814	--	D
7.	Centinela Avenue & Venice Boulevard [c]	Los Angeles	A.M.	0.988	--	E
			P.M.	0.987	--	E

Notes:

[a] Intersection is unsignalized. LOS is based on average control delay as calculated using the HCM methodology. A v/c ratio is also provided to project related impacts per Culver City and Los Angeles criteria

[b] Culver City intersections operate under signal synchronization equivalent to LADOT's ATCS. A credit of 0.07 in V/C ratio was included in the analysis.

[c] All Los Angeles intersections operate under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the analysis.

Chapter 8

Traffic Impact Analysis

The relative impact of the added Project traffic volumes during the peak hours was evaluated based on analysis of both existing and future operating conditions at the study intersections without and with the Project. The previously discussed significance criteria and thresholds outlined in Chapter 2 were used to determine the significance of a traffic impact caused by the Project on the study intersections.

EXISTING PLUS PROJECT CONDITIONS

As shown in Table 10, application of the City of Culver City and LADOT significant impact criteria to the Existing plus Project scenario indicates that the Project is not anticipated to result in significant impacts at the study intersections during the weekday peak hours. Incremental increases in V/C, which do not rise to the level of significance as defined in Chapter 2, are noted at the seven intersections under the Existing plus Project conditions during the weekday morning and afternoon peak hours.

FUTURE WITH PROJECT CONDITIONS

As shown in Table 11, application of the City of Culver City and LADOT significant impact criteria to the Future with Project scenario indicates that the Project is not anticipated to result in any significant impacts at the study intersections during the weekday peak hours. Incremental increases in V/C or delay, which do not rise to the level of significance as defined in Chapter 2, are noted at the seven study intersections under the Future with Project conditions during the weekday morning and afternoon peak hours.

MITIGATION MEASURES

The Project is not anticipated to result in significant traffic impacts at any of the analyzed study intersections and, therefore, no traffic mitigation measures are required to reduce Project impacts to less than significant levels.

TABLE 10
EXISTING CONDITIONS (YEAR 2012) COMPARED TO EXISTING PLUS PROJECT CONDITIONS (2012)
INTERSECTION PEAK HOUR LEVELS OF SERVICE AND IMPACTS

No.	City	Intersection	Peak Hour	Existing			Existing Plus Project			Δ V/C	Impact
				V/C	Delay	LOS	V/C	Delay	LOS		
1.	CC LA	Centinela Avenue & Mitchell Avenue [a]	A.M.	0.697	2.9	A	0.713	3.2	A	0.016	NO
			P.M.	0.524	3.9	A	0.524	4.2	A	0.000	NO
2.	CC LA	Grand View Boulevard & Mitchell Avenue [a]	A.M.	0.394	10.0	A	0.401	10.2	B	0.007	NO
			P.M.	0.376	9.7	A	0.382	9.8	A	0.006	NO
3.	CC LA	Centinela Avenue & Washington Place	A.M.	0.814	--	D	0.815	--	D	0.001	NO
			P.M.	0.686	--	B	0.687	--	B	0.001	NO
4.	CC LA	Grand View Boulevard & Washington Place	A.M.	0.517	--	A	0.518	--	A	0.001	NO
			P.M.	0.508	--	A	0.508	--	A	0.000	NO
5.	LA	Inglewood Boulevard & Washington Place	A.M.	0.687	--	B	0.688	--	B	0.001	NO
			P.M.	0.567	--	A	0.569	--	A	0.002	NO
6.	CC	Centinela Avenue & Washington Boulevard	A.M.	0.838	--	D	0.840	--	D	0.002	NO
			P.M.	0.726	--	C	0.726	--	C	0.000	NO
7.	LA	Centinela Avenue & Venice Boulevard	A.M.	0.848	--	D	0.854	--	D	0.006	NO
			P.M.	0.853	--	D	0.856	--	D	0.003	NO

Notes:

[a] LOS of unsignalized intersections are based on overall average delay; impact assessment uses the change in V/C

TABLE 11
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2020) COMPARED TO FUTURE PLUS PROJECT CONDITIONS (2020)
INTERSECTION PEAK HOUR LEVELS OF SERVICE AND IMPACTS

No.	City	Intersection	Peak Hour	Future without Project			Future Plus Project			Δ V/C	Impact
				V/C	Delay	LOS	V/C	Delay	LOS		
1.	CC LA	Centinela Avenue & Mitchell Avenue [a]	A.M.	0.754	6.6	A	0.770	7.7	A	0.016	NO
			P.M.	0.572	8.6	A	0.573	9.3	A	0.001	NO
2.	CC LA	Grand View Boulevard & Mitchell Avenue [a]	A.M.	0.419	10.5	B	0.426	10.8	B	0.007	NO
			P.M.	0.399	10.2	B	0.405	10.3	B	0.006	NO
3.	CC LA	Centinela Avenue & Washington Place	A.M.	0.885	--	D	0.887	--	D	0.002	NO
			P.M.	0.746	--	C	0.757	--	C	0.011	NO
4.	CC LA	Grand View Boulevard & Washington Place	A.M.	0.562	--	A	0.563	--	A	0.001	NO
			P.M.	0.556	--	A	0.556	--	A	0.000	NO
5.	LA	Inglewood Boulevard & Washington Place	A.M.	0.751	--	C	0.752	--	C	0.001	NO
			P.M.	0.626	--	B	0.627	--	B	0.001	NO
6.	CC	Centinela Avenue & Washington Boulevard	A.M.	0.952	--	E	0.953	--	E	0.001	NO
			P.M.	0.814	--	D	0.814	--	D	0.000	NO
7.	LA	Centinela Avenue & Venice Boulevard	A.M.	0.982	--	E	0.988	--	E	0.006	NO
			P.M.	0.983	--	D	0.987	--	E	0.004	NO

Notes:

[a] LOS of unsignalized intersections are based on overall average delay; impact assessment uses the change in V/C

Chapter 9

Congestion Management Program Analysis

CMP ANALYSIS

The CMP requires that, when a TIA is prepared for a project, traffic and transit impact analyses be conducted for select regional facilities based on the amount of project traffic expected to use these facilities.

CMP SIGNIFICANT TRAFFIC IMPACT CRITERIA

The CMP guidelines state that a CMP freeway analysis must be conducted if 150 or more trips attributable to the proposed development are added to a mainline freeway monitoring location in either direction during the morning or afternoon weekday peak hours. Similarly, a CMP arterial monitoring station analysis must be conducted if 50 or more peak hour project trips are added to a CMP arterial monitoring station during the morning or afternoon weekday commuter peak hours.

A significant project-related CMP impact would be identified if the CMP facility is projected to operate at LOS F ($V/C > 1.00$) and if the project traffic causes an incremental change in the V/C ratio of 0.02 or greater. The proposed development would not be considered to have a regionally significant impact, regardless of the increase in V/C ratio, if the analyzed facility is projected to operate at LOS E or better after the addition of the project traffic.

CMP FREEWAY ANALYSIS

Based on the Project trip generation estimates shown in Table 6, the Project is expected to generate approximately 90 net new trips in the morning peak hour and 60 net new trips in the afternoon peak hour. According to the Project trip distribution illustrated in Figure 8, there would

be fewer than 150 PM peak hour trips distributed to the freeways in the Study Area; therefore, the Project's CMP freeway impacts are considered to be less than significant and no further analysis is required.

CMP ARTERIAL MONITORING STATION ANALYSIS

The CMP arterial monitoring station closest to the Project site is the intersection of:

- Centinela Avenue & Venice Boulevard, approximately one quarter-mile northwest of the Project site.

According to the Project trip distribution illustrated in Figure 10, there would be 28 morning peak hour and 20 afternoon peak hour trips traveling past the monitoring station at Centinela Avenue and Venice Boulevard. This is fewer than the 50 peak trips that would trigger further analysis; therefore, the Project's CMP arterial impacts are considered to be less than significant, and no further analysis is required.

REGIONAL TRANSIT IMPACT ANALYSIS

Section B.8.4 of the CMP provides a methodology for estimating the number of transit trips expected to result from a proposed project based on the number of vehicle trips. This methodology assumes average vehicle occupancy (AVO) factor of 1.4 in order to estimate the number of person trips to and from the project. The CMP guidelines estimate that approximately 3.5% of total project person trips may use public transit to travel to and from the site.

As shown in Table 6, the Project is expected to generate approximately 60 afternoon peak hour trips. Assuming an AVO of 1.4, the Project's vehicle trips result in an estimated increase of 84 person trips during the afternoon peak hour. Using the 3.5% mode split suggested in the CMP, the Project would generate approximately three net new transit trips in the weekday afternoon peak hour. The Project location is well served by numerous established transit routes.



It is anticipated that the existing transit service in the Project vicinity will adequately accommodate the Project-generated transit trips.

Thus, based on the calculated number of generated transit trips, impacts on existing or future transit services in the Project vicinity are not expected to be significant.

Chapter 10

Site Access and Internal Circulation

PROJECT SITE ACCESS AND CIRCULATION

Three driveways, two located on Mitchell Avenue and one on Washington Place, serve the Project Site. The existing driveways will be maintained as part of the Project. Both driveways on Mitchell Avenue provide full access (i.e., they accommodate both left and right ingress and egress turning movements). The driveway on Washington Place provides right-turn-out turning movements only.

The westerly driveway on Mitchell Avenue provides access to the pick-up/drop-off area via internal drive aisles that circulate the pick-up/drop-off area. This driveway operates as a two-lane entrance to the Project Site. Vehicles can exit via the driveway located on Washington Place, which provides right-turn egress only. These driveways are only open during morning and afternoon student pick-up and drop-off periods. The easterly driveway on Mitchell Avenue provides access to the site before and after the student pick-up/drop-off periods.

STUDENT PICK-UP AND DROP-OFF OPERATIONS

The School schedule consists of an 8:45 A.M. start time on Monday through Friday and a staggered dismissal at 3:00 P.M. and 3:15 P.M. on Monday through Thursday and 1:45 P.M. and 2:00 P.M. on Friday. Morning drop-off operations occur over a 30-minute period (i.e., between 8:15 and 8:45 A.M.), with the peak arrival occurring the 15 minutes prior to class start time. The student pick-up operations occur over a 30-minute period (i.e., between 3:00 and 3:30), with student pick-up completing 15 minutes after each dismissal time.

As shown in Figure 11, the student pick-up/drop-off area operates with one-way circulation with vehicles entering via the westerly driveway on Mitchell Avenue and exiting via the driveway on Washington Place. The pick-up/drop-off operations and circulation are facilitated by a group of

staff/teachers and a designated monitor. For drop-off or pick-up of students, parents may also park on adjacent streets (Mitchell Avenue, Washington Place, Centinela Avenue, and Grand View Boulevard) and walk onto the campus. The north side of Mitchell Avenue has restricted parking limited to 15 minutes on school days which accommodates drop-off and pick-up activities. Street parking on Washington Place, Centinela Avenue, and Grand View Boulevard is generally unrestricted (some 4 hour parking restrictions). In addition, to accommodate drop-off and pick-up parent walk-ins, as well as on-campus activities such as parent-teacher conferences and class meetings, the school has a parking arrangement with the adjacent Culver City Church of God at the corner of Centinela Avenue and Washington Place to allow up to 28 cars to park on school days.

During the morning student drop-off period, parents enter the pick-up/drop-off area and pull forward to the active loading spaces located adjacent to the sidewalk area near the classroom buildings, where teachers and staff accompany students from the vehicle to the school entrance. The afternoon student pick-up period operates with the same circulation as the morning drop-off. Parents queue their vehicles in two lines in the pick-up/drop-off area until student dismissal. Parents must have a name card listing each student in their carpool with each student's designated pick-up time. When parents enter the pick-up/drop-off area, the designated monitor calls out the students' names to come from their classrooms and wait for their parents at the loading area. The teachers and staff then accompany each student to the vehicles. Should parents arrive before their designated pick-up time, they will be rerouted out of the pick-up/drop-off area by the designated monitor to minimize on-site vehicle queuing.

The pick-up/drop-off area allows for a queue of up to 20 vehicles (four active loading spaces and 16 queuing area spaces), and provides two additional spaces for vehicles exiting the Washington Place driveway, which minimizes queuing and congestion along Mitchell Avenue. It is noted that Mitchell Avenue is in the City of Los Angeles, and Grand View Elementary School, an L.A. Unified School District, is on the north side of Mitchell Avenue. Based on observations of existing operations and established practices conducted at the School on January 31, 2011, the student pick-up/drop-off operation runs efficiently with the current student enrollment at 300 students. In order to assess whether the existing queuing space will be sufficient to handle future operations with a maximum of 400 students, a queuing analysis was conducted.

STUDENT PICK-UP/DROP-OFF QUEUEING ANALYSIS

An analysis of the school pick-up and drop-off operations was conducted to assess whether the existing queuing space provides enough room to contain proposed pick-up and drop-off operations within the School property. This analysis considered the number of vehicles arriving to drop off or pick up students, the amount of time each vehicle would remain stopped, the amount of vehicular queuing area provided within the pick-up/drop-off area, and the start and dismissal times for the School.

Analysis Assumptions

The trip generation rate used to estimate the Project's net new trips for the additional 100 students (Table 7) was also used to estimate the number of trips generated for the Project's maximum enrollment of 400 students. Thus, the total student population of 400 students is estimated to generate a total of 200 inbound trips and 160 outbound trips during the morning commuter peak hour and 112 inbound trips and 128 outbound trips during the afternoon commuter peak hour. The morning and afternoon commuter peak periods generally coincide with the morning student drop-off and afternoon student pick-up periods. The forecasted trips represent all of the vehicles entering and exiting the Site during the morning and afternoon peak hours that are associated with the school uses (i.e., faculty, staff, students, etc.) For the purposes of a conservative analysis, the number of outbound vehicles during the morning peak hour was assumed to represent the number of vehicles arriving for student drop-off and the number of inbound vehicles during the afternoon peak hour was assumed to represent the number of vehicles arriving for student pick-up. In general, the student morning drop-off period was considered to be the time with the highest concentration of vehicles, rather than the student afternoon pick-up period, when the vehicles picking up students are more spread out due to the staggering of dismissal times and after school programs.

School peak hour arrival patterns are different than most land uses in that the arrivals are not spread evenly throughout the peak hour, but are sharply bunched into the last 30 minutes before class begins and the first 15 minutes after student dismissal. As described, the School schedule consists of an 8:45 A.M. start time Monday through Friday and a staggered dismissal at 3:00 P.M. and 3:15 P.M. on Monday through Thursday and 1:45 P.M. and 2:00 P.M. on Friday.

Approximately half of the student enrollment (i.e., 200 students) is accommodated in the early dismissal, with the remaining half in the late dismissal period.

Methodology

Vehicle queuing during the morning peak drop-off and afternoon peak pick-up periods was analyzed using LADOT's "Reservoir Needs vs. Traffic Intensity" methodology, found in Appendix B of *Traffic Study Policies and Procedures*. The methodology assumes arrivals follow a Poisson Distribution and the service rate can be represented by an exponential probability function. After determining the arrival rate and service rate, the traffic intensity can then be calculated by dividing the arrival rate by the service rate. The traffic intensity is then matched to the total needed spaces for vehicle queuing behind the four active loading spaces, as shown in Figure 12.

Determination of Required Storage Area

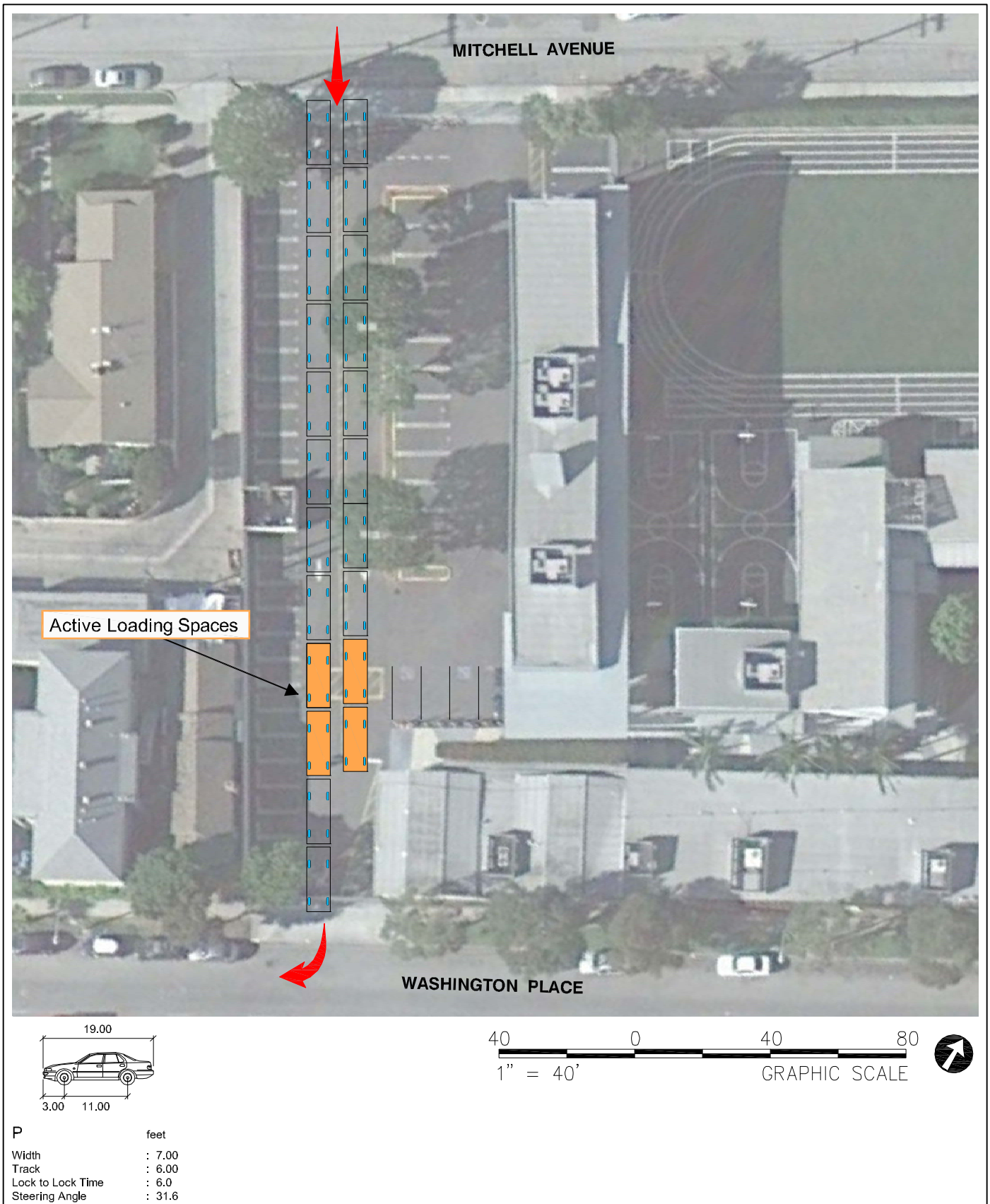
As shown in Table 12, it is assumed that 60% of the morning student drop-offs occur during the 30 minutes prior to the start of class and 60% of the afternoon student pick-ups occur during the 15 minutes after each class dismissal time. This results in 96 vehicles during the morning drop-off peak period and 34 vehicles during each afternoon pick-up peak period. The estimated peak arrival rate is 3.2 vehicles per minute during the morning peak period and 2.3 vehicles per minute during each afternoon peak period.

A vehicle entering the site to drop off or pick up a child is expected to pull into the four active loading spaces in the pick-up/drop-off area and stop to let the child out of or into the vehicle. It is estimated that this can take approximately 60 seconds (one minute) during the morning drop-off period and 90 seconds (1.5 minutes) during the afternoon pick-up period. It was assumed that each drop-off space can accommodate one vehicle every 60 seconds during the morning peak drop-off period and every 90 seconds during the afternoon pick-up period on average including the time in between vehicles. This results in a service rate of 4.0 vehicles per minute during the morning peak drop-off period and 2.7 vehicles per minute during each afternoon peak pick-up period.

The resulting traffic intensity was calculated to be 0.80 (3.2 vehicles per minute / 4.0 vehicles per minute) for the morning peak drop-off period and 0.85 (2.3 vehicles per minute / 2.7 vehicles per minute) during each afternoon pick-up period. As shown in Figure 12, the calculated traffic intensity for the morning peak drop-off period and each afternoon peak pick-up period will require six and eight spaces for vehicle queuing, respectively, behind the four active loading spaces.

Queuing Analysis Summary

There are 16 available spaces (eight vehicles per lane) within the vehicle queuing area provided on-site. Therefore, it is anticipated that the pick-up/drop-off area can accommodate the queue length during the morning peak drop-off period and each afternoon peak pick-up period for the total of 400 students without any overflow queuing on Mitchell Avenue or any other adjacent streets.

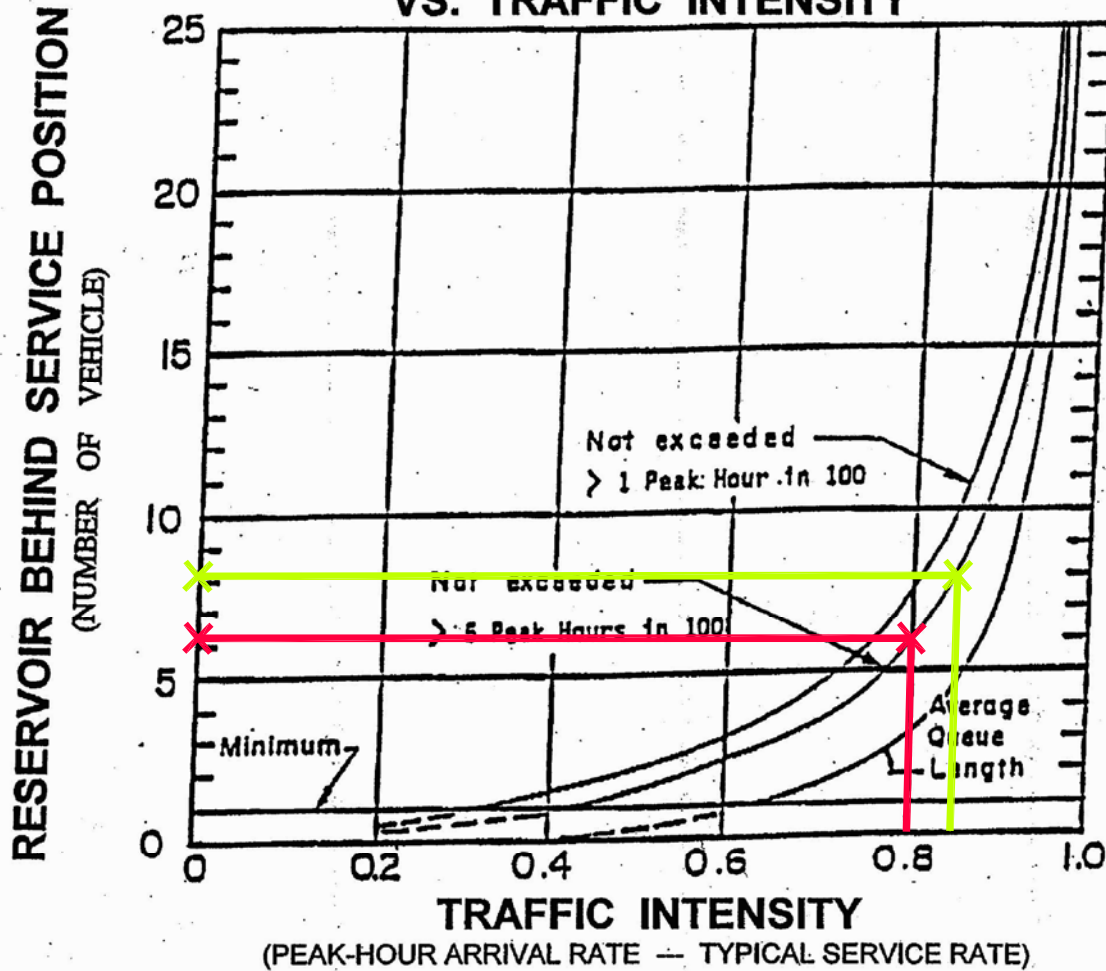


EXISTING STUDENT PICK-UP / DROP-OFF CIRCULATION

FIGURE
11

APPENDIX B

**RESERVOIR NEEDS
VS. TRAFFIC INTENSITY**



Assumptions: Arrivals follow a Poisson Distribution.
Service rate can be represented by an exponential probability function.
Flow is equally divided between each line if more than one is available.

Notes:

1. To obtain total reservoir length, use 20 feet per vehicle + 20 feet for the service position (or 12 feet to the driver of the vehicle in the service position).
2. For peak-hour arrival rate contact City-Wide Planning Coordination Section at (213) 485-2295.
3. See Appendix A for parking control service rate.

LEGEND

- Morning Drop-off Period
- Afternoon Pick-Up Periods

RESERVOIR NEEDS VS. TRAFFIC INTENSITY

FIGURE
12

**TABLE 12
QUEUING ANALYSIS**

Student Pick-Up/Drop-off Periods	Hourly Pick-Up/Drop-off Vehicles [a]	% During Peak Period [b]	# of Trips During Peak Period [c]	Minutes in Peak Period [d]	Peak Arrival Rate [e]	Transaction Time [f]	Active Loading Spaces [g]	Service Rate [h]	Traffic Intensity [i]	Queuing Spaces Required [j]	Accommodated On-Site? [k]
Morning Drop-Off											
8:15 - 8:45 AM	160 veh	60%	96 veh	30 min	3.2 veh/min	60 sec/veh	4 sp	4.0 veh/min	0.80	6 veh	YES
Afternoon Pick-Up											
3:00 - 3:15 PM	56 veh	60%	34 veh	15 min	2.3 veh/min	90 sec/veh	4 sp	2.7 veh/min	0.85	8 veh	YES
3:15 - 3:30 PM	56 veh	60%	34 veh	15 min	2.3 veh/min	90 sec/veh	4 sp	2.7 veh/min	0.85	8 veh	YES

Notes

- [a] For the purpose of a more conservative analysis, the number of outbound vehicles during the morning peak hour was assumed to represent the number of vehicles arriving for student drop-off and the number of inbound vehicles during the afternoon peak hour was assumed to represent the number of students for student pick-up. The hourly pick-up/drop-off vehicles represents the total vehicles for the School with a 400-student enrollment.
(i.e., Hourly Pick-Up/Drop-off Vehicles = Table 7 Inbound/Outbound Trip Generation x 4)
- [b] It is assumed that 60% of the morning drop-offs occur during the peak period and 60% of the afternoon pick-ups occur during each peak period.
- [c] The number of trips during the morning drop-off peak period represents 60% of the hourly drop-off vehicles and the number of trips during each afternoon pick-up peak period represents 60% of the total hourly pick-up vehicles.
- [d] The peak morning student drop-off occurs 30 minutes prior to the start of class. The peak afternoon pick-up occurs 15 minutes after each dismissal time.
- [e] Arrival Rate = Vehicle Arrivals / Number of Minutes in Analyzed Period.
- [f] Transaction Time is the average number of seconds for each vehicle to load or unload passengers based on Site observations.
- [g] The pick-up/drop-off area provides 4 spaces (2 vehicles per lane) for staff to accompany students to and from vehicles.
- [h] The pick-up/drop-off area provides 4 loading spaces (2 vehicles per lane). Service Rate = Loading Spaces / Student Unloading or Loading
- [i] Traffic Intensity is defined as the ratio of the arrival rate to the service rate.
- [j] Queuing Spaces Required based on LADOT "Reservoir Needs vs. Traffic Intensity" from *Traffic Study Policies and Procedures*, May 2012.
Total Reservoir Needs represents the total number of vehicle queuing spaces needed behind the active loading spaces.
- [k] 16 spaces (8 vehicles per lane) are provided for on-site vehicle queuing.

Chapter 11

Summary and Conclusions

This study was undertaken to analyze the potential traffic impacts of Wildwood Lower School Project on the local street system. The following summarizes the results of this analysis:

- The study conducted detailed traffic impact analysis at a total of seven study intersections. All seven of the study intersections operate at LOS D or better in both the morning and afternoon peak hours.
- The Project is expected to generate a total of approximately 90 morning peak hour trips and 60 afternoon peak hour trips on a typical weekday.
- Existing plus Project traffic conditions in the Study Area were tallied for the existing year of 2012. Analysis of projected Year 2012 Existing plus Project conditions indicates that, using the significance criteria established by the City of Culver City and LADOT, the Project is not anticipated to have a significant impact at any of the seven analyzed intersections during the morning or afternoon peak hours. Thus, no mitigation is recommended or required.
- Future traffic conditions in the Study Area were forecast for the Project buildout year of 2020. Analysis of projected Future Plus Project (Year 2020) conditions indicates that, using the significance criteria established by the City of Culver City and LADOT, the proposed Project is not anticipated to have a significant impact at any of the seven analyzed intersections during the morning or afternoon peak hours. Thus, no mitigation is recommended or required.
- Analysis of potential impacts on the regional transportation system conducted in accordance with CMP guidelines determined that the Project would not have a significant impact on the regional arterial system or the transit system.
- It is anticipated that the current student pick-up/drop-off operation will accommodate the additional traffic generated by the proposed increase in student enrollment, based on a review of the extents of the vehicular queuing area, observations conducted at the School, and efficient student pick-up/drop-off operations with the current student enrollment. The current student pick-up/drop-off practices will also be able to accommodate the queuing of the maximum Project enrollment of 400 students.

References

2000 Highway Capacity Manual, Transportation Research Board, 2000.

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

Guidelines for Implementation of the California Environmental Quality Act, Chapter 3, Title 14, California Code of Regulations, California Natural Resources Agency, amended July 27, 2007.

Traffic Study Criteria for the Review of Proposed Development Projects within the City of Culver City, City of Culver City, 2012.

Traffic Study Policies and Procedures, Los Angeles Department of Transportation, May 2012.

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



Appendix A

Memorandum of Understanding

Attachment A **Memorandum of Understanding For Traffic Study**

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

Project Name: Wildwood School
Project Address: 12201 Washington Place

Project Description: Increase student enrollment by 100 students from 300 to maximum of 400 students. (see Attachment 1)

Project Horizon Year: 2020 Ambient Growth Rate: 1 % Per Year
Directional Distribution: N: 37 % S: 3 % E: 9 % W: 51 %
[Attach map(s) illustrating directional distribution percentages at all intersections and driveways.]

(Trip Distribution based on student zip code data. see Figure 2)

Trip Generation Rate(s): ITE Latest Edition / Other: _____

Land Use: Private School (see Table 1)

ITE Code #: 534

	In	Out	Total
AM Trips:	<u>50</u>	<u>40</u>	<u>90</u>
PM Trips:	<u>28</u>	<u>32</u>	<u>60</u>

Use additional pages if necessary.

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

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

Study Intersections [Indicate jurisdiction of each intersection]: (see Figure 1)

No.	Intersection:	Jurisdiction:
1.	Centinela Avenue & Mitchell Avenue	/ Culver City / Los Angeles***
2.	Grand View Boulevard & Mitchell Avenue	/ Culver City / Los Angeles***
3.	Centinela Avenue & Washington Place	/ Culver City / Los Angeles*
4.	Grand View Boulevard & Washington Place	/ Culver City / Los Angeles*
5.	Inglewood Boulevard & Washington Place	/ Los Angeles**
6.	Centinela Avenue & Washington Boulevard	/ Culver City*
7.	Centinela Avenue & Venice Boulevard	/ Los Angeles**
8.		/
9.		/
10.		/

Use additional pages if necessary. Additionally, indicate any intersections that are subject to capacity analysis credit for advanced traffic signal control synchronization. Indicate any non-signalized intersections to be studied.

* A credit of 0.07 is applied to the intersection v/c ratio due to signal synchronization in the City of Culver City.

** A credit of 0.10 is applied to the intersection v/c ratio due to signal synchronization in the City of Los Angeles.

*** Stop-Controlled Intersection

Residential Streets to be Studies

No.	Intersection:	/ Jurisdiction:
1.		/
2.		/
3.		/
4.		/
5.		/
6.		/
7.		/
8.		/
9.		/
10.		/

Use additional pages if necessary. Additionally, all intersection and street segment traffic count data shall be submitted both in written format and in an electronic format acceptable to the City.

Indicate trip credits to be requested (Amount subject to City approval):		Yes	No
1.	Existing Uses:	☐	☒
2.	Pass-By Trips:	☐	☒
3.	Internal Trip Capture:	☐	☒
4.	Transit Oriented Developments (TOD):	☐	☒
5.	Transportation Demand Management (TDM):	☐	☒

Proposed Traffic Mitigation

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

Post-Occupancy Traffic Counts

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

Congestion Management Plan (CMP)

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

Signatures

Property Owner / Applicant:

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

Developer / Applicant:

Wildwood Schools
11811 W. Olympic Boulevard
Los Angeles, CA 90064
(310) 478-7189
() _____
() _____

Traffic Consultant:

Name: Sarah M. Jrobis
Company: Gibson Transportation Consulting, Inc.
Address: 523 W. 6th Street, Suite 1234
City / State / Zip: Los Angeles, CA 90014
Office: (213) 683-0088
Fax: () _____
Cell: () _____
E-Mail: _____

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

City of Los Angeles:

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

County of Los Angeles:

() _____
() _____
() _____

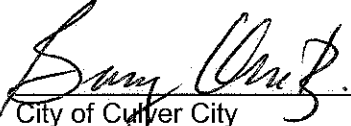
	<u>Other Public Agency:</u>	<u>Other Public Agency:</u>
Name [Signed]:	_____	_____
Name [Printed]:	_____	_____
Company:	_____	_____
Address:	_____	_____
City / State / Zip:	_____	_____
Office:	() _____	() _____
Fax:	() _____	() _____
Cell:	() _____	() _____
E-Mail:	_____	_____

Approved by:

_____/_____
Property Owner – Applicant Date

_____/_____
Developer – Applicant Date

_____/_____
Traffic Consultant Date

 6/21/2012
City of Culver City Date

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

BK-JM/abn

Appendix B

Intersection Lane Configurations

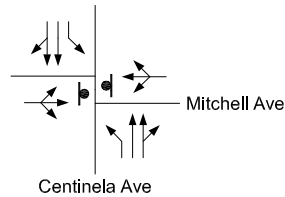
LEGEND

- ◼ Stop Sign
- * Functional Right-turn

**EXISTING CONDITIONS
(YEAR 2012)**

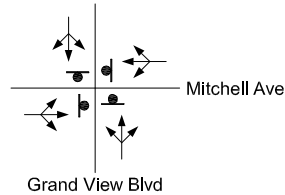
**FUTURE CONDITIONS
(YEAR 2014)**

1. Centinela Avenue & Mitchell Avenue



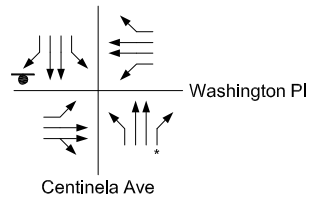
Same as
Existing Conditions

2. Grand View Boulevard & Mitchell Avenue



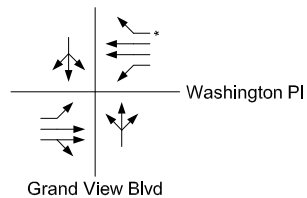
Same as
Existing Conditions

3. Centinela Avenue & Washington Place



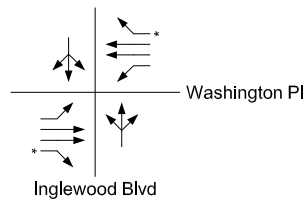
Same as
Existing Conditions

4. Grand View Boulevard & Washington Place



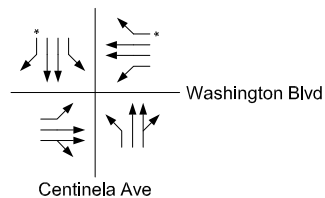
Same as
Existing Conditions

5. Inglewood Boulevard & Washington Place



Same as
Existing Conditions

6. Centinela Avenue & Wahington Boulevard



Same as
Existing Conditions



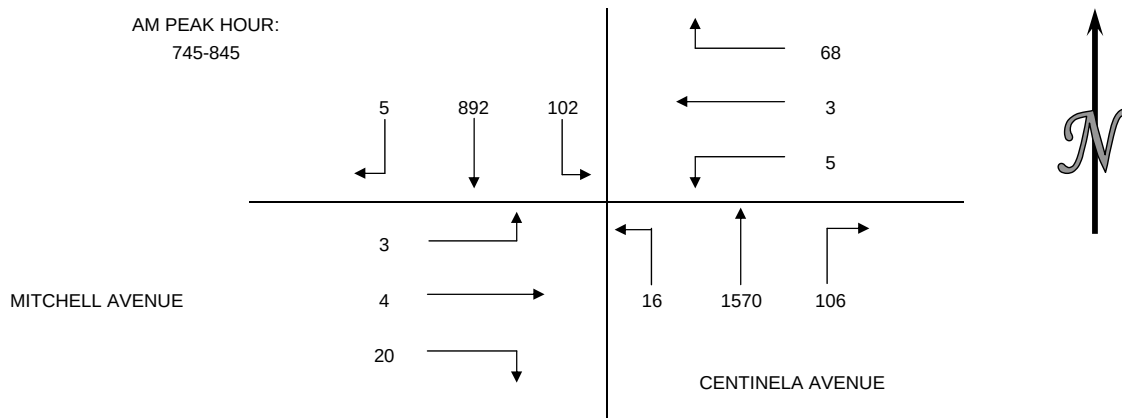
Appendix C

Turning Movement Counts

INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: WEST LOS ANGELES TRAFFIC COUNTS- TASK 1
 DATE: TUESDAY JANUARY 31, 2012
 PERIOD: 7:00 AM TO 10:00 AM
 INTERSECTION: N/S CENTINELA AVENUE
 E/W MITCHELL AVENUE
 CITY: CULVER CITY

VEHICLE COUNTS													
15 MIN COUNTS PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	2	99	1	3	0	1	4	340	1	0	0	0	451
715-730	0	115	7	3	0	0	5	383	2	6	0	1	522
730-745	1	143	10	4	0	1	10	377	0	3	0	3	552
745-800	3	241	13	8	1	0	27	414	1	9	1	2	720
800-815	0	207	16	18	1	2	19	390	2	4	2	0	661
815-830	1	232	32	24	1	3	21	385	5	4	0	0	708
830-845	1	212	41	18	0	0	39	381	8	3	1	1	705
845-900	5	251	15	10	0	1	24	347	4	4	0	0	661
900-915	4	200	4	13	0	3	4	374	4	4	0	0	610
915-930	0	198	6	3	0	1	5	358	2	8	0	1	582
930-945	1	189	2	7	0	0	2	330	5	6	1	2	545
945-1000	1	165	6	3	1	3	7	305	2	7	1	2	503
HOOR TOTALS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	6	598	31	18	1	2	46	1514	4	18	1	6	2245
715-815	4	706	46	33	2	3	61	1564	5	22	3	6	2455
730-830	5	823	71	54	3	6	77	1566	8	20	3	5	2641
745-845	5	892	102	68	3	5	106	1570	16	20	4	3	2794
800-900	7	902	104	70	2	6	103	1503	19	15	3	1	2735
815-915	11	895	92	65	1	7	88	1487	21	15	1	1	2684
830-930	10	861	66	44	0	5	72	1460	18	19	1	2	2558
845-945	10	838	27	33	0	5	35	1409	15	22	1	3	2398
900-1000	6	752	18	26	1	7	18	1367	13	25	2	5	2240

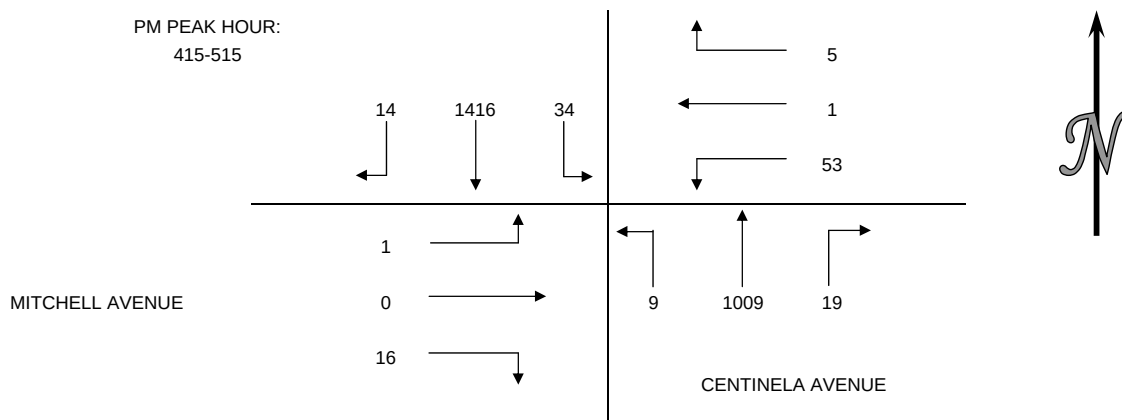


INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: WEST LOS ANGELES TRAFFIC COUNTS- TASK 1
 DATE: TUESDAY JANUARY 31, 2012
 PERIOD: 3:00 PM TO 6:00 PM
 INTERSECTION: N/S CENTINELA AVENUE
 E/W MITCHELL AVENUE
 CITY: CULVER CITY

VEHICLE COUNTS													
15 MIN COUNTS PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-315	2	293	31	3	0	5	14	263	3	6	2	2	624
315-330	3	272	10	1	1	15	18	297	5	11	0	0	633
330-345	5	325	4	0	0	8	5	243	0	3	0	0	593
345-400	2	307	4	2	0	5	6	236	6	1	0	0	569
400-415	2	331	8	1	0	11	7	236	2	4	1	0	603
415-430	2	378	15	1	0	8	8	237	1	5	0	0	655
430-445	5	338	10	1	0	21	3	252	3	3	0	0	636
445-500	4	369	7	1	1	16	2	256	2	0	0	1	659
500-515	3	331	2	2	0	8	6	264	3	8	0	0	627
515-530	4	338	4	1	1	5	1	276	2	6	0	0	638
530-545	5	320	8	2	0	5	3	301	2	2	0	1	649
545-600	0	351	7	0	0	10	6	277	1	1	0	1	654
HOOR TOTALS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-400	12	1197	49	6	1	33	43	1039	14	21	2	2	2419
315-415	12	1235	26	4	1	39	36	1012	13	19	1	0	2398
330-430	11	1341	31	4	0	32	26	952	9	13	1	0	2420
345-445	11	1354	37	5	0	45	24	961	12	13	1	0	2463
400-500	13	1416	40	4	1	56	20	981	8	12	1	1	2553
415-515	14	1416	34	5	1	53	19	1009	9	16	0	1	2577
430-530	16	1376	23	5	2	50	12	1048	10	17	0	1	2560
445-545	16	1358	21	6	2	34	12	1097	9	16	0	2	2573
500-600	12	1340	21	5	1	28	16	1118	8	17	0	2	2568

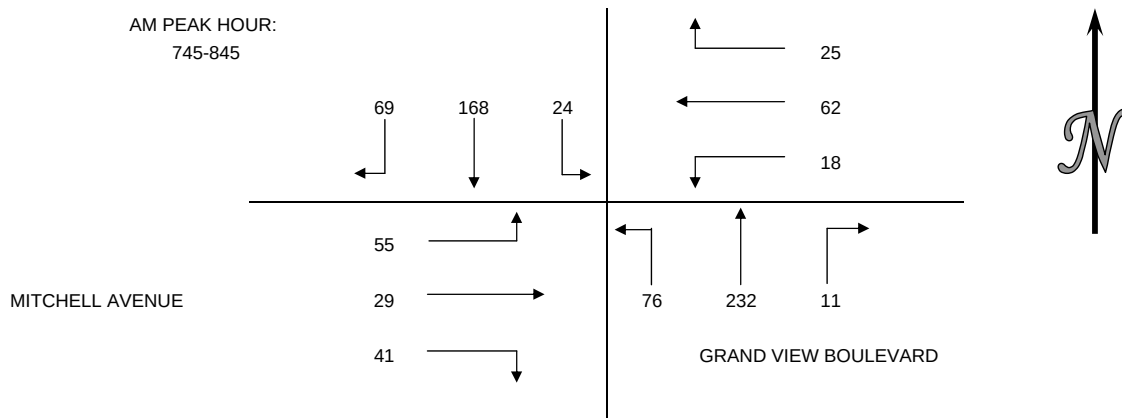
PM PEAK HOUR:
415-515



INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: WEST LOS ANGELES TRAFFIC COUNTS- TASK 1
 DATE: TUESDAY JANUARY 31, 2012
 PERIOD: 7:00 AM TO 10:00 AM
 INTERSECTION: N/S GRAND VIEW BOULEVARD
 E/W MITCHELL AVENUE
 CITY: CULVER CITY

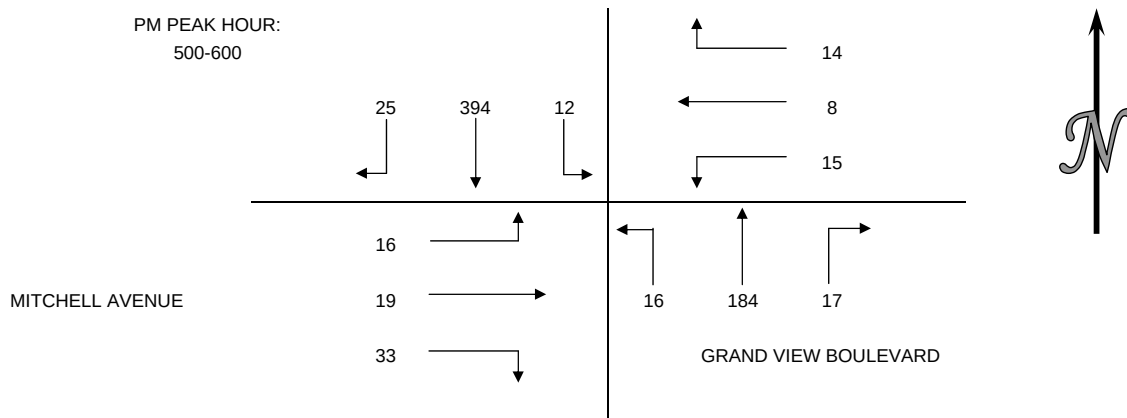
VEHICLE COUNTS													
15 MIN COUNTS PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	4	13	0	2	1	0	0	18	1	3	0	4	46
715-730	7	14	0	7	4	3	1	32	5	2	1	8	84
730-745	6	22	2	6	5	0	0	50	7	8	2	8	116
745-800	20	37	7	7	13	5	3	58	16	4	4	4	178
800-815	19	47	7	7	27	4	3	44	24	13	7	13	215
815-830	13	49	7	7	12	2	2	52	20	13	12	12	201
830-845	17	35	3	4	10	7	3	78	16	11	6	26	216
845-900	2	46	3	3	5	3	6	67	7	4	9	12	167
900-915	8	40	2	9	0	4	3	60	2	9	5	4	146
915-930	4	32	7	6	3	3	2	41	3	1	4	3	109
930-945	4	35	2	6	2	2	1	34	0	0	1	5	92
945-1000	5	36	2	4	0	3	2	52	3	2	3	0	112
HOOR TOTALS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	37	86	9	22	23	8	4	158	29	17	7	24	424
715-815	52	120	16	27	49	12	7	184	52	27	14	33	593
730-830	58	155	23	27	57	11	8	204	67	38	25	37	710
745-845	69	168	24	25	62	18	11	232	76	41	29	55	810
800-900	51	177	20	21	54	16	14	241	67	41	34	63	799
815-915	40	170	15	23	27	16	14	257	45	37	32	54	730
830-930	31	153	15	22	18	17	14	246	28	25	24	45	638
845-945	18	153	14	24	10	12	12	202	12	14	19	24	514
900-1000	21	143	13	25	5	12	8	187	8	12	13	12	459



INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: WEST LOS ANGELES TRAFFIC COUNTS- TASK 1
 DATE: TUESDAY JANUARY 31, 2012
 PERIOD: 3:00 PM TO 6:00 PM
 INTERSECTION: N/S GRAND VIEW BOULEVARD
 E/W MITCHELL AVENUE
 CITY: CULVER CITY

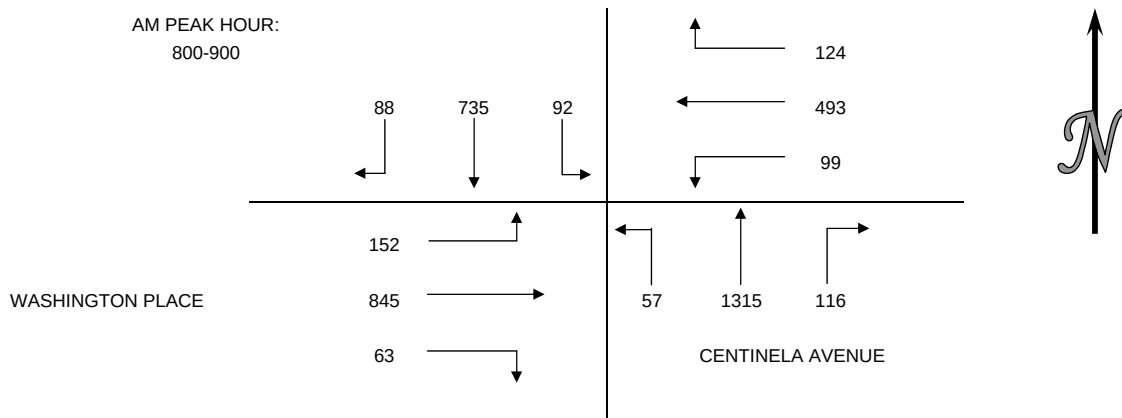
VEHICLE COUNTS													
15 MIN COUNTS PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-315	14	63	2	0	8	3	1	49	2	15	11	12	180
315-330	9	59	3	5	3	3	3	62	7	8	6	10	178
330-345	5	64	6	2	4	6	2	57	6	3	5	5	165
345-400	9	78	3	6	0	1	2	49	3	12	3	6	172
400-415	4	77	3	1	2	4	2	44	1	7	9	2	156
415-430	1	86	7	5	1	2	2	51	8	6	6	5	180
430-445	7	93	2	7	2	1	3	57	1	4	5	9	191
445-500	4	80	2	7	2	3	4	48	4	10	1	5	170
500-515	4	102	1	1	2	1	1	52	3	14	5	7	193
515-530	8	94	3	4	3	3	7	50	2	12	6	3	195
530-545	6	99	2	4	1	6	2	42	5	5	6	2	180
545-600	7	99	6	5	2	5	7	40	6	2	2	4	185
HOURLY TOTALS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-400	37	264	14	13	15	13	8	217	18	38	25	33	695
315-415	27	278	15	14	9	14	9	212	17	30	23	23	671
330-430	19	305	19	14	7	13	8	201	18	28	23	18	673
345-445	21	334	15	19	5	8	9	201	13	29	23	22	699
400-500	16	336	14	20	7	10	11	200	14	27	21	21	697
415-515	16	361	12	20	7	7	10	208	16	34	17	26	734
430-530	23	369	8	19	9	8	15	207	10	40	17	24	749
445-545	22	375	8	16	8	13	14	192	14	41	18	17	738
500-600	25	394	12	14	8	15	17	184	16	33	19	16	753



INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: WEST LOS ANGELES TRAFFIC COUNTS- TASK 1
 DATE: TUESDAY JANUARY 31, 2012
 PERIOD: 7:00 AM TO 10:00 AM
 INTERSECTION: N/S CENTINELA AVENUE
 E/W WASHINGTON PLACE
 CITY: CULVER CITY

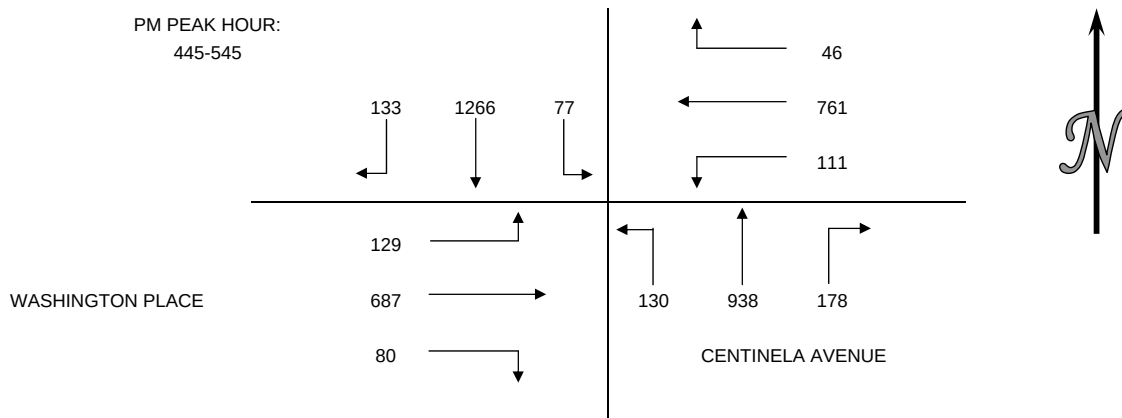
VEHICLE COUNTS													
15 MIN COUNTS PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	12	83	5	9	48	6	7	317	15	7	85	32	626
715-730	14	92	13	7	69	12	16	348	17	8	130	34	760
730-745	23	154	6	18	108	11	19	344	16	10	151	33	893
745-800	16	187	12	25	160	30	19	366	16	12	168	30	1041
800-815	27	179	13	27	105	25	28	307	8	11	203	40	973
815-830	13	199	33	28	124	22	31	325	10	18	247	45	1095
830-845	24	167	19	44	120	24	22	345	14	19	210	35	1043
845-900	24	190	27	25	144	28	35	338	25	15	185	32	1068
900-915	27	156	20	17	116	20	27	307	14	19	165	35	923
915-930	27	162	21	11	94	23	26	301	17	18	167	34	901
930-945	31	141	20	15	111	29	28	295	15	19	170	32	906
945-1000	27	120	27	13	111	25	30	285	16	16	156	36	862
HOURLY TOTALS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	65	516	36	59	385	59	61	1375	64	37	534	129	3320
715-815	80	612	44	77	442	78	82	1365	57	41	652	137	3667
730-830	79	719	64	98	497	88	97	1342	50	51	769	148	4002
745-845	80	732	77	124	509	101	100	1343	48	60	828	150	4152
800-900	88	735	92	124	493	99	116	1315	57	63	845	152	4179
815-915	88	712	99	114	504	94	115	1315	63	71	807	147	4129
830-930	102	675	87	97	474	95	110	1291	70	71	727	136	3935
845-945	109	649	88	68	465	100	116	1241	71	71	687	133	3798
900-1000	112	579	88	56	432	97	111	1188	62	72	658	137	3592



INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: WEST LOS ANGELES TRAFFIC COUNTS- TASK 1
 DATE: TUESDAY JANUARY 31, 2012
 PERIOD: 3:00 PM TO 6:00 PM
 INTERSECTION: N/S CENTINELA AVENUE
 E/W WASHINGTON PLACE
 CITY: CULVER CITY

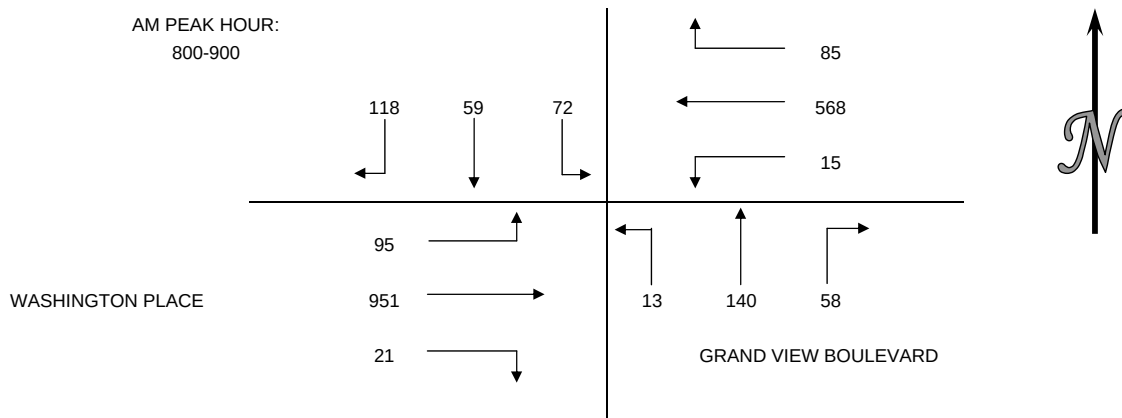
VEHICLE COUNTS													
15 MIN COUNTS PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-315	31	216	25	53	126	32	30	191	15	11	154	36	920
315-330	23	271	27	54	131	39	36	209	23	15	156	32	1016
330-345	33	276	18	26	135	39	42	185	21	22	142	30	969
345-400	36	294	22	8	143	32	23	199	20	16	151	42	986
400-415	32	294	19	18	159	33	40	198	10	21	134	32	990
415-430	35	313	22	19	146	17	30	193	28	17	159	37	1016
430-445	36	322	22	13	172	25	58	200	16	38	167	30	1099
445-500	28	339	22	13	185	23	36	236	27	8	160	34	1111
500-515	37	331	19	6	180	28	48	244	25	27	171	45	1161
515-530	34	321	19	11	211	33	36	215	39	32	163	24	1138
530-545	34	275	17	16	185	27	58	243	39	13	193	26	1126
545-600	19	224	20	10	150	22	27	247	37	22	141	32	951
HOURLY TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-400	123	1057	92	141	535	142	131	784	79	64	603	140	3891
315-415	124	1135	86	106	568	143	141	791	74	74	583	136	3961
330-430	136	1177	81	71	583	121	135	775	79	76	586	141	3961
345-445	139	1223	85	58	620	107	151	790	74	92	611	141	4091
400-500	131	1268	85	63	662	98	164	827	81	84	620	133	4216
415-515	136	1305	85	51	683	93	172	873	96	90	657	146	4387
430-530	135	1313	82	43	748	109	178	895	107	105	661	133	4509
445-545	133	1266	77	46	761	111	178	938	130	80	687	129	4536
500-600	124	1151	75	43	726	110	169	949	140	94	668	127	4376



INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: WEST LOS ANGELES TRAFFIC COUNTS- TASK 1
 DATE: TUESDAY JANUARY 31, 2012
 PERIOD: 7:00 AM TO 10:00 AM
 INTERSECTION: N/S GRAND VIEW BOULEVARD
 E/W WASHINGTON PLACE
 CITY: CULVER CITY

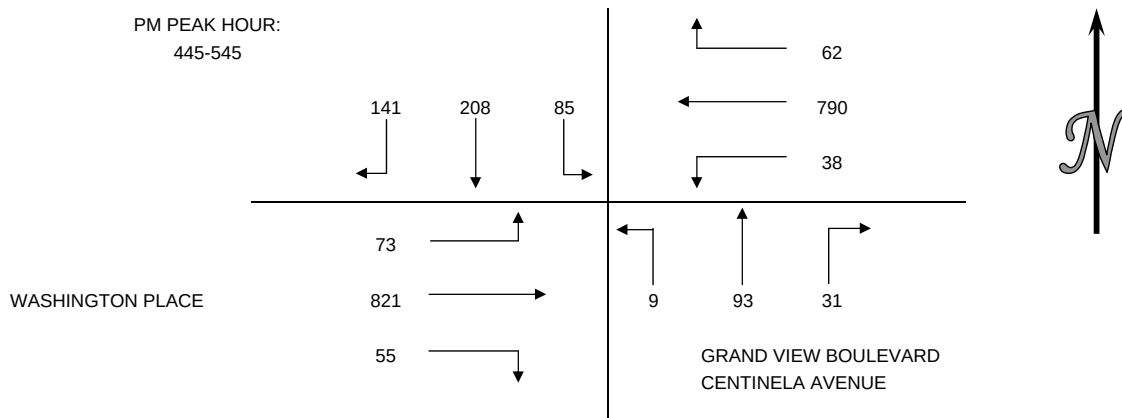
VEHICLE COUNTS													
15 MIN COUNTS PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	5	2	4	9	66	3	5	5	3	6	91	2	201
715-730	7	3	10	15	98	7	22	10	5	3	161	12	353
730-745	10	9	11	19	120	2	7	33	6	4	131	11	363
745-800	22	8	14	21	163	8	11	36	10	4	188	18	503
800-815	21	14	16	24	145	2	16	43	4	6	208	30	529
815-830	40	15	23	24	134	3	12	33	3	7	283	21	598
830-845	26	18	17	20	136	8	19	36	2	4	235	19	540
845-900	31	12	16	17	153	2	11	28	4	4	225	25	528
900-915	22	17	11	9	136	5	11	39	3	7	222	22	504
915-930	13	14	9	13	125	7	3	30	6	5	195	15	435
930-945	25	15	5	7	124	4	6	16	2	6	189	6	405
945-1000	23	12	8	18	130	5	4	8	6	4	155	16	389
HOURLY TOTALS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	44	22	39	64	447	20	45	84	24	17	571	43	1420
715-815	60	34	51	79	526	19	56	122	25	17	688	71	1748
730-830	93	46	64	88	562	15	46	145	23	21	810	80	1993
745-845	109	55	70	89	578	21	58	148	19	21	914	88	2170
800-900	118	59	72	85	568	15	58	140	13	21	951	95	2195
815-915	119	62	67	70	559	18	53	136	12	22	965	87	2170
830-930	92	61	53	59	550	22	44	133	15	20	877	81	2007
845-945	91	58	41	46	538	18	31	113	15	22	831	68	1872
900-1000	83	58	33	47	515	21	24	93	17	22	761	59	1733



INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: WEST LOS ANGELES TRAFFIC COUNTS- TASK 1
 DATE: TUESDAY JANUARY 31, 2012
 PERIOD: 3:00 PM TO 6:00 PM
 INTERSECTION: N/S GRAND VIEW BOULEVARD
 E/W WASHINGTON PLACE
 CITY: CULVER CITY

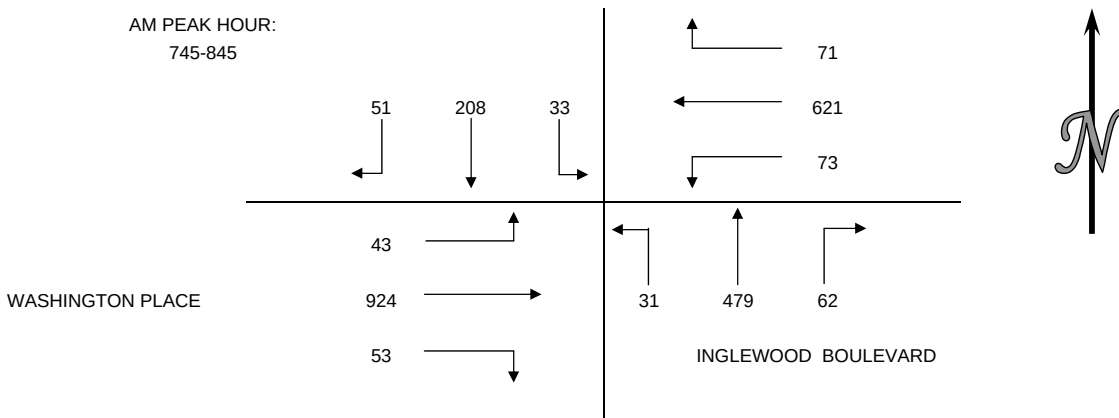
VEHICLE COUNTS													
15 MIN COUNTS PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-315	22	31	25	16	159	10	6	21	8	9	172	14	493
315-330	21	29	16	17	164	8	7	18	13	13	179	21	506
330-345	19	43	13	29	169	10	8	31	17	9	183	12	543
345-400	24	48	14	16	155	7	5	38	11	8	176	17	519
400-415	31	38	19	23	168	9	15	15	9	4	160	19	510
415-430	27	50	20	16	155	13	6	26	5	7	171	14	510
430-445	35	48	17	15	198	12	5	17	5	12	200	20	584
445-500	35	40	15	14	185	15	8	25	4	10	230	15	596
500-515	31	51	15	13	175	10	9	17	2	9	169	19	520
515-530	36	57	21	18	207	8	6	25	2	16	217	19	632
530-545	39	60	34	17	223	5	8	26	1	20	205	20	658
545-600	32	49	20	14	151	7	9	14	5	11	180	27	519
HOURLY TOTALS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-400	86	151	68	78	647	35	26	108	49	39	710	64	2061
315-415	95	158	62	85	656	34	35	102	50	34	698	69	2078
330-430	101	179	66	84	647	39	34	110	42	28	690	62	2082
345-445	117	184	70	70	676	41	31	96	30	31	707	70	2123
400-500	128	176	71	68	706	49	34	83	23	33	761	68	2200
415-515	128	189	67	58	713	50	28	85	16	38	770	68	2210
430-530	137	196	68	60	765	45	28	84	13	47	816	73	2332
445-545	141	208	85	62	790	38	31	93	9	55	821	73	2406
500-600	138	217	90	62	756	30	32	82	10	56	771	85	2329



INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: WEST LOS ANGELES TRAFFIC COUNTS- TASK 1
 DATE: TUESDAY JANUARY 31, 2012
 PERIOD: 7:00 AM TO 10:00 AM
 INTERSECTION: N/S INGLEWOOD BOULEVARD
 E/W WASHINGTON PLACE
 CITY: CULVER CITY

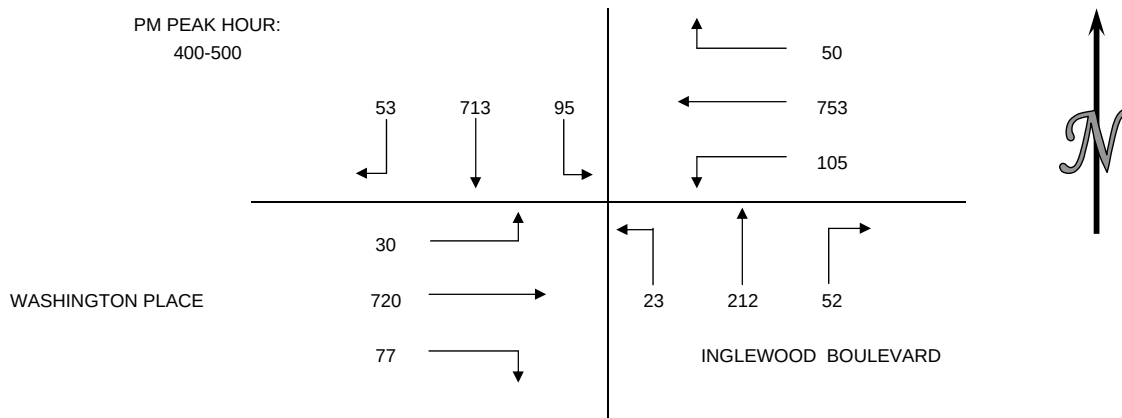
VEHICLE COUNTS													
15 MIN COUNTS PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	6	10	4	7	71	9	15	50	6	5	88	5	276
715-730	7	23	1	7	92	6	20	76	4	7	154	4	401
730-745	10	39	2	12	138	14	10	99	7	10	145	11	497
745-800	12	47	8	21	186	18	11	125	6	18	179	7	638
800-815	14	52	6	25	149	11	17	116	7	7	220	12	636
815-830	14	63	11	10	128	21	17	114	8	16	272	14	688
830-845	11	46	8	15	158	23	17	124	10	12	253	10	687
845-900	12	51	12	8	140	13	13	92	10	18	215	11	595
900-915	8	54	12	8	127	12	16	86	7	13	207	8	558
915-930	4	48	8	9	139	12	10	64	11	8	184	6	503
930-945	1	25	4	11	110	9	10	57	2	13	173	8	423
945-1000	6	46	11	10	135	14	16	47	13	14	167	3	482
HOURLY TOTALS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	35	119	15	47	487	47	56	350	23	40	566	27	1812
715-815	43	161	17	65	565	49	58	416	24	42	698	34	2172
730-830	50	201	27	68	601	64	55	454	28	51	816	44	2459
745-845	51	208	33	71	621	73	62	479	31	53	924	43	2649
800-900	51	212	37	58	575	68	64	446	35	53	960	47	2606
815-915	45	214	43	41	553	69	63	416	35	59	947	43	2528
830-930	35	199	40	40	564	60	56	366	38	51	859	35	2343
845-945	25	178	36	36	516	46	49	299	30	52	779	33	2079
900-1000	19	173	35	38	511	47	52	254	33	48	731	25	1966



INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: WEST LOS ANGELES TRAFFIC COUNTS- TASK 1
 DATE: TUESDAY JANUARY 31, 2012
 PERIOD: 3:00 PM TO 6:00 PM
 INTERSECTION: N/S INGLEWOOD BOULEVARD
 E/W WASHINGTON PLACE
 CITY: CULVER CITY

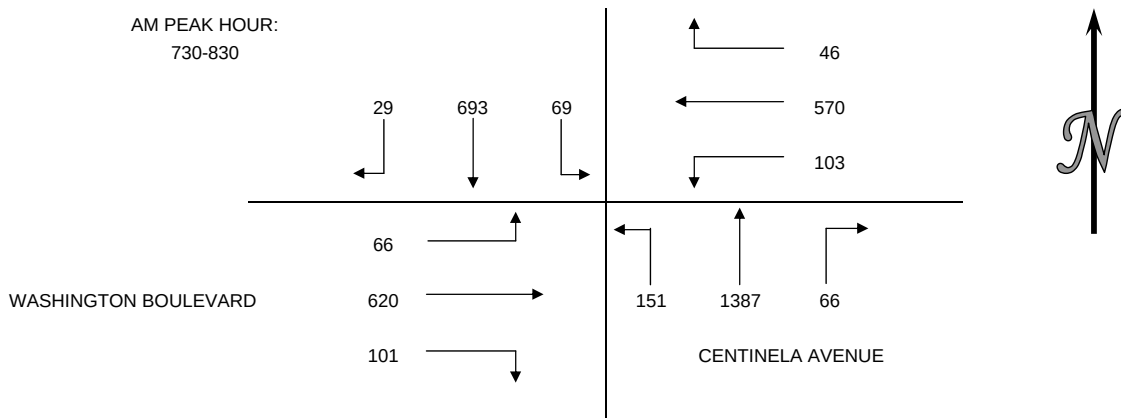
VEHICLE COUNTS													
15 MIN COUNTS PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-315	15	47	12	9	165	15	15	61	11	13	157	11	531
315-330	14	70	9	14	161	20	13	61	8	13	170	9	562
330-345	16	108	13	19	171	20	13	63	8	13	158	3	605
345-400	6	154	10	10	163	22	19	50	7	10	161	6	618
400-415	20	181	18	17	191	33	14	41	6	22	179	6	728
415-430	10	157	24	10	167	24	8	65	6	9	180	7	667
430-445	12	193	30	12	203	30	12	51	7	16	171	12	749
445-500	11	182	23	11	192	18	18	55	4	30	190	5	739
500-515	9	154	18	13	171	21	12	57	2	12	179	11	659
515-530	20	116	6	14	204	24	16	60	6	12	167	7	652
530-545	8	107	12	13	179	19	11	58	8	9	185	8	617
545-600	7	119	12	12	208	28	14	51	15	17	188	12	683
HOURLY TOTALS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-400	51	379	44	52	660	77	60	235	34	49	646	29	2316
315-415	56	513	50	60	686	95	59	215	29	58	668	24	2513
330-430	52	600	65	56	692	99	54	219	27	54	678	22	2618
345-445	48	685	82	49	724	109	53	207	26	57	691	31	2762
400-500	53	713	95	50	753	105	52	212	23	77	720	30	2883
415-515	42	686	95	46	733	93	50	228	19	67	720	35	2814
430-530	52	645	77	50	770	93	58	223	19	70	707	35	2799
445-545	48	559	59	51	746	82	57	230	20	63	721	31	2667
500-600	44	496	48	52	762	92	53	226	31	50	719	38	2611



INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: WEST LOS ANGELES TRAFFIC COUNTS- TASK 1
 DATE: TUESDAY JANUARY 31, 2012
 PERIOD: 7:00 AM TO 10:00 AM
 INTERSECTION: N/S CENTINELA AVENUE
 E/W WASHINGTON BOULEVARD
 CITY: CULVER CITY

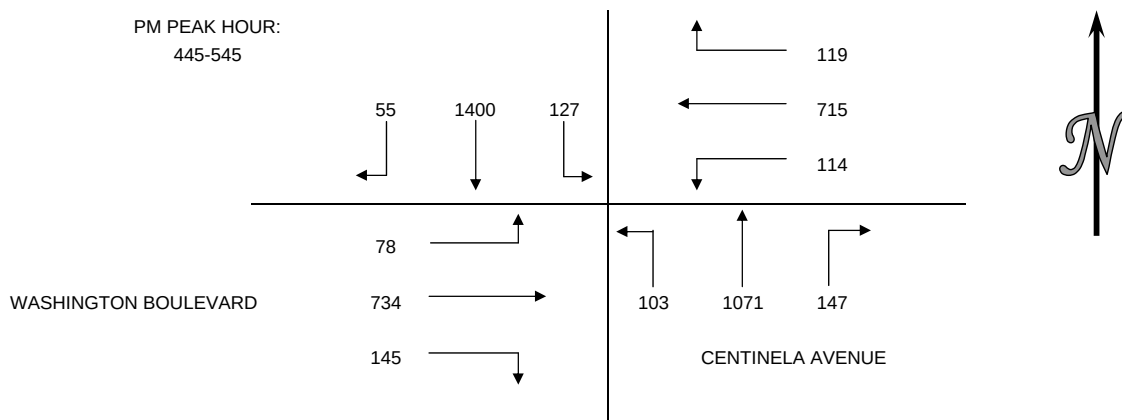
VEHICLE COUNTS													
15 MIN COUNTS PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	7	75	10	4	56	6	7	284	17	12	60	14	552
715-730	5	101	12	6	93	11	16	325	17	10	80	13	689
730-745	4	144	9	20	175	26	17	345	45	18	115	10	928
745-800	9	199	19	8	140	27	12	346	43	36	162	18	1019
800-815	9	187	17	10	131	28	20	356	29	27	170	20	1004
815-830	7	163	24	8	124	22	17	340	34	20	173	18	950
830-845	2	215	20	10	113	15	13	298	27	14	165	11	903
845-900	13	198	22	4	138	14	19	318	42	21	165	13	967
900-915	13	167	17	9	142	25	13	305	36	20	141	17	905
915-930	13	168	26	10	113	16	21	308	26	26	135	15	877
930-945	6	150	16	16	133	16	15	330	28	18	126	21	875
945-1000	13	138	19	14	136	25	14	275	15	18	132	12	811
HOURLY TOTALS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	25	519	50	38	464	70	52	1300	122	76	417	55	3188
715-815	27	631	57	44	539	92	65	1372	134	91	527	61	3640
730-830	29	693	69	46	570	103	66	1387	151	101	620	66	3901
745-845	27	764	80	36	508	92	62	1340	133	97	670	67	3876
800-900	31	763	83	32	506	79	69	1312	132	82	673	62	3824
815-915	35	743	83	31	517	76	62	1261	139	75	644	59	3725
830-930	41	748	85	33	506	70	66	1229	131	81	606	56	3652
845-945	45	683	81	39	526	71	68	1261	132	85	567	66	3624
900-1000	45	623	78	49	524	82	63	1218	105	82	534	65	3468



INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: WEST LOS ANGELES TRAFFIC COUNTS- TASK 1
 DATE: TUESDAY JANUARY 31, 2012
 PERIOD: 3:00 PM TO 6:00 PM
 INTERSECTION: N/S CENTINELA AVENUE
 E/W WASHINGTON BOULEVARD
 CITY: CULVER CITY

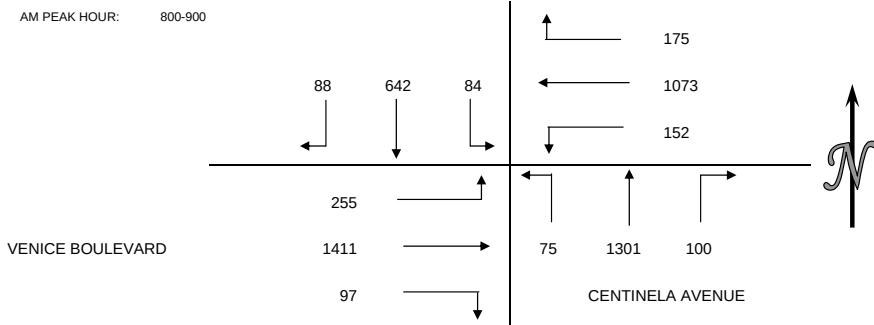
VEHICLE COUNTS													
15 MIN COUNTS PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-315	8	246	12	7	134	18	12	205	20	19	105	15	801
315-330	7	296	16	12	119	25	22	229	15	23	110	12	886
330-345	11	301	20	16	127	19	25	213	15	28	131	19	925
345-400	12	299	19	16	135	18	16	222	18	25	123	21	924
400-415	14	291	21	20	128	23	33	195	21	28	138	19	931
415-430	16	320	34	30	137	28	28	218	23	30	142	23	1029
430-445	18	348	28	31	161	24	23	204	24	48	195	18	1122
445-500	11	355	30	26	185	22	32	273	30	37	199	15	1215
500-515	18	340	35	34	175	29	37	259	21	47	178	21	1194
515-530	14	358	31	31	165	35	43	301	28	33	193	22	1254
530-545	12	347	31	28	190	28	35	238	24	28	164	20	1145
545-600	18	324	26	18	161	28	29	250	22	36	175	14	1101
HOURLY TOTALS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-400	38	1142	67	51	515	80	75	869	68	95	469	67	3536
315-415	44	1187	76	64	509	85	96	859	69	104	502	71	3666
330-430	53	1211	94	82	527	88	102	848	77	111	534	82	3809
345-445	60	1258	102	97	561	93	100	839	86	131	598	81	4006
400-500	59	1314	113	107	611	97	116	890	98	143	674	75	4297
415-515	63	1363	127	121	658	103	120	954	98	162	714	77	4560
430-530	61	1401	124	122	686	110	135	1037	103	165	765	76	4785
445-545	55	1400	127	119	715	114	147	1071	103	145	734	78	4808
500-600	62	1369	123	111	691	120	144	1048	95	144	710	77	4694



INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: CULVER CITY TRAFFIC COUNTS
 DATE: TUESDAY JUNE 12, 2012
 PERIOD: 7:00 AM TO 10:00 AM
 INTERSECTION: N/S CENTINELA AVENUE
 E/W VENICE BOULEVARD
 CITY: LOS ANGELES

VEHICLE COUNTS													
15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	11	79	7	32	151	20	20	249	15	8	178	48	818
715-730	14	64	12	26	198	26	24	323	20	8	236	41	992
730-745	29	103	17	31	304	24	17	276	30	16	291	44	1182
745-800	24	149	16	44	305	36	22	299	22	34	350	63	1364
800-815	27	135	18	50	280	39	31	309	21	30	350	82	1372
815-830	24	144	20	38	247	34	25	349	22	25	356	52	1336
830-845	14	171	19	43	233	32	20	335	15	17	357	64	1320
845-900	23	192	27	44	313	47	24	308	17	25	348	57	1425
900-915	23	169	28	37	238	41	32	305	22	25	322	61	1303
915-930	11	83	22	29	214	27	38	268	24	25	286	72	1099
930-945	19	126	28	28	278	27	33	304	23	20	299	64	1249
945-1000	33	133	21	26	280	40	31	283	18	23	217	52	1157
HOURLY TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	78	395	52	133	958	106	83	1147	87	66	1055	196	4356
715-815	94	451	63	151	1087	125	94	1207	93	88	1227	230	4910
730-830	104	531	71	163	1136	133	95	1233	95	105	1347	241	5254
745-845	89	599	73	175	1065	141	98	1292	80	106	1413	261	5392
800-900	88	642	84	175	1073	152	100	1301	75	97	1411	255	5453
815-915	84	676	94	162	1031	154	101	1297	76	92	1383	234	5384
830-930	71	615	96	153	998	147	114	1216	78	92	1313	254	5147
845-945	76	570	105	138	1043	142	127	1185	86	95	1255	254	5076
900-1000	86	511	99	120	1010	135	134	1160	87	93	1124	249	4808



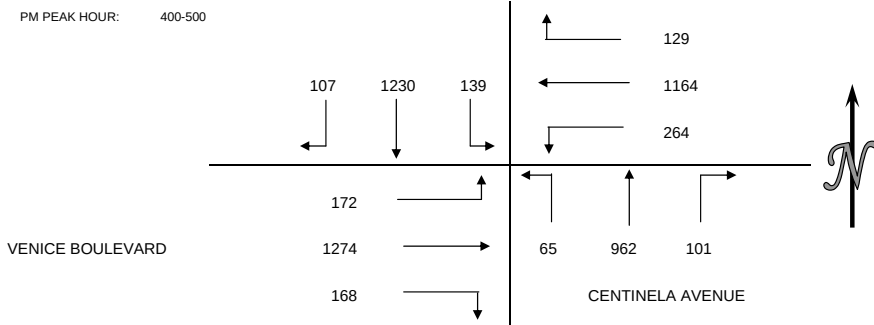
PEDESTRIAN COUNTS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	17	9	17	14	57
715-730	18	8	20	14	60
730-745	13	11	26	17	67
745-800	13	8	28	17	66
800-815	20	16	24	17	77
815-830	14	8	21	13	56
830-845	11	4	21	22	58
845-900	7	6	17	9	39
900-915	15	14	25	22	76
915-930	13	9	15	10	47
930-945	8	5	15	19	47
945-1000	9	8	22	22	61
HOURLY TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-800	61	36	91	62	250
715-815	64	43	98	65	270
730-830	60	43	99	64	266
745-845	58	36	94	69	257
800-900	52	34	83	61	230
815-915	47	32	84	66	229
830-930	46	33	78	63	220
845-945	43	34	72	60	209
900-1000	45	36	77	73	231

BICYCLE COUNTS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	2	0	3	0	5
715-730	10	2	6	1	19
730-745	10	3	0	1	14
745-800	9	4	3	1	17
800-815	11	1	8	2	22
815-830	6	1	7	3	17
830-845	14	1	6	3	24
845-900	13	4	4	1	22
900-915	7	1	11	6	25
915-930	7	2	6	5	20
930-945	11	4	8	2	25
945-1000	11	1	2	2	16
HOURLY TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-800	31	9	12	3	55
715-815	40	10	17	5	72
730-830	36	9	18	7	70
745-845	40	7	24	9	80
800-900	44	7	25	9	85
815-915	40	7	28	13	88
830-930	41	8	27	15	91
845-945	38	11	29	14	92
900-1000	36	8	27	15	86

INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: CULVER CITY TRAFFIC COUNTS
 DATE: TUESDAY JUNE 12, 2012
 PERIOD: 3:00 PM TO 6:00 PM
 INTERSECTION: N/S CENTINELA AVENUE
 E/W VENICE BOULEVARD
 CITY: LOS ANGELES

VEHICLE COUNTS													
15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	36	297	40	33	312	59	34	250	23	41	298	34	1457
315-330	34	313	31	27	267	46	32	191	18	51	393	54	1457
330-345	34	278	30	35	248	62	25	233	18	34	320	44	1361
345-400	10	330	50	20	321	70	22	210	19	39	309	36	1436
400-415	47	319	35	35	279	78	27	239	20	29	325	50	1483
415-430	22	291	41	38	276	41	23	219	12	43	362	43	1411
430-445	20	299	34	30	271	72	22	226	19	51	300	44	1388
445-500	18	321	29	26	338	73	29	278	14	45	287	35	1493
500-515	12	265	20	29	273	52	25	225	19	41	282	32	1275
515-530	16	249	21	17	251	82	34	225	16	41	301	41	1294
530-545	22	297	25	20	294	76	33	289	17	43	336	31	1483
545-600	20	287	22	23	344	97	31	222	16	41	294	47	1444
HOURLY TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	114	1218	151	115	1148	237	113	884	78	165	1320	168	5711
315-415	125	1240	146	117	1115	256	106	873	75	153	1347	184	5737
330-430	113	1218	156	128	1124	251	97	901	69	145	1316	173	5691
345-445	99	1239	160	123	1147	261	94	894	70	162	1296	173	5718
400-500	107	1230	139	129	1164	264	101	962	65	168	1274	172	5775
415-515	72	1176	124	123	1158	238	99	948	64	180	1231	154	5567
430-530	66	1134	104	102	1133	279	110	954	68	178	1170	152	5450
445-545	68	1132	95	92	1156	283	121	1017	66	170	1206	139	5545
500-600	70	1098	88	89	1162	307	123	961	68	166	1213	151	5496



PEDESTRIAN COUNTS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
300-315	29	19	25	26	99
315-330	25	11	33	23	92
330-345	21	32	73	34	160
345-400	22	24	23	20	89
400-415	20	20	31	15	86
415-430	27	15	18	31	91
430-445	15	8	37	23	83
445-500	17	12	20	16	65
500-515	12	10	17	12	51
515-530	16	8	20	27	71
530-545	15	11	22	20	68
545-600	21	11	23	23	78
HOURLY TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
300-400	97	86	154	103	440
315-415	88	87	160	92	427
330-430	90	91	145	100	426
345-445	84	67	109	89	349
400-500	79	55	106	85	325
415-515	71	45	92	82	290
430-530	60	38	94	78	270
445-545	60	41	79	75	255
500-600	64	40	82	82	268

BICYCLE COUNTS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
300-315	6	3	2	3	14
315-330	8	4	12	0	24
330-345	5	4	7	1	17
345-400	7	7	13	4	31
400-415	10	5	14	1	30
415-430	5	0	5	4	14
430-445	10	2	7	2	21
445-500	7	1	8	3	19
500-515	3	0	4	2	9
515-530	10	1	8	2	21
530-545	4	0	12	3	19
545-600	12	2	5	4	23
HOURLY TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
300-400	26	18	34	8	86
315-415	30	20	46	6	102
330-430	27	16	39	10	92
345-445	32	14	39	11	96
400-500	32	8	34	10	84
415-515	25	3	24	11	63
430-530	30	4	27	9	70
445-545	24	2	32	10	68
500-600	29	3	29	11	72



Appendix D

Level of Service Worksheets

EXISTING CONDITIONS - YEAR 2012

Wildwood Lower School

Intersection Capacity Utilization Analysis

1. CENTINELA AVENUE & MITCHELL AVENUE

Through Lane Capacity: 1600 vph
 Left-Turn Lane Capacity: 1600 vph
 Double-Left Penalty: 20 %
 Right-Turn on Red: 50 %
 Overlapping Right Turn:

North/South Split Phase: N
 E/W Split Phase: N
 Loss Time % per Cycle: 10%
 ITS Percentage: 0%

WEEKDAY A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	0.00	0	11	0.000	N/S 1: 0.550 *
	Through	2.00	3,200	895	0.283	N/S 2: 0.296
	Left	1.00	1,600	92	0.058 *	E/W 1: 0.015
Westbound	Right	0.00	0	65	0.000	E/W 2: 0.047 *
	Through	1.00	1,600	1	0.046 *	V/C Ratio: 0.597
	Left	0.00	1,600	7	0.004	Loss Time: 0.100
Northbound	Right	0.00	0	88	0.000	ITS: 0.000
	Through	2.00	3,200	1,487	0.492 *	
	Left	1.00	1,600	21	0.013	
Eastbound	Right	0.00	0	15	0.000	ICU: 0.697
	Through	1.00	1,600	1	0.011	
	Left	0.00	1,600	1	0.001 *	LOS: B

WEEKDAY P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	0.00	0	12	0.000	N/S 1: 0.369
	Through	2.00	3,200	1,197	0.378 *	N/S 2: 0.387 *
	Left	1.00	1,600	49	0.031	E/W 1: 0.037 *
Westbound	Right	0.00	0	6	0.000	E/W 2: 0.026
	Through	1.00	1,600	1	0.025	V/C Ratio: 0.424
	Left	0.00	1,600	33	0.021 *	Loss Time: 0.100
Northbound	Right	0.00	0	43	0.000	ITS: 0.000
	Through	2.00	3,200	1,039	0.338	
	Left	1.00	1,600	14	0.009 *	
Eastbound	Right	0.00	0	21	0.000	ICU: 0.524
	Through	1.00	1,600	2	0.016 *	
	Left	0.00	1,600	2	0.001	LOS: A

* Critical Movement

EXISTING CONDITIONS - YEAR 2012

Wildwood Lower School

Intersection Capacity Utilization Analysis

2. GRAND VIEW BOULEVARD & MITCHELL AVENUE

Through Lane Capacity: 1600 vph
 Left-Turn Lane Capacity: 1600 vph
 Double-Left Penalty: 20 %
 Right-Turn on Red: 50 %
 Overlapping Right Turn:

North/South Split Phase: N
 E/W Split Phase: N
 Loss Time % per Cycle: 10%
 ITS Percentage: 0%

WEEKDAY A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	0.00	0	40	0.000	N/S 1: 0.207 *
	Through	1.00	1,600	170	0.141	N/S 2: 0.169
	Left	0.00	1,600	15	0.009 *	E/W 1: 0.087 *
Westbound	Right	0.00	0	23	0.000	E/W 2: 0.075
	Through	1.00	1,600	27	0.041	
	Left	0.00	1,600	16	0.010 *	V/C Ratio: 0.294
Northbound	Right	0.00	0	14	0.000	Loss Time: 0.100
	Through	1.00	1,600	257	0.198 *	ITS: 0.000
	Left	0.00	1,600	45	0.028	
Eastbound	Right	0.00	0	37	0.000	ICU: 0.394
	Through	1.00	1,600	32	0.077 *	
	Left	0.00	1,600	54	0.034	LOS: A

WEEKDAY P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	0.00	0	37	0.000	N/S 1: 0.161
	Through	1.00	1,600	264	0.197 *	N/S 2: 0.208 *
	Left	0.00	1,600	14	0.009	E/W 1: 0.068 *
Westbound	Right	0.00	0	13	0.000	E/W 2: 0.047
	Through	1.00	1,600	15	0.026	
	Left	0.00	1,600	13	0.008 *	V/C Ratio: 0.276
Northbound	Right	0.00	0	8	0.000	Loss Time: 0.100
	Through	1.00	1,600	217	0.152	ITS: 0.000
	Left	0.00	1,600	18	0.011 *	
Eastbound	Right	0.00	0	38	0.000	ICU: 0.376
	Through	1.00	1,600	25	0.060 *	
	Left	0.00	1,600	33	0.021	LOS: A

* Critical Movement

EXISTING CONDITIONS - YEAR 2012

Wildwood Lower School

Intersection Capacity Utilization Analysis

3. CENTINELA AVENUE & WASHINGTON PLACE

Through Lane Capacity: 1600 vph
 Left-Turn Lane Capacity: 1600 vph
 Double-Left Penalty: 20 %
 Right-Turn on Red: 50 %
 Overlapping Right Turn:

North/South Split Phase: N
 E/W Split Phase: N
 Loss Time % per Cycle: 10%
 ITS Percentage: 7%

WEEKDAY A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	1.00	1,600	88	0.009	N/S 1: 0.473 *
	Through	2.00	3,200	712	0.223	N/S 2: 0.262
	Left	1.00	1,600	99	0.062 *	E/W 1: 0.311 *
Westbound	Right	1.00	1,600	114	0.040	E/W 2: 0.250
	Through	2.00	3,200	504	0.158	
	Left	1.00	1,600	94	0.059 *	V/C Ratio: 0.784
Northbound	Right	1.00	1,600	115	0.043	Loss Time: 0.100
	Through	2.00	3,200	1,315	0.411 *	ITS: -0.070
	Left	1.00	1,600	63	0.039	
Eastbound	Right	1.00	1,600	71	0.025	ICU: 0.814
	Through	2.00	3,200	807	0.252 *	
	Left	1.00	1,600	147	0.092	LOS: D

WEEKDAY P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	1.00	1,600	123	0.033	N/S 1: 0.303
	Through	2.00	3,200	1,057	0.330 *	N/S 2: 0.379 *
	Left	1.00	1,600	92	0.058	E/W 1: 0.277 *
Westbound	Right	1.00	1,600	141	0.059	E/W 2: 0.255
	Through	2.00	3,200	535	0.167	
	Left	1.00	1,600	142	0.089 *	V/C Ratio: 0.656
Northbound	Right	1.00	1,600	131	0.038	Loss Time: 0.100
	Through	2.00	3,200	784	0.245	ITS: -0.070
	Left	1.00	1,600	79	0.049 *	
Eastbound	Right	1.00	1,600	64	0.015	ICU: 0.686
	Through	2.00	3,200	603	0.188 *	
	Left	1.00	1,600	140	0.088	LOS: B

* Critical Movement

EXISTING CONDITIONS - YEAR 2012

Wildwood Lower School

Intersection Capacity Utilization Analysis

4. GRAND VIEW BOULEVARD & WASHINGTON PLACE

Through Lane Capacity: 1600 vph
 Left-Turn Lane Capacity: 1600 vph
 Double-Left Penalty: 20 %
 Right-Turn on Red: 50 %
 Overlapping Right Turn:

North/South Split Phase: N
 E/W Split Phase: N
 Loss Time % per Cycle: 10%
 ITS Percentage: 7%

WEEKDAY A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	0.00	0	119	0.000	N/S 1: 0.168 *
	Through	1.00	1,600	62	0.155	N/S 2: 0.163
	Left	0.00	1,600	67	0.042 *	E/W 1: 0.319 *
Westbound	Right	1.00	1,600	70	0.023	E/W 2: 0.229
	Through	2.00	3,200	559	0.175	
	Left	1.00	1,600	18	0.011 *	V/C Ratio: 0.487
Northbound	Right	0.00	0	53	0.000	Loss Time: 0.100
	Through	1.00	1,600	136	0.126 *	ITS: -0.070
	Left	0.00	1,600	12	0.008	
Eastbound	Right	0.00	0	22	0.000	ICU: 0.517
	Through	2.00	3,200	965	0.308 *	
	Left	1.00	1,600	87	0.054	LOS: A

WEEKDAY P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	0.00	0	86	0.000	N/S 1: 0.157
	Through	1.00	1,600	151	0.191 *	N/S 2: 0.222 *
	Left	0.00	1,600	68	0.043	E/W 1: 0.256 *
Westbound	Right	1.00	1,600	78	0.028	E/W 2: 0.242
	Through	2.00	3,200	647	0.202	
	Left	1.00	1,600	35	0.022 *	V/C Ratio: 0.478
Northbound	Right	0.00	0	26	0.000	Loss Time: 0.100
	Through	1.00	1,600	108	0.114	ITS: -0.070
	Left	0.00	1,600	49	0.031 *	
Eastbound	Right	0.00	0	39	0.000	ICU: 0.508
	Through	2.00	3,200	710	0.234 *	
	Left	1.00	1,600	64	0.040	LOS: A

* Critical Movement

EXISTING CONDITIONS - YEAR 2012

Wildwood Lower School

Intersection Capacity Utilization Analysis

5. INGLEWOOD BOULEVARD & WASHINGTON PLACE

Through Lane Capacity: 1600 vph
 Left-Turn Lane Capacity: 1600 vph
 Double-Left Penalty: 20 %
 Right-Turn on Red: 50 %
 Overlapping Right Turn:

North/South Split Phase: N
 E/W Split Phase: N
 Loss Time % per Cycle: 10%
 ITS Percentage: 10%

WEEKDAY A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	0.00	0	45	0.000	N/S 1: 0.348 *
	Through	1.00	1,600	214	0.189	N/S 2: 0.211
	Left	0.00	1,600	43	0.027 *	E/W 1: 0.339 *
Westbound	Right	1.00	1,600	41	0.012	E/W 2: 0.200
	Through	2.00	3,200	553	0.173	
	Left	1.00	1,600	69	0.043 *	V/C Ratio: 0.687
Northbound	Right	0.00	0	63	0.000	Loss Time: 0.100
	Through	1.00	1,600	416	0.321 *	ITS: -0.100
	Left	0.00	1,600	35	0.022	
Eastbound	Right	1.00	1,600	59	0.026	ICU: 0.687
	Through	2.00	3,200	947	0.296 *	
	Left	1.00	1,600	43	0.027	LOS: B

WEEKDAY P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	0.00	0	51	0.000	N/S 1: 0.234
	Through	1.00	1,600	379	0.296 *	N/S 2: 0.317 *
	Left	0.00	1,600	44	0.028	E/W 1: 0.250 *
Westbound	Right	1.00	1,600	52	0.019	E/W 2: 0.224
	Through	2.00	3,200	660	0.206	
	Left	1.00	1,600	77	0.048 *	V/C Ratio: 0.567
Northbound	Right	0.00	0	60	0.000	Loss Time: 0.100
	Through	1.00	1,600	235	0.206	ITS: -0.100
	Left	0.00	1,600	34	0.021 *	
Eastbound	Right	1.00	1,600	49	0.020	ICU: 0.567
	Through	2.00	3,200	646	0.202 *	
	Left	1.00	1,600	29	0.018	LOS: A

* Critical Movement

EXISTING CONDITIONS - YEAR 2012

Wildwood Lower School

Intersection Capacity Utilization Analysis

6. CENTINELA AVENUE & WASHINGTON BOULEVARD

Through Lane Capacity: 1600 vph
 Left-Turn Lane Capacity: 1600 vph
 Double-Left Penalty: 20 %
 Right-Turn on Red: 50 %
 Overlapping Right Turn:

North/South Split Phase: N
 E/W Split Phase: N
 Loss Time % per Cycle: 10%
 ITS Percentage: 0%

WEEKDAY A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	1.00	1,600	35	0.003	N/S 1: 0.465 *
	Through	2.00	3,200	743	0.232	N/S 2: 0.319
	Left	1.00	1,600	83	0.052 *	E/W 1: 0.273 *
Westbound	Right	1.00	1,600	31	0.000	E/W 2: 0.199
	Through	2.00	3,200	517	0.162	V/C Ratio: 0.738
	Left	1.00	1,600	76	0.048 *	Loss Time: 0.100
Northbound	Right	0.00	0	62	0.000	ITS: 0.000
	Through	2.00	3,200	1,261	0.413 *	
	Left	1.00	1,600	139	0.087	
Eastbound	Right	0.00	0	75	0.000	ICU: 0.838
	Through	2.00	3,200	644	0.225 *	
	Left	1.00	1,600	59	0.037	LOS: D

WEEKDAY P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	1.00	1,600	38	0.003	N/S 1: 0.337
	Through	2.00	3,200	1,142	0.357 *	N/S 2: 0.400 *
	Left	1.00	1,600	67	0.042	E/W 1: 0.226 *
Westbound	Right	1.00	1,600	51	0.011	E/W 2: 0.203
	Through	2.00	3,200	515	0.161	V/C Ratio: 0.626
	Left	1.00	1,600	80	0.050 *	Loss Time: 0.100
Northbound	Right	0.00	0	75	0.000	ITS: 0.000
	Through	2.00	3,200	869	0.295	
	Left	1.00	1,600	68	0.043 *	
Eastbound	Right	0.00	0	95	0.000	ICU: 0.726
	Through	2.00	3,200	469	0.176 *	
	Left	1.00	1,600	67	0.042	LOS: C

* Critical Movement

EXISTING CONDITIONS - YEAR 2012

Wildwood Lower School

Intersection Capacity Utilization Analysis

7. CENTINELA AVENUE & VENICE BOULEVARD

Through Lane Capacity: 1600 vph
 Left-Turn Lane Capacity: 1600 vph
 Double-Left Penalty: 20 %
 Right-Turn on Red: 50 %
 Overlapping Right Turn:

North/South Split Phase: N
 E/W Split Phase: N
 Loss Time % per Cycle: 10%
 ITS Percentage: 10%

WEEKDAY A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	1.00	1,600	84	0.000	N/S 1: 0.464 *
	Through	2.00	3,200	676	0.211	N/S 2: 0.259
	Left	1.00	1,600	94	0.059 *	E/W 1: 0.384 *
Westbound	Right	1.00	1,600	162	0.072	E/W 2: 0.361
	Through	3.00	4,800	1,031	0.215	
	Left	1.00	1,600	154	0.096 *	V/C Ratio: 0.848
Northbound	Right	1.00	1,600	101	0.015	Loss Time: 0.100
	Through	2.00	3,200	1,297	0.405 *	ITS: -0.100
	Left	1.00	1,600	76	0.048	
Eastbound	Right	1.00	1,600	92	0.034	ICU: 0.848
	Through	3.00	4,800	1,383	0.288 *	
	Left	1.00	1,600	234	0.146	LOS: D

WEEKDAY P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	1.00	1,600	114	0.019	N/S 1: 0.370
	Through	2.00	3,200	1,218	0.381 *	N/S 2: 0.430 *
	Left	1.00	1,600	151	0.094	E/W 1: 0.423 *
Westbound	Right	1.00	1,600	115	0.025	E/W 2: 0.344
	Through	3.00	4,800	1,148	0.239	
	Left	1.00	1,600	237	0.148 *	V/C Ratio: 0.853
Northbound	Right	1.00	1,600	113	0.000	Loss Time: 0.100
	Through	2.00	3,200	884	0.276	ITS: -0.100
	Left	1.00	1,600	78	0.049 *	
Eastbound	Right	1.00	1,600	165	0.079	ICU: 0.853
	Through	3.00	4,800	1,320	0.275 *	
	Left	1.00	1,600	168	0.105	LOS: D

* Critical Movement

EXISTING PLUS PROJECT CONDITIONS - YEAR 2012

Wildwood Lower School

Intersection Capacity Utilization Analysis

1. CENTINELA AVENUE & MITCHELL AVENUE

Through Lane Capacity: 1600 vph
 Left-Turn Lane Capacity: 1600 vph
 Double-Left Penalty: 20 %
 Right-Turn on Red: 50 %
 Overlapping Right Turn:

North/South Split Phase: N
 E/W Split Phase: N
 Loss Time % per Cycle: 10%
 ITS Percentage: 0%

WEEKDAY A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	0.00	0	11	0.000	N/S 1: 0.566 * N/S 2: 0.296 E/W 1: 0.015 E/W 2: 0.047 *
	Through	2.00	3,200	895	0.283	
	Left	1.00	1,600	96	0.060 *	
Westbound	Right	0.00	0	65	0.000	V/C Ratio: 0.613 Loss Time: 0.100 ITS: 0.000
	Through	1.00	1,600	1	0.046 *	
	Left	0.00	1,600	7	0.004	
Northbound	Right	0.00	0	112	0.000	ICU: 0.713
	Through	2.00	3,200	1,506	0.506 *	
	Left	1.00	1,600	21	0.013	
Eastbound	Right	0.00	0	15	0.000	LOS: C
	Through	1.00	1,600	1	0.011	
	Left	0.00	1,600	1	0.001 *	

WEEKDAY P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	0.00	0	12	0.000	N/S 1: 0.379 N/S 2: 0.387 * E/W 1: 0.037 * E/W 2: 0.026
	Through	2.00	3,200	1,197	0.378 *	
	Left	1.00	1,600	51	0.032	
Westbound	Right	0.00	0	6	0.000	V/C Ratio: 0.424 Loss Time: 0.100 ITS: 0.000
	Through	1.00	1,600	1	0.025	
	Left	0.00	1,600	33	0.021 *	
Northbound	Right	0.00	0	57	0.000	ICU: 0.524
	Through	2.00	3,200	1,054	0.347	
	Left	1.00	1,600	14	0.009 *	
Eastbound	Right	0.00	0	21	0.000	LOS: A
	Through	1.00	1,600	2	0.016 *	
	Left	0.00	1,600	2	0.001	

* Critical Movement

EXISTING PLUS PROJECT CONDITIONS - YEAR 2012

Wildwood Lower School

Intersection Capacity Utilization Analysis

2. GRAND VIEW BOULEVARD & MITCHELL AVENUE

Through Lane Capacity: 1600 vph
 Left-Turn Lane Capacity: 1600 vph
 Double-Left Penalty: 20 %
 Right-Turn on Red: 50 %
 Overlapping Right Turn:

North/South Split Phase: N
 E/W Split Phase: N
 Loss Time % per Cycle: 10%
 ITS Percentage: 0%

WEEKDAY A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	0.00	0	48	0.000	N/S 1: 0.213 *
	Through	1.00	1,600	170	0.146	N/S 2: 0.180
	Left	0.00	1,600	15	0.009 *	E/W 1: 0.088 *
Westbound	Right	0.00	0	23	0.000	E/W 2: 0.080
	Through	1.00	1,600	34	0.046	
	Left	0.00	1,600	16	0.010 *	V/C Ratio: 0.301
Northbound	Right	0.00	0	14	0.000	Loss Time: 0.100
	Through	1.00	1,600	257	0.204 *	ITS: 0.000
	Left	0.00	1,600	55	0.034	
Eastbound	Right	0.00	0	37	0.000	ICU: 0.401
	Through	1.00	1,600	34	0.078 *	
	Left	0.00	1,600	54	0.034	LOS: A

WEEKDAY P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	0.00	0	41	0.000	N/S 1: 0.164
	Through	1.00	1,600	264	0.199 *	N/S 2: 0.213 *
	Left	0.00	1,600	14	0.009	E/W 1: 0.069 *
Westbound	Right	0.00	0	13	0.000	E/W 2: 0.049
	Through	1.00	1,600	19	0.028	
	Left	0.00	1,600	13	0.008 *	V/C Ratio: 0.282
Northbound	Right	0.00	0	8	0.000	Loss Time: 0.100
	Through	1.00	1,600	217	0.155	ITS: 0.000
	Left	0.00	1,600	23	0.014 *	
Eastbound	Right	0.00	0	38	0.000	ICU: 0.382
	Through	1.00	1,600	27	0.061 *	
	Left	0.00	1,600	33	0.021	LOS: A

* Critical Movement

EXISTING PLUS PROJECT CONDITIONS - YEAR 2012

Wildwood Lower School

Intersection Capacity Utilization Analysis

3. CENTINELA AVENUE & WASHINGTON PLACE

Through Lane Capacity: 1600 vph
 Left-Turn Lane Capacity: 1600 vph
 Double-Left Penalty: 20 %
 Right-Turn on Red: 50 %
 Overlapping Right Turn:

North/South Split Phase: N
 E/W Split Phase: N
 Loss Time % per Cycle: 10%
 ITS Percentage: 7%

WEEKDAY A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	1.00	1,600	88	0.003	N/S 1: 0.473 *
	Through	2.00	3,200	712	0.223	N/S 2: 0.262
	Left	1.00	1,600	99	0.062 *	E/W 1: 0.312 *
Westbound	Right	1.00	1,600	135	0.053	E/W 2: 0.268
	Through	2.00	3,200	520	0.163	
	Left	1.00	1,600	96	0.060 *	V/C Ratio: 0.785
Northbound	Right	1.00	1,600	115	0.042	Loss Time: 0.100
	Through	2.00	3,200	1,316	0.411 *	ITS: -0.070
	Left	1.00	1,600	63	0.039	
Eastbound	Right	1.00	1,600	71	0.025	ICU: 0.815
	Through	2.00	3,200	807	0.252 *	
	Left	1.00	1,600	168	0.105	LOS: D

WEEKDAY P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	1.00	1,600	123	0.030	N/S 1: 0.303
	Through	2.00	3,200	1,057	0.330 *	N/S 2: 0.379 *
	Left	1.00	1,600	92	0.058	E/W 1: 0.278 *
Westbound	Right	1.00	1,600	158	0.070	E/W 2: 0.265
	Through	2.00	3,200	548	0.171	
	Left	1.00	1,600	144	0.090 *	V/C Ratio: 0.657
Northbound	Right	1.00	1,600	131	0.037	Loss Time: 0.100
	Through	2.00	3,200	785	0.245	ITS: -0.070
	Left	1.00	1,600	79	0.049 *	
Eastbound	Right	1.00	1,600	64	0.015	ICU: 0.687
	Through	2.00	3,200	603	0.188 *	
	Left	1.00	1,600	151	0.094	LOS: B

* Critical Movement

EXISTING PLUS PROJECT CONDITIONS - YEAR 2012

Wildwood Lower School

Intersection Capacity Utilization Analysis

4. GRAND VIEW BOULEVARD & WASHINGTON PLACE

Through Lane Capacity: 1600 vph
 Left-Turn Lane Capacity: 1600 vph
 Double-Left Penalty: 20 %
 Right-Turn on Red: 50 %
 Overlapping Right Turn:

North/South Split Phase: N
 E/W Split Phase: N
 Loss Time % per Cycle: 10%
 ITS Percentage: 7%

WEEKDAY A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	0.00	0	119	0.000	N/S 1: 0.169 *
	Through	1.00	1,600	62	0.155	N/S 2: 0.163
	Left	0.00	1,600	67	0.042 *	E/W 1: 0.319 *
Westbound	Right	1.00	1,600	78	0.028	E/W 2: 0.229
	Through	2.00	3,200	559	0.175	
	Left	1.00	1,600	18	0.011 *	V/C Ratio: 0.488
Northbound	Right	0.00	0	53	0.000	Loss Time: 0.100
	Through	1.00	1,600	138	0.127 *	ITS: -0.070
	Left	0.00	1,600	12	0.008	
Eastbound	Right	0.00	0	22	0.000	ICU: 0.518
	Through	2.00	3,200	965	0.308 *	
	Left	1.00	1,600	87	0.054	LOS: A

WEEKDAY P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	0.00	0	86	0.000	N/S 1: 0.158
	Through	1.00	1,600	151	0.191 *	N/S 2: 0.222 *
	Left	0.00	1,600	68	0.043	E/W 1: 0.256 *
Westbound	Right	1.00	1,600	82	0.030	E/W 2: 0.242
	Through	2.00	3,200	647	0.202	
	Left	1.00	1,600	35	0.022 *	V/C Ratio: 0.478
Northbound	Right	0.00	0	26	0.000	Loss Time: 0.100
	Through	1.00	1,600	109	0.115	ITS: -0.070
	Left	0.00	1,600	49	0.031 *	
Eastbound	Right	0.00	0	39	0.000	ICU: 0.508
	Through	2.00	3,200	710	0.234 *	
	Left	1.00	1,600	64	0.040	LOS: A

* Critical Movement

EXISTING PLUS PROJECT CONDITIONS - YEAR 2012

Wildwood Lower School

Intersection Capacity Utilization Analysis

5. INGLEWOOD BOULEVARD & WASHINGTON PLACE

Through Lane Capacity: 1600 vph
 Left-Turn Lane Capacity: 1600 vph
 Double-Left Penalty: 20 %
 Right-Turn on Red: 50 %
 Overlapping Right Turn:

North/South Split Phase: N
 E/W Split Phase: N
 Loss Time % per Cycle: 10%
 ITS Percentage: 10%

WEEKDAY A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	0.00	0	45	0.000	N/S 1: 0.349 *
	Through	1.00	1,600	214	0.190	N/S 2: 0.212
	Left	0.00	1,600	45	0.028 *	E/W 1: 0.339 *
Westbound	Right	1.00	1,600	41	0.012	E/W 2: 0.202
	Through	2.00	3,200	561	0.175	
	Left	1.00	1,600	69	0.043 *	V/C Ratio: 0.688
Northbound	Right	0.00	0	63	0.000	Loss Time: 0.100
	Through	1.00	1,600	416	0.321 *	ITS: -0.100
	Left	0.00	1,600	35	0.022	
Eastbound	Right	1.00	1,600	59	0.026	ICU: 0.688
	Through	2.00	3,200	947	0.296 *	
	Left	1.00	1,600	43	0.027	LOS: B

WEEKDAY P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	0.00	0	51	0.000	N/S 1: 0.235
	Through	1.00	1,600	379	0.298 *	N/S 2: 0.319 *
	Left	0.00	1,600	46	0.029	E/W 1: 0.250 *
Westbound	Right	1.00	1,600	52	0.018	E/W 2: 0.226
	Through	2.00	3,200	664	0.208	
	Left	1.00	1,600	77	0.048 *	V/C Ratio: 0.569
Northbound	Right	0.00	0	60	0.000	Loss Time: 0.100
	Through	1.00	1,600	235	0.206	ITS: -0.100
	Left	0.00	1,600	34	0.021 *	
Eastbound	Right	1.00	1,600	49	0.020	ICU: 0.569
	Through	2.00	3,200	646	0.202 *	
	Left	1.00	1,600	29	0.018	LOS: A

* Critical Movement

EXISTING PLUS PROJECT CONDITIONS - YEAR 2012

Wildwood Lower School

Intersection Capacity Utilization Analysis

6. CENTINELA AVENUE & WASHINGTON BOULEVARD

Through Lane Capacity: 1600 vph
 Left-Turn Lane Capacity: 1600 vph
 Double-Left Penalty: 20 %
 Right-Turn on Red: 50 %
 Overlapping Right Turn:

North/South Split Phase: N
 E/W Split Phase: N
 Loss Time % per Cycle: 10%
 ITS Percentage: 0%

WEEKDAY A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	1.00	1,600	35	0.003	N/S 1: 0.467 *
	Through	2.00	3,200	744	0.233	N/S 2: 0.320
	Left	1.00	1,600	85	0.053 *	E/W 1: 0.273 *
Westbound	Right	1.00	1,600	31	0.000	E/W 2: 0.199
	Through	2.00	3,200	517	0.162	
	Left	1.00	1,600	76	0.048 *	V/C Ratio: 0.740
Northbound	Right	0.00	0	62	0.000	Loss Time: 0.100
	Through	2.00	3,200	1,262	0.414 *	ITS: 0.000
	Left	1.00	1,600	139	0.087	
Eastbound	Right	0.00	0	75	0.000	ICU: 0.840
	Through	2.00	3,200	644	0.225 *	
	Left	1.00	1,600	59	0.037	LOS: D

WEEKDAY P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	1.00	1,600	38	0.003	N/S 1: 0.338
	Through	2.00	3,200	1,143	0.357 *	N/S 2: 0.400 *
	Left	1.00	1,600	68	0.043	E/W 1: 0.226 *
Westbound	Right	1.00	1,600	51	0.011	E/W 2: 0.203
	Through	2.00	3,200	515	0.161	
	Left	1.00	1,600	80	0.050 *	V/C Ratio: 0.626
Northbound	Right	0.00	0	75	0.000	Loss Time: 0.100
	Through	2.00	3,200	870	0.295	ITS: 0.000
	Left	1.00	1,600	68	0.043 *	
Eastbound	Right	0.00	0	95	0.000	ICU: 0.726
	Through	2.00	3,200	469	0.176 *	
	Left	1.00	1,600	67	0.042	LOS: C

* Critical Movement

EXISTING PLUS PROJECT CONDITIONS - YEAR 2012

Wildwood Lower School

Intersection Capacity Utilization Analysis

7. CENTINELA AVENUE & VENICE BOULEVARD

Through Lane Capacity: 1600 vph
 Left-Turn Lane Capacity: 1600 vph
 Double-Left Penalty: 20 %
 Right-Turn on Red: 50 %
 Overlapping Right Turn:

North/South Split Phase: N
 E/W Split Phase: N
 Loss Time % per Cycle: 10%
 ITS Percentage: 10%

WEEKDAY A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	1.00	1,600	84	0.000	N/S 1: 0.469 *
	Through	2.00	3,200	680	0.213	N/S 2: 0.263
	Left	1.00	1,600	94	0.059 *	E/W 1: 0.385 *
Westbound	Right	1.00	1,600	162	0.072	E/W 2: 0.361
	Through	3.00	4,800	1,031	0.215	
	Left	1.00	1,600	154	0.096 *	V/C Ratio: 0.854
Northbound	Right	1.00	1,600	101	0.015	Loss Time: 0.100
	Through	2.00	3,200	1,312	0.410 *	ITS: -0.100
	Left	1.00	1,600	80	0.050	
Eastbound	Right	1.00	1,600	92	0.033	ICU: 0.854
	Through	3.00	4,800	1,388	0.289 *	
	Left	1.00	1,600	234	0.146	LOS: D

WEEKDAY P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	1.00	1,600	114	0.019	N/S 1: 0.374
	Through	2.00	3,200	1,220	0.381 *	N/S 2: 0.432 *
	Left	1.00	1,600	151	0.094	E/W 1: 0.424 *
Westbound	Right	1.00	1,600	115	0.025	E/W 2: 0.344
	Through	3.00	4,800	1,148	0.239	
	Left	1.00	1,600	237	0.148 *	V/C Ratio: 0.856
Northbound	Right	1.00	1,600	113	0.000	Loss Time: 0.100
	Through	2.00	3,200	896	0.280	ITS: -0.100
	Left	1.00	1,600	81	0.051 *	
Eastbound	Right	1.00	1,600	165	0.078	ICU: 0.856
	Through	3.00	4,800	1,323	0.276 *	
	Left	1.00	1,600	168	0.105	LOS: D

* Critical Movement

FUTURE BASE CONDITIONS - YEAR 2020

Wildwood Lower School

Intersection Capacity Utilization Analysis

1. CENTINELA AVENUE & MITCHELL AVENUE

Through Lane Capacity: 1600 vph
 Left-Turn Lane Capacity: 1600 vph
 Double-Left Penalty: 20 %
 Right-Turn on Red: 50 %
 Overlapping Right Turn:

North/South Split Phase: N
 E/W Split Phase: N
 Loss Time % per Cycle: 10%
 ITS Percentage: 0%

WEEKDAY A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	0.00	0	12	0.000	N/S 1: 0.604 * N/S 2: 0.345 E/W 1: 0.016 E/W 2: 0.050 *
	Through	2.00	3,200	1,047	0.331	
	Left	1.00	1,600	99	0.062 *	
Westbound	Right	0.00	0	70	0.000	V/C Ratio: 0.654 Loss Time: 0.100 ITS: 0.000
	Through	1.00	1,600	1	0.049 *	
	Left	0.00	1,600	8	0.005	
Northbound	Right	0.00	0	95	0.000	ICU: 0.754
	Through	2.00	3,200	1,640	0.542 *	
	Left	1.00	1,600	23	0.014	
Eastbound	Right	0.00	0	16	0.000	LOS: C
	Through	1.00	1,600	1	0.011	
	Left	0.00	1,600	1	0.001 *	

WEEKDAY P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	0.00	0	13	0.000	N/S 1: 0.423 N/S 2: 0.432 * E/W 1: 0.040 * E/W 2: 0.028
	Through	2.00	3,200	1,340	0.423 *	
	Left	1.00	1,600	53	0.033	
Westbound	Right	0.00	0	6	0.000	V/C Ratio: 0.472 Loss Time: 0.100 ITS: 0.000
	Through	1.00	1,600	1	0.027	
	Left	0.00	1,600	36	0.023 *	
Northbound	Right	0.00	0	46	0.000	ICU: 0.572
	Through	2.00	3,200	1,201	0.390	
	Left	1.00	1,600	15	0.009 *	
Eastbound	Right	0.00	0	23	0.000	LOS: A
	Through	1.00	1,600	2	0.017 *	
	Left	0.00	1,600	2	0.001	

* Critical Movement

FUTURE BASE CONDITIONS - YEAR 2020

Wildwood Lower School

Intersection Capacity Utilization Analysis

2. GRAND VIEW BOULEVARD & MITCHELL AVENUE

Through Lane Capacity: 1600 vph
 Left-Turn Lane Capacity: 1600 vph
 Double-Left Penalty: 20 %
 Right-Turn on Red: 50 %
 Overlapping Right Turn:

North/South Split Phase: N
 E/W Split Phase: N
 Loss Time % per Cycle: 10%
 ITS Percentage: 0%

WEEKDAY A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	0.00	0	43	0.000	N/S 1: 0.225 *
	Through	1.00	1,600	187	0.154	N/S 2: 0.185
	Left	0.00	1,600	16	0.010 *	E/W 1: 0.094 *
Westbound	Right	0.00	0	25	0.000	E/W 2: 0.080
	Through	1.00	1,600	29	0.044	
	Left	0.00	1,600	17	0.011 *	V/C Ratio: 0.319
Northbound	Right	0.00	0	15	0.000	Loss Time: 0.100
	Through	1.00	1,600	280	0.215 *	ITS: 0.000
	Left	0.00	1,600	49	0.031	
Eastbound	Right	0.00	0	40	0.000	ICU: 0.419
	Through	1.00	1,600	35	0.083 *	
	Left	0.00	1,600	58	0.036	LOS: A

WEEKDAY P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	0.00	0	40	0.000	N/S 1: 0.173
	Through	1.00	1,600	285	0.213 *	N/S 2: 0.225 *
	Left	0.00	1,600	15	0.009	E/W 1: 0.074 *
Westbound	Right	0.00	0	14	0.000	E/W 2: 0.051
	Through	1.00	1,600	16	0.028	
	Left	0.00	1,600	14	0.009 *	V/C Ratio: 0.299
Northbound	Right	0.00	0	9	0.000	Loss Time: 0.100
	Through	1.00	1,600	234	0.164	ITS: 0.000
	Left	0.00	1,600	19	0.012 *	
Eastbound	Right	0.00	0	41	0.000	ICU: 0.399
	Through	1.00	1,600	27	0.065 *	
	Left	0.00	1,600	36	0.023	LOS: A

* Critical Movement

FUTURE BASE CONDITIONS - YEAR 2020

Wildwood Lower School

Intersection Capacity Utilization Analysis

3. CENTINELA AVENUE & WASHINGTON PLACE

Through Lane Capacity: 1600 vph
 Left-Turn Lane Capacity: 1600 vph
 Double-Left Penalty: 20 %
 Right-Turn on Red: 50 %
 Overlapping Right Turn:

North/South Split Phase: N
 E/W Split Phase: N
 Loss Time % per Cycle: 10%
 ITS Percentage: 7%

WEEKDAY A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	1.00	1,600	125	0.024	N/S 1: 0.515 *
	Through	2.00	3,200	803	0.251	N/S 2: 0.294
	Left	1.00	1,600	107	0.067 *	E/W 1: 0.340 *
Westbound	Right	1.00	1,600	123	0.043	E/W 2: 0.280
	Through	2.00	3,200	551	0.172	
	Left	1.00	1,600	102	0.064 *	V/C Ratio: 0.855
Northbound	Right	1.00	1,600	124	0.046	Loss Time: 0.100
	Through	2.00	3,200	1,435	0.448 *	ITS: -0.070
	Left	1.00	1,600	68	0.043	
Eastbound	Right	1.00	1,600	77	0.027	ICU: 0.885
	Through	2.00	3,200	882	0.276 *	
	Left	1.00	1,600	172	0.108	LOS: D

WEEKDAY P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	1.00	1,600	157	0.039	N/S 1: 0.334
	Through	2.00	3,200	1,153	0.360 *	N/S 2: 0.413 *
	Left	1.00	1,600	101	0.063	E/W 1: 0.303 *
Westbound	Right	1.00	1,600	154	0.065	E/W 2: 0.303
	Through	2.00	3,200	590	0.184 *	
	Left	1.00	1,600	153	0.096 *	V/C Ratio: 0.716
Northbound	Right	1.00	1,600	141	0.040	Loss Time: 0.100
	Through	2.00	3,200	868	0.271	ITS: -0.070
	Left	1.00	1,600	85	0.053 *	
Eastbound	Right	1.00	1,600	69	0.017	ICU: 0.746
	Through	2.00	3,200	662	0.207 *	
	Left	1.00	1,600	190	0.119 *	LOS: C

* Critical Movement

FUTURE BASE CONDITIONS - YEAR 2020

Wildwood Lower School

Intersection Capacity Utilization Analysis

4. GRAND VIEW BOULEVARD & WASHINGTON PLACE

Through Lane Capacity: 1600 vph
 Left-Turn Lane Capacity: 1600 vph
 Double-Left Penalty: 20 %
 Right-Turn on Red: 50 %
 Overlapping Right Turn:

North/South Split Phase: N
 E/W Split Phase: N
 Loss Time % per Cycle: 10%
 ITS Percentage: 7%

WEEKDAY A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	0.00	0	129	0.000	N/S 1: 0.182 *
	Through	1.00	1,600	70	0.169	N/S 2: 0.177
	Left	0.00	1,600	72	0.045 *	E/W 1: 0.350 *
Westbound	Right	1.00	1,600	76	0.025	E/W 2: 0.256
	Through	2.00	3,200	630	0.197	
	Left	1.00	1,600	19	0.012 *	V/C Ratio: 0.532
Northbound	Right	0.00	0	57	0.000	Loss Time: 0.100
	Through	1.00	1,600	149	0.137 *	ITS: -0.070
	Left	0.00	1,600	13	0.008	
Eastbound	Right	0.00	0	24	0.000	ICU: 0.562
	Through	2.00	3,200	1,059	0.338 *	
	Left	1.00	1,600	94	0.059	LOS: A

WEEKDAY P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	0.00	0	93	0.000	N/S 1: 0.170
	Through	1.00	1,600	163	0.206 *	N/S 2: 0.239 *
	Left	0.00	1,600	73	0.046	E/W 1: 0.287 *
Westbound	Right	1.00	1,600	84	0.030	E/W 2: 0.269
	Through	2.00	3,200	724	0.226	
	Left	1.00	1,600	38	0.024 *	V/C Ratio: 0.526
Northbound	Right	0.00	0	28	0.000	Loss Time: 0.100
	Through	1.00	1,600	117	0.124	ITS: -0.070
	Left	0.00	1,600	53	0.033 *	
Eastbound	Right	0.00	0	42	0.000	ICU: 0.556
	Through	2.00	3,200	800	0.263 *	
	Left	1.00	1,600	69	0.043	LOS: A

* Critical Movement

FUTURE BASE CONDITIONS - YEAR 2020

Wildwood Lower School

Intersection Capacity Utilization Analysis

5. INGLEWOOD BOULEVARD & WASHINGTON PLACE

Through Lane Capacity: 1600 vph
 Left-Turn Lane Capacity: 1600 vph
 Double-Left Penalty: 20 %
 Right-Turn on Red: 50 %
 Overlapping Right Turn:

North/South Split Phase: N
 E/W Split Phase: N
 Loss Time % per Cycle: 10%
 ITS Percentage: 10%

WEEKDAY A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	0.00	0	52	0.000	N/S 1: 0.379 *
	Through	1.00	1,600	245	0.214	N/S 2: 0.238
	Left	0.00	1,600	46	0.029 *	E/W 1: 0.372 *
Westbound	Right	1.00	1,600	44	0.013	E/W 2: 0.223
	Through	2.00	3,200	620	0.194	
	Left	1.00	1,600	75	0.047 *	V/C Ratio: 0.751
Northbound	Right	0.00	0	68	0.000	Loss Time: 0.100
	Through	1.00	1,600	454	0.350 *	ITS: -0.100
	Left	0.00	1,600	38	0.024	
Eastbound	Right	1.00	1,600	64	0.028	ICU: 0.751
	Through	2.00	3,200	1,039	0.325 *	
	Left	1.00	1,600	47	0.029	LOS: C

WEEKDAY P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	0.00	0	57	0.000	N/S 1: 0.258
	Through	1.00	1,600	411	0.323 *	N/S 2: 0.346 *
	Left	0.00	1,600	48	0.030	E/W 1: 0.280 *
Westbound	Right	1.00	1,600	56	0.020	E/W 2: 0.251
	Through	2.00	3,200	736	0.230	
	Left	1.00	1,600	83	0.052 *	V/C Ratio: 0.626
Northbound	Right	0.00	0	65	0.000	Loss Time: 0.100
	Through	1.00	1,600	263	0.228	ITS: -0.100
	Left	0.00	1,600	37	0.023 *	
Eastbound	Right	1.00	1,600	53	0.022	ICU: 0.626
	Through	2.00	3,200	728	0.228 *	
	Left	1.00	1,600	34	0.021	LOS: B

* Critical Movement

FUTURE BASE CONDITIONS - YEAR 2020

Wildwood Lower School

Intersection Capacity Utilization Analysis

6. CENTINELA AVENUE & WASHINGTON BOULEVARD

Through Lane Capacity: 1600 vph
 Left-Turn Lane Capacity: 1600 vph
 Double-Left Penalty: 20 %
 Right-Turn on Red: 50 %
 Overlapping Right Turn:

North/South Split Phase: N
 E/W Split Phase: N
 Loss Time % per Cycle: 10%
 ITS Percentage: 0%

WEEKDAY A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	1.00	1,600	38	0.004	N/S 1: 0.535 *
	Through	2.00	3,200	808	0.253	N/S 2: 0.352
	Left	1.00	1,600	123	0.077 *	E/W 1: 0.317 *
Westbound	Right	1.00	1,600	53	0.000	E/W 2: 0.228
	Through	2.00	3,200	600	0.188	
	Left	1.00	1,600	100	0.063 *	V/C Ratio: 0.852
Northbound	Right	0.00	0	94	0.000	Loss Time: 0.100
	Through	2.00	3,200	1,370	0.458 *	ITS: 0.000
	Left	1.00	1,600	159	0.099	
Eastbound	Right	0.00	0	85	0.000	ICU: 0.952
	Through	2.00	3,200	727	0.254 *	
	Left	1.00	1,600	64	0.040	LOS: E

WEEKDAY P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	1.00	1,600	41	0.003	N/S 1: 0.381
	Through	2.00	3,200	1,245	0.389 *	N/S 2: 0.439 *
	Left	1.00	1,600	86	0.054	E/W 1: 0.275 *
Westbound	Right	1.00	1,600	75	0.020	E/W 2: 0.230
	Through	2.00	3,200	591	0.185	
	Left	1.00	1,600	106	0.066 *	V/C Ratio: 0.714
Northbound	Right	0.00	0	97	0.000	Loss Time: 0.100
	Through	2.00	3,200	949	0.327	ITS: 0.000
	Left	1.00	1,600	80	0.050 *	
Eastbound	Right	0.00	0	114	0.000	ICU: 0.814
	Through	2.00	3,200	554	0.209 *	
	Left	1.00	1,600	72	0.045	LOS: D

* Critical Movement

FUTURE BASE CONDITIONS - YEAR 2020

Wildwood Lower School

Intersection Capacity Utilization Analysis

7. CENTINELA AVENUE & VENICE BOULEVARD

Through Lane Capacity: 1600 vph
 Left-Turn Lane Capacity: 1600 vph
 Double-Left Penalty: 20 %
 Right-Turn on Red: 50 %
 Overlapping Right Turn:

North/South Split Phase: N
 E/W Split Phase: N
 Loss Time % per Cycle: 10%
 ITS Percentage: 10%

WEEKDAY A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	1.00	1,600	94	0.000	N/S 1: 0.531 *
	Through	2.00	3,200	800	0.250	N/S 2: 0.306
	Left	1.00	1,600	114	0.071 *	E/W 1: 0.451 *
Westbound	Right	1.00	1,600	191	0.084	E/W 2: 0.410
	Through	3.00	4,800	1,182	0.246	
	Left	1.00	1,600	197	0.123 *	V/C Ratio: 0.982
Northbound	Right	1.00	1,600	122	0.015	Loss Time: 0.100
	Through	2.00	3,200	1,473	0.460 *	ITS: -0.100
	Left	1.00	1,600	90	0.056	
Eastbound	Right	1.00	1,600	115	0.044	ICU: 0.982
	Through	3.00	4,800	1,572	0.328 *	
	Left	1.00	1,600	262	0.164	LOS: E

WEEKDAY P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	1.00	1,600	128	0.021	N/S 1: 0.434
	Through	2.00	3,200	1,382	0.432 *	N/S 2: 0.491 *
	Left	1.00	1,600	183	0.114	E/W 1: 0.492 *
Westbound	Right	1.00	1,600	141	0.031	E/W 2: 0.392
	Through	3.00	4,800	1,314	0.274	
	Left	1.00	1,600	283	0.177 *	V/C Ratio: 0.983
Northbound	Right	1.00	1,600	157	0.010	Loss Time: 0.100
	Through	2.00	3,200	1,024	0.320	ITS: -0.100
	Left	1.00	1,600	94	0.059 *	
Eastbound	Right	1.00	1,600	188	0.088	ICU: 0.983
	Through	3.00	4,800	1,512	0.315 *	
	Left	1.00	1,600	188	0.118	LOS: E

* Critical Movement

FUTURE PLUS PROJECT CONDITIONS - YEAR 2020

Wildwood Lower School

Intersection Capacity Utilization Analysis

1. CENTINELA AVENUE & MITCHELL AVENUE

Through Lane Capacity: 1600 vph
 Left-Turn Lane Capacity: 1600 vph
 Double-Left Penalty: 20 %
 Right-Turn on Red: 50 %
 Overlapping Right Turn:

North/South Split Phase: N
 E/W Split Phase: N
 Loss Time % per Cycle: 10%
 ITS Percentage: 0%

WEEKDAY A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	0.00	0	12	0.000	N/S 1: 0.620 * N/S 2: 0.345 E/W 1: 0.016 E/W 2: 0.050 *
	Through	2.00	3,200	1,047	0.331	
	Left	1.00	1,600	103	0.064 *	
Westbound	Right	0.00	0	70	0.000	V/C Ratio: 0.670 Loss Time: 0.100 ITS: 0.000
	Through	1.00	1,600	1	0.049 *	
	Left	0.00	1,600	8	0.005	
Northbound	Right	0.00	0	119	0.000	ICU: 0.770
	Through	2.00	3,200	1,659	0.556 *	
	Left	1.00	1,600	23	0.014	
Eastbound	Right	0.00	0	16	0.000	LOS: C
	Through	1.00	1,600	1	0.011	
	Left	0.00	1,600	1	0.001 *	

WEEKDAY P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	0.00	0	13	0.000	N/S 1: 0.433 * N/S 2: 0.432 E/W 1: 0.040 * E/W 2: 0.028
	Through	2.00	3,200	1,340	0.423	
	Left	1.00	1,600	55	0.034 *	
Westbound	Right	0.00	0	6	0.000	V/C Ratio: 0.473 Loss Time: 0.100 ITS: 0.000
	Through	1.00	1,600	1	0.027	
	Left	0.00	1,600	36	0.023 *	
Northbound	Right	0.00	0	60	0.000	ICU: 0.573
	Through	2.00	3,200	1,216	0.399 *	
	Left	1.00	1,600	15	0.009	
Eastbound	Right	0.00	0	23	0.000	LOS: A
	Through	1.00	1,600	2	0.017 *	
	Left	0.00	1,600	2	0.001	

* Critical Movement

FUTURE PLUS PROJECT CONDITIONS - YEAR 2020

Wildwood Lower School

Intersection Capacity Utilization Analysis

2. GRAND VIEW BOULEVARD & MITCHELL AVENUE

Through Lane Capacity: 1600 vph
 Left-Turn Lane Capacity: 1600 vph
 Double-Left Penalty: 20 %
 Right-Turn on Red: 50 %
 Overlapping Right Turn:

North/South Split Phase: N
 E/W Split Phase: N
 Loss Time % per Cycle: 10%
 ITS Percentage: 0%

WEEKDAY A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	0.00	0	51	0.000	N/S 1: 0.231 *
	Through	1.00	1,600	187	0.159	N/S 2: 0.196
	Left	0.00	1,600	16	0.010 *	E/W 1: 0.095 *
Westbound	Right	0.00	0	25	0.000	E/W 2: 0.085
	Through	1.00	1,600	36	0.049	
	Left	0.00	1,600	17	0.011 *	V/C Ratio: 0.326
Northbound	Right	0.00	0	15	0.000	Loss Time: 0.100
	Through	1.00	1,600	280	0.221 *	ITS: 0.000
	Left	0.00	1,600	59	0.037	
Eastbound	Right	0.00	0	40	0.000	ICU: 0.426
	Through	1.00	1,600	37	0.084 *	
	Left	0.00	1,600	58	0.036	LOS: A

WEEKDAY P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	0.00	0	44	0.000	N/S 1: 0.176
	Through	1.00	1,600	285	0.215 *	N/S 2: 0.230 *
	Left	0.00	1,600	15	0.009	E/W 1: 0.075 *
Westbound	Right	0.00	0	14	0.000	E/W 2: 0.053
	Through	1.00	1,600	20	0.030	
	Left	0.00	1,600	14	0.009 *	V/C Ratio: 0.305
Northbound	Right	0.00	0	9	0.000	Loss Time: 0.100
	Through	1.00	1,600	234	0.167	ITS: 0.000
	Left	0.00	1,600	24	0.015 *	
Eastbound	Right	0.00	0	41	0.000	ICU: 0.405
	Through	1.00	1,600	29	0.066 *	
	Left	0.00	1,600	36	0.023	LOS: A

* Critical Movement

FUTURE PLUS PROJECT CONDITIONS - YEAR 2020

Wildwood Lower School

Intersection Capacity Utilization Analysis

3. CENTINELA AVENUE & WASHINGTON PLACE

Through Lane Capacity: 1600 vph
 Left-Turn Lane Capacity: 1600 vph
 Double-Left Penalty: 20 %
 Right-Turn on Red: 50 %
 Overlapping Right Turn:

North/South Split Phase: N
 E/W Split Phase: N
 Loss Time % per Cycle: 10%
 ITS Percentage: 7%

WEEKDAY A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	1.00	1,600	125	0.018	N/S 1: 0.516 *
	Through	2.00	3,200	803	0.251	N/S 2: 0.294
	Left	1.00	1,600	107	0.067 *	E/W 1: 0.341 *
Westbound	Right	1.00	1,600	144	0.057	E/W 2: 0.298
	Through	2.00	3,200	567	0.177	
	Left	1.00	1,600	104	0.065 *	V/C Ratio: 0.857
Northbound	Right	1.00	1,600	124	0.045	Loss Time: 0.100
	Through	2.00	3,200	1,436	0.449 *	ITS: -0.070
	Left	1.00	1,600	68	0.043	
Eastbound	Right	1.00	1,600	77	0.027	ICU: 0.887
	Through	2.00	3,200	882	0.276 *	
	Left	1.00	1,600	193	0.121	LOS: D

WEEKDAY P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	1.00	1,600	157	0.035	N/S 1: 0.335
	Through	2.00	3,200	1,153	0.360 *	N/S 2: 0.413 *
	Left	1.00	1,600	101	0.063	E/W 1: 0.304
Westbound	Right	1.00	1,600	171	0.075	E/W 2: 0.314 *
	Through	2.00	3,200	603	0.188 *	
	Left	1.00	1,600	155	0.097	V/C Ratio: 0.727
Northbound	Right	1.00	1,600	141	0.040	Loss Time: 0.100
	Through	2.00	3,200	869	0.272	ITS: -0.070
	Left	1.00	1,600	85	0.053 *	
Eastbound	Right	1.00	1,600	69	0.017	ICU: 0.757
	Through	2.00	3,200	662	0.207	
	Left	1.00	1,600	201	0.126 *	LOS: C

* Critical Movement

FUTURE PLUS PROJECT CONDITIONS - YEAR 2020

Wildwood Lower School

Intersection Capacity Utilization Analysis

4. GRAND VIEW BOULEVARD & WASHINGTON PLACE

Through Lane Capacity: 1600 vph
 Left-Turn Lane Capacity: 1600 vph
 Double-Left Penalty: 20 %
 Right-Turn on Red: 50 %
 Overlapping Right Turn:

North/South Split Phase: N
 E/W Split Phase: N
 Loss Time % per Cycle: 10%
 ITS Percentage: 7%

WEEKDAY A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	0.00	0	129	0.000	N/S 1: 0.183 *
	Through	1.00	1,600	70	0.169	N/S 2: 0.177
	Left	0.00	1,600	72	0.045 *	E/W 1: 0.350 *
Westbound	Right	1.00	1,600	84	0.030	E/W 2: 0.256
	Through	2.00	3,200	630	0.197	
	Left	1.00	1,600	19	0.012 *	V/C Ratio: 0.533
Northbound	Right	0.00	0	57	0.000	Loss Time: 0.100
	Through	1.00	1,600	151	0.138 *	ITS: -0.070
	Left	0.00	1,600	13	0.008	
Eastbound	Right	0.00	0	24	0.000	ICU: 0.563
	Through	2.00	3,200	1,059	0.338 *	
	Left	1.00	1,600	94	0.059	LOS: A

WEEKDAY P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	0.00	0	93	0.000	N/S 1: 0.170
	Through	1.00	1,600	163	0.206 *	N/S 2: 0.239 *
	Left	0.00	1,600	73	0.046	E/W 1: 0.287 *
Westbound	Right	1.00	1,600	88	0.032	E/W 2: 0.269
	Through	2.00	3,200	724	0.226	
	Left	1.00	1,600	38	0.024 *	V/C Ratio: 0.526
Northbound	Right	0.00	0	28	0.000	Loss Time: 0.100
	Through	1.00	1,600	118	0.124	ITS: -0.070
	Left	0.00	1,600	53	0.033 *	
Eastbound	Right	0.00	0	42	0.000	ICU: 0.556
	Through	2.00	3,200	800	0.263 *	
	Left	1.00	1,600	69	0.043	LOS: A

* Critical Movement

FUTURE PLUS PROJECT CONDITIONS - YEAR 2020

Wildwood Lower School

Intersection Capacity Utilization Analysis

5. INGLEWOOD BOULEVARD & WASHINGTON PLACE

Through Lane Capacity: 1600 vph
 Left-Turn Lane Capacity: 1600 vph
 Double-Left Penalty: 20 %
 Right-Turn on Red: 50 %
 Overlapping Right Turn:

North/South Split Phase: N
 E/W Split Phase: N
 Loss Time % per Cycle: 10%
 ITS Percentage: 10%

WEEKDAY A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	0.00	0	52	0.000	N/S 1: 0.380 *
	Through	1.00	1,600	245	0.216	N/S 2: 0.240
	Left	0.00	1,600	48	0.030 *	E/W 1: 0.372 *
Westbound	Right	1.00	1,600	44	0.013	E/W 2: 0.225
	Through	2.00	3,200	628	0.196	V/C Ratio: 0.752
	Left	1.00	1,600	75	0.047 *	Loss Time: 0.100
Northbound	Right	0.00	0	68	0.000	ITS: -0.100
	Through	1.00	1,600	454	0.350 *	
	Left	0.00	1,600	38	0.024	
Eastbound	Right	1.00	1,600	64	0.028	ICU: 0.752
	Through	2.00	3,200	1,039	0.325 *	
	Left	1.00	1,600	47	0.029	LOS: C

WEEKDAY P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	0.00	0	57	0.000	N/S 1: 0.259
	Through	1.00	1,600	411	0.324 *	N/S 2: 0.347 *
	Left	0.00	1,600	50	0.031	E/W 1: 0.280 *
Westbound	Right	1.00	1,600	56	0.019	E/W 2: 0.252
	Through	2.00	3,200	740	0.231	V/C Ratio: 0.627
	Left	1.00	1,600	83	0.052 *	Loss Time: 0.100
Northbound	Right	0.00	0	65	0.000	ITS: -0.100
	Through	1.00	1,600	263	0.228	
	Left	0.00	1,600	37	0.023 *	
Eastbound	Right	1.00	1,600	53	0.022	ICU: 0.627
	Through	2.00	3,200	728	0.228 *	
	Left	1.00	1,600	34	0.021	LOS: B

* Critical Movement

FUTURE PLUS PROJECT CONDITIONS - YEAR 2020

Wildwood Lower School

Intersection Capacity Utilization Analysis

6. CENTINELA AVENUE & WASHINGTON BOULEVARD

Through Lane Capacity: 1600 vph
 Left-Turn Lane Capacity: 1600 vph
 Double-Left Penalty: 20 %
 Right-Turn on Red: 50 %
 Overlapping Right Turn:

North/South Split Phase: N
 E/W Split Phase: N
 Loss Time % per Cycle: 10%
 ITS Percentage: 0%

WEEKDAY A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	1.00	1,600	38	0.004	N/S 1: 0.536 *
	Through	2.00	3,200	809	0.253	N/S 2: 0.352
	Left	1.00	1,600	125	0.078 *	E/W 1: 0.317 *
Westbound	Right	1.00	1,600	53	0.000	E/W 2: 0.228
	Through	2.00	3,200	600	0.188	
	Left	1.00	1,600	100	0.063 *	V/C Ratio: 0.853
Northbound	Right	0.00	0	94	0.000	Loss Time: 0.100
	Through	2.00	3,200	1,371	0.458 *	ITS: 0.000
	Left	1.00	1,600	159	0.099	
Eastbound	Right	0.00	0	85	0.000	ICU: 0.953
	Through	2.00	3,200	727	0.254 *	
	Left	1.00	1,600	64	0.040	LOS: E

WEEKDAY P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	1.00	1,600	41	0.003	N/S 1: 0.381
	Through	2.00	3,200	1,246	0.389 *	N/S 2: 0.439 *
	Left	1.00	1,600	87	0.054	E/W 1: 0.275 *
Westbound	Right	1.00	1,600	75	0.020	E/W 2: 0.230
	Through	2.00	3,200	591	0.185	
	Left	1.00	1,600	106	0.066 *	V/C Ratio: 0.714
Northbound	Right	0.00	0	97	0.000	Loss Time: 0.100
	Through	2.00	3,200	950	0.327	ITS: 0.000
	Left	1.00	1,600	80	0.050 *	
Eastbound	Right	0.00	0	114	0.000	ICU: 0.814
	Through	2.00	3,200	554	0.209 *	
	Left	1.00	1,600	72	0.045	LOS: D

* Critical Movement

FUTURE PLUS PROJECT CONDITIONS - YEAR 2020

Wildwood Lower School

Intersection Capacity Utilization Analysis

7. CENTINELA AVENUE & VENICE BOULEVARD

Through Lane Capacity: 1600 vph
 Left-Turn Lane Capacity: 1600 vph
 Double-Left Penalty: 20 %
 Right-Turn on Red: 50 %
 Overlapping Right Turn:

North/South Split Phase: N
 E/W Split Phase: N
 Loss Time % per Cycle: 10%
 ITS Percentage: 10%

WEEKDAY A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	1.00	1,600	94	0.000	N/S 1: 0.536 *
	Through	2.00	3,200	804	0.251	N/S 2: 0.310
	Left	1.00	1,600	114	0.071 *	E/W 1: 0.452 *
Westbound	Right	1.00	1,600	191	0.084	E/W 2: 0.410
	Through	3.00	4,800	1,182	0.246	
	Left	1.00	1,600	197	0.123 *	V/C Ratio: 0.988
Northbound	Right	1.00	1,600	122	0.015	Loss Time: 0.100
	Through	2.00	3,200	1,488	0.465 *	ITS: -0.100
	Left	1.00	1,600	94	0.059	
Eastbound	Right	1.00	1,600	115	0.043	ICU: 0.988
	Through	3.00	4,800	1,577	0.329 *	
	Left	1.00	1,600	262	0.164	LOS: E

WEEKDAY P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis
Southbound	Right	1.00	1,600	128	0.021	N/S 1: 0.438
	Through	2.00	3,200	1,384	0.433 *	N/S 2: 0.494 *
	Left	1.00	1,600	183	0.114	E/W 1: 0.493 *
Westbound	Right	1.00	1,600	141	0.031	E/W 2: 0.392
	Through	3.00	4,800	1,314	0.274	
	Left	1.00	1,600	283	0.177 *	V/C Ratio: 0.987
Northbound	Right	1.00	1,600	157	0.010	Loss Time: 0.100
	Through	2.00	3,200	1,036	0.324	ITS: -0.100
	Left	1.00	1,600	97	0.061 *	
Eastbound	Right	1.00	1,600	188	0.087	ICU: 0.987
	Through	3.00	4,800	1,515	0.316 *	
	Left	1.00	1,600	188	0.118	LOS: E

* Critical Movement



Culver CITY

(310) 253-5710

FAX (310) 253-5721

PLANNING DIVISION

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

PROPOSED NEGATIVE DECLARATION

Project Title and File No.: Wildwood School- Modification No. 4
Conditional Use Permit Modification CUP/M P2012171

Project Location: 12201 Washington Place, Culver City, CA 90232

Project Sponsor: Wildwood School
Michael Novak, CFO
12201 Washington Place
Culver City, CA 90066

Project Description: The Applicant is requesting Modification No. 4 to the existing Conditional Use Permit, PL-1393, to increase the total enrollment at the school from 300 to 400 students by the year 2020. The term of the Conditional Use Permit will also be extended for a period of 35 years, to December 31, 2046, commensurate with the Applicant's lease agreement with the Culver City Unified School District.

Environmental Determination:

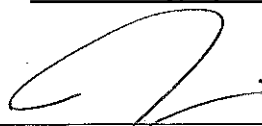
This is to advise that the City of Culver City, acting as the lead agency, has conducted an Initial Study to determine if the project may have a significant effect on the environment and is proposing this **NEGATIVE DECLARATION** based on the following finding:

- ☒ The Initial Study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or
- ☐ The Initial Study identified potentially significant effects, but:
1. Revisions in the project plans or proposals made by, or agreed to by the applicant before this proposed **MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY** was released for public review would avoid the effects or mitigate the effects or mitigate the effects to a point where clearly no significant effects would occur, and
 2. There is no substantial evidence before the agency that the project as revised may have a significant effect on the environment.

A copy of the Initial Study, and any applicable mitigation measures, and any other material which constitute the record of proceedings upon which the City based its decision to adopt this **NEGATIVE DECLARATION** may be obtained at:

City of Culver City, Planning Division
9770 Culver Boulevard, Culver City, CA 90232

The public is invited to comment on the proposed **NEGATIVE DECLARATION** during the review period, which ends **Wednesday, April 10, 2013.**


Name JOSHUA WILLIAMS
Title ASSOCIATE PLANNER

3/19/2013
Date



(310) 253-5710

FAX (310) 253-5721

PLANNING DIVISION

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

INITIAL STUDY

ENVIRONMENTAL CHECKLIST FORM AND ENVIRONMENTAL DETERMINATION

Project Title:	Wildwood School, CUP/M-P2012171 Modification No. 4		
Lead Agency Name & Address:	City of Culver City, Planning Division 9770 Culver Blvd., Culver City, CA 90232		
Contact Person & Phone No.:	Joshua Williams, Associate Planner (310) 253-5706		
Project Location/Address:	12201 Washington Place		
Nearest Cross Street:	Grand View Boulevard	APN:	4235-020-901
Project Sponsor's Name & Address:	Wildwood School Michael Novak, CFO 12201 Washington Place Culver City, CA 90066		
General Plan Designation:	Medium Density Multiple Family/ School	Zoning:	Residential Medium Density Multiple
Redevelopment Project Area:	N/A		
Overlay Zone/Special District:	None		
Project Description and Requested Action: <i>(Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary)</i> The Wildwood School (the "Applicant"), a private K-5 school, has operated at 12201 Washington Place since 1992. The Applicant leases the site from the Culver City Unified School District (CCUSD), and was previously used for CCUSD's Betsy Ross Elementary School. The Applicant is requesting Modification No. 4 to the existing Conditional Use Permit, PL-1393, to increase the total enrollment at the school from 300 to 400 students by the year 2020. An immediate increase of 24 students is proposed for the 2013-2014 school year, with additional classroom space provided on-site through the relocation of a school administrative office from the Culver City location to its West Los Angeles location. The Applicant presently provides 56 on-site parking spaces, which exceeds the required 44 parking spaces by 12 spaces. The Applicant also has an agreement to park up to 28 cars on school days at the nearby Culver City Church of God at 3998 S. Centinela Avenue, which has served as an overflow parking area during school events and waiting area for parents picking up their children.			

Existing Conditions of the Project Site:

The project site is currently developed with a 31,860 square foot private school on approximately 2.3 acres. The project site has been used as a school, consisting of six buildings of various sizes and ages, a parking area, a track and playfield, basketball courts and playground equipment. The project site was previously operated by the Culver City Unified School District (CCUSD) as the Betsy Ross Elementary School. It was declared surplus property by the school district in 1983. The property is currently under a long term lease and is occupied by Wildwood Elementary School, a private K-5 school. The school's original lease was for a period of 24 years, beginning in 1991 and continuing through 2015. The school's lease with CCUSD has recently been extended for a new 35 year term, ending December 31, 2046.

Surrounding Land Uses and Setting: *(Briefly describe the project's surrounding)*

West: Multi-family residential, zoned RMD, City of Culver City

East: Multi-family residential and commercial strip shopping center, zoned R3-1 and C2-1, City of Los Angeles

North: Grand View Elementary School, City of Los Angeles

South: Multi-family residential, zoned RMD, City of Culver City

Other public agencies whose approval is required: *(e.g., permits, financing approval, or participation agreement)*

None

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a 'Potentially Significant Impact' as indicated by the checklist on the following pages:

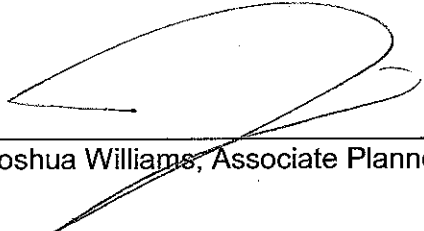
- | | |
|---|---|
| ☐ Aesthetics | ☐ Land Use / Planning |
| ☐ Agriculture and Forestry Resources | ☐ Mineral Resources |
| ☐ Air Quality | ☐ Noise |
| ☐ Biological Resources | ☐ Population / Housing |
| ☐ Cultural Resources | ☐ Public Services |
| ☐ Geology /Soils | ☐ Recreation |
| ☐ Greenhouse Gas Emissions | ☐ Transportation/Traffic |
| ☐ Hazards & Hazardous Materials | ☐ Utilities / Service Systems |
| ☐ Hydrology / Water Quality | ☐ Mandatory Findings of Significance |

ENVIRONMENTAL DETERMINATION:

On the basis of this initial evaluation:

- ☒ I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- ☐ I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

- ☐ I find that the proposed project **MAY** have a 'potentially significant impact' or 'potentially significant unless mitigated' impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Joshua Williams, Associate Planner

3/19/2013
Date

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS – Would the project:					
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒
Responses:					
a) - d) <u>No Impact.</u> The project will not result in any aesthetic impacts. The project includes the addition of 100 students, increasing student enrollment from 300 to 400 students by the year 2020, and the conversion of an on-site school administrative office into a classroom. The project will not result in significant changes to the exterior of the building that may result in an adverse effect on a scenic vista. There are no scenic vistas or resources in the vicinity of the subject property, and the project will not result in a degradation of the existing visual character or quality of the site and its surroundings. The project is not proposing any new sources of light on the exterior of the building. However, any new exterior lighting shall be shielded, pursuant to the Culver City Municipal Code, to limit light intrusion onto abutting properties.					
Mitigation Measure(s): None Required					
II. AGRICULTURE RESOURCES AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:					
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Responses:

a)- e)	<u>No Impact.</u> The project site is located in a predominantly urbanized area, zoned for and developed with multi-family residential in the surrounding properties located in the City of Culver City. Surrounding properties located in the City of Los Angeles are developed with multi-family residential dwelling units, commercial development located along the north side of Washington Place, and developed with the Grand View Elementary School to the north of the subject property, across Mitchell Avenue. The Culver City General Plan Land Use Element map identifies no agricultural land or uses within the City boundaries. The project site is not identified, utilized, or zoned for agricultural purposes, and there is no known Williamson Act contract in effect on the project site. In addition, the project will not result in the loss or conversion of farmland or forestland into another use, as the project site is located in a fully developed urbanized area. Therefore, no impacts will result from the project.
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Mitigation Measure(s): None Required.

III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e)	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Responses:

a)	<u>Less Than Significant Impact.</u> The entire South Coast Air Basin (which includes Culver City) does not meet National Ambient Air Quality Standards. Future new development in any portion of Culver City will contribute, both at the project level and cumulatively, to pollutant emissions over this existing non-attainment area (at both construction and operational phases). For projects proposed within Culver City or elsewhere in the South Coast Air Basin, the applicable plan is the 2007 Air Quality Management Plan (AQMP), which is prepared by the South Coast
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EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	Air Management District (SCAQMD). The SCAQMD is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin. SCAQMD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and enforces such measures through educational programs or fines, when necessary. Projects that do not exceed or are consistent with the projections of employment and population forecasts identified in the Growth Management Plan and Guide (RCPG) are considered consistent with AQMP growth projections, since the Growth Management Chapter forms the basis of the land use and transportation control portion of the AQMP. Since SCAG's regional growth forecasts are based upon, among other things, land uses specified in a city's general plans, a project that is consistent with the land use designated in a city's general plan would also be consistent with SCAG's regional forecast projections and would then also be consistent with the AQMP growth projections. As noted above, the project is subject to SCAQMD's Air Quality Management Plan (AQMP). The AQMP promulgates policies, programs, and measures to achieve Federal and State standards for criteria pollutants and other smog forming gases, as well as to reduce emissions of toxic air pollutants. These programs include measures such as balancing jobs and housing within the region, promoting infill development close to existing infrastructure and public transit, and a variety of other measures designed to reduce vehicular travel. The project includes an increase enrollment from 300 students to 400 students through the year 2020, with an immediate addition of 24 students for the 2013-2014 school year. The project does not propose the addition of new floor area to the existing school facilities. The project will not conflict with or obstruct implementation of the applicable air quality plan. The project will not induce substantial growth, therefore the project will not result in population, housing, or employment growth in excess of what was considered for the project site and the City in the AQMP. Lastly, the project would be consistent with the City's General Plan, which does not limit school uses to any particular zone in the City, but requires that it be determined on a site-by-site basis, based on adjacent uses and required setbacks (Table LU-5, Land Use Element). Therefore, the project would be consistent with the AQMP and no significant impacts related to this issue would occur.				
b)-c)	<u>Less Than Significant Impact.</u> A project may have significant impacts where project related emissions would exceed federal, state, or regional standards or thresholds, or where project-related emissions would substantially contribute to an existing or projected air quality violation. Greenhouse Gas Emissions from existing operations are generated by the consumption of fossil fuels necessary to produce electricity, provide heating and hot water for the on-site land uses, propel landscaping equipment, and convey transport and treat water. Fuel is also consumed by on-road mobile vehicles associated with the existing uses of the project site. The project, which includes an increase in student enrollment from 300 to a maximum of 400 students by the year 2020 and an immediate increase in student enrollment of 24 students for the 2013-2014 school year, will result in primarily operational emissions generated by both stationary and mobile sources from normal day-to-day activities on the project site after occupation. Stationary emission sources would be generated from school operations (electricity, natural gas, heating and cooling, etc.) and landscape maintenance. Mobile emissions would be generated by vehicles travelling to and from the school. The amount of emissions generated by operational activities for the 400 student school will not exceed SCAQMD thresholds for any phase of the project. Therefore impacts associated with operational emissions from the project will be less than significant. SCAQMD states that if an individual development project generates less than significant construction or operational emissions, then the development project would not generate a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.				

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	The proposed project will not generate emissions from construction or operational activities in excess of SCAQMD thresholds. Therefore, the project will not result in a cumulatively considerable increase in emissions and the impact would be less than significant.				
d)	<u>Less Than Significant Impact.</u> A sensitive receptor, as defined by AQMD, is a person in the population who is particularly susceptible to health effects due to exposure to an air contaminant. The following are land uses (sensitive sites) where sensitive receptors are typically located: schools, playgrounds, and child care centers; long term health care facilities; rehabilitation facilities; convalescent centers; hospitals; retirement homes; and residences. The project, the increase in enrollment from 300 to 400 students, will not pose any significant emissions impacts from the ongoing operation of the facility. The project site is surrounded by existing multi-family residential and commercial uses, with a school use – the Grand View Elementary School located to the north. Across Mitchell Avenue in the City of Los Angeles. The project site is not within an area populated by industrial uses that may negatively impact the students at the school. Pollutant levels from operation of the school, with an additional 100 students, will be below thresholds set by SCAQMD. Therefore, impacts will be less than significant.				
e)	<u>Less Than Significant Impact.</u> The project is not anticipated to result in the generation of any objectionable odors from any construction activities or from ongoing operation of the facility.				

Mitigation Measure(s): None required.

IV. BIOLOGICAL RESOURCES – Would the project:

a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
c)	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Responses:

a) -f)	<i>No Impact.</i> The project site is located in an urbanized area and is surrounded by existing disturbed land and development. The area around the project site is developed with a school use to the north in the City of Los Angeles, multi-family residential dwellings to the west and south, with some commercial development along Washington Place, located to the east and west of the subject property. The proposed increase in student enrollment at the school from 300 to 400 students will not result in a disturbance to land on or around the school facilities. No new floor area or lot coverage is being proposed as part of the project. The project will not have a substantial effect on the habitat for any protected species, a substantially adverse effect on protected wetlands, nor will the project conflict with any local policies, ordinances, or plans protecting biological resources. Therefore, the project will not result in any impacts on biological resources.
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Mitigation Measure(s): None required.

V. CULTURAL RESOURCES -- Would the project:

a)	Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	☐	☐	☐	☒
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	☐	☐	☐	☒
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d)	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

Responses:

a)- d)	<i>No Impact.</i> The project site is presently developed with school facilities. No significant on-site development that would result in the disturbance of land is proposed. In addition, no buildings on the project site have been identified for designation as a landmark at the national, state or local level, nor have they been identified as being potentially significant in any historic resources survey for the area, therefore no impact will result.
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Mitigation Measure(s): None required.

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

Responses:

a.i)	<u>Less Than Significant Impact.</u> The project site is not located within a State-designated Alquist-Priolo Zone ¹ , therefore the project will not result in a significant impact related to this issue.
ii)	<u>Less Than Significant Impact.</u> The project site is located in a seismically active region. The project will expose future users of the site to seismic ground shaking which could damage existing buildings, parking areas, and utility infrastructure. However, conformance with current Municipal Code and Building Code requirements would minimize the potential for structures on the project site to sustain damage during an earthquake event would thus not cause or accelerate geologic hazards or expose people to substantial risk of injury. Therefore, project impacts related to ground shaking will be less than significant.
iii)	<u>Less Than Significant Impact.</u> Liquefaction generally occurs in saturated, loose to medium dense, granular soils and in saturated, soft to moderately firm silts as a result of strong ground shaking. As the density and/or particle size of the soil increases and as the confinement (overburden pressure) increases, the potential for liquefaction decreases. According to the City of Culver City's Seismic Hazards Map ² , the site is not within an area identified as having potential liquefaction. Therefore, potential for liquefaction to impact the project site is low, and a less than significant impact would occur.
iv)	<u>No Impact.</u> According to the Culver City Seismic Hazards Map ² , the site is not located in an area identified as being subject to landslide activity. The project site is generally topographically flat and is not located adjacent to any mountains or steep slopes.
b)	<u>Less Than Significant Impact.</u> The project will result in the addition of 100 students to the existing school, increasing enrollment from 300 to a maximum of 400 students by the year 2020. The project is not anticipated to result in any activity that would expose soil for any amount of time, allowing for possible erosion. Therefore, project impacts related to soil erosion

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	or the loss of topsoil would be less than significant.				
c)	<u>Less Than Significant Impact.</u> For purposes of this issue, a significant impact may occur if the project is built in an unstable area without proper site preparation or design features to provide adequate foundations for project buildings, thus posing a hazard to life and property. As indicated in responses a.iii and a.iv above, the project is not located in an area identified as being unstable, or subject to liquefaction or landslides. Any construction would comply with the Municipal Code and Building Code, which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. Therefore, project impacts related to this issue will be less than significant.				
d)	<u>Less Than Significant Impact.</u> The project will not result in the addition of any new structures on the project site. Any construction activity proposed for the site in the future will require review and approval by the Culver City Building & Safety Division, and will be required to conform to Building Code regulations. Therefore, project impacts related to expansive soils (and any other potential geology and soils impacts) would be less than significant.				
e)	<u>No Impact.</u> The project site is served by the City's existing wastewater collection, conveyance, and treatment system. No septic tanks or alternative disposal systems would be required nor are they included as part of the project. Therefore, implementation of the project would not result in any impacts related to this issue.				

Mitigation Measure(s): None Required.

VII. GREENHOUSE GAS EMISSIONS --Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | ☐ | ☐ | ☒ | ☐ |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | ☐ | ☐ | ☒ | ☐ |

Responses:

a)	<u>Less Than Significant Impact.</u> A significant impact would occur if the project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. The project will involve the addition of up to 100 students, an increase in school enrollment from 300 to 400 students by the year 2020, with the immediate increase in enrollment of 24 students for the 2013-2014 school year. The project will not result in the addition of new floor area to the school. The emissions from the school are generated by fossil fuels necessary to generate electricity, provide heating and hot water for the on-site land uses, propel landscaping equipment, convey, transport and treat water and the consumption of fuel by mobile vehicles. For a qualitative GHG emissions analysis for the project, the 2006 Climate Action Team (CAT) Report and the ARB's proposed Scoping Plan have recommended a list of strategies and measures that the State could pursue to reduce climate change greenhouse gas emissions. Thus, in the absence of regulatory guidance, this Negative Declaration also addresses the potential impacts associated with GHG emissions resulting from implementation of the project by evaluating qualitatively whether the project would be consistent with any of the emission reduction strategies identified by the CAT report and the ARB scoping plan. If the proposed project is consistent with these documents, project-specific impacts related to GHG emissions would be less than significant, and the project's contribution to any potential cumulative impact related to GHG emissions would not be considerable.
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EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	The project will be consistent with the following strategies from the 2006 CAT Report and the ARB's Scoping Plan. • Vehicle Climate Change Standards. Vehicles that travel to and from the site on public roadways would be in compliance with ARB vehicle standards that are in effect at the time of vehicle purchase. • Hydro-fluorocarbon Reduction. This strategy applies to consumer products that may be used by the school. All applicable products used by the school would be required to comply with regulations that are in effect at the time of manufacture. • Achieve 50% Statewide Recycling Goal. The project would be subject to the requirements set forth in AB 939, which requires each city or county to divert 50 percent of its solid waste from landfill disposal through source reduction, recycling and composting. As shown, the project will be consistent with feasible and applicable strategies. Therefore, impacts related to GHG emissions will be less than significant.				
b)	<u>Less Than Significant Impact.</u> A significant impact would occur if the project would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. As described in Section VII.a, the project will be consistent with applicable plans, policies and regulations related to the reduction of greenhouse gases. However, because no new construction that would result in new floor area is being proposed, additional green building techniques or policies, such as the recycling of building materials or the City's Green Building Ordinance will not be applicable to the project. Therefore, impacts will be less than significant.				

Mitigation Measure(s): None required.

VIII. HAZARDS AND HAZARDOUS MATERIALS --Would the project:					
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school??	☐	☐	☐	☒
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Responses:

a)	<u>Less Than Significant Impact.</u> The types of potentially hazardous materials associated with the proposed project include solvents, paints, petroleum products, and pesticides that would be used in the ongoing operation of the school, specifically those that are packaged and stored for consumer sales. All potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. The transport and storage of these materials would not pose a significant hazard to the public or the environment. Therefore, the project's impacts related to this issue will be less than significant.
b)	<u>Less Than Significant Impact.</u> Other than typical cleaning solvents used for routine housekeeping and janitorial purposes, no hazardous materials would be used, transported or disposed of in conjunction with routine day-to-day operations of the school. Thus, there would not be a significant hazard related to accidental release of hazardous materials into the environment once the increase in student enrollment is completed.
c)	<u>No Impact.</u> The project, the increase in student enrollment from 300 to 400 students at an existing school, will not result in the emission of hazardous materials, substances, or waste. All potentially hazardous materials used in routine housekeeping or landscaping maintenance would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations.
d)	<u>No Impact.</u> The project site is not included on a list of hazardous materials sites compiled in accordance with Government Code Section 65962.5, and therefore there would be no impact.
e)	<u>No Impact.</u> The project site is not located within an airport land use plan area. Although it is within two miles of the Santa Monica Airport, the project will not introduce any new structures or obstacles that may result in a safety hazard for people residing or working in the project area. Therefore, implementation of the project would not result in any impacts related to this issue.
f)	<u>No Impact.</u> The project site is not located within the vicinity of a private airstrip. Therefore, implementation of the project would not result in any impacts related to this issue.
g)	<u>No Impact.</u> The project will not interfere or impair an adopted emergency response plan or evacuation plan. The project would comply with all applicable City policies related to disaster preparedness and emergency response. Therefore, the project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan.
h)	<u>No Impact.</u> The project site is located in a highly urbanized area of the city, and the site and surrounding areas are completely developed. No areas subject to wildland fires are located in proximity to the site. Therefore, implementation of the project would not result in any impacts related to this issue.

Mitigation Measure(s): None required.

IX. HYDROLOGY AND WATER QUALITY – Would the project:

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☒
e)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
f)	Otherwise substantially degrade water quality?	☐	☐	☐	☒
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j)	Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Responses:

a)	<u>Less Than Significant Impact.</u> The project does not include any point-source discharge. The project development will conform to all requirements of the Regional Water Quality Control Board (RWQCB) and Municipal Code and will not result in unpermitted discharges into the sanitary sewer and storm water systems. Therefore, implementation of the project will result in less than significant impacts related to this issue.
b)	<u>Less Than Significant Impact.</u> The project involves the addition of 100 students, increasing enrollment from 300 to 400 students. No further coverage of the project site with a pervious or impervious structure is proposed. The site is not a significant source area for groundwater discharge. In addition, water usage for the project will not be supplied through the depletion of groundwater supplies. Therefore, the project will result in less than significant impacts.
c)- f)	<u>No Impact.</u> The project does not include the addition to or change to any existing building footprints, therefore no change to the onsite drainage pattern or capacity would occur. In addition, the project will not impact water quality on-site or on surrounding properties. No impacts would result from the implementation of the project.

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
g)- h)	<i>No Impact.</i> The project does not include any housing nor is it located within a 100 year flood hazard area ³ , therefore there will be no impacts in regards to this issue.				
i)	<i>Less Than Significant Impact.</i> The project site is located within the Stone Canyon Dam Inundation Zone ³ . The project will not impede escape routes or access of emergency vehicles in the event of a major flood incident. The project will adhere to all emergency procedures to minimize impacts to building occupants.				
j)	<i>No Impact.</i> The project is not located within an area identified as being potentially threatened by a seiche, tsunami or mudflow ⁴ . Therefore, no impact would result from implementation of the project.				

Mitigation Measure(s): None required.

X. LAND USE AND PLANNING - Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community? | ☐ | ☐ | ☐ | ☒ |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | ☐ | ☐ | ☐ | ☒ |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | ☐ | ☐ | ☐ | ☒ |

Responses:

a)	<i>No Impact.</i> The project will not result in the construction of any physical barrier, thereby dividing an established community. The project will result in an increase in student enrollment at an existing school facility. Therefore, there will be no impacts.
b)	<i>No Impact.</i> The project is seeking a Modification to its Conditional Use Permit to increase total enrollment at the school from 300 to 400 students by the year 2020. The school use is consistent with the General Plan designation for the property, which has been utilized as a school by the Culver City Unified School District and a private college prior to occupancy by the current tenant, Wildwood School in the early 1990s. The project site is located within a multi-family residential zone which permits private school uses subject to a Conditional Use Permit. The project does not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project. Therefore, there will be no impacts related to this issue.
c)	<i>No Impact.</i> The project site is not subject to a habitat conservation plan or natural community conservation plan. No changes are proposed to any on-site vegetation. Therefore, there are no impacts related to this issue.

Mitigation Measure(s): None required.

XI. MINERAL RESOURCES – Would the project:

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b)	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
Responses:					
a)- b)	<u>No Impact.</u> The project would not result in any disturbance to known mineral resources in the immediate vicinity. The project area is predominantly urbanized and is surrounded by existing disturbed land and development. The area adjacent to the school site is developed with residential and commercial uses and has not been delineated on a local general plan, specific plan or other land use plan for mineral recovery. Therefore, the project will not have an impact.				

Mitigation Measure(s): None Required.

XII. NOISE --Would the project result in:

- | | | | | | |
|----|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) | Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | ☐ | ☐ | ☒ | ☐ |
| b) | Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | ☐ | ☐ | ☐ | ☒ |
| c) | A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | ☐ | ☐ | ☒ | ☐ |
| d) | A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | ☐ | ☐ | ☒ | ☐ |
| e) | For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | ☐ | ☐ | ☒ | ☐ |
| f) | For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | ☐ | ☐ | ☐ | ☒ |

Responses:

- | | |
|----|--|
| a) | <u>Less Than Significant Impact.</u> The project will not result in construction associated with the development of new buildings or site improvements, therefore there will be no significant noise impacts related to construction.

The property is located in the Residential Medium Density zone, and is surrounded by residential uses to the west, commercial developments to the south and east, and another school use located in the City of Los Angeles to the north. The site's playground area, where primary noise concerns might arise is enclosed on three sides by the existing school buildings. The opening faces north toward the school buildings and playground of the adjacent school. It |
|----|--|

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	should also be noted, that under the City's Noise Ordinance, noise generated from public or private school playgrounds are exempt from the provisions of Culver City Municipal Code Section 9.07 – Noise Regulations. Other ongoing noise sources will be generated by existing heating, ventilation and air conditioning equipment at the project site. No person would be exposed to noise levels in excess of standards established in the General Plan's noise ordinance or in any other applicable noise regulation, therefore impacts will be less than significant.				
b)	<u>No Impact.</u> The project will not result in any substantial groundborne vibration or groundborne noise levels, therefore there will be no impacts in regards to this issue.				
c)	<u>Less Than Significant Impact.</u> The project will result in the increase in student enrollment from 300 to a maximum of 400 students. As noted above, sound from the school's play area is muffled by surrounding school buildings on three sides and the location of another school, Grand View Elementary, located to the north. Also as noted above, under the City's Noise Ordinance, noise generated from public or private school playgrounds are exempt from the provisions of Culver City Municipal Code Section 9.07 – Noise Regulations. Therefore, impacts will be less than significant.				
d)	<u>Less Than Significant Impact.</u> Generally, periodic increases in noise levels are associated with periods of construction that may result in noise impacts on abutting properties. In this instance, the project will not result in significant noise activity related to any construction, therefore impacts are less than significant.				
e)	<u>Less Than Significant Impact.</u> The project site is not located within an adopted airport land use plan, but is located within two miles of the Santa Monica Airport. The school is located south of the runway and will not be within the flight path of the airport. Additionally, the design and construction of school structures would have to comply with Title 24 of the California Code of Regulations, which requires interior noise levels not to exceed 45 dBA. Project impacts related to this issue would be less than significant.				
f)	<u>No Impact.</u> The project is not located within the vicinity of a private airstrip, therefore there is no impact.				

Mitigation Measure(s): None required.

XIII. POPULATION AND HOUSING – Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Responses:

a)	<u>Less Than Significant Impact.</u> The project does not propose to add new homes and/or businesses that might induce substantial population growth, however indirectly the increase in enrollment may induce population growth in the areas near the school site. However, as this is a private school, attendance is not limited by geographic boundary. Students attending the school may live outside of Culver City. Therefore, impacts on population growth in the area are anticipated to be less than significant.
b)- c)	<u>No Impact.</u> The project would not displace any existing housing or people. Therefore, impacts related to these issues are non-existent.

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mitigation Measure(s): None required.

XIV. PUBLIC SERVICES

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

Responses:

a)	<u>Less Than Significant Impact.</u> As part of the project review, neither the fire department nor the police department identified potential impacts to service levels from the proposed increase in enrollment. The fire department would require any new construction to meet the current fire code standards. Project impacts related to fire and police protection would be less than significant. The project would result in an increase in student enrollment at the school, a private school facility serving students from Culver City and the surrounding area. The increase in student enrollment will not result in impacts on existing school services in the community. The project site provides its own, on-site play field. It does not rent or otherwise regularly use City park facilities as part of its operation. The increase in student enrollment can be accommodated by on-site playground facilities, which includes a track, play field, basketball courts and landscaped area. Therefore, the project will have less than significant impacts on park facilities. No other public facilities will be impacted by the project.
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Mitigation Measure(s): None required.

XV. RECREATION --

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | ☐ | ☐ | ☒ | ☐ |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | ☐ | ☐ | ☐ | ☒ |

Responses:

a)	<u>Less Than Significant Impact.</u> The project site includes an on-site play field and track, basketball courts, and other play areas, that would eliminate the need for the use of off-site facilities. The school would be able to accommodate an increase in student enrollment with on-site recreational facilities. Therefore, the project would have a less than significant impact in regards to this issue.
b)	<u>No Impact.</u> The project will not introduce any new on-site recreational facilities, beyond those

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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that already exist. Therefore, no impact would arise from this issue.

Mitigation Measure(s): None Required.

XVI. TRANSPORTATION/TRAFFIC – Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulating system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

Responses:

a)	<u>Less Than Significant Impact.</u> This analysis is based on the following report: <i>Transportation Study for the Wildwood Lower School</i>, Gibson Transportation Consulting, Inc., November 2012. The study looked at the proposed project, an increase in student enrollment at the Wildwood School, by 100 students from 300 to a maximum of 400 students. The initial increase in enrollment of 24 students would occur during the 2013-2014 school year. Additional students, up to the maximum of 400 permitted students, would be added between the 2014 and 2020 school year. The project is anticipated to be completed by the year 2020. The traffic impact study evaluated the potential for impacts caused by the project on the street system surrounding the project site. The study is consistent with Culver City's Traffic Study Criteria for the Review of Proposed Development Projects within the City of Culver City (2012) and LADOT's Traffic Study Policies and Procedures (May 2012). The analysis was conducted using the morning and afternoon peak hours of the school, both of which occur during the commuter morning (7:00 to 10:00 AM) and afternoon (3:00 to 6:00 PM) peak periods,
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EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	respectively. The analysis studied existing conditions (2012), existing plus project conditions (2012), future without project conditions (2020) and future plus project conditions (2020).. As part of its analysis for the project, the Applicant's consultant in concert with City staff selected five signalized intersections and two unsignalized intersections in the Study Area for detailed analysis of the above conditions. 1. Centinela Avenue & Mitchell Avenue 2. Grand View Boulevard & Mitchell Avenue 3. Centinela Avenue & Washington Place 4. Grand View Boulevard & Washington Place 5. Inglewood Boulevard & Washington Place 6. Centinela Avenue & Washington Boulevard 7. Centinela Avenue & Venice Boulevard Future traffic volume projections at each intersection are typically analyzed under several scenarios, including existing traffic with ambient growth (one percent per year), traffic with the project and related growth, traffic with related growth but without the project, and traffic with mitigations (if necessary). As part of the analysis, the Applicant's consultant obtained development lists from the City of Culver City and the City of Los Angeles Department of Transportation. These lists were reviewed to identify those projects that could produce additional traffic at the study intersection by the future year study. The following analysis was provided: <u>Existing Plus Project Conditions (2012).</u> Application of the LADOT and City of Culver City significant impact criteria to the Existing Plus Project scenario indicates that the project is not anticipated to result in significant impacts at the study intersections during weekday peak hours. Incremental increases in volume-to-capacity (V/C), which do not rise to the level of significance are noted at the seven intersections under the Existing Plus Project Conditions during the weekday morning and afternoon peak hours. <u>Future With Project Conditions (2020).</u> Application of the LADOT and City of Culver City significant impact criteria to the Future with Project scenario indicates that the Project is not anticipated to result in any significant impacts at the study intersections during weekday peak hours. Incremental increases in V/C or delay, which do not rise to the level of significance, are noted at the seven study intersections under the Future With Project Conditions during weekday morning and afternoon peak hours. As shows in the Traffic Study, and noted above, traffic generated by the project would not exceed any significance threshold at any study intersection. Therefore, project impacts related to surrounding intersections would also be less than significant.				
b)	<u>Less Than Significant Impact.</u> The CMP is a State-mandated program that serves as the monitoring and analytical basis for transportation funding decisions in the County made through the Regional Transportation Improvement Program (RTIP) and State Transportation Improvement Program (STIP) processes. The CMP requires that a Traffic Impact Analysis be performed for all CMP arterial monitoring intersections if 50 or more peak hour project trips are added to a CMP arterial monitoring station during the morning or afternoon weekday commuter peak hours and all mainline freeway monitoring locations where a project would add 150 or more trips (in either direction) during the morning or afternoon weekday peak hours. <u>CMP Freeway Analysis.</u> The project is expected to generate approximately 90 net new trips in the morning peak hour and 60 net new trips in the afternoon peak hour. According to the project trip distribution, there would be fewer than 150 PM peak hour trips distributed to the freeways in the Study Area; therefore, the project's CMP freeway impacts are considered to be less than significant and no further analysis is required.				

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	CMP Arterial Monitoring Station Analysis. The following CMP intersection monitoring locations are in the project vicinity: Centinela Avenue and Venice Boulevard. According to the Project trip distribution, there would be 28 AM peak and 20 PM peak hour trips travelling past the monitoring station at Centinela Avenue and Venice Boulevard. This is fewer than the 50 peak trips that would trigger further analysis; therefore, the Project's CMP arterial impacts are considered to be less than significant, and no further analysis is required.				
c)	<i>No Impact.</i> The project would not include any characteristics (i.e., new construction of tall structures) that would impede or alter air traffic patterns. Therefore, there are no impacts related to this issue.				
d)	<i>No Impact.</i> The project will not result in any changes to street configuration or building configuration that create hazardous driving conditions. Therefore, there are no impacts related to this issue.				
e)	<i>Less Than Significant Impact.</i> The design and construction of the project site, the School, has been and would be in the future required to incorporate all applicable City standards related to emergency access to ensure access would be adequate. Therefore, implementation of the project would result in less than significant impacts related to this issue.				
f)	<i>No Impact.</i> The project site is located in an urbanized portion of the city, and is surrounded by the City of Los Angeles on two sides. As proposed, the project will not conflict with any public transit, bicycle or pedestrian facilities. The project will not affect the performance or safety of any alternative modes of transportation. Therefore, no impacts would result from this issue.				

Mitigation Measure(s): None Required.

XVII. UTILITIES AND SERVICE SYSTEMS —Would the project:

a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c)	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g)	Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

Responses:

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a), b) and e)	<u>Less Than Significant Impact.</u> Culver City maintains its own sewage collection facilities within the City limits and contracts with the City of Los Angeles for treatment and disposal service. Treatment occurs at the Hyperion Treatment Plant, located southwest of the City. The treatment plant has a capacity to process 450 million gallons per day. Currently the plant treats an average daily flow of 362 million gallons per day⁵. In addition, the Hyperion Treatment Plant is a public facility and therefore is subject to the state's wastewater treatment requirements. As such, wastewater from the project would be treated according to Regional Water Quality Control Board requirements, and a less than significant impact would occur. The project, an increase in enrollment from 300 to 400 students, would result in a net water treatment increase of approximately 800 gallons per day (8 gallons per student⁶). The increase in wastewater generated per day from the project could be accommodated by existing treatment facilities, therefore impacts will be less than significant. On its own, the project would not require the construction of additional facilities to provide increased capacity to service the project. The project would not exceed any point-source discharge, and thus, no cumulative impacts related to wastewater treatment requirements would occur.				
c)	<u>No Impact.</u> The project would not result in a change to local drainage patterns nor result in an increase in site runoff.				
d)	<u>Less Than Significant Impact.</u> A significant impact would occur if a project were to increase water consumption to such a degree that new water sources would need to be identified or that existing resources would be consumed at a greater pace than planned by purveyors, distributors, and service providers. The increase in enrollment of students from 300 to 400 students is not anticipated to result in a significant increase in water usage by the project. Therefore the impact will be less than significant.				
f)	<u>Less Than Significant Impact.</u> The City of Culver City operates a transfer station at 9255 Jefferson Boulevard. The transfer station receives a maximum of 500 tons of solid waste per day, with an average of 250 tons of solid waste per day. Solid waste from the transfer station is sent to Puente Hills Landfill, Chiquita Canyon Landfill, or the Southeast Resource Recovery Facility (SERRF). The project will generate solid waste from ongoing operations. The addition of 100 students will generate approximately one pound of solid waste per day per student⁷ (not accounting for the effectiveness of recycling efforts). Both Chiquita Canyon Landfill and Puente Hills Landfill have adequate capacity to accommodate the disposal needs of the project. Therefore, project impacts related to solid waste service will be less than significant.				
g)	<u>Less Than Significant Impact.</u> A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. The proposed project would generate solid waste that is typical of a student residential building and academic buildings and be consistent with all federal, state, and local statutes and regulations regarding proper disposal. Therefore, impacts would be less than significant.				

Mitigation Measure(s): None required.

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE –					
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b)	Does the project have impacts that are individually limited, but cumulatively considerable? ('Cumulatively considerable' means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐
Responses:					
a)	<u>Less Than Significant Impact.</u> For the reasons stated in this initial study, the project would not have a significant impact on the environment. The project would result in a maximum increase in student enrollment at the project site from 300 to 400 students by the year 2020. The project does not propose the addition of square footage to the project site, nor any additional disturbance to land, or the potential habitats of fish or wildlife species. Therefore impacts related to this issue would be less than significant.				
b)	<u>Less Than Significant Impact.</u> The project would result in no or less than significant impacts for all analyzed categories both individually and cumulatively. As noted, a traffic study was prepared for the project. Under both the Existing with Project (2012) and Future with Project (2020) scenarios no significant impacts will occur at any of the studied intersections. Therefore, the project would result in less than significant impacts.				
c)	<u>Less Than Significant Impact.</u> For the reasons stated in this initial study, project impacts related to adverse effects on human beings, either directly or indirectly, would be less than significant.				
Mitigation Measure(s): None required.					

XVIII. EARLIER ANALYSES:

None

References Utilized:

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