MEETING DATE: 09/24/07

AGENDA ITEM: Introduction of an Ordinance to Change the Zoning from Commercial Neighborhood (CN) to Commercial General (CG) and Consideration of a Proposed Tentative Tract Map for the Construction of a Four-Story Commercial Building (Retail and Office) located at 12402 Washington Place.

ATTACHMENTS

		Pages
1.	Planning Commission Resolution No. 2007-P014.	1-28
2.	Vicinity Map.	29
3.	Aerial Map of Subject Site.	30
4.	Development Plans and Tentative Tract Map No. 69279 reviewed by the Planning Commission on July 25, 2007.	31-47
5.	Colored renderings of the proposed development.	48-50
6.	July 25, 2007 Planning Commission Staff Report.	51-58
7.	July 25, 2007 Planning Commission Draft Minutes.	59-63
8.	Negative Declaration and Traffic Study.	64-166
9.	Proposed City Council Resolution No. 2007-R____ Approving Tentative Tract Map, TTM P-2007074 (Tentative Tract Map No. 69279).	167-172
10.	Proposed City Council Ordinance No. 2007-____ approving Zoning Code Map Amendment, ZCMA P-2007075.	173-178

3. Site Plan Review: For proposed development project to ensure compliance with the required standards and city ordinances and establish all onsite and offsite conditions of approval to reflect the site features and compatibility of the proposed project with the uses on adjoining properties; and,

4. Administrative Use Permit: For non-residential tandem parking;

WHEREAS, on July 25, 2007, the Planning Commission conducted a duly noticed public hearing on these applications, fully considering the application, plans, staff report, environmental information and all testimony presented; and

WHEREAS, in accordance with the California Environmental Quality Act (CEQA), the Planning Commission has determined the project will not have significant impacts on the environment, and that a Negative Declaration finding is appropriate; and,

WHEREAS, following conclusion of the public discussion and thorough deliberation of the subject matter, the Planning Commission determined by a vote of 4 to 0 that the project would not result in significant adverse environmental impacts, that a Negative Declaration finding was appropriate and that Administrative Use Permit and Site Plan Review should be conditionally approved; and Zoning Code Map Amendment and Tentative Tract Map No. 69279, should be conditionally approved and recommended to the City Council for approval as set forth herein below.

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

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

4. **The sites (are) physically suitable (including access, provision of utilities, compatibility with adjoining land uses and absence of physical constraints) for the requested zoning designation(s) and anticipated land use development.**

The site subject to the Zoning Code Map Amendment is physically suitable (including access, provision of utilities, compatibility with adjoining land uses and absence of physical constraints) for the requested zoning and the anticipated land use development because a full review by City staff determined all applicable design standards and public services can be provided.

The commercial project has been sited and designed to create a transition from the Washington Place and Centinela Avenue commercial corridors into the adjoining medium density residential neighborhood. The proposed building will be set back from those adjacent residential uses to provide a better transition from the residential to the commercial property. The alley at the rear of the subject property will provide an additional buffer between the site and the residential properties southwest of the site.

Vehicular access to the project site has been located on Centinela Avenue at a physically suitable location that is sufficiently distant from the intersection with Washington place to avoid impacts on the intersection.

<u>Tentative Tract Map No. 67488:</u>

As outlined in CCMC Title 15, Section 15.10.265, the following required findings for a Tentative Tract Map are hereby made:

A. **The proposed map is consistent with the General Plan.**

The proposed tentative tract map is consistent with the General Plan Land Use Element in that the proposed commercial subdivision shall provide for the revitalization of a commercial corridor through new development, which is consistent with objective 6 of that Element. It will also provide new business and employment opportunities along Centinela Avenue and Washington Place, two major arterial corridors.

B. **The design of the proposed subdivision is consistent with the General Plan.**

The design of the proposed commercial subdivision is consistent with the General Plan Land Use Element as indicated above and with the Zoning Code development standards for commercial developments. The project design incorporates features such as progressively increased setbacks from the adjacent residential properties to make it more compatible with them. The proposed uses are consistent with the objectives of the General Plan General Corridor land use designation that encourage new commercial opportunities.

Site Plan Review:

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

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

The general layout of the project is consistent with the Commercial General (CG) zoning district which is proposed for the site. The proposed project conforms to all applicable provisions of the CG zone. The project provides adequate parking as required by the code; the proposed building meets the code requirements for height and building setbacks, and building projections are within code required height limits for architectural projections. Vehicular access to on-site parking is primarily situated off Centinela Avenue at an adequate distance from the nearest intersection. The structure is well designed for pedestrian access to the retail and office components of the project from the street and from surface and subterranean parking areas.

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

The building will be 56 feet high at the highest point, but portions of the building close to the interior property lines will be shorter producing the effect of a gradual increase in height. The Zoning Code requires this 'stepping back' of the building to reduce the impact of a commercial building located adjacent to residential zones. The building frontage along Washington and Centinela will be set back on the first floor, and on the upper floors architectural projections will provide some variety and interest to the building elevations. This design will be compatible in scale with the residential and commercial buildings in the area.

The building architecture is considered modern and the materials will be varied. Those materials include stucco siding along the building outline and the rear elevations combined with large glass windows and decorative use of metal features on all elevations. A unique feature of the two front elevations will be the incorporation of artwork on wood panels (the size of window panes) that will slide in front of the windows of the upper floors. The architectural style, the colors and materials used on the proposed structure will complement existing development in the area.

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

The existing and proposed public service facilities necessary to accommodate the project such as: the width and pavement of the adjoining street, traffic control devices, sewers, storm drains, proposed parkways, proposed sidewalks, street lights, proposed street trees, fire protection devices, and public utilities are provided for adequately as confirmed by the City agencies that reviewed the project during the interdepartmental review process.

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

The proposed project is consistent with the General Plan Land Use Element in that the proposed commercial building shall provide for the revitalization of a commercial corridor through new development, which is consistent with objective 6 of that Element. It will also provide new business and employment opportunities along Centinela Avenue and Washington Place, two major arterial corridors. In addition, the proposed uses are consistent with the General Corridor designation for the site which is intended for small and medium commercial uses to which clients travel by car.

Administrative Use Permit:

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

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

The existing Commercial General (CG) zoning designation allows the proposed use of tandem parking subject to an Administrative Use Permit as outlined in CCMC Section 17.320.035.C.1.b, and the proposed tandem parking layout complies with all other applicable provisions regarding parking design and layout guidelines. Each stall is nine (9) feet in length and 36 feet in depth and a proper aisle width is provided.

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

The proposed use of tandem parking to facilitate in the development of a commercial project is consistent with the "General Corridor" General Plan Land Use Designation. The General corridor designation allows a range of small-to medium-scale commercial

P2007073; and Administrative Use Permit, AUP P2007072, subject to the following conditions:

A. ADMINISTRATIVE USE PERMIT AND SITE PLAN REVIEW

GENERAL CONDITIONS

Planning Division:

1. The final working drawings shall conform to the preliminary development plans, colored renderings, and materials sample board presented to and reviewed and approved by the Planning Commission at its meeting on July 25, 2007, except as noted below.

2. The resolution approving Site Plan Review SPR P-2007073 and Administrative Use Permit AUP P-2007072 and the Conditions of Approval shall be referenced on the cover sheet, and repeated in full on attached additional sheets of the final working drawings.

3. The applicant or the property owner shall provide the construction contractor(s) and each subcontractor related to the Project a copy of the final project Conditions of Approval. These conditions shall be enforceable through all legal and equitable remedies, including the imposition of fines against each and every person who conducts any activity on behalf of the property owner or the applicant on or near the Project site. The applicant, property owner, and general construction contractor are ultimately responsible for all actions or omissions of a subcontractor.

4. Conditions of approval herein shall apply to the applicant, the contractor/builder of the project, the property owner, and any successor property owner that may legally assume benefit of this Site Plan Review and Administrative Use Permit.

c. Green screen planting shall be provided along roof projections, located on the 2nd, 3rd and 4th floor balconies, to help further screen the subject building from the adjacent residential uses. Said planting shall be a vine species, trained and maintained so as to create privacy for the adjacent residential uses.

d. Planters with bamboo planting or similar planting shall be installed at the 2nd, 3rd and 4th floor balconies to provide additional vertical privacy screening for adjacent residential uses.

10. All new (and existing) street trees shall be supplied irrigation water from the overall site irrigation system which shall include a timer and a rain sensor. All new (and existing) street trees, landscaping, and irrigation shall be indicated on the overall site landscaping/ irrigation plan. The property owner shall maintain all street trees.

11. In addition to the screening requirements for onsite parking areas including loading areas, refuse storage / trash compacter facilities, and Fire Department connections, the following items shall be screened from surrounding and nearby public and private properties in a manner consistent with City standards and suitable to the subject development as approved by the Planning Manager. In general, the height of any required screening device shall be no lower on any side than the height of the highest feature requiring screening and:

A. All exteriors of the proposed buildings shall be free of all un-aesthetically treated, exposed elements (i.e., plumbing pipes, electrical conduits, and National Pollution Discharge Elimination System (NPDES) elements) which shall be placed within the exterior walls. Where exposed wall-mounted features or equipment may be necessary (i.e., ventilators and utility meters), recessed wall mounted cabinets or other similar devices shall be constructed within the wall, whenever possible, to accommodate such features and equipment so that they are flush with and do not project out from the main exterior wall plane. With or without recesses, the exposed portions of such features or equipment

but not limited to, Building Safety Division, Fire Department, Planning Division and Public Works Department code requirements and it shall comply with all applicable comments and code requirements as determined during the City's building permit review process.

PRIOR TO THE ISSUANCE OF ANY DEMOLITION, GRADING, EXCAVATION, AND/OR BUILDING PERMIT:

Planning Division:

16. All exterior lighting shall be developed pursuant to CCMC Title 17, Chapter 17.300, General Property Development and Use Standards. The applicant or property owner shall submit to the Planning Manager for approval of an exterior light fixture plan. The plan shall identify the location and type of all exterior light fixtures. All lighting shall be directed onsite and light sources shall be shielded so as not to be intrusive to surrounding properties.

17. The applicant or the property owner shall submit to and receive written approval from the Planning Manager of a vector/pest control abatement plan prepared by a pest control specialist licensed and/or certified by the State of California. Said plan shall outline all steps to be taken prior to the commencement of any demolition/construction activity so as to insure any and all pests [including, but not limited to, rodents, bees, ants and mosquitoes] that may populate the subject site do not relocate to or impact adjoining residences and/or businesses.

18. The applicant and the property owner shall indemnify, defend and hold harmless the City, and the City's elected and appointed officials, officers, employees, agents, contractors and consultants from and against any and all claims, demands, lawsuits, judgments, liability, injury or damage which may result from or arise in connection with third party challenges to the City's approval of the project. Said indemnification shall be set forth in a written instrument acceptable to the City Attorney.

24. The existing southern most driveway approach located along Centinela Avenue shall reconstructed per Culver City Standards and shall be ADA Compliant. There shall be no significant visibility impairment at the junction of the ingress/egress aisle and intersecting drive aisles.

25. All sidewalks along the Centinela Avenue and Washington Place shall be reconstructed per APWA Standards Plan.

26. The existing alley at the rear of the property shall be paved from the southerly property line to the alley entrance from Colonial Avenue with 6" conventional asphaltic concrete over 4" crush miscellaneous base, and construct a 24" longitudinal gutter along the alley centerline per APWA Standard Plan.

27. A total of four (4) Mexican Fan (Washingtonia Robusta) Palm tree with 14 foot minimum brown skin trunk shall be planted. Two (2) shall be planted along property's street frontage on Centinela Avenue and two (2) along Washington Place with a tree well per APWA Standards and irrigated to the satisfaction of the City's Street Tree Maintenance Supervisor.

28. A Landscape and Irrigation Plan, to include parkway landscaping and irrigation within the public right-of-way shall be submitted for review and approval by the City Engineer. The property owner shall maintain the parkway area to the satisfaction of the Public Works Department.

29. Drainage devices, concrete curb and gutter, sidewalk, drive approach, and roadway pavement shall be designed to the latest edition of the American Public Works Association (APWA) Standard Plans. Roof drainage shall extend through the street

36. A separate trash chute for recyclable waste and regular solid waste material shall be provided. The proposed trash enclosure shall include a minimum eight feet wide clear opening, six inch concrete curb along the perimeter wall of the trash enclosure, and side access door, and a main access gate.

37. Per the Culver City Municipal Code CCMC Section 5.01.010, Ordinance No. 2201-011 Solid Waste Management, the Culver City Sanitation Division has the exclusion franchise for all solid and recyclable waste material handling within the City limits. To arrange for waste management activities, contact Sanitation representative at (310) 253-6400.

Public Works/ Stormwater Conditions:

<u>Standard Urban Stormwater Mitigation Plan</u>

38. Concurrent with the submittal of the site improvement plan, a Standard Urban Stormwater Mitigation Plan (SUSMP) or a site-specific mitigation package prepared by a registered civil engineer shall be submitted for review and approval by the City Engineer. The SUSMP shall be developed and implemented in accordance with the requirements of:

    A. The current Los Angeles County Municipal Stormwater NPDES Permit No. CAS004001 (Order No. 01-182);
    B. The most recent SUSMP for Los Angeles County and Cities in Los Angeles County as approved by the Los Angeles Regional Water Quality Control Board; and
    C. The Culver City Municipal Code Section 5.05.040.

39. The SUSMP or site-specific mitigation package shall include all of the items listed in the Engineering Division's "SUSMP/Site Specific Plan Check List". If the LSWPPP package fails to contain all required items, the package will not be accepted.

be submitted by the (previous) owner or seller to the City Stormwater Program Manager.

44. If structural and/or treatment control BMPs are located within an area proposed for dedication as an easement or fee title to the City or Redevelopment Agency, the BMPs shall remain the property and responsibility of the developer/owner until the dedication is accepted by the City Council and recorded with the Los Angeles County Recorder.

45. Prior to the start of design of these plans and of necessary reports, the applicant shall retain a registered civil engineer in the State of California who is experienced in designing LSWPPP and preparing a BMP report for review and approval with other municipalities. The Civil Engineer shall meet with the City's Stormwater Program Manager for a mutual understanding of the required submittals.

Local Stormwater Pollution Prevention Plan

46. Concurrent with the submittal of the Site Improvement/Grading Plan, a Local Storm Water Pollution Prevention Plan (LSWPPP) package prepared by a registered Civil Engineer shall be submitted for review and approval by the City Engineer. (Note: The Site Improvement Plans will not be accepted for review unless the LSWPP Plan is included in the submittal package.)

47. The LSWPPP shall be developed and implemented in accordance with the requirements of the current Los Angeles County Municipal Stormwater NPDES Permit No. CAS614001 and the CCMC Section 5.05.035. Prior to the issuance of any demolition, grading, excavation and/or building permit, the applicant shall have a LSWPPP package approved by the City Engineer.

54. Locate Fire Department Connection per Fire Marshal requirements.

55. Locate Double Detector Check Assembly per Fire Marshal requirements.

56. All parapets over five feet in height shall have catwalks which have received approval from the Fire Marshal (Contact the Fire Marshal for requirements).

57. All fascia and tops of exterior walls and parapets shall be constructed of hard materials (no foam or soft materials). Contact Fire Marshal for specific requirements.

DURING CONSTRUCTION:

Planning Division:

58. During all phases of construction, information that includes contact names and telephone numbers of the applicant, property owner, construction contractor(s), and City, shall be posted at the project site so as to be visible to the public. These names and telephone numbers shall be made available to adjacent property owners and residents.

59. During all phases of construction, the applicant and property owner shall use their best efforts to ensure that all construction workers and contractors park onsite or at designated offsite locations approved by the City and not in the surrounding neighborhood.

60. Hours of Construction shall be limited to 8:00 A.M. to 8:00 P.M. Monday to Friday, and 9:00 A.M. to 7:00 P.M. on Saturday, and 10:00 A.M. to 7:00 P.M. on Sunday.

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

65. All onsite and offsite landscaping and irrigation shall be completed to the satisfaction of the City.

66. The Community Development Director or his/her designee may make a determination, under Section 17.320.35 (B) (1) (b) (ii) of the Zoning Code, that attended parking is not required on the property, only if each pair of tandem spaces has been assigned and designated to a single condominium airspace unit, to the satisfaction of the Director. The Director may rescind such determination at any time (in which event attended parking shall thereafter be required). If attended parking is required, the applicant or property owner shall submit an attended parking plan to the Director for review and approval.

67. If prior to the issuance of a building permit for the proposed project, the City adopts an ordinance requiring onsite generation of solar photovoltaic power, then notwithstanding the fact that said ordinance may, by its terms, not be applicable to projects that have already received site plan review, the applicant or property owner shall nevertheless fully comply with all provisions of said ordinance as if it did apply to the project.

Public Works – Engineering Division:

68. The applicant or property owner shall at his or her expense repair or replace any damage to the public right-of-way caused by the construction of the proposed project. Such repair or replacement shall be completed to the satisfaction of the City Engineer.

69. Prior to issuance of the Certificate of Occupancy, the operators and/or owners shall construct all the stormwater pollution control BMPs and structural treatment control BMPs shown on the approved SUSMP or site-specific mitigation plan and submit a stormwater observation report (may obtain form from the City's Stormwater Program

Fire Department:

74. Provide a pre-fire plan to CCFD prior to request for certificate of occupancy, contact the City Fire Department for requirements.

75. Duct smoke detectors are not required by CCFD or CA Mechanical Code due to full coverage automatic smoke detection system requirements. If the property owner nevertheless elects to install duct smoke detectors, they shall meet installation requirements of the CCFD regulations and provide supervisory alarms only.

76. Roof access doors may be locked but egress from the exterior side shall be provided without obstruction. All exterior doors shall have key sets and handles.

77. Provide a hazardous materials disclosure package prior to request for certificate of occupancy, contact CCFD Hazardous Materials Specialist at (310) 253-5930 for information required.

78. Provide smoke an evacuation system in below grade parking area, connect to fire alarms system.

79. Provide a smooth surface from the parking area and Washington Blvd. for use of the fire department gurney.

B. Tentative Tract Map No. 69279, TTM P2007074:

Engineering Division

80. The final map shall be prepared by a Land Surveyor or Civil Engineer licensed in the State of California.

81. The final map shall conform to the conditionally approved tentative map approved by the Planning Commission on July 25, 2007.

APPROVED and ADOPTED this 25th day of July 2007.

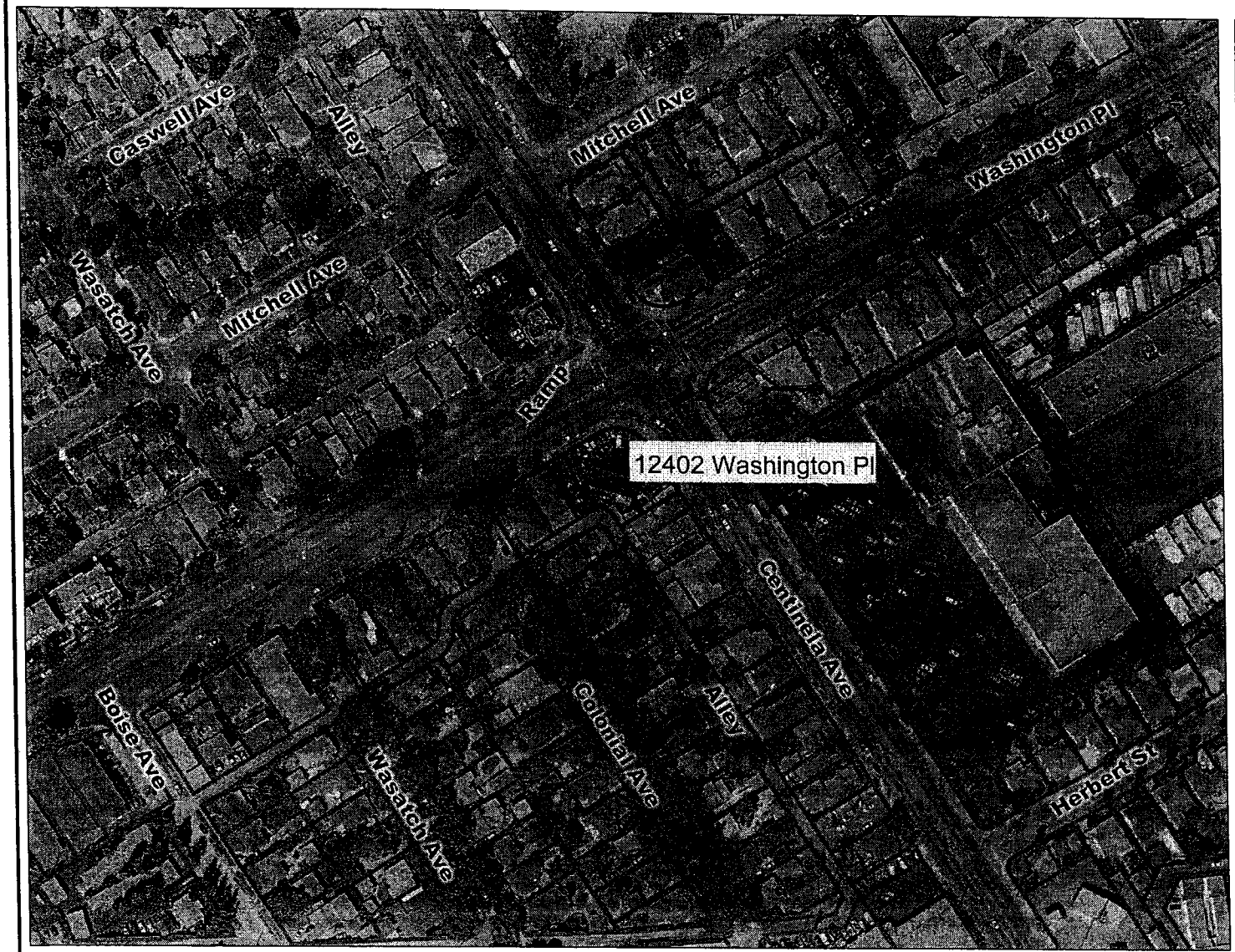
MARCUS TIGGS, CHAIRPERSON
PLANNING COMMISSION
CITY OF CULVER CITY, CALIFORNIA

Attested by:

Yvonne Hunt
Administrative Secretary

Attachment No. 3

AERIAL MAP



12402 WASHINGTON PLACE

ZCMA P2007075
TTM P2007074

Legend

Selected Properties

City of Culver City
Planning Division
Map Created: Aug 7, 2007

0 125 250 ft.

Scale: 1:2,500

N

20

MEETING DATE: 09/24/07

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c. Green screen planting shall be provided along roof projections, located on the 2nd, 3rd and 4th floor balconies, to help further screen the subject building from the adjacent residential uses. Said planting shall be a vine species, trained and maintained so as to create privacy for the adjacent residential uses.

d. Planters with bamboo planting or similar planting shall be installed at the 2nd, 3rd and 4th floor balconies to provide additional vertical privacy screening for adjacent residential uses.

10. All new (and existing) street trees shall be supplied irrigation water from the overall site irrigation system which shall include a timer and a rain sensor. All new (and existing) street trees, landscaping, and irrigation shall be indicated on the overall site landscaping/ irrigation plan. The property owner shall maintain all street trees.

11. In addition to the screening requirements for onsite parking areas including loading areas, refuse storage / trash compacter facilities, and Fire Department connections, the following items shall be screened from surrounding and nearby public and private properties in a manner consistent with City standards and suitable to the subject development as approved by the Planning Manager. In general, the height of any required screening device shall be no lower on any side than the height of the highest feature requiring screening and:

A. All exteriors of the proposed buildings shall be free of all un-aesthetically treated, exposed elements (i.e., plumbing pipes, electrical conduits, and National Pollution Discharge Elimination System (NPDES) elements) which shall be placed within the exterior walls. Where exposed wall-mounted features or equipment may be necessary (i.e., ventilators and utility meters), recessed wall mounted cabinets or other similar devices shall be constructed within the wall, whenever possible, to accommodate such features and equipment so that they are flush with and do not project out from the main exterior wall plane. With or without recesses, the exposed portions of such features or equipment

but not limited to, Building Safety Division, Fire Department, Planning Division and Public Works Department code requirements and it shall comply with all applicable comments and code requirements as determined during the City's building permit review process.

PRIOR TO THE ISSUANCE OF ANY DEMOLITION, GRADING, EXCAVATION, AND/OR BUILDING PERMIT:

Planning Division:

16. All exterior lighting shall be developed pursuant to CCMC Title 17, Chapter 17.300, General Property Development and Use Standards. The applicant or property owner shall submit to the Planning Manager for approval of an exterior light fixture plan. The plan shall identify the location and type of all exterior light fixtures. All lighting shall be directed onsite and light sources shall be shielded so as not to be intrusive to surrounding properties.

17. The applicant or the property owner shall submit to and receive written approval from the Planning Manager of a vector/pest control abatement plan prepared by a pest control specialist licensed and/or certified by the State of California. Said plan shall outline all steps to be taken prior to the commencement of any demolition/construction activity so as to insure any and all pests [including, but not limited to, rodents, bees, ants and mosquitoes] that may populate the subject site do not relocate to or impact adjoining residences and/or businesses.

18. The applicant and the property owner shall indemnify, defend and hold harmless the City, and the City's elected and appointed officials, officers, employees, agents, contractors and consultants from and against any and all claims, demands, lawsuits, judgments, liability, injury or damage which may result from or arise in connection with third party challenges to the City's approval of the project. Said indemnification shall be set forth in a written instrument acceptable to the City Attorney.

24. The existing southern most driveway approach located along Centinela Avenue shall reconstructed per Culver City Standards and shall be ADA Compliant. There shall be no significant visibility impairment at the junction of the ingress/egress aisle and intersecting drive aisles.

25. All sidewalks along the Centinela Avenue and Washington Place shall be reconstructed per APWA Standards Plan.

26. The existing alley at the rear of the property shall be paved from the southerly property line to the alley entrance from Colonial Avenue with 6" conventional asphaltic concrete over 4" crush miscellaneous base, and construct a 24" longitudinal gutter along the alley centerline per APWA Standard Plan.

27. A total of four (4) Mexican Fan (Washingtonia Robusta) Palm tree with 14 foot minimum brown skin trunk shall be planted. Two (2) shall be planted along property's street frontage on Centinela Avenue and two (2) along Washington Place with a tree well per APWA Standards and irrigated to the satisfaction of the City's Street Tree Maintenance Supervisor.

28. A Landscape and Irrigation Plan, to include parkway landscaping and irrigation within the public right-of-way shall be submitted for review and approval by the City Engineer. The property owner shall maintain the parkway area to the satisfaction of the Public Works Department.

29. Drainage devices, concrete curb and gutter, sidewalk, drive approach, and roadway pavement shall be designed to the latest edition of the American Public Works Association (APWA) Standard Plans. Roof drainage shall extend through the street

36. A separate trash chute for recyclable waste and regular solid waste material shall be provided. The proposed trash enclosure shall include a minimum eight feet wide clear opening, six inch concrete curb along the perimeter wall of the trash enclosure, and side access door, and a main access gate.

37. Per the Culver City Municipal Code CCMC Section 5.01.010, Ordinance No. 2201-011 Solid Waste Management, the Culver City Sanitation Division has the exclusion franchise for all solid and recyclable waste material handling within the City limits. To arrange for waste management activities, contact Sanitation representative at (310) 253-6400.

Public Works/ Stormwater Conditions:

<u>Standard Urban Stormwater Mitigation Plan</u>

38. Concurrent with the submittal of the site improvement plan, a Standard Urban Stormwater Mitigation Plan (SUSMP) or a site-specific mitigation package prepared by a registered civil engineer shall be submitted for review and approval by the City Engineer. The SUSMP shall be developed and implemented in accordance with the requirements of:

    A. The current Los Angeles County Municipal Stormwater NPDES Permit No. CAS004001 (Order No. 01-182);
    B. The most recent SUSMP for Los Angeles County and Cities in Los Angeles County as approved by the Los Angeles Regional Water Quality Control Board; and
    C. The Culver City Municipal Code Section 5.05.040.

39. The SUSMP or site-specific mitigation package shall include all of the items listed in the Engineering Division's "SUSMP/Site Specific Plan Check List". If the LSWPPP package fails to contain all required items, the package will not be accepted.

be submitted by the (previous) owner or seller to the City Stormwater Program Manager.

44. If structural and/or treatment control BMPs are located within an area proposed for dedication as an easement or fee title to the City or Redevelopment Agency, the BMPs shall remain the property and responsibility of the developer/owner until the dedication is accepted by the City Council and recorded with the Los Angeles County Recorder.

45. Prior to the start of design of these plans and of necessary reports, the applicant shall retain a registered civil engineer in the State of California who is experienced in designing LSWPPP and preparing a BMP report for review and approval with other municipalities. The Civil Engineer shall meet with the City's Stormwater Program Manager for a mutual understanding of the required submittals.

Local Stormwater Pollution Prevention Plan

46. Concurrent with the submittal of the Site Improvement/Grading Plan, a Local Storm Water Pollution Prevention Plan (LSWPPP) package prepared by a registered Civil Engineer shall be submitted for review and approval by the City Engineer. (Note: The Site Improvement Plans will not be accepted for review unless the LSWPP Plan is included in the submittal package.)

47. The LSWPPP shall be developed and implemented in accordance with the requirements of the current Los Angeles County Municipal Stormwater NPDES Permit No. CAS614001 and the CCMC Section 5.05.035. Prior to the issuance of any demolition, grading, excavation and/or building permit, the applicant shall have a LSWPPP package approved by the City Engineer.

54. Locate Fire Department Connection per Fire Marshal requirements.

55. Locate Double Detector Check Assembly per Fire Marshal requirements.

56. All parapets over five feet in height shall have catwalks which have received approval from the Fire Marshal (Contact the Fire Marshal for requirements).

57. All fascia and tops of exterior walls and parapets shall be constructed of hard materials (no foam or soft materials). Contact Fire Marshal for specific requirements.

DURING CONSTRUCTION:

Planning Division:

58. During all phases of construction, information that includes contact names and telephone numbers of the applicant, property owner, construction contractor(s), and City, shall be posted at the project site so as to be visible to the public. These names and telephone numbers shall be made available to adjacent property owners and residents.

59. During all phases of construction, the applicant and property owner shall use their best efforts to ensure that all construction workers and contractors park onsite or at designated offsite locations approved by the City and not in the surrounding neighborhood.

60. Hours of Construction shall be limited to 8:00 A.M. to 8:00 P.M. Monday to Friday, and 9:00 A.M. to 7:00 P.M. on Saturday, and 10:00 A.M. to 7:00 P.M. on Sunday.

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

65. All onsite and offsite landscaping and irrigation shall be completed to the satisfaction of the City.

66. The Community Development Director or his/her designee may make a determination, under Section 17.320.35 (B) (1) (b) (ii) of the Zoning Code, that attended parking is not required on the property, only if each pair of tandem spaces has been assigned and designated to a single condominium airspace unit, to the satisfaction of the Director. The Director may rescind such determination at any time (in which event attended parking shall thereafter be required). If attended parking is required, the applicant or property owner shall submit an attended parking plan to the Director for review and approval.

67. If prior to the issuance of a building permit for the proposed project, the City adopts an ordinance requiring onsite generation of solar photovoltaic power, then notwithstanding the fact that said ordinance may, by its terms, not be applicable to projects that have already received site plan review, the applicant or property owner shall nevertheless fully comply with all provisions of said ordinance as if it did apply to the project.

Public Works – Engineering Division:

68. The applicant or property owner shall at his or her expense repair or replace any damage to the public right-of-way caused by the construction of the proposed project. Such repair or replacement shall be completed to the satisfaction of the City Engineer.

69. Prior to issuance of the Certificate of Occupancy, the operators and/or owners shall construct all the stormwater pollution control BMPs and structural treatment control BMPs shown on the approved SUSMP or site-specific mitigation plan and submit a stormwater observation report (may obtain form from the City's Stormwater Program

Fire Department:

74. Provide a pre-fire plan to CCFD prior to request for certificate of occupancy, contact the City Fire Department for requirements.

75. Duct smoke detectors are not required by CCFD or CA Mechanical Code due to full coverage automatic smoke detection system requirements. If the property owner nevertheless elects to install duct smoke detectors, they shall meet installation requirements of the CCFD regulations and provide supervisory alarms only.

76. Roof access doors may be locked but egress from the exterior side shall be provided without obstruction. All exterior doors shall have key sets and handles.

77. Provide a hazardous materials disclosure package prior to request for certificate of occupancy, contact CCFD Hazardous Materials Specialist at (310) 253-5930 for information required.

78. Provide smoke an evacuation system in below grade parking area, connect to fire alarms system.

79. Provide a smooth surface from the parking area and Washington Blvd. for use of the fire department gurney.

B. Tentative Tract Map No. 69279, TTM P2007074:

Engineering Division

80. The final map shall be prepared by a Land Surveyor or Civil Engineer licensed in the State of California.

81. The final map shall conform to the conditionally approved tentative map approved by the Planning Commission on July 25, 2007.

APPROVED and ADOPTED this 25th day of July 2007.

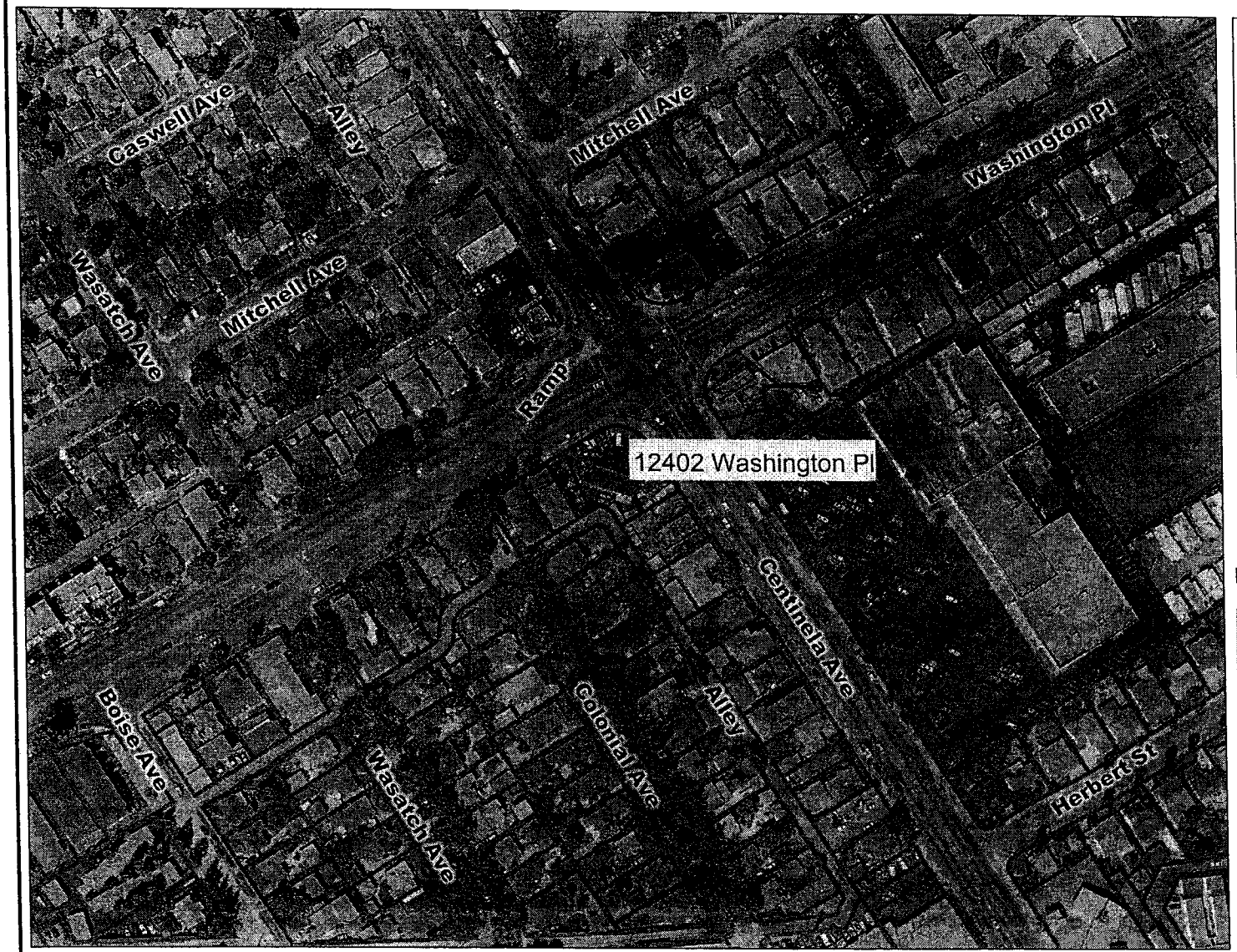
MARCUS TIGGS, CHAIRPERSON
PLANNING COMMISSION
CITY OF CULVER CITY, CALIFORNIA

Attested by:

Yvonne Hunt
Administrative Secretary

Attachment No. 3

AERIAL MAP



12402 WASHINGTON PLACE

ZCMA P2007075
TTM P2007074

Legend

Selected Properties

City of Culver City
Planning Division
Map Created: Aug 7, 2007

0 125 250 ft.

Scale: 1:2,500

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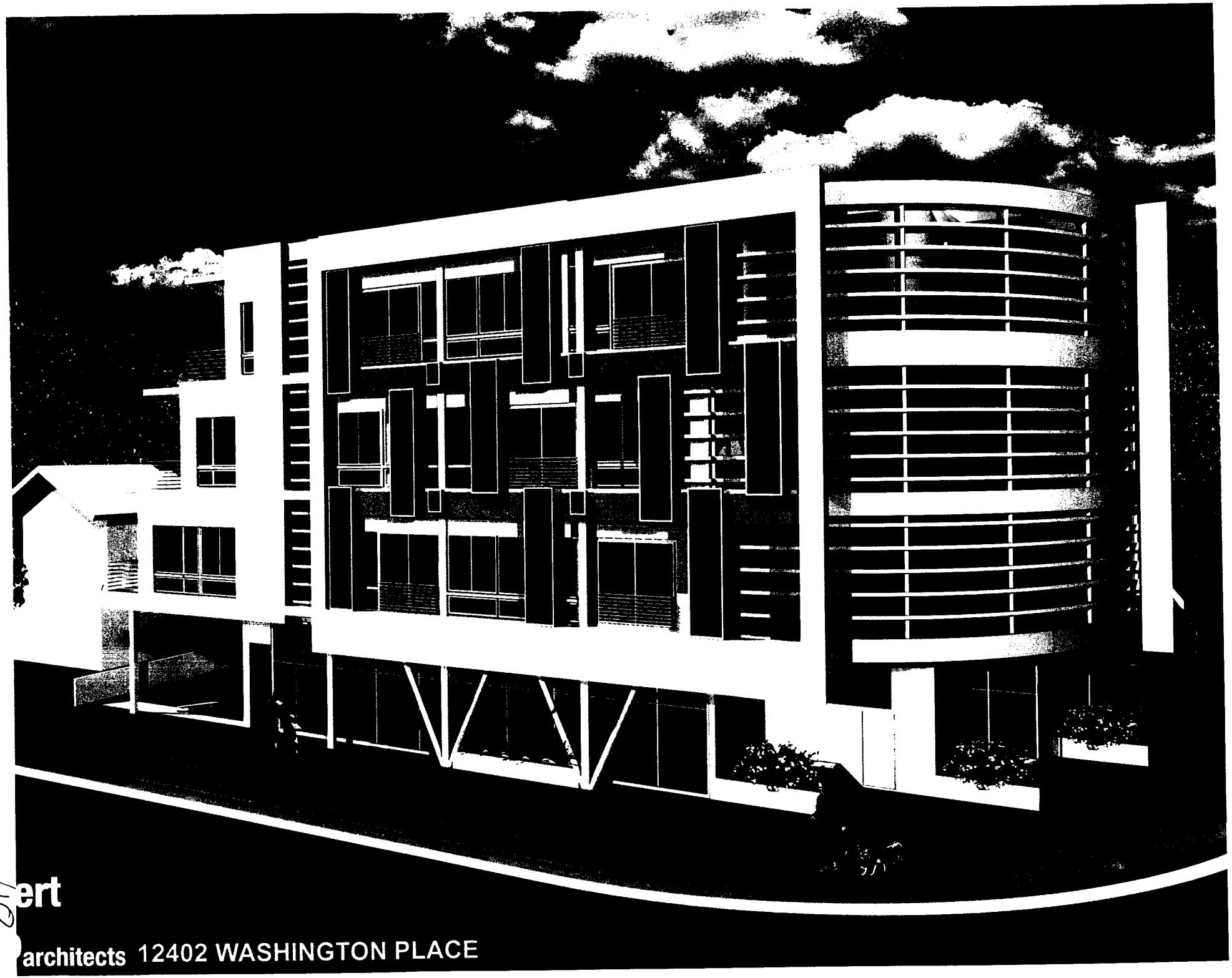

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architects 12402 WASHINGTON PLACE

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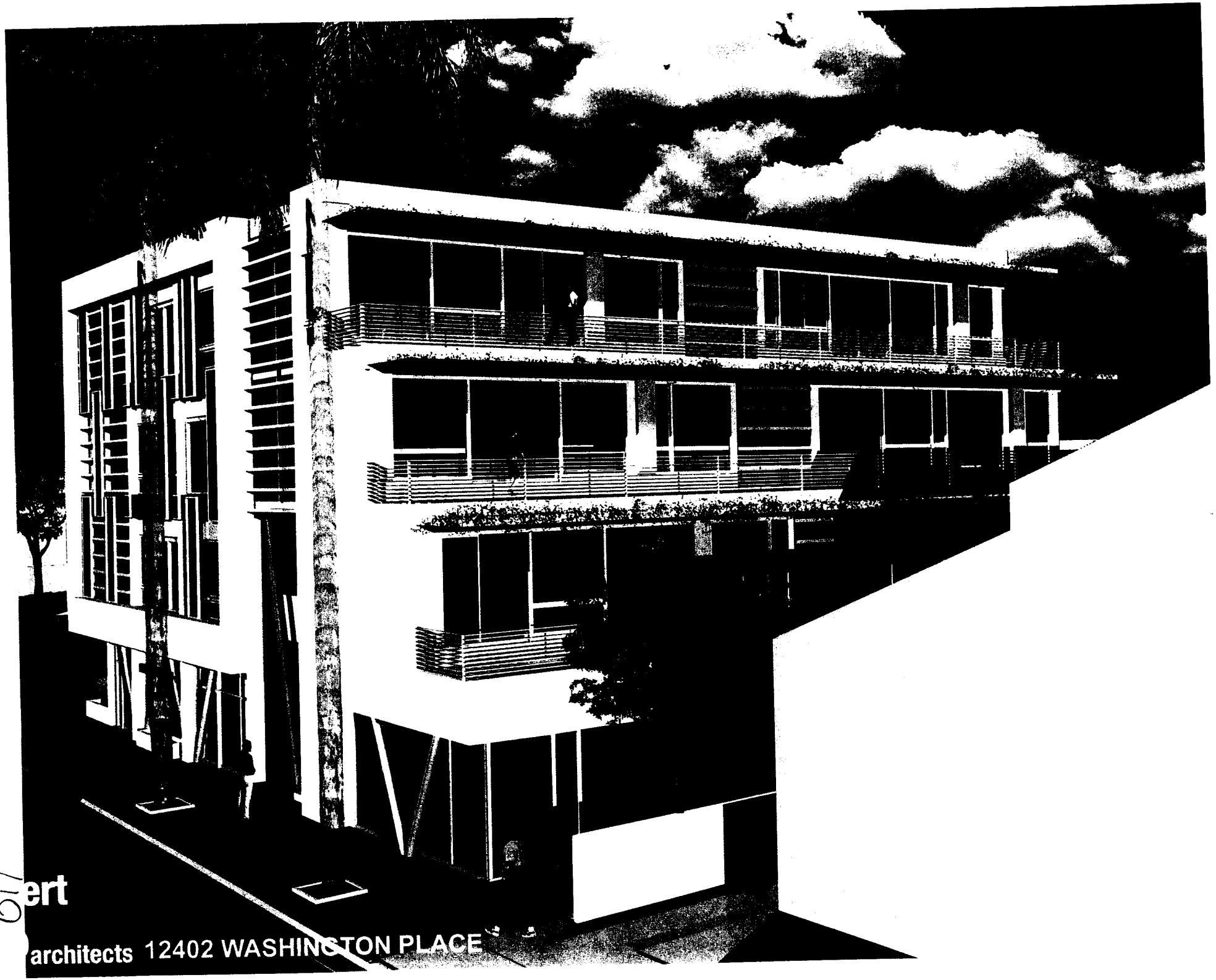
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City of Culver City, California

Planning Commission Agenda Item Report

Meeting Date: July 25, 2007	Item Number: PH-1
AGENDA ITEM: Site Plan Review, Zoning Code Map Amendment, Administrative Use Permit, Tentative Tract Map and Negative Declaration for the construction of 4-story commercial building (Retail and Office) located at 12402 Washington Place.	
Contact Person/Dept.: Paul Samaras, Associate Planner	Phone Number: (310) 253-5706
Public Hearing: [X] Action Item: []	Attachments: [X]
Public Notification: A notice was published in the Culver City News on July 11, 2007, on June 28, 2007, a sign was posted on the site; on July 3, 2007, notices were mailed to all the property owners and occupants within a 300-foot radius of the site, extended to the end of City block and the notice was emailed to the Master Notification List.	
Planning Approval: Thomas Gorham, Planning Manager 07/18/07	

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 (Attachment No. 4);

2. Recommend Approval to the City Council of Zoning Code Map Amendment, ZCMA P-2007075, subject to the Conditions of Approval as stated in Resolution No. 2007-P014 (Attachment No. 6);

3. Recommend Approval to the City Council of Tentative Tract Map No. 69279, TTM P-2007074, subject to the Conditions of Approval as stated in Resolution No. 2007-P014 (Attachment No. 6);

4. Approve Site Plan Review, SPR P-2007073, and Administrative Use Permit, AUP P-2007072, subject to the Conditions of Approval as stated in Resolution No. 2007-P014 (Attachment No. 6);

PROCEDURES:

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

BACKGROUND:

Request

The proposed request is a Zoning Map Amendment to change the property zoning designation from *Commercial Neighborhood* (CN) to *Commercial General* (CG). The amendment is required in order to make the zoning designation consistent with the existing *General Corridor* General Plan designation;, a Site Plan Review, to allow the construction of a 41,802 square feet, 4-story, 56-foot high building with subterranean parking; a Tentative Tract Map to subdivide the property into 30 condominium airspace units; and an Administrative Use Permit to allow tandem parking.

General Information

See Attachment No. 1, Project Summary

Existing Conditions

The project site consists of a 15,429-square foot property at the southwest corner of Centinela Avenue and Washington Place. The property has a *General Corridor* General Plan designation and a *CN* zoning designation.

The project site is surrounded by commercial retail uses to the north and west, and single and multiple family residential uses to the south and east. The site is currently completely paved with the exception of two small landscaped areas and a 1,545-square foot one-story rectangular building located in the center of the site. The property was used as a gas service station until 2001 and as an auto repair facility until 2006.

Project Data

The proposed project consists of a 4-story, 56-foot high, commercial building consisting of 9,691 square feet of ground floor retail space and three levels of office space totaling 32,111 square feet (41,802 square feet overall). 119 parking spaces are provided on site consisting of 6 surface, and 113 subterranean parking spaces (including 56 tandem spaces). The subterranean parking consists of four levels. Access to the surface parking will be from the alley behind the project site and access to the subterranean parking will be from a new driveway at the southeast portion of the site on Centinela Avenue. The proposed structure meets all setback requirements of the CG zone. Landscaping will consist of some on-site trees, shrubs and ground cover, hardscape, and street trees as required by the City's Public Works Department.

ANALYSIS:

Land Use and Zoning

The proposed Zoning Code Map Amendment is intended to bring the property into conformance with the existing General Plan designation. It is a goal of the City to have consistency between the General Plan and the Zoning Code as the Zoning Code and the Zoning Map implement the vision of the General Plan for each area of the City. The Land Use Element of the General Plan designates this site as "General Corridor." This designation "allows a range of small to medium-scale commercial uses, with an emphasis on community-serving retail to which patrons often travel by car." The *Commercial General* (CG) zoning district is the zoning designation which implements and is consistent with this General Plan designation.

Architectural Design

The project has been designed to conform to all applicable provisions of the CG Zone and all City development standards including the height and special setback requirements between commercial and residential districts. The building will be 56 feet high at the highest point, but portions of the building close to the interior property lines will be shorter producing the effect of a gradual increase in height. The Zoning Code requires this 'stepping back' of the building to reduce the impact of a commercial building located adjacent to residential zones. The building frontage along Washington and Centinela will be set back on the first floor, and on the upper floors architectural projections will provide some variety and interest to the building elevations.

The building architecture is considered modern and the materials will be varied. Those materials include stucco siding along the building outline and the rear elevations combined with large glass windows and decorative use of metal features on all elevations. A unique feature of the two front elevations will be the incorporation of artwork on wood panels (the size of window panes) that will slide in front of the windows of the upper floors. An additional feature of the overall site design is the landscaping, which is spread throughout the site.

Parking

The project parking meets the parking requirements of the Zoning Code for commercial developments, including the total number of vehicle and bicycle spaces, the dimensions of those spaces, and the drive aisle width. The project includes 119 parking spaces, including one loading, five accessible, 56 tandem,

and 57 standard spaces. The loading space and accessible spaces are located on the surface adjacent to the alley behind the property. The loading space is 18' x 8'8", which can accommodate small trucks; larger trucks are not anticipated to be used for the project. The rest of the parking spaces will be located in the four-level subterranean structure. In addition, six bicycles spaces will be located on the first level of the subterranean structure.

The applicant has requested an AUP to allow 56 tandem parking spaces (47% of the total) in the subterranean garage. The Zoning Code allows for required parking for commercial uses to be configured in tandem pairs. The proposed spaces meet the minimum dimensions of the Zoning Code and they are arranged to be no more than two spaces in depth. The Zoning Code requires that a valet or attendant be provided at all times that the tandem parking is accessible to users unless it is determined that the nature of the use and its operation will not require attended parking. The applicant has indicated that they would be assigning a tandem pair to each one of the 27 office condominium units. As such, staff has included a condition in the resolution of approval requiring each pair of tandem spaces to be designated to a specific unit within the building. Further, the condition reserves the right of the Planning Manager to require a parking attendant if it is determined to be necessary.

Traffic and Circulation

A traffic analysis was conducted for the project and the study determined that the added traffic volume generated by the proposed project will not significantly impact any of the nearby study intersections or street segments studied. The focus of the traffic study was to evaluate the potential traffic impact created by the proposed development on nine intersections. The study concluded that the amount of trips generated as a result of the proposed development does not exceed the threshold for significance for levels of service (LOS). Therefore, no traffic mitigation measures are required.

The traffic study estimated that the project would generate 737 daily vehicle trips, 353 for 32,081 square feet of office area and 384 for 8,669 square feet of retail area (the rentable space). The study also estimated 59 morning and 71 afternoon peak hour trips. The traffic study also projected the future traffic levels at the intersections studied based on development projects in construction or anticipated to be constructed.

On the basis of the projected future traffic levels in the area and the trips generated by the project the traffic study concludes that the increase in traffic at various street intersections as a result of the project will be below the City's criteria for significant impacts. Traffic impacts at intersections measured as

volume to capacity ratios (V/C or the number of actual cars to the amount of cars the intersection can accommodate) must increase beyond a threshold given the Level of Service measured for the intersections in order to be considered a significant impact. At the study intersections noted above, the increase in the V/C ratios resulting from the project given the Level of Service for those intersections was below what the City establishes as a significant impact. In other words, added traffic resulting from the project to the areas studied is expected to be small enough so as to not create significant traffic problems.

Primary access to the site will be provided via a two-way driveway on Centinela Avenue which will allow left and right turns in and out of the site. Field observations of the traffic at the site determined and additional analysis concluded that those "movements to/from the project driveway could be accomplished, and that the project driveway would adequately function as a full-access driveway.

Circulation on the site will be provided via a 27-foot wide drive aisle, which will allow vehicles to maneuver adequately in and out of parking spaces.

Area Compatibility

The proposed commercial development is located at the intersection of two arterial streets, Centinela Avenue and Washington Place. The General Plan Designation for the subject property is General Corridor, which is intended for medium scale commercial uses to which patrons travel primarily by car. Commercial uses are located to the east and north of the site. The building height permitted at the subject site is consistent with that permitted on those neighboring properties, which are also zoned commercial.

The uses to the south and west of the site are made of both single family and multiple family residential and they are located in a multiple family residential zone. The proposed building will be set back from those adjacent residential uses to provide a better transition from the residential to the commercial property. The alley at the rear of the subject property will provide an additional buffer between the site and the adjacent residential properties. The project includes repaving the alley from the rear of the site to Colonial Avenue directly to the west.

The project will provide adequate parking on the site, landscaping in excess of the code requirements, and the traffic generated by the project is not anticipated to cause a significant impact to the existing or projected traffic levels in the area. In addition, the noise levels generated by the proposed uses will be relatively low

compared to the previous auto-repair use. Therefore, the proposed development will be compatible with the uses in the vicinity.

Height

The project will have a maximum height of 56 feet. However, the increased building setback from the residential properties to the south and west will help in reducing the perceived massing of height. Due to the setback requirements between commercial and residential zones, the building will increase in height gradually as it steps back from the adjacent properties. As a result, the proposed building will reach the maximum 56-foot height at a distance of 36 feet from the adjacent properties.

Noise

The proposed commercial building is expected to generate some noise, consistent with commercial areas. However, the ground floor retail uses envisioned for this development are not considered to be a significant noise generator.

During construction, the project will be subject to the hours of allowed construction as established by the Building Official. The project will be conditioned to require the use of construction equipment with state-of-the-art noise shielding and muffling devices. Both the applicant and City contact information will be posted on the project site to direct individuals wishing to report noise and other construction activity complaints.

Landscaping and Walls

The project includes approximately 360 square feet of landscaping at the ground level, which is located in planters around the building frontage on Washington Place and Centinela Avenue. These landscape planters vary in width from two to nine feet. A small planter is located on the west side of the building facing the alley directly behind the site. The planter contains shrubs and two accent trees to provide visual relief on the west side of the property. Additional landscaping is proposed on the west and south elevations, on the balconies of the second, third and fourth level. The landscaping will come in the form of vines hanging from light metal trellises projecting horizontally above each balcony. The intent of this landscaping is to provide a 'green screen' between the commercial building and the adjacent residential uses.

The project also includes new landscaping within the public right-of-way. Four new street trees will be planted in new tree wells in the public sidewalk. These

onsite landscaping techniques in addition to the street trees that will be required for the project will complement the modern style of architecture for this site.

Subdivision

Because the project is for condominium purposes, a one lot subdivision for condominium purposes is required. There will be 30 commercial condominium units. The Public Works Department has reviewed the proposed condominium subdivision and found it to be in compliance with State and local regulations.

Community Meeting

The Planning Division requested the project applicant hold an informational community meeting for the neighbors living near the project. The applicant held a meeting on July 17, 2007, at the Culver Park West building. Attachment No. 8 is summary of the meeting attendees' questions and comments. Overall, the project appeared to be well received by those in attendance.

CONCLUSION:

Staff has worked closely with the applicant to guide the design of the project in order to meet the Zoning Code requirements, address community concerns and develop a project that follows good planning practice. Based on the analysis contained herein staff believes the findings for a Zoning Code Map Amendment, Tentative Tract Map, Site Plan Review, and Administrative Use Permit can be made as outlined in proposed Resolution No. 2007-P014 (Attachment No. 6).

ENVIRONMENTAL DETERMINATION:

Pursuant to the California Environmental Quality Act (CEQA) guidelines a Negative Declaration has been prepared; the project has been determined to have less than significant impacts on the community. The project is consistent with the Zoning Code regulations, and the traffic study determined that expected increased traffic will be below thresholds of significance.

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. Project Summary
2. Area Map
3. Aerial Photo
4. Draft Initial Study/Negative Declaration dated July 3, 2007
5. Traffic Study dated May 9, 2007.
6. Resolution No. 2007-P014 (ZCMA P-2007075, TTM P-2007074, SPR P-2007073, and AUP P-2007072)
7. Development Plans Date Received July 13, 2007
8. Summary of July 17, 2007 Community Meeting

REGULAR MEETING OF THE
PLANNING COMMISSION, CITY OF CULVER CITY,
CALIFORNIA

July 25, 2007
7:00 P.M.

Call to Order & Roll Call

The meeting of the Planning Commission was called to order at 7:00 P.M.

Present: Marcus Tiggs, Vice Chair
David Rockwell, Commissioner
John Kuechle, Commissioner
Andrew Weissman, Commissioner
Linda Smith-Frost, Commissioner

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Pledge of Allegiance

The Pledge of Allegiance was led by Joe Pannone.

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Public Comment for Items Not on the Agenda

Vice Chair Tiggs invited public participation.

The following members of the audience addressed the Planning Commission:

Rosalind Bergstrom (Culver Alliance for Quality of Life) expressed concern regarding the height limits in Culver City and lack of green spaces for the Champion Project.

Paul Bergstrom (Culver Alliance for Quality of Life) expressed the need for an environmental impact study in the Sunkist Park area for the Champion Project.

Joanne Morrissey (Culver Alliance for Quality of Life) expressed concern over the 56 foot height limit and a need to amend the Code to reduce density in relation to the Champion Project.

PH-1

Site Plan Review, Zoning Code Amendment, Administrative Use Permit, Tentative Tract Map and Negative Declaration for the construction of a 4-story commercial building located at 12402 Washington Place.

Commissioner Smith Frost recused herself from this agenda item.

Paul Samaras, Associate Planner, gave a brief summary of the project.

Pamela Day and Stephen Albert of Crimson Holdings (Applicant) were present to address questions and concerns.

Comments in opposition of the project were made by Norma Abelan and Robert Hernandez.

Comments in favor of the project were made by Pat Duncan and Judy Scott.

A letter from Councilman Bill Rosendahl was read into the record.

Motion to close the Public Hearing was moved by Commissioner Kuechle, seconded by Vice Chair Rockwell.

Comments from Commissioners included:

Vice Chair Rockwell

- Questioned why the zoning differs from the General Plan
- Concerned about height, tandem parking, left turns and traffic impacts

Commissioner Weissman

- Concerned about left turns on Centinela entering and exiting the property
- Suggested possible condition requiring LEED Certification document
- Suggestion possible addition of "photo voltaic" condition
- Suggested adding an additional buffer for adjacent property

Chair Tiggs

- Concerns included loading/unloading areas, safety of left turns
- Should be more interaction with adjoining residents

Commissioner Kuechle

- Inquired whether changes can be made to the project to make it more accommodating to the residents next door
- Supports the 45 foot height limit for future projects
- Concerned about privacy issues

Motion to approve Site Plan Review, Zoning Code Amendment, Administrative Use Permit, Tentative Tract Map and Negative Declaration was moved by Commissioner, seconded by Commission Kuechle. **Vote 4-0.**

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PH-2

Conditional Use Permit and Mitigated Negative Declaration for Star Prep Academy located at 10101 Jefferson Boulevard

Vice Chair Rockwell and Commissioner Weissman recused themselves from this agenda item.

The following applicant representatives were present:
Katya Bozzi
Katiana Bozzi
Tim Benson
Chris Jones
Erick Bozzi
Richard Wilken, AIA (architect)

Public comments for this item were made by:

Richard Rowith
Steve Fleischli

Commissioner Comments:

Commissioner Smith Frost

- Inquired about 'after the fact' penalties

Commissioner Kuechle

- Concerned about the school's failure to obtain a Conditional Use Permit in the past
- The City should adhere to all laws and codes

- Felt staff report was inadequate
- Requested a copy of any written policy regarding 'after the fact' projects
- Suggested possible re-zoning
- Recommended continuing this item to allow applicant to submit a zone change request

Chair Tiggs

- Supported continuance of the item to allow for the traffic study to be re-worked in relation to the request for additional staff and students

Motion to continue to a date uncertain, to address zoning and traffic circulation was moved by Commissioner Kuechle, seconded by Commissioner Smith Frost. **Vote 3-0**

Joe Pannone, City Attorney's Office, suggested the applicant apply for the zone change only at this time.

Item C-1

Secretary's Report

THAT THE PLANNING COMMISSION APPROVE THE SECRETARY'S REPORT WAS MOVED BY COMMISSIONER WEISSMAN, SECONDED BY VICE CHAIR ROCKWELL. VOTE 5-0

Item C-2

Approval of Minutes

THAT THE PLANNING COMMISSION APPROVE THE MINUTES OF THE REGULAR MEETING OF JULY 11, 2007 (AS AMENDED) WAS MOVED BY COMMISSIONER KUECHLE, SECONDED BY COMMISSIONER WEISSMAN. VOTE 5-0

Items from Staff

Thomas Gorham, Planning Manager, regarding the upcoming Commission meetings:

No meeting scheduled for August 8, 2007. The next scheduled meeting will be August 22, 2007 with one four-unit condominium project on the agenda.

Sol Blumenfeld, Director of Community Development, stated that staff is working on redefining the standard conditions of approval which will hopefully assist the commission in reviewing the resolutions

Items from Planning Commission

Commissioner Kuechle requested earlier distribution of packets to allow Commissioners more time to review the information prior to the scheduled meeting. All of the remaining Commissioners agreed it would be helpful to receive the packet at least a couple of days earlier.

Thomas Gorham responded that staff will make every attempt to honor that request.

Vice Chair Rockwell inquired about his previous request for traffic and tandem parking studies.

Thomas Gorham responded that traffic studies are still pending until later this year and tandem parking discussions will be conducted in September.

oOo

Adjournment

There being no further business, at 11:20 P.M., the Planning Commission adjourned its meeting to an Adjourned Regular Meeting to be held on August 22, 2007.

Marcus Tiggs, Chair
City of Culver City
Planning Commission

Yvonne D. Hunt
Administrative Secretary

Culver CITY

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PLANNING DIVISION

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

INITIAL STUDY

ENVIRONMENTAL CHECKLIST FORM AND ENVIRONMENTAL DETERMINATION

Project Title:	Zoning Code Map Amendment, ZCMA P-2007075, Tentative Tract Map, TTM P-2007074, Site Plan Review, SPR P-2007073, Administrative Use Permit, AUP P-2007072		
Lead Agency Name & Address:	City of Culver City, Planning Division 9770 Culver Blvd., Culver City, CA 90232		
Contact Person & Phone No.:	Paul Samaras, Associate Planner (310) 253-5706		
Project Location/Address:	12402 Washington Place, Culver City, CA 90066		
Nearest Cross Street:	Centinela Avenue	**APN:**	4231-001-047
Project Sponsor's Name & Address:	Pamela Day for 12402 Washington Place investors, LP 3420 Ocean Park Boulevard, Suite 2020 Santa Monica, CA 90405 (310) 694-8257		
General Plan Designation:	General Corridor	**Zoning:**	Commercial Neighborhood (CN)
Redevelopment Project Area:	Component Area No. 4		
Overlay Zone/Special District:	None		

Project Description and Requested Action:
This project consists of the demolition of an abandoned gas service and auto repair facility and the construction of a new four story commercial 41,802 square foot building with ground floor retail and three stories of office space on a 15,429 square foot lot.

The requested actions include a Change of Zone from Commercial Neighborhood (CN) to Commercial General (CG), a Site Plan Review to construct a four-story commercial building and four levels of subterranean parking, a Tentative Tract Map to subdivide the building into commercial condominium units, and an Administrative Use Permit to allow the use of tandem parking spaces in the subterranean parking structure.

Existing Conditions of the Project Site:
The project site is located at the southwest intersection of Washington Place and Centinela Avenue and it is approximately 15,429 square feet in size. It consists of a vacant auto repair facility (approximately 2,000 square feet in area) with the rest of the site being flat and paved with asphalt. There are only two small landscaping pockets on the site.

Surrounding Land Uses and Setting: *(Briefly describe the project's surrounding)* North: Shopping center and fast food restaurant South: An apartment building and an alley West: A fast food restaurant and multiple-family residential uses East: An apartment building
Other public agencies whose approval is required: *(e.g., permits, financing approval, or participation agreement)* Culver City Redevelopment Agency

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
- ☐ Agriculture Resources
- ☐ Air Quality
- ☐ Biological Resources
- ☐ Cultural Resources
- ☐ Geology /Soils
- ☐ Hazards & Hazardous Materials
- ☐ Hydrology / Water Quality
- ☐ Land Use / Planning
- ☐ Mineral Resources
- ☐ Noise
- ☐ Population / Housing
- ☐ Public Services
- ☐ Recreation
- ☐ Transportation/Traffic
- ☐ Utilities / Service Systems
- ☐ 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.

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FISH AND GAME FEE (AB 3158)

☒ I find that the proposed project **WILL NOT** have an impact on fish or wildlife resources or habitat upon which fish and wildlife depend. I find that the proposed project **IS EXEMPT** from the Fish and Game fee. A 'Certificate of Fee Exemption' will be prepared for this project.

☐ I find that the proposed project **IS NOT EXEMPT** from the Fish and Game fee.

PSamaras — 07/02/2007

Signature — Date

Paul Samaras — Associate Planner

Case Manager — *Title*

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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?	☐	☐	☒	☐
II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environment effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (199 prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture ar farmland. 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) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒
III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or ai 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?	☐	☐	☒	☐

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EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
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, and 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
VII. 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?	☐	☐	☐	☒

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EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
VIII. HYDROLOGY AND WATER QUALITY -- Would the project:				
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?	☐	☐	☐	☒

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EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
IX. 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?	☐	☐	☐	☒
X. MINERAL RESOURCES -- Would the project:				
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?	☐	☐	☐	☒
XI. 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 ground borne vibration or ground borne 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?	☐	☐	☒	☐

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EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
XII. 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?	☐	☐	☐	☒
XIII. 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?	☐	☐	☒	☐
XIV. 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?	☐	☐	☒	☐
XV. TRANSPORTATION/TRAFFIC -- Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☒	☐

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EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Exceed, either individually or cumulatively, a level of service standard 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) Result in inadequate parking capacity?	☐	☐	☐	☒
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒
XVI. 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?	☐	☐	☒	☐

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EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. 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?	☐	☐	☒	☐

XVIII. EARLIER ANALYSES:

Not applicable.

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XIX. DISCUSSION:

Discussion of Initial Study Checklist responses:

I. AESTHETICS

a) and b) No Impact	a) The project is located in an urbanized area, with commercial and residential buildings in the immedia vicinity. The topography surrounding the site is relatively flat with no substantial ocean or mountain view that can be considered scenic that will be affected by the project. b) The site does not have any trees or rock outcroppings. The existing auto-repair building is n considered historic and the site is not located near a state scenic highway. The nearest highway is the 405 freeway, which is approximately one mile away.
c) and d) Less Than Significant Impact	c) The site is currently occupied by an abandoned auto repair and service station building. It is complete paved with the exception of the 2,000 square-foot building and two small planting areas that are n maintained. The public right-of-way has no trees or landscaping. The project will result in 360 square fe of landscaping onsite and four new trees along the public right-of-way. In addition, the new building w make use of modern architecture with a variety of materials on the elevations including stucco, glas wood panels, and metal screening that will be covered by landscaping. The wood panels on th elevations will be decorated with artwork in compliance with the City's Art in Public Places program. I conclusion, the project will not degrade the visual character of the site and will be an improvement for th immediate area. d) As a new multi-story office and retail building replacing a single-story auto repair facility, th development may have new sources of light on the site; however, the project will be required to be built t code and all lighting will be required to not shine or glare onto adjacent public and private properties. Th lighting will be conditioned to not be obtrusive nor create a nuisance to adjacent properties. MITIGATION MEASURE(S): None required.

II. AGRICULTURE RESOURCES:

a) through c) No Impact	The project site is not located on land identified, utilized, or zoned for agricultural purposes, and there is no known Williamson Act contract in effect on the project site. MITIGATION MEASURE(S): None required.

III. AIR QUALITY:

a) through e) Less Than Significant Impact	Future new development in any portion of Culver City will contribute both at the project level and cumulatively, to pollutant emissions over existing non-attainment conditions due to both construction and operation of individual projects. Still, this project, as proposed, is consistent with Culver City's General Plan and Zoning Code and therefore, the project's operational impacts are considered to be factored into SCAQMD's regional air quality models. No objectionable odors are expected from the proposed office and retail use. And, the project applicant will be required to comply with SCAQMD Rule 403, which provides specific control actions to be implemented during construction activities to control fugitive dust. MITIGATION MEASURE(S): None required.

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IV. BIOLOGICAL RESOURCES:

a) through f) No Impact

The project site is located in an urbanized area surrounded by existing disturbed land and development Information on existing conditions of the project site, submitted by the applicant with project applicatior materials, indicates no identified biological resources, as identified by the California Department of Fish and Game or US Fish and Wildlife Service, or federally protected wetlands, as defined by the Clean Wate Act, exist on site. There are no identifiable, migratory wildlife corridors on the project site and the projec site is not subject to a City policy/ordinance protecting biological resources and is not subject to a habita conservation plan.

MITIGATION MEASURE(S): None required.

V. CULTURAL RESOURCES:

a) through d) No Impact

The project site is located in an urbanized area surrounded by existing disturbed land and development. Information on existing conditions of the project site per City records and information submitted by the applicant with project application materials indicates no identified cultural resources exist on site, and no significant adverse impacts relative to cultural resources are associated with the project.

MITIGATION MEASURE(S): None required.

VI. GEOLOGY AND SOILS:

a) through d) Less Than Significant Impact

Information on existing conditions indicates the site is not located near land subject to landslides, it is not located on expansive soil, and will be adequately served by the City's existing sewer system. The project will be constructed to meet all Uniform Building Code requirements and will comply with City and State seismic standards.

The project site is not located within earthquake faults, nor is it within an area subject to liquefaction. The project will be constructed to meet all Uniform Building Code requirements and will be required to be reinforced to comply with City and state seismic standards.

e) No Impact

The project does not propose the use of septic tanks or alternative wastewater disposal systems. The project is located in a fully urbanized area served by existing wastewater infrastructure. The project's wastewater demand would be accommodated via connections to the existing wastewater infrastructure. Therefore, the project would result in impacts related to the ability of soils to support septic tanks or alternative wastewater disposal systems.

MITIGATION MEASURE(S): None required.

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VII. HAZARDS AND HAZARDOUS MATERIALS:

a), b) and d) Less Than Significant Impact

The project is a commercial development with retail uses on the first floor and offices above, which do n include use of and disposal of significant hazardous materials other than volumes normally found commercial areas. In addition, the applicant will be required to obtain the necessary approvals from tl Culver City Fire Department, in compliance with applicable Fire Code regulations and will also be require to participate in the Culver City Hazardous Materials Program.

Environmental information submitted by the applicant with the project plans and application materia indicates that the site is not on a list of hazardous materials sites compiled per Government Code Sectic 65962.5.

The subject site was previously a gasoline service station with underground storage tanks (UST). In Ap 2001, the service station closed and subsequently the storage tanks and pump islands were removed a well. On September 30, 2004, the California Regional Water Quality Control Board issued a 'no furthe action' letter confirming the "completion of the site investigation and remedial action for the undergroun storage tank(s)" at the site. The letter did state however that any groundwater monitoring wells or vapc extraction wells at the subject property had to be removed properly.

A Phase I Environmental Site Assessment (including an addendum letter) was completed in 200 indicating that "ten groundwater monitoring wells were destroyed following guidelines of the Los Angele Regional Water Quality Control Board [no further action] letter dated September 30, 2004."[i] The Phase also recommended that a clarifier and hydraulic hoist be removed from the soil under the surface an further soil sampling be undertaken. Finally the assessment recommended that asbestos and lea surveys be completed prior to demolition of the building onsite.

A report by Holguin, Fahan & Associates, Inc. dated July 20, 2006, indicates that the clarifier, hydraulic hoist, and related vents were subsequently removed, and the additional soil sampling was undertaken a recommended. Regarding the asbestos and lead recommendation, the Culver City Building and Safet Division requires that applicants for demolition permits confirm in writing that the site is free of suc hazardous materials. Furthermore, the conditions of approval for the project require the applicatior submit a complete asbestos and lead survey prior to issuance of a demolition permit. As a result, there are no significant impacts related to hazardous materials that may exist on the site.

c) No Impact

The project site is not located within one-quarter mile of an existing or proposed school. As discussed above, limited quantities of potentially hazardous materials to be used during construction and operation of the project would not pose a hazard to the public or environment. Because the proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials within one-quarter mile of an existing or proposed school, no impacts would occur.

e) and f) No Impact

The project site is not located within an airport land use plan area, nor is the site located within 2 miles of an airport. The closest airport is Los Angeles International Airport (LAX) located approximately 2.5 miles south from the site. There are no private airstrips in the vicinity of the site, and therefore no potential hazard to the safety of people residing or working in the area.

g) Less Than Significant Impact

The proposed project would not interfere with an adopted emergency response plan or emergency evacuation plan. Access to all local roads would be maintained during construction and project operation.

h) No Impact

The project site is located in an urbanized area of Culver City. In addition, the Culver City Natural Hazards Map identifies the project site as outside of the fire hazard zone. Therefore, the project would not expose people or structures to a significant risk of loss, injury, or death involving wild fires.

MITIGATION MEASURE(S): None required.

[i] Addendum Letter prepared by Smith-Emery GeoServices dated September 9, 2005

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VIII. HYDROLOGY AND WATER QUALITY:

a), e) and i) Less Than Significant Impact	Grading and building plans will be reviewed and approved by the City's Building Safety and Engineerin Divisions to assure that on and off-site drainage will not create significant impacts to drainage facilities groundwater quality and quantity. The project will require the preparation of a Standard Urba Stormwater Mitigation Plan (SUSMP). The SUSMP plan must be prepared by a registered civil enginee and be reviewed by the Engineering Division for approval prior to the issuance of any permits. The Cit will require the project to be designed to effectively prohibit the entry of pollutants from the constructior site into the public street and storm drain system. The construction contractor will be required to compl with the *California Storm Water Best Management Practice Handbook*. The site is located within the Stone Canyon Dam Inundation zone. Although the potential for dam failure is low, dam owners are required under Section 8589.5 of the California Government Code to prepare emergency response plans, for warning, evacuation, and post-flood actions. Due to the distance of the project site from the Stone Canyon Dam and the extent of intervening development, as well as earl warning systems in place, impacts associated with exposing people or structures to significant risk as a result of dam failure are less than significant.
b) through d), f) through h), and j) No Impact	The project will not place housing or structures within a 100-year flood hazard area. It is not within seiches, tsunamis, or mudflow inundation zone. The project site is lot located within the vicinity of any large surface bodies of water and is located approximately 2.5 miles from the Pacific ocean. As such, the project site would not be prone to inundation by a seiche or tsunami. It is also not located downslope from an area of mudslide potential, and thus there is no risk of mudflows.

MITIGATION MEASURE(S): None required.

IX. LAND USE AND PLANNING:

a) No Impact	The project will not physically divide an established community. It is located within an urbanized area, consisting of a mix of uses including commercial and residential. Currently the site is developed for use as an auto-repair facility. The uses immediately around the site consist of residential uses to the west and south, and commercial uses to the north and east.
b) Less Than Significant Impact	The proposed use is consistent with the 'General Corridor' General Plan Land Use designation, its policies and objectives. The project includes a change in the zoning designation for the site from Commercial Neighborhood (CN) to Commercial General (CG), which will bring the zoning designation into consistency with its General Plan designation. The CG zone permits the proposed office and retail uses by right. Furthermore, upon the City's review and approval of the application, the project will be consistent with the City's Zoning Code, including the development standards of the CG zone. Therefore, the proposed project will be consistent with the local land use plan and the zoning ordinance currently in effect. In addition to the proposed uses, future uses will also be reviewed for consistency and compliance with Zoning and General Plan requirements.
c) No Impact	The project site is not subject to a habitat conservation plan or natural community conservation plan. It is developed as an auto-repair facility and does not provide habitat for any biological species, nor does it support any natural communities.

MITIGATION MEASURE(S): None required.

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X. MINERAL RESOURCES:

a) and b) No Impact	Government Code Section 65302(d) states that a conservation element of the general plan shall inclu "minerals and other natural resources." The City of Culver City's Conservation Element of the Gener Plan states that the City does not have features included in Government Code Section 65302(d) listing items for conservation, other than a natural wilderness area. Therefore, the project area is not designate mineral extraction site or a regionally or locally-important significant mineral resource area. MITIGATION MEASURE(S): None required.

XI. NOISE:

a) through d) Less than Significant Impact	The proposed project is not expected to generate significant noise levels during operations. Noise cause by the project will be consistent with that of surrounding urban uses. Ambient noise potentially affectir users of the project will be dampened by Building Code requirements for construction of office and rete buildings. During grading and construction, the project will be subject to both the noise element and restricted hours of construction as noted in the Culver City Municipal Code. The project will b conditioned to require the applicant's contractor to use construction equipment with state-of-the-art nois shielding and muffling devices to alleviate potential noise impacts. Both applicant and City conta information will be posted on the project site to direct individuals wishing to report noise and othe construction activity complaints.
e) and f) No Impact	The project site is not within an airport land use plan and is not within the vicinity of a private airstrip.

XII. POPULATION AND HOUSING:

a) Less than Significant Impact	The project does not propose the development of new residential units. Thus, the project would nc directly generate an increase in the residential population in the area. While the project would increas employment, this increase would not be substantial as a number of the new workers are likely to alread reside in the area or within a reasonable commuting distance. To the extent that some employee relocate to live closer to their place of employment, this demand is not expected to be substantial an could be served by existing available housing and rental opportunities as well as other housing that i planned or under construction in the area.
b) and c) No Impact	The site is currently a one story vacant auto-repair building and no existing housing will be removed as a result of construction. No significant impacts to population or housing are associated with the project. MITIGATION MEASURE(S): None required.

XIII. PUBLIC SERVICES:

a) Less than Significant Impact	The project will comply with all applicable California Building and Fire Codes. There are existing public service facilities necessary to accommodate the project such as traffic control devices, sewers, storm drains, parkways, sidewalks, street lights, fire protection devices, and public utilities are provided fo adequately as confirmed by the City agencies that reviewed the project during the interdepartmenta review process. No extension of roads or infrastructure other than the necessary laterals to connect tc City mains will be required of this project. Both Fire and Police protection can adequately service the project as proposed. The impact on schools will be less than significant, because no significan population increase will result from this project. MITIGATION MEASURE(S): None required.

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XIV. RECREATION:	
a) and b) Less Than Significant Impact	The proposed retail and office building will not result in significant adverse impacts relative to recreatio because it is not expected to generate a substantial population increase. The use of existing neighborhoc and regional parks is not expected to substantially increase as a result of the proposed project. Any use local parks by employees would likely be for passive recreation on weekdays rather than during pea weekend use. The project would not require the construction or expansion of recreational facilities. MITIGATION MEASURE(S): None required.

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XV. TRANSPORTATION/TRAFFIC:

a) Less Than Significant Impact	A traffic analysis was conducted for the project and the study determined that the added traffic volu generated by the proposed mixed-use project will not significantly impact any of the study intersections street segments studied. The focus of the traffic study was to evaluate the potential traffic impact crea by the proposed development on nine intersections. These include, Glencoe Avenue / Washing Boulevard, Redwood Avenue / Washington Boulevard, Alla Road / Washington Boulevard, Beetho Street / Washington Boulevard, Zanja Street-Washington Boulevard / Washington Place, Centinela Aver / Washington Boulevard, Inglewood Boulevard / Washington Boulevard, Centinela Avenue / Washing Place, and Inglewood Boulevard / Washington Place. The study concluded that the amount of tr generated as a result of the proposed development does not exceed the threshold for significance levels of service (LOS). Therefore, no traffic mitigation measures are required. The traffic study estimated that the project would generate 737 daily vehicle trips, 353 for 32,081 squ feet of office area and 384 for 8,669 square feet of retail area. The study also estimated 59 morning a 71 afternoon peak hour trips. The traffic study also projected the future traffic levels at the intersectic studied based on development projects in construction or anticipated to be constructed. On the basis of the projected future traffic levels in the area and the trips generated by the project the tra study concludes that the increase in traffic at various street intersections as a result of the project will below the City's criteria for significant impacts. Traffic impacts at intersections measured as volume capacity ratios (V/C or the number of actual cars to the amount of cars the intersection can accommoda must increase beyond a threshold given the Level of Service measured for the intersections in order to considered a significant impact. At the study intersections noted above the increase in the V/C rati resulting from the project given the Level of Service for those intersections were below what the C establishes as a significant impact. In other words, added traffic resulting from the project to the are studied is expected to be small enough so as to not create significant traffic problems.
b) through g) No Impact	The project will be located wholly within private property along a developed area with no requirements f roadway changes or elimination of current emergency access routes. Current roadway design features the project site area are compatible with this project and surrounding uses. The project does not confl with alternative transportation policies and does not require elimination of bus stops/turnouts. Parking for the project will be provided on site which includes subterranean parking for retail and offi uses, including handicapped parking and loading space on the surface parking area located on the rear the property. The project does not conflict with alternative transportation policies and does not requi elimination of bus stops/turnouts.

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XVI. UTILITIES AND SERVICE SYSTEMS:

a) through g) Less Than Significant

The proposed project will connect to existing utilities available to adequately serve the project site. N significant adverse impacts to utilities are expected from project implementation.

Since the project site is completely paved, development of the proposed project would not increase th amount of impervious surface area or surface water runoff quantities. Since the project would not result an increase in runoff, the project would not require or result in the construction of new storm water drainag facilities or expansion of existing facilities.

MITIGATION MEASURE(S): None required.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE:

a) through c) Less Than Significant Impact

The project will not have significant impacts to any plant or animal wildlife species because it is located in built-out urban area.

Because the project will result in increased square footage and the intensification of the project site, ther will be some project level and cumulative impacts where none existed before. However the project meet all requirements of the zoning code and adequate parking is provided per parking requirements and th project will not result in significant impacts. Furthermore, a traffic analysis was conducted for the projec and the study determined that the added traffic volume generated by the proposed project will nc significantly impact any of the study intersections. The amount of traffic generated as a result of th proposed development does not meet the level of significance. Therefore, no traffic mitigation measure are required.

The project, which is located in a developed, urbanized area, is a commercial retail and office developmer that meets General Plan Land Use policies and guidelines and is consistent with the Zoning Code. It wi not cause substantial adverse effects on human beings. No mitigation measures with regard to impacts o human beings are required.

MITIGATION MEASURE(S): None required.

References Utilized:

1. Traffic Study dated May 9, 2007 prepared by Linscott, Law & Greenspan, engineers
2. Phase I Environmental Site Assessment prepared by Smith-Emery GeoServices
3. 'No further action' letter by the California Regional Water Quality Control Board

Attachments:

A. Traffic Study dated May 9, 2007.

LINSCOTT
LAW &
GREENSPA

engineer

TRAFFIC IMPACT STUDY

12402 WASHINGTON PLACE

Culver City, California
May 9, 2007

Prepared for:

The Albert Group Architects
3635 Hayden Avenue
Culver City, CA 90232

LLG Ref. 2-07-2898

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TRAFFIC IMPACT STUDY

12402 WASHINGTON PLACE

Culver City, California
May 9, 2007

1.0 INTRODUCTION

This report documents the findings of a traffic impact study conducted by Linscott, Law & Greenspan, Engineers (LLG) to determine and evaluate the traffic impacts associated with the 12402 Washington Place project. The report presents an inventory of existing characteristics and traffic volumes on roadways adjoining the project site, forecasts vehicular traffic anticipated to be generated by the project, evaluates potential impacts of these project-generated trips on the surrounding street system, and determines whether mitigation measures are necessary to alleviate project-specific impacts.

2.0 PROJECT DESCRIPTION AND SETTING

Figure 1 shows the location of the project site in relation to the surrounding street system. As shown, the project site is bound by Washington Place on the north, and Centinela Avenue on the east, and is located on the southwest corner of the Centinela Avenue/Washington Place intersection.

The project consists of 32,081 square feet (SF) gross floor area of general office and 8,669 SF gross leasable area of retail in a four-level building. The project is expected to be completed in the Year 2008. Parking will be provided underground, with a total supply of 126 spaces in three subterranean levels. Vehicular access to the subterranean parking will be on Centinela Avenue. The project access, which aligns with the existing driveway location, is located approximately 96 feet south of Washington Place.

3.0 STUDY SCOPE

The work scope for this study, including the base assumptions, technical methodologies, and geographic coverage, satisfies standard City and CMP impact study guidelines/requirements, and was developed in conjunction with Culver City Traffic Engineering and Planning staff. The following traffic scenarios are addressed in the study:

- **Existing (2007) Conditions** - The analysis of existing traffic conditions is intended to provide a base analysis for the remainder of the study. The existing conditions analysis includes an assessment of the key roadways in the area, current traffic volumes, and circulation.

- **Year 2008 Cumulative Base Conditions** – This phase of analysis projects future traffic growth and operating conditions in the Year 2008 (anticipated completion year for the project) which could be expected to result from regional growth and related/cumulative projects <u>without</u> the addition of project traffic.

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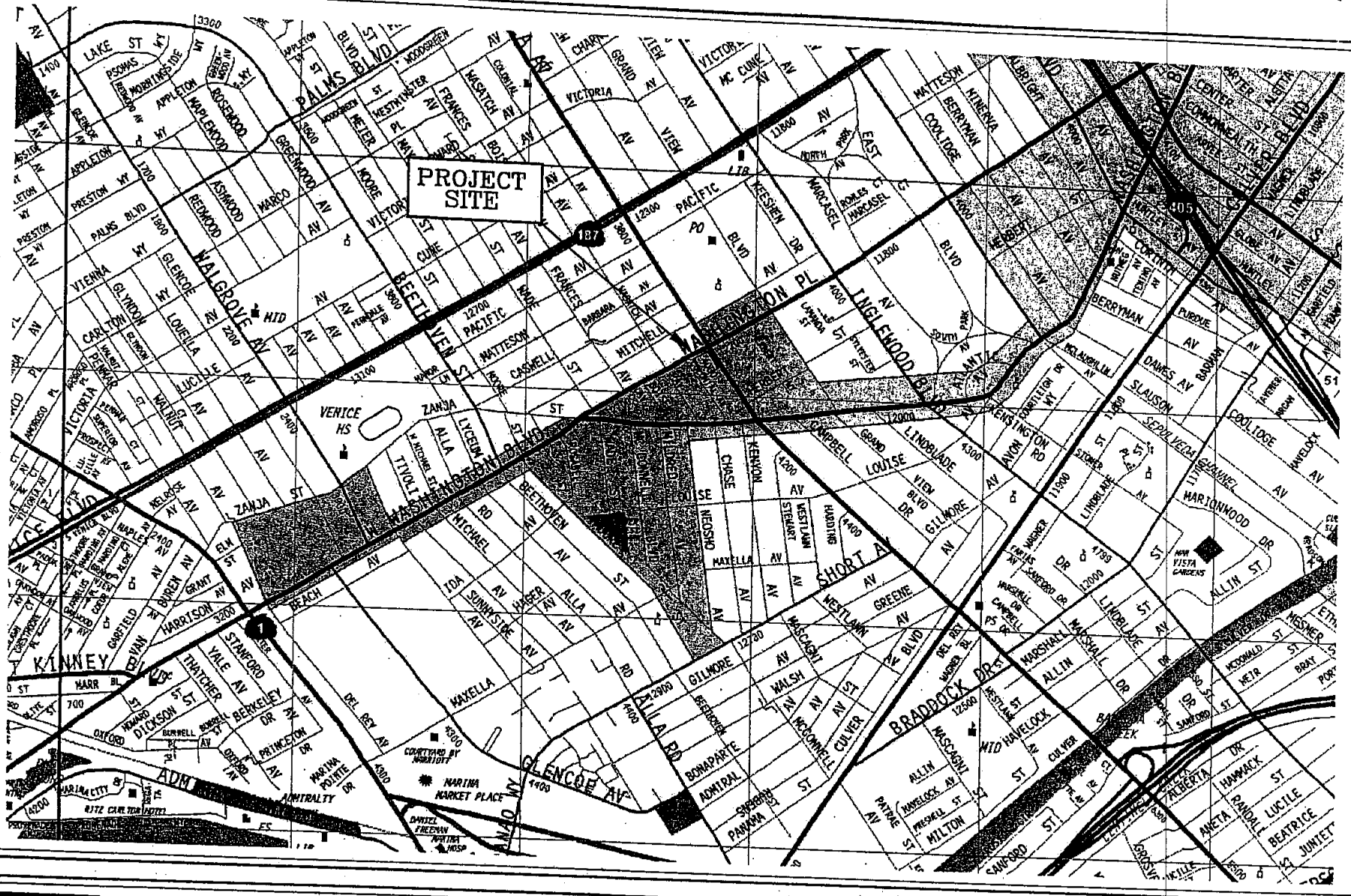

FIGURE 1

VICINITY MAP

12402 WASHINGTON PLACE, CULVER CITY

- **Year 2008 Cumulative plus Project Conditions** - This is an analysis of future traffic conditions in the Year 2008 with the addition of project-generated traffic. Any potential traffic impacts will be determined, and mitigation measures developed.

Eight signalized intersections and one stop-controlled intersection were selected for detailed peak hour level of service analysis under each of the scenarios identified above. The analysis is focused on assessing potential impacts during the weekday morning commute peak hour (between 7:00 AM and 9:00 AM), and weekday afternoon commute peak hour (between 4:00 and 6:00 PM).

Figure 2 illustrates the study area and the key intersections analyzed, which include the following:

1. Glencoe Avenue / Washington Boulevard
2. Redwood Avenue / Washington Boulevard
3. Alla Road / Washington Boulevard (currently unsignalized)
4. Beethoven Street / Washington Boulevard
5. Zanja Street-Washington Boulevard / Washington Place
6. Centinela Avenue / Washington Boulevard
7. Inglewood Boulevard / Washington Boulevard
8. Centinela Avenue / Washington Place
9. Inglewood Boulevard / Washington Place

4.0 EXISTING CONDITIONS

The assessment of existing conditions includes an inventory of the street system, traffic volumes using these facilities, and traffic operating conditions at analyzed locations.

4.1 Existing Street Network

A comprehensive inventory of the street system within the study area was undertaken to develop a detailed description of existing traffic conditions.

Figure 3 illustrates the existing physical characteristics of the streets, including lane configurations and traffic control at intersections, number of travel lanes, posted speed limits, and median types along roadways.

4.2 Existing Traffic Volumes

Weekday AM and PM peak period traffic counts were collected at the nine key intersections on April 19, 2007. **Appendix A** contains the intersection peak period traffic counts. **Figures 4** and **5** illustrate the existing AM and PM peak hour traffic volumes, respectively.

4.3 Existing Peak Hour Levels of Service

Level of Service (LOS) qualitatively measures the operating conditions within a traffic system and how drivers and passengers perceive these conditions. Level of service ranges from LOS A to overloaded conditions at LOS F. LOS D is typically recognized as the minimum satisfactory service level in urban areas.

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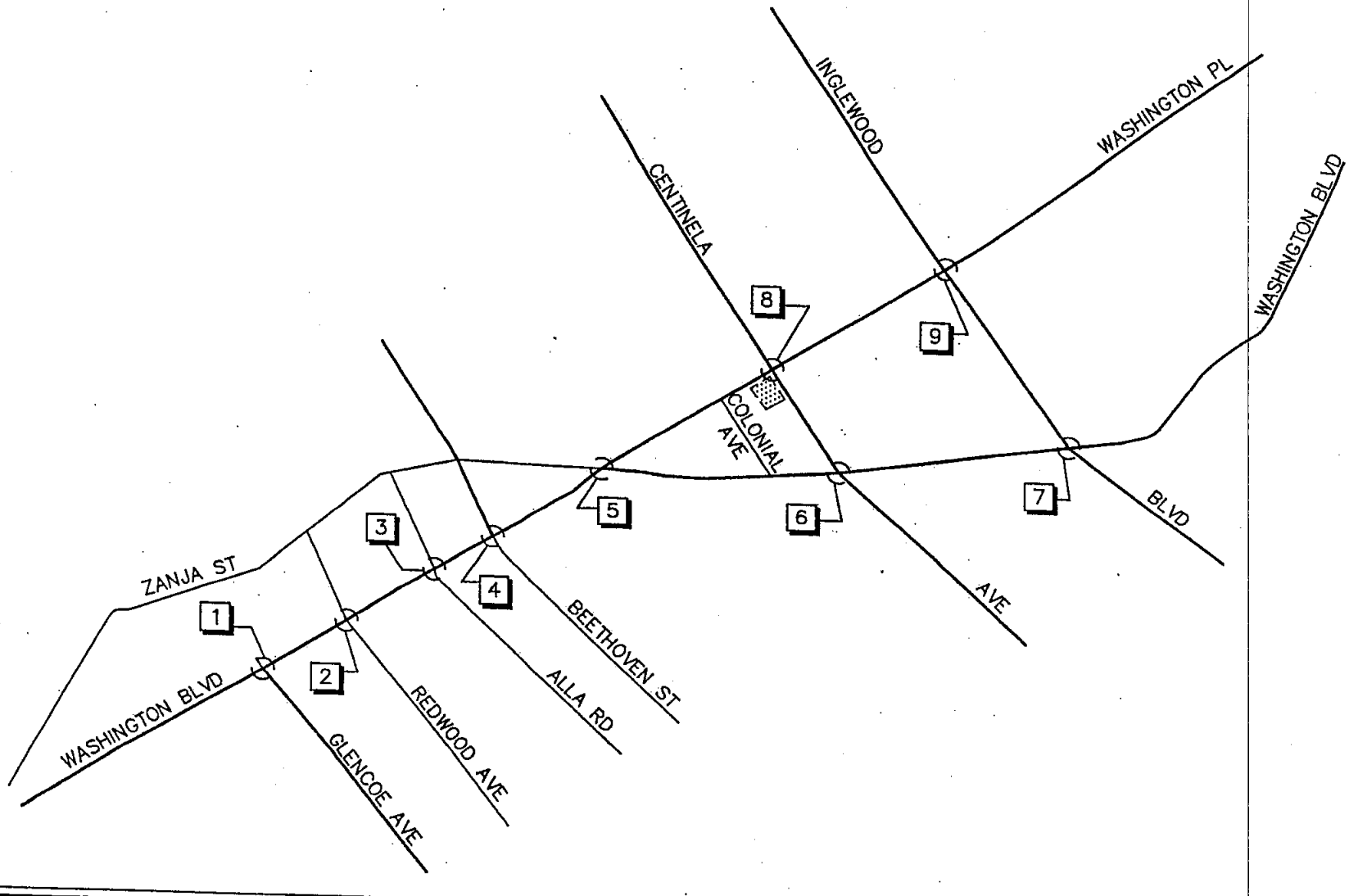

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LINSCOTT LAW & GREENSPAN engineers

NO SCALE

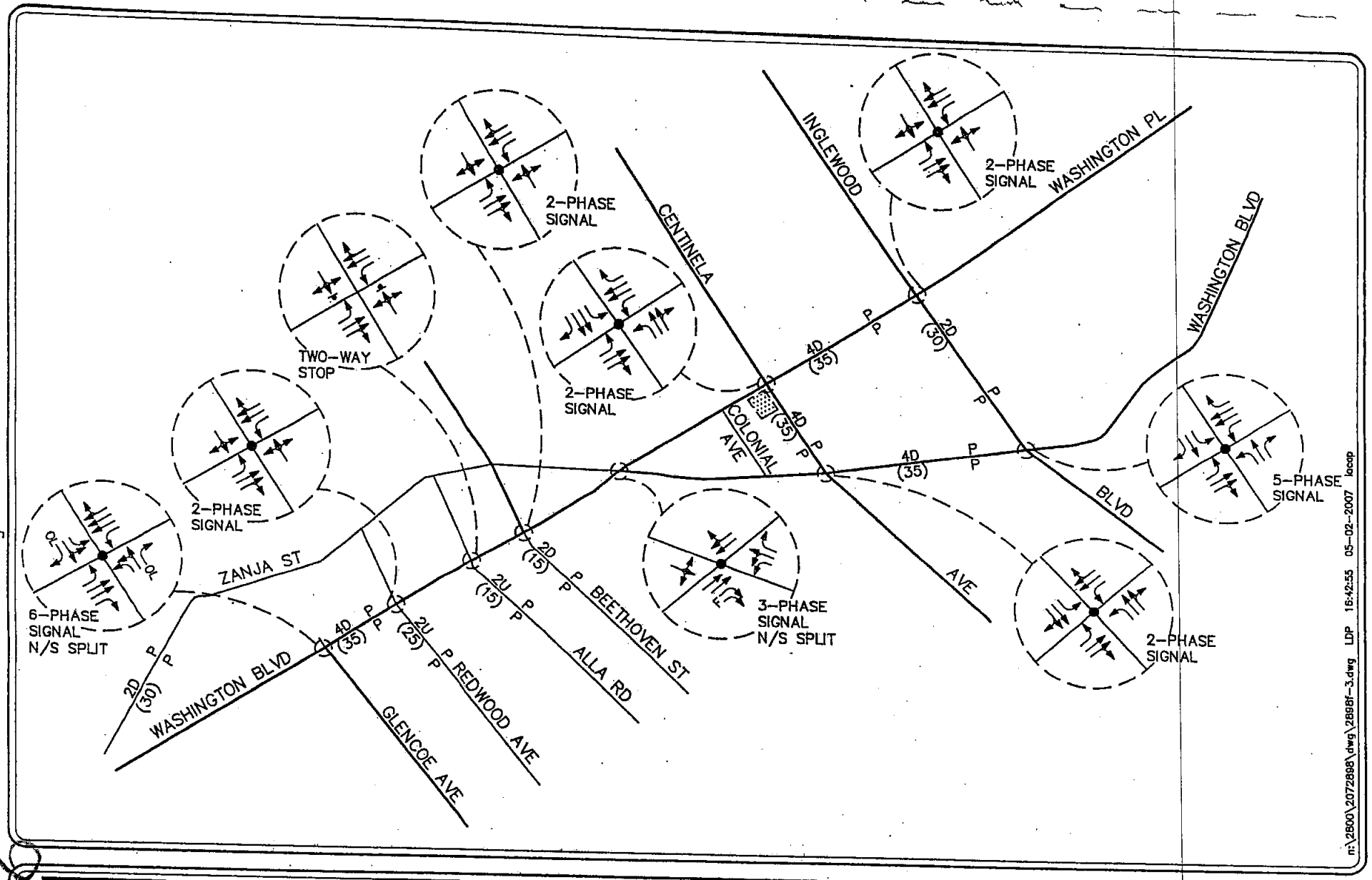
KEY

[#] = ANALYZED INTERSECTION

FIGURE 2

STUDY AREA

12402 WASHINGTON PLACE, CULVER CITY



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NO SCALE

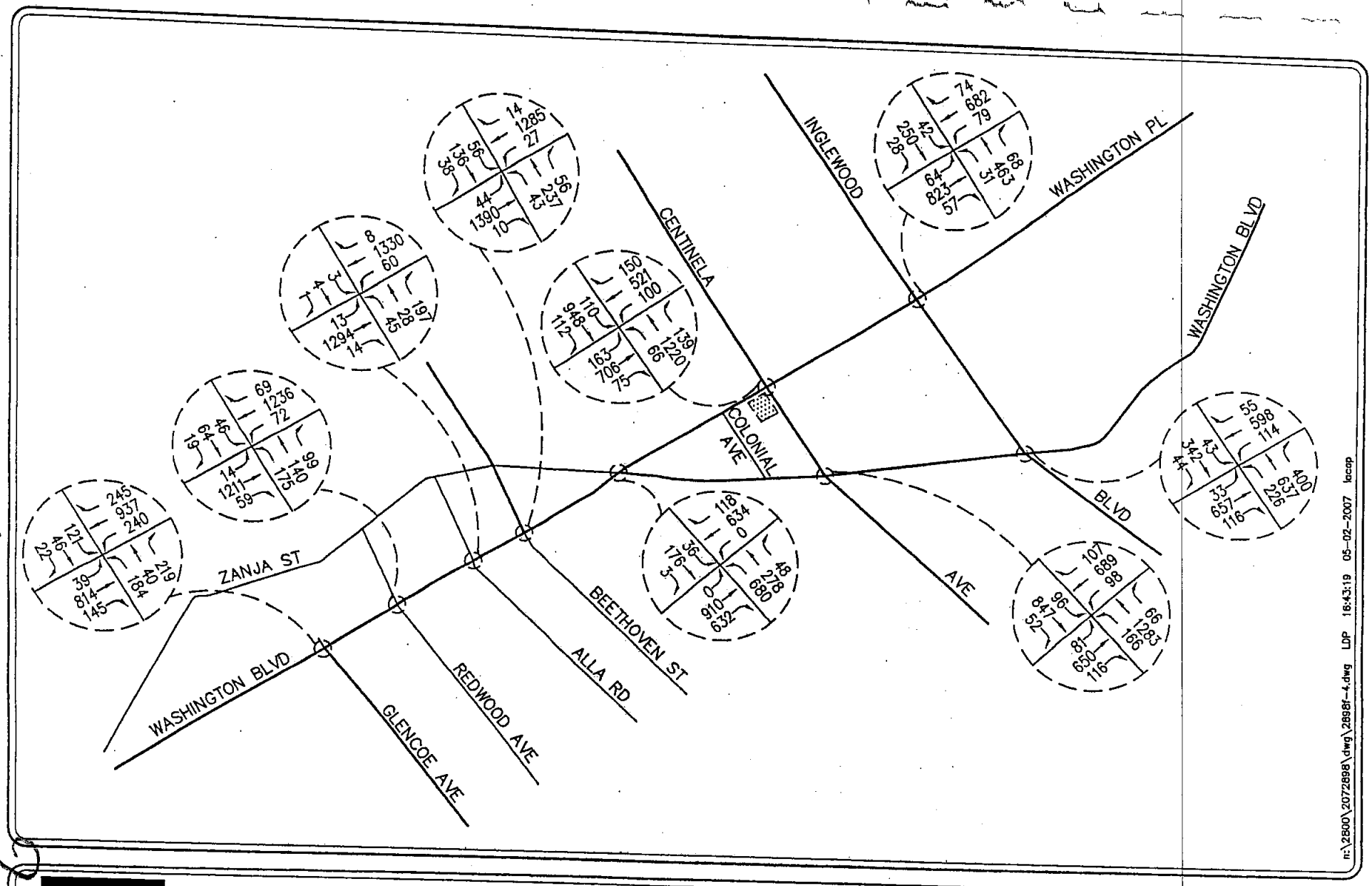
KEY

- ← = APPROACH LANE ASSIGNMENT
- ● = TRAFFIC SIGNAL, ▲ STOP SIGN
- P = PARKING, NP = NO PARKING
- U = UNDIVIDED, D = DIVIDED
- 2 = NUMBER OF TRAVEL LANES
- (XX) = POSTED SPEED LIMIT (MPH)
- OL = RIGHT-TURN OVERLAP
- ▒ = PROJECT SITE, F= FREE RIGHT

FIGURE 3

EXISTING ROADWAY AND INTERSECTION PHYSICAL CHARACTERISTICS

12402 WASHINGTON PLACE, CULVER CITY



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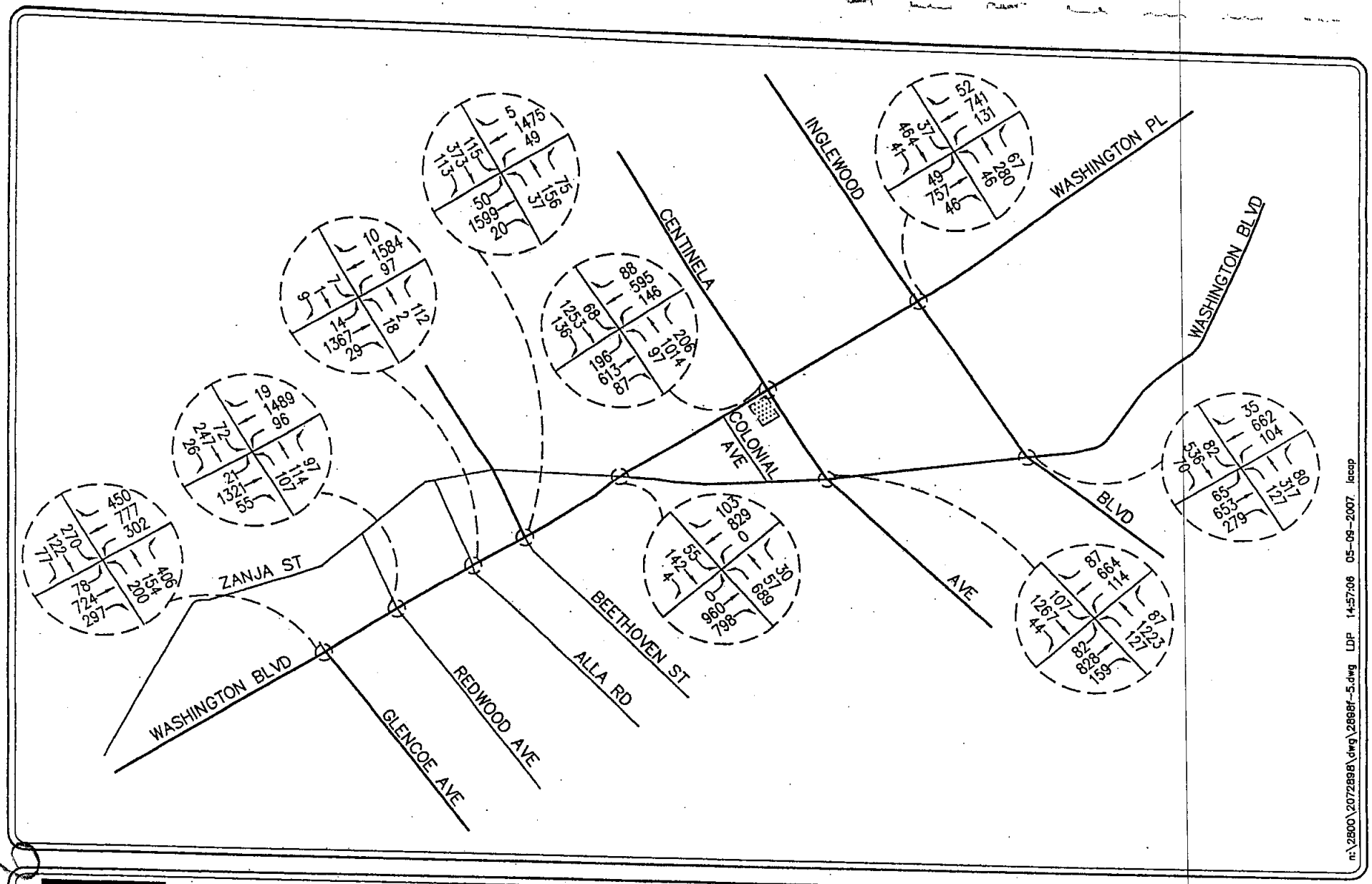
NO SCALE

KEY

= PROJECT SITE

FIGURE 4

EXISTING
AM PEAK HOUR TRAFFIC VOLUMES
12402 WASHINGTON PLACE, CULVER CITY



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NO SCALE

KEY

= PROJECT SITE

FIGURE 5

EXISTING
PM PEAK HOUR TRAFFIC VOLUMES
12402 WASHINGTON PLACE, CULVER CITY

Based upon Culver City guidelines, the *Intersection Capacity Utilization* (ICU) methodology was used to determine the volume-to-capacity relationships (based upon the individual volume-to-capacity ratios for key conflicting traffic movements) and corresponding level of service for signalized intersections.

By using 1,600 vehicles per hour per lane (vphpl) as the practical capacity for through lanes, left-turn, and right-turn lanes, the ICU method directly relates traffic demand to the available capacity. An ICU allocation of 0.10 is applied for yellow time per City staff direction. The resulting ICU numerical value represents the greatest green time requirements for the entire intersection. It should be noted that the ICU methodology assumes uniform traffic distribution per intersection approach lane and optimal signal timing.

Level of service criteria for signalized intersections are summarized in **Table 1.**

The intersection of Alla Road and Washington Boulevard is currently unsignalized. The northbound and southbound approaches along Alla Road are stop-controlled, while the eastbound and westbound approaches along Washington Boulevard are uncontrolled.

The 2000 HCM unsignalized methodology for stop-controlled intersections was utilized for the analysis of the Alla Road/Washington Boulevard intersection. The methodology estimates the control delay (expressed in seconds per vehicle) for each of the traffic movements on each approach of the intersection, and determines the level of service for each movement based on the control delay for the subject movement. The control delay and level of service reported for the intersection corresponds to the most constrained movement.

The level of service criteria for unsignalized intersections are shown in **Table 2.**

Based upon the level of service methodologies described, the existing peak hour traffic volumes presented in *Figures 4* and *5* were used in conjunction with existing lane configurations illustrated in *Figure 3* to determine the current traffic operating conditions at the nine key intersections.

Appendix B contains the detailed level of service worksheets.

4.4 Existing Traffic Conditions

Table 3 summarizes the existing (2007) peak hour levels of service at the nine study intersections. As shown, four of the nine key intersections currently operate at satisfactory levels of service (i.e., LOS D or better) during the AM and PM peak hours, and the following five intersections currently operate at deficient levels of service (LOS E or F) during the peak hour noted:

3. Alla Road / Washington Boulevard (AM peak hour)
4. Beethoven Street / Washington Boulevard (PM peak hour)
5. Zanja Street-Washington Boulevard / Washington Place (both peak hours)
6. Centinela Avenue / Washington Boulevard (PM peak hour)
8. Centinela Avenue / Washington Place (AM peak hour)

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TABLE 1

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS (ICU)

Level of Service (LOS)	Intersection Capacity Utilization Value (V/C)	Level of Service Description
A	0.000 – 0.600	EXCELLENT. No vehicle waits longer than one red light, and no approach phase is fully used.
B	> 0.600 – 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	> 0.700 – 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	> 0.800 – 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	> 0.900 – 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. Potentially very long delays with continuously increasing queue lengths.

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TABLE 2

LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS (HCM)

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

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TABLE 3
EXISTING INTERSECTION PEAK HOUR LEVELS OF SERVICE

Key Intersection	Time Period	Control Type	ICU or Average Delay	LOS
1. Glencoe Avenue at Washington Boulevard	AM PM	6Ø Traffic Signal	0.639 0.809	B D
2. Redwood Avenue at Washington Boulevard	AM PM	2Ø Traffic Signal	0.801 0.806	D D
3. Alla Road at Washington Boulevard [a]	*AM* *PM*	*Two-Way Stop*	*Overflow* *26.2*	*F* *D*
4. Beethoven Street at Washington Boulevard	AM PM	2Ø Traffic Signal	0.765 1.013	C F
5. Zanja Street-Washington Blvd at Washington Pl	AM PM	3Ø Traffic Signal	0.943 0.957	E E
6. Centinela Avenue at Washington Boulevard	AM PM	2Ø Traffic Signal	0.882 0.968	D E
7. Inglewood Boulevard at Washington Boulevard	AM PM	5Ø Traffic Signal	0.838 0.870	D D
8. Centinela Avenue at Washington Place	AM PM	2Ø Traffic Signal	0.901 0.863	E D
9. Inglewood Boulevard at Washington Place	AM PM	2Ø Traffic Signal	0.775 0.772	C C

Note:

[a] Currently unsignalized; level of service is based on the average delay (seconds per vehicle) for the intersection per the HCM methodology.

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5.0 TRAFFIC FORECASTS

In order to evaluate the potential traffic impacts of the proposed development, the amount of traffic that could be generated by the new office/retail building (i.e., project traffic generation), and future traffic volumes on the surrounding street system (i.e., Cumulative Base forecasts), need to be estimated. The Cumulative Base scenario (representing future conditions without the proposed project) could then be compared with the Cumulative Plus Project scenario (representing future conditions with the project).

5.1 Project Traffic Volumes

A multi-step process was utilized to develop project traffic forecasts. The first step is project traffic generation, which estimates the total arriving and departing traffic at the project site on a peak hour and daily basis. The second step of the forecasting process is project traffic distribution, which involves the development of a geographic trip distribution pattern that identifies the origins/destinations of project traffic. The third step is project traffic assignment, by which project-generated trips are allocated on the street system.

5.1.1 *Project Trip Generation Rates*

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation factors and equations used in the traffic forecasting procedure are found in the Seventh Edition of *Trip Generation,* published by the Institute of Transportation Engineers (ITE) [Washington, D.C., 2003]. **Table 4** summarizes the trip generation rates for the project.

5.1.2 *Project Trip Generation Estimates*

As indicated in **Table 5**, it is estimated that on a typical weekday, the project would generate approximately 737 daily trips, 59 AM peak hour trips (49 inbound, 10 outbound), and 71 PM peak hour trips (18 inbound, 53 outbound).

5.1.3 *Project Traffic Distribution and Assignment*

The geographic distribution of traffic generated by developments such as the project is dependent upon the following factors:

- The project's market/service area
- Location of site access points in relation to the surrounding street system
- Location of parking areas, and ingress/egress availability at the parking areas
- The site's proximity to major traffic carriers and regional access routes
- Physical characteristics of the circulation system such as lane channelization and presence of traffic signals that affect travel patterns
- Presence of traffic congestion in the surrounding vicinity

Based upon these considerations and previous traffic studies completed in the study area, a traffic distribution pattern was developed for the project, as presented on **Figure 6**.

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TABLE 4
PROJECT TRIP GENERATION RATES

Land Use	Daily			AM Peak Hour			PM Peak Hour		
	In %	Out %	Total	In %	Out %	Total	In %	Out %	Total
General Office Building (trips per 1,000 SF GFA)	50%	50%	11.01	88%	12%	1.55	17%	83%	1.49
Specialty Retail (trips per 1,000 SF GLA) [a]	50%	50%	44.32	61%	39%	1.03	44%	56%	2.71

Source:

Trip Generation (7th Edition), Institute of Transportation Engineers (ITE), 2003.

Notes:

SF = Square Feet

GFA = Gross Floor Area

GLA = Gross Leasable Area

[a] ITE Shopping Center trip rates applied during the AM peak hour.

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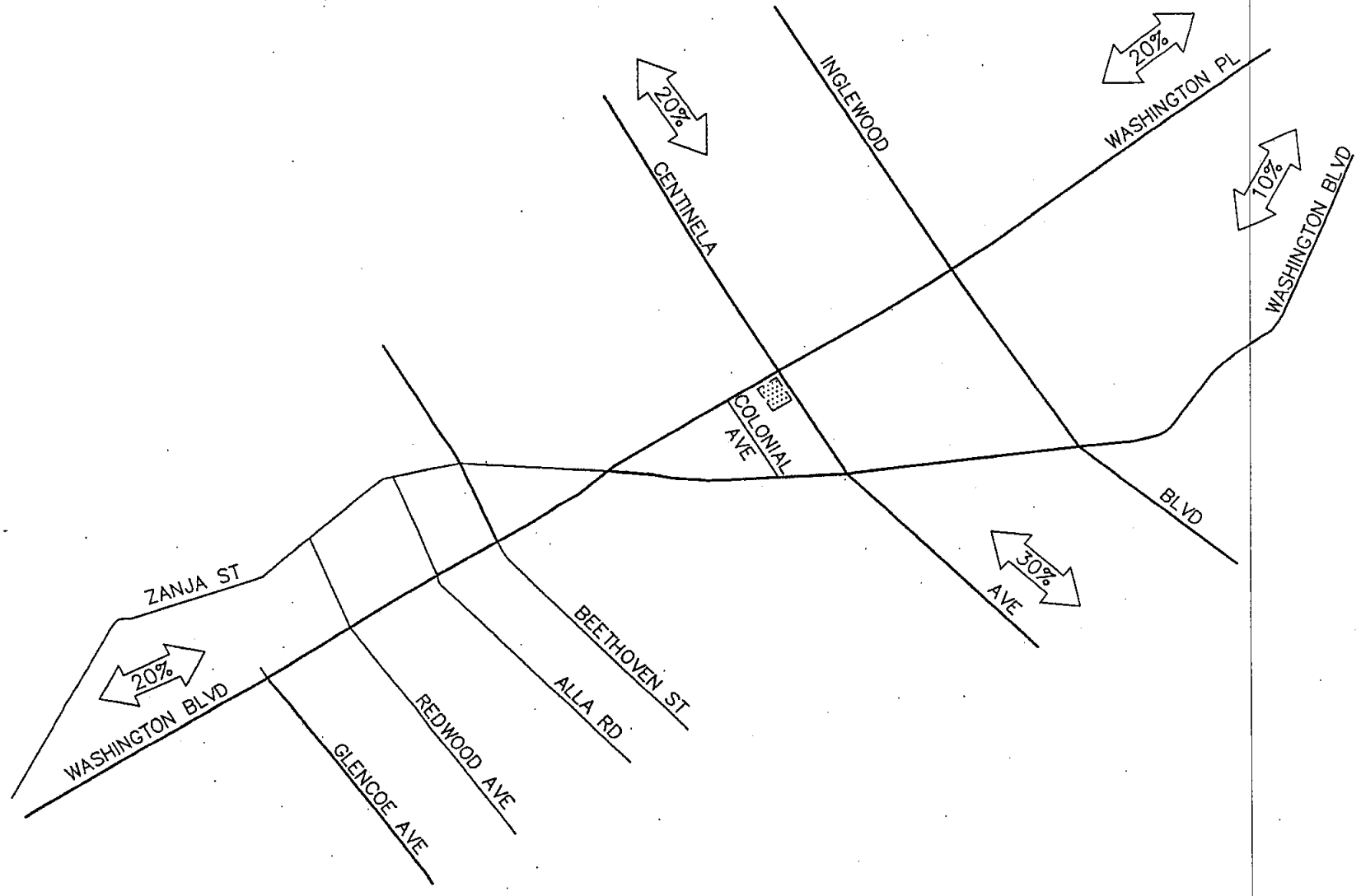
TABLE 5
PROJECT TRIP GENERATION ESTIMATES

Project Component	Size	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
General Office	32,081 SF GFA	353	44	6	50	8	40	48
Specialty Retail	8,669 SF GLA	384	5	4	9	10	13	23
Total Project Trip Generation		737	49	10	59	18	53	71

100



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: THOMAS BROS.

KEY

= PROJECT SITE

FIGURE 6

PROJECT TRAFFIC DISTRIBUTION PATTERN

12402 WASHINGTON PLACE, CULVER CITY

The traffic expected to be generated by the project was assigned to the local street network using the project trip generation estimates presented in *Table 5*, and the distribution patterns illustrated on *Figure 6*. **Figures 7** and **8** illustrate the resulting project-generated traffic volumes during the AM and PM peak hours, respectively.

5.2 Cumulative Base Projections

The Cumulative Base or "background" traffic projections account for existing traffic volumes, and include two growth elements over existing traffic volumes: (1) increase in the existing traffic volumes due to overall regional growth; and, (2) traffic generated by specific developments expected to be constructed by Year 2008 in the vicinity of the project study area. The following sections describe these two growth elements in existing traffic volumes.

5.2.1 *Year 2008: Background Traffic Growth*

Background traffic in the study area has been estimated to increase at a historical rate of approximately 1% per year. Future increases in background traffic due to regional development are expected to continue at the same rate.

For the Year 2008, the existing (2007) traffic volumes were increased by 1% to reflect area-wide regional growth in traffic. The 1% annual growth rate was determined based on discussions with City staff.

5.2.2 *Year 2008: Cumulative Project Forecasts*

The traffic expected to be generated by future projects that are either under construction or proposed within the study area accounts for the second traffic growth element of the Year 2008 Cumulative Base scenario. The list of nine cumulative projects was developed in conjunction with City staff. **Figure 9** shows the location of these related projects.

Table 6 presents the trip generation rates, and **Table 7** summarizes the resulting trip generation estimates for the nine cumulative projects. As indicated in *Table 7*, it is estimated that the cumulative projects would generate approximately 6,349 daily trips, 262 AM peak hour trips, and 553 PM peak hour trips, on a typical weekday.

5.2.3 *Year 2008 Cumulative Base Traffic Volumes*

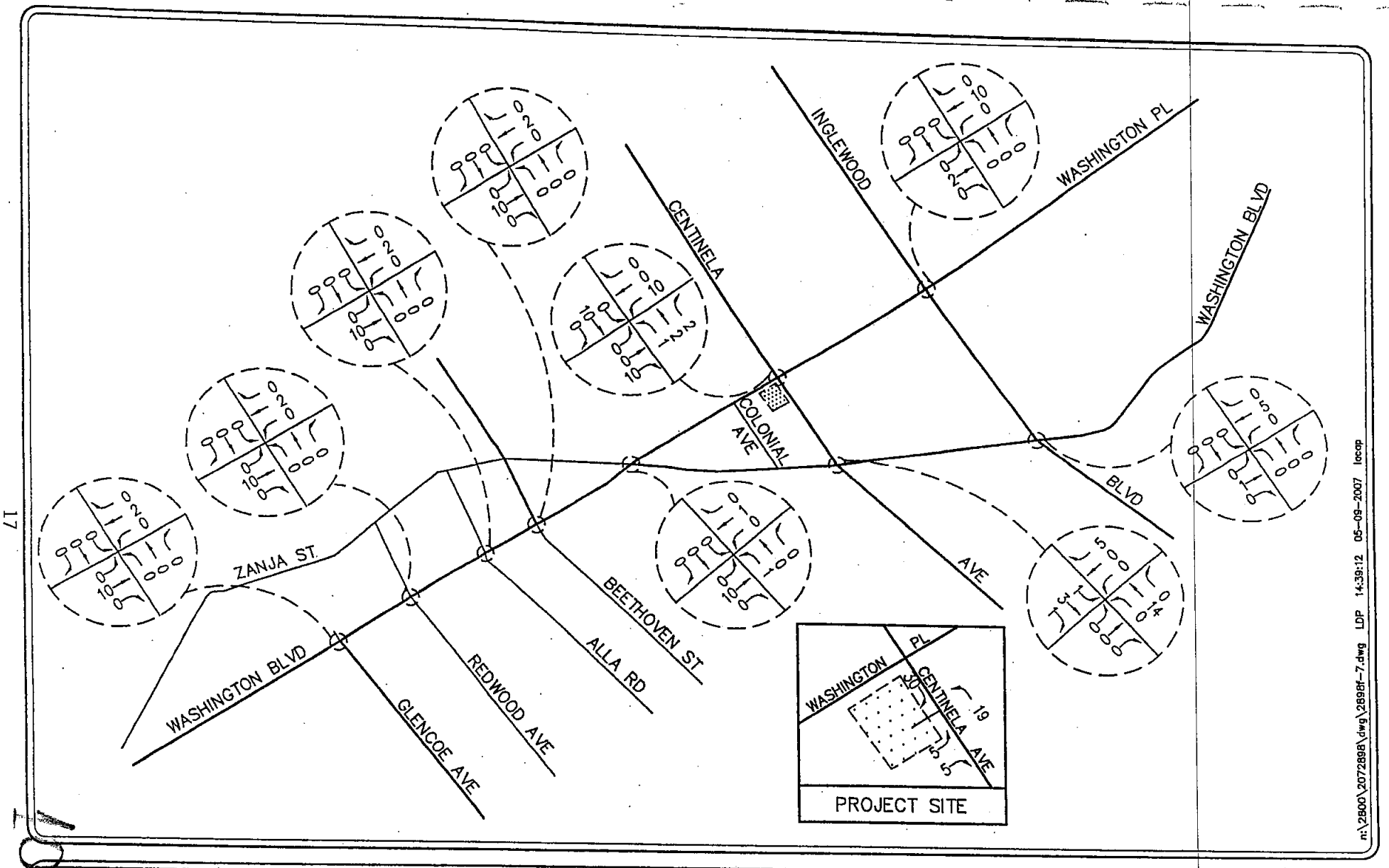
Figures 10 and **11** illustrate the Year 2008 Cumulative Base AM and PM peak hour traffic volumes, respectively.

5.3 Year 2008 Cumulative plus Project Traffic Forecasts

The estimates of project-generated traffic volumes were added to the Year 2008 Cumulative Base forecasts to develop traffic projections for the Year 2008 Cumulative plus Project scenario.

The resulting Year 2008 Cumulative plus Project traffic volumes at each of the analyzed locations are shown in **Figures 12** and **13** during the AM and PM peak hours, respectively.

102



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NO SCALE

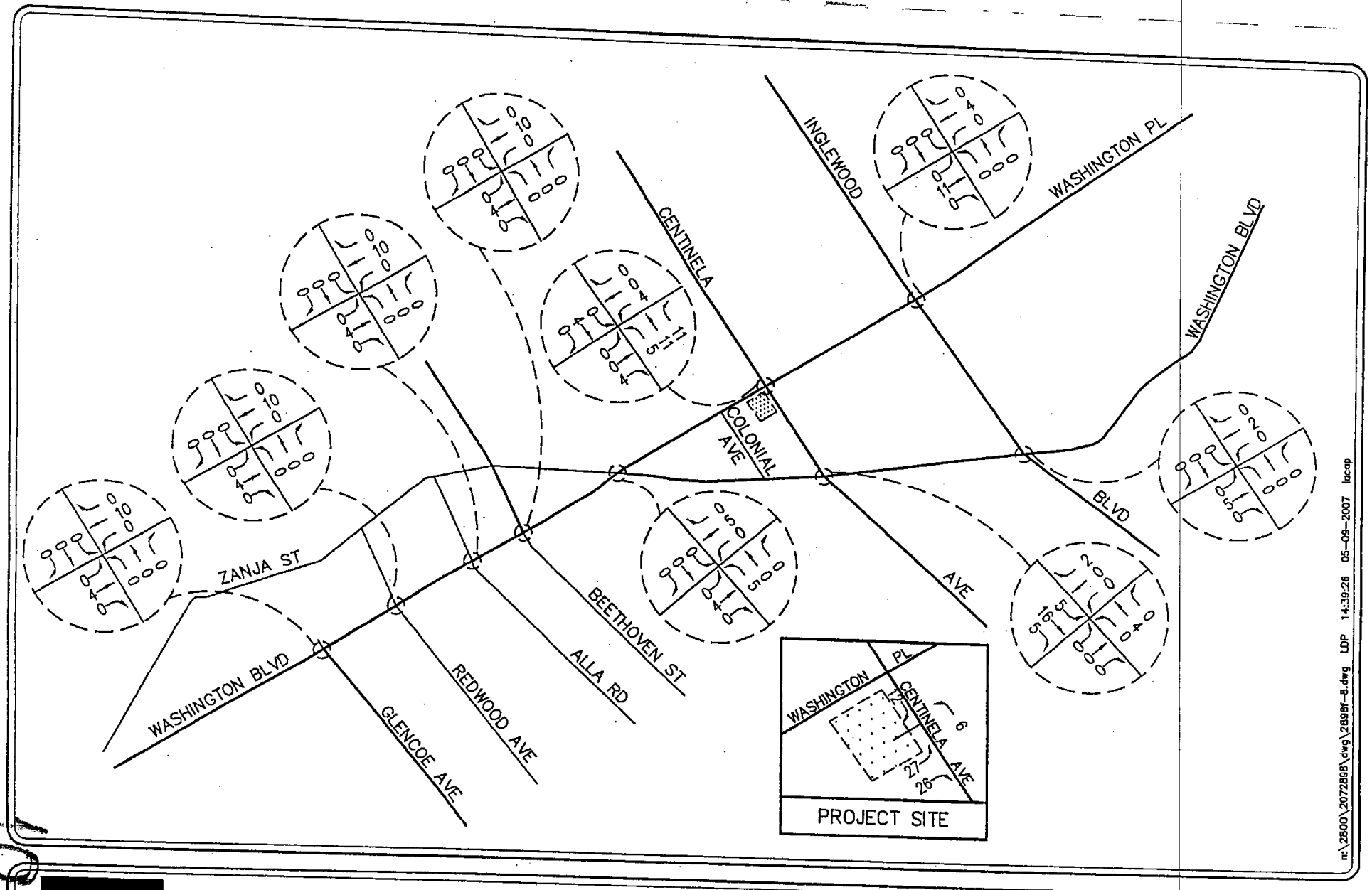
KEY

= PROJECT SITE

FIGURE 7

PROJECT-GENERATED AM PEAK HOUR TRAFFIC VOLUMES

12402 WASHINGTON PLACE, CULVER CITY



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KEY

= PROJECT SITE

FIGURE 8

PROJECT-GENERATED PM PEAK HOUR TRAFFIC VOLUMES

12402 WASHINGTON PLACE, CULVER CITY

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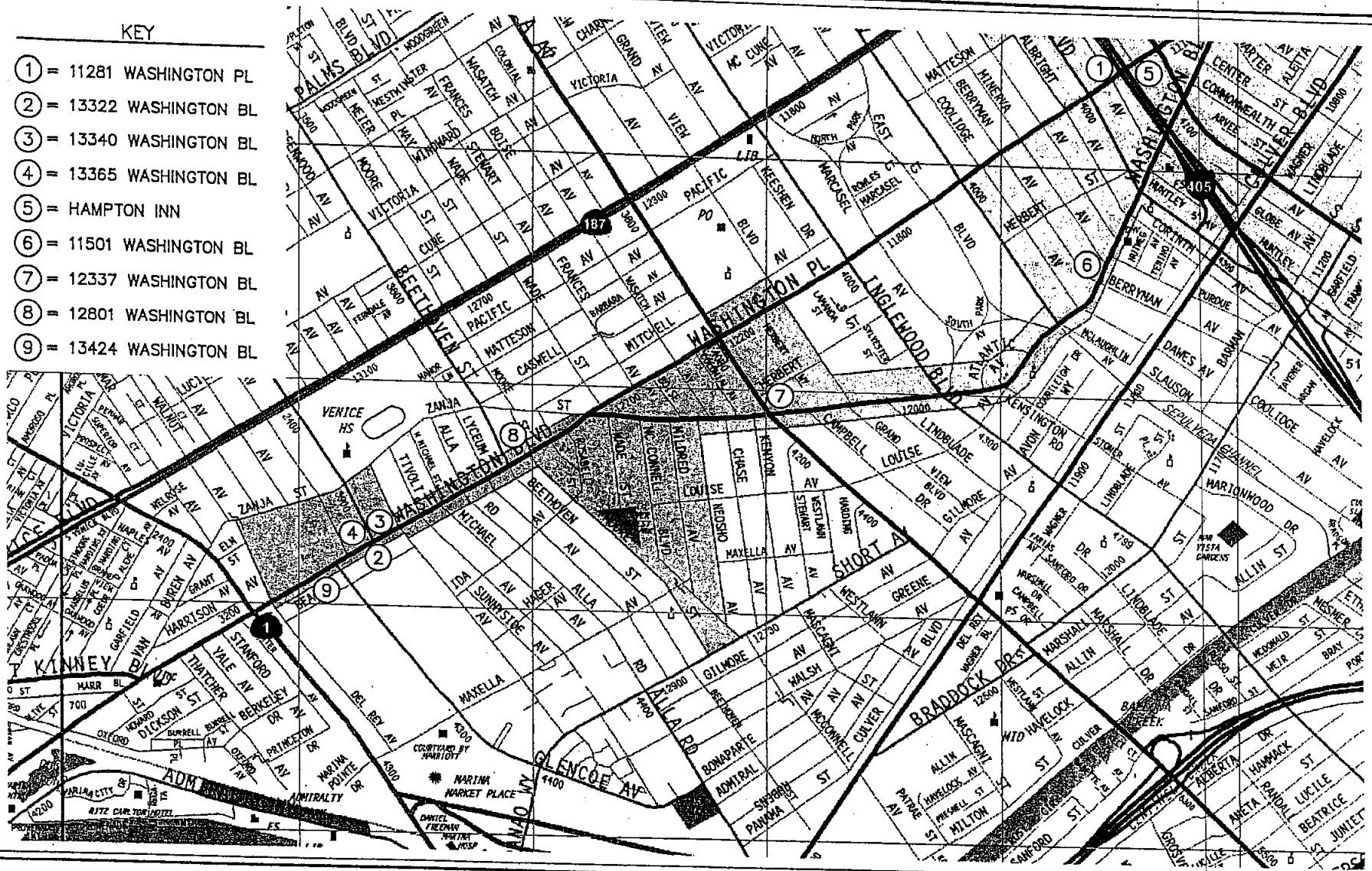

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: THOMAS BROS.

KEY

(#) = LOCATION OF RELATED PROJECTS

= PROJECT SITE

FIGURE 9

RELATED PROJECTS LOCATION MAP

12402 WASHINGTON PLACE, CULVER CITY

TABLE 6
CUMULATIVE PROJECT TRIP GENERATION RATES

Land Use	Daily			AM Peak Hour			PM Peak Hour		
	In %	Out %	Total	In %	Out %	Total	In %	Out %	Total
Condominium/Townhouse (trips per DU)	50%	50%	5.86	17%	83%	0.44	67%	33%	0.52
Shopping Center (trips per 1,000 SF)	50%	50%	42.94	61%	39%	1.03	48%	52%	3.75
Hotel (trips per Room)	50%	50%	8.17	61%	39%	0.56	53%	47%	0.59
Apartments (trips per DU)	50%	50%	6.72	20%	80%	0.51	65%	35%	0.62
General Office Building (trips per 1,000 SF)	50%	50%	11.01	88%	12%	1.55	17%	83%	1.49

Source:

Trip Generation (7th Edition), Institute of Transportation Engineers (ITE), 2003.

Notes:

SF= Square Feet, DU= Dwelling Unit

TABLE 7
CUMULATIVE PROJECT TRIP GENERATION ESTIMATES

Description	Size	Daily	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Tota
1 11281 Washington Place								
Shopping Center	13,125 SF	564	8	5	13	24	26	50
Condominium/Townhouse	4 DU	23	0	1	1	1	1	2
	Total:	587	8	6	14	25	27	52
2 13322 Washington Boulevard								
Shopping Center	4,257 SF	896	15	9	24	38	41	79
3 13340 Washington Boulevard								
Condominium/Townhouse	41 DU	240	3	15	18	14	7	21
4 13365 Washington Boulevard								
Shopping Center	5,000 SF	215	3	2	5	9	10	19
Condominium/Townhouse	19 DU	111	1	7	8	7	3	10
	Total:	326	4	9	13	16	13	29
5 Hampton Inn								
Hotel	77 Rooms	629	26	17	43	24	22	46
6 11501 Washington Boulevard								
Shopping Center	2,359 SF	101	1	1	2	4	5	9
General Office Building	950 SF	10	1	0	1	0	1	1
Apartments	2 DU	13	0	1	1	1	0	1
	Total:	125	2	2	4	5	6	11
7 12337 Washington Boulevard								
Shopping Center	12,070 SF	518	8	5	13	22	24	46
Apartments	60 DU	403	6	25	31	24	13	37
Shopping Center	3,890 SF	167	2	2	4	7	8	15
Apartments	18 DU	121	2	7	9	7	4	11
	Total:	1,209	18	39	57	60	49	109
8 12801 Washington Boulevard								
Condominium/Townhouse	24 DU	141	2	9	11	8	4	12
Shopping Center	4,024 SF	173	3	2	5	7	8	15
	Total:	313	5	11	16	15	12	27
9 13424 Washington Boulevard								
Shopping Center	36,000 SF	1,546	23	14	37	65	70	135
Apartments	71 DU	477	7	29	36	28	16	44
	Total:	2,023	30	43	73	93	86	179
TOTAL CUMULATIVE PROJECT TRIPS		6,349	111	151	262	290	263	553

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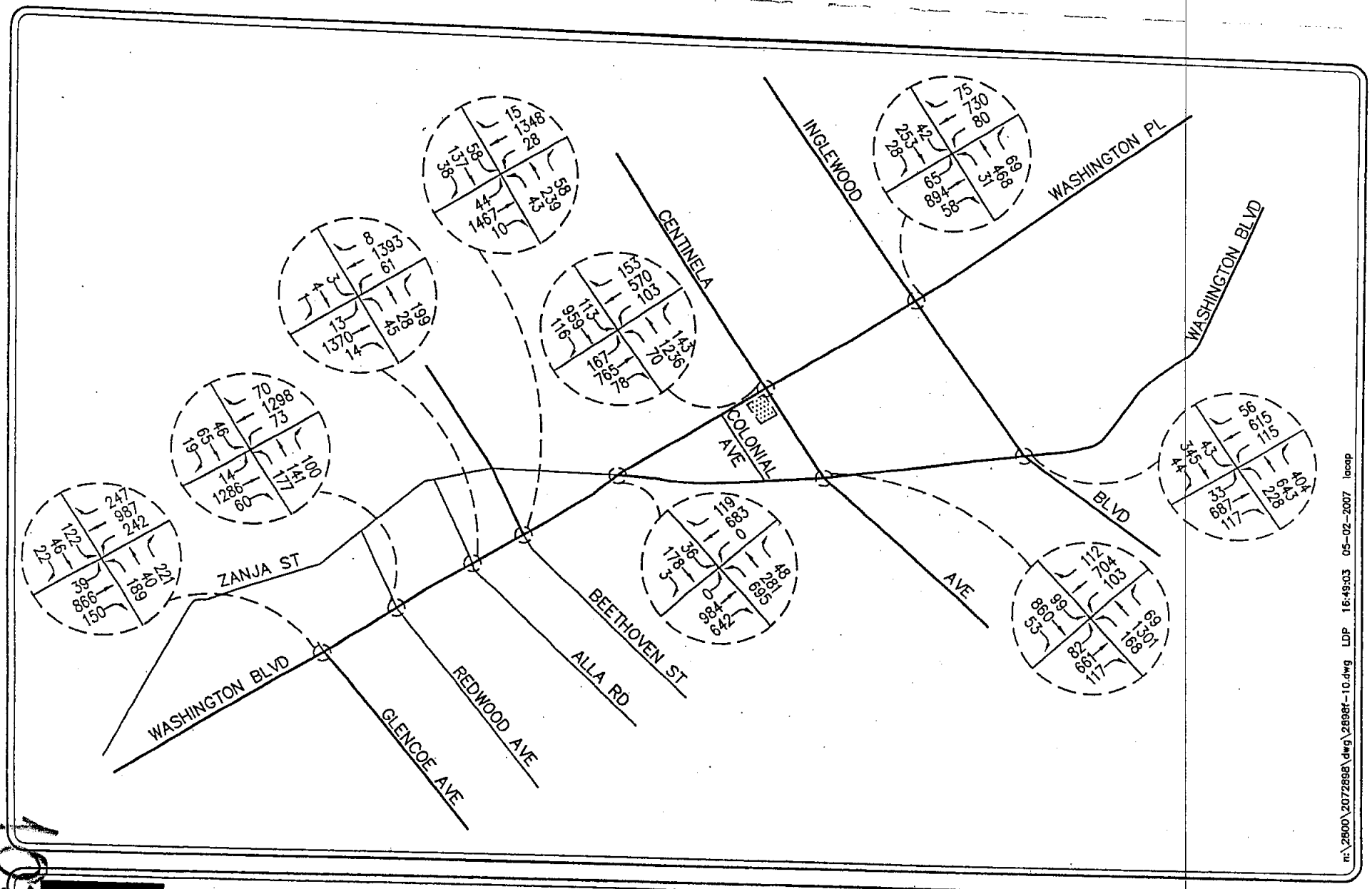


LINSCOTT LAW & GREENSPAN engineers

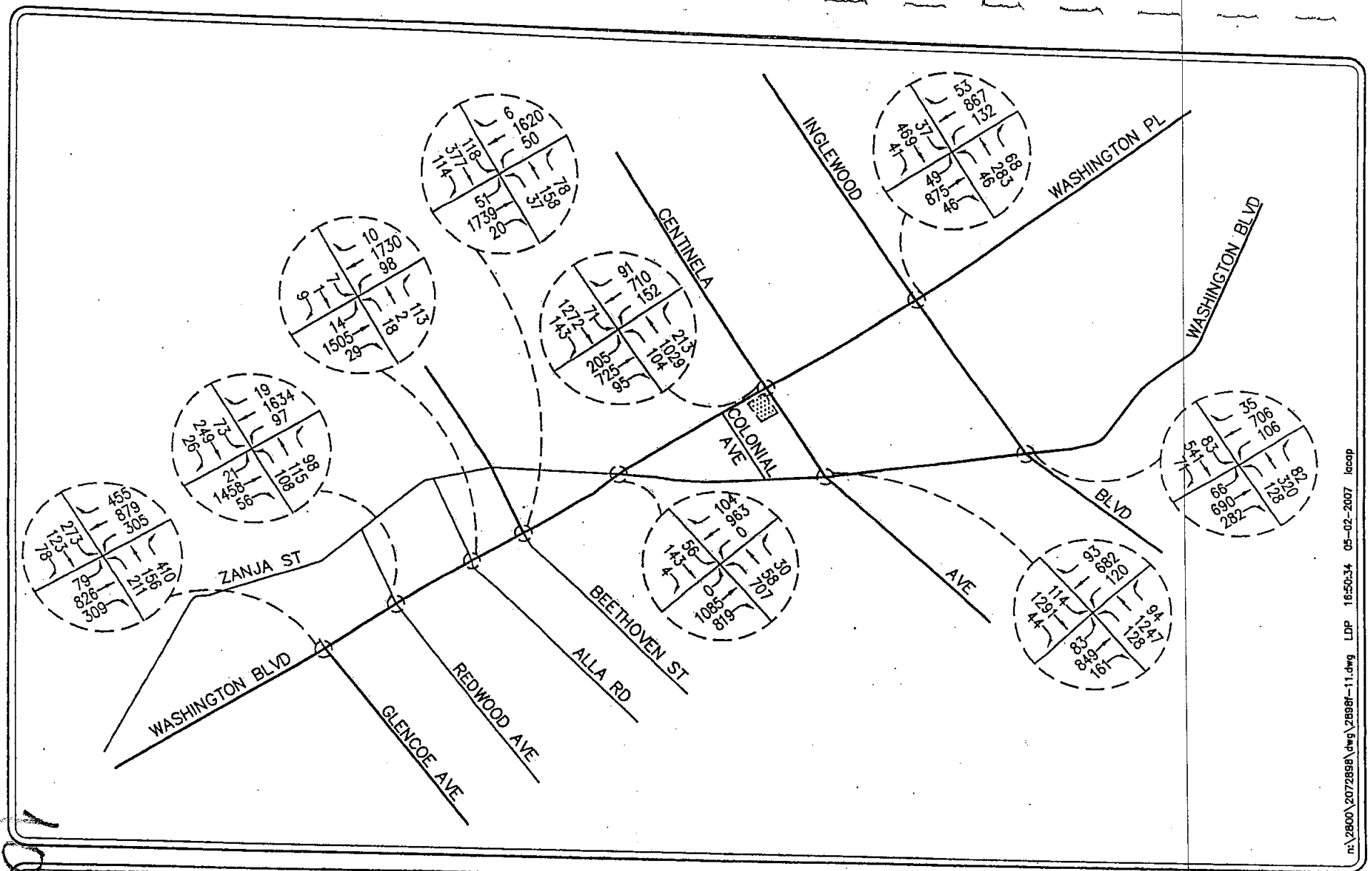
NO SCALE

KEY

= PROJECT SITE

FIGURE 10

YEAR 2008 CUMULATIVE BASE
AM PEAK HOUR TRAFFIC VOLUMES
12402 WASHINGTON PLACE, CULVER CITY



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LINSCOTT LAW & GREENSPAN engineers

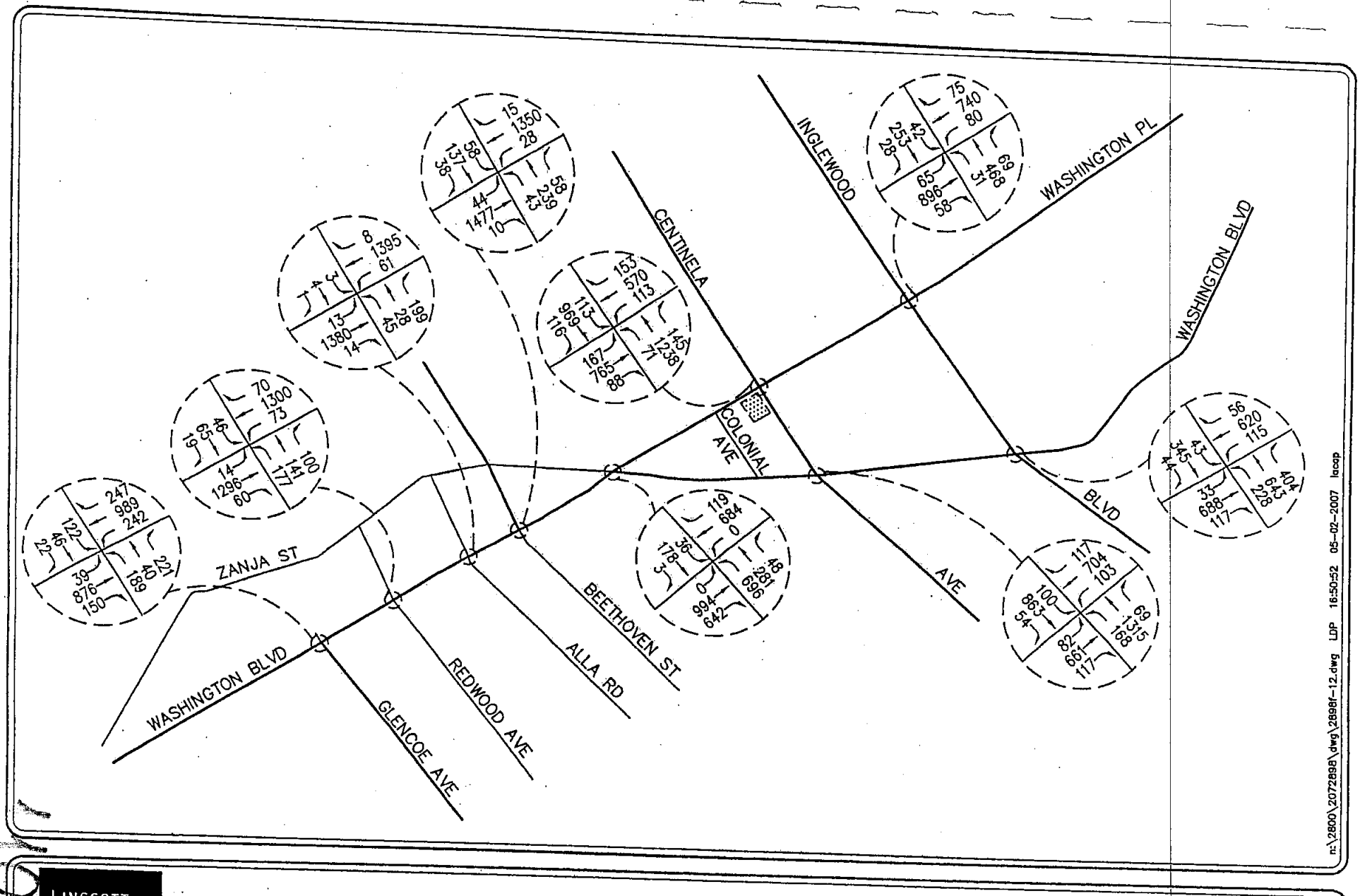
NO SCALE

KEY

= PROJECT SITE

FIGURE 11

YEAR 2008 CUMULATIVE BASE
PM PEAK HOUR TRAFFIC VOLUMES
12402 WASHINGTON PLACE, CULVER CITY



LINSCOTT LAW & GREENSPAN engineers

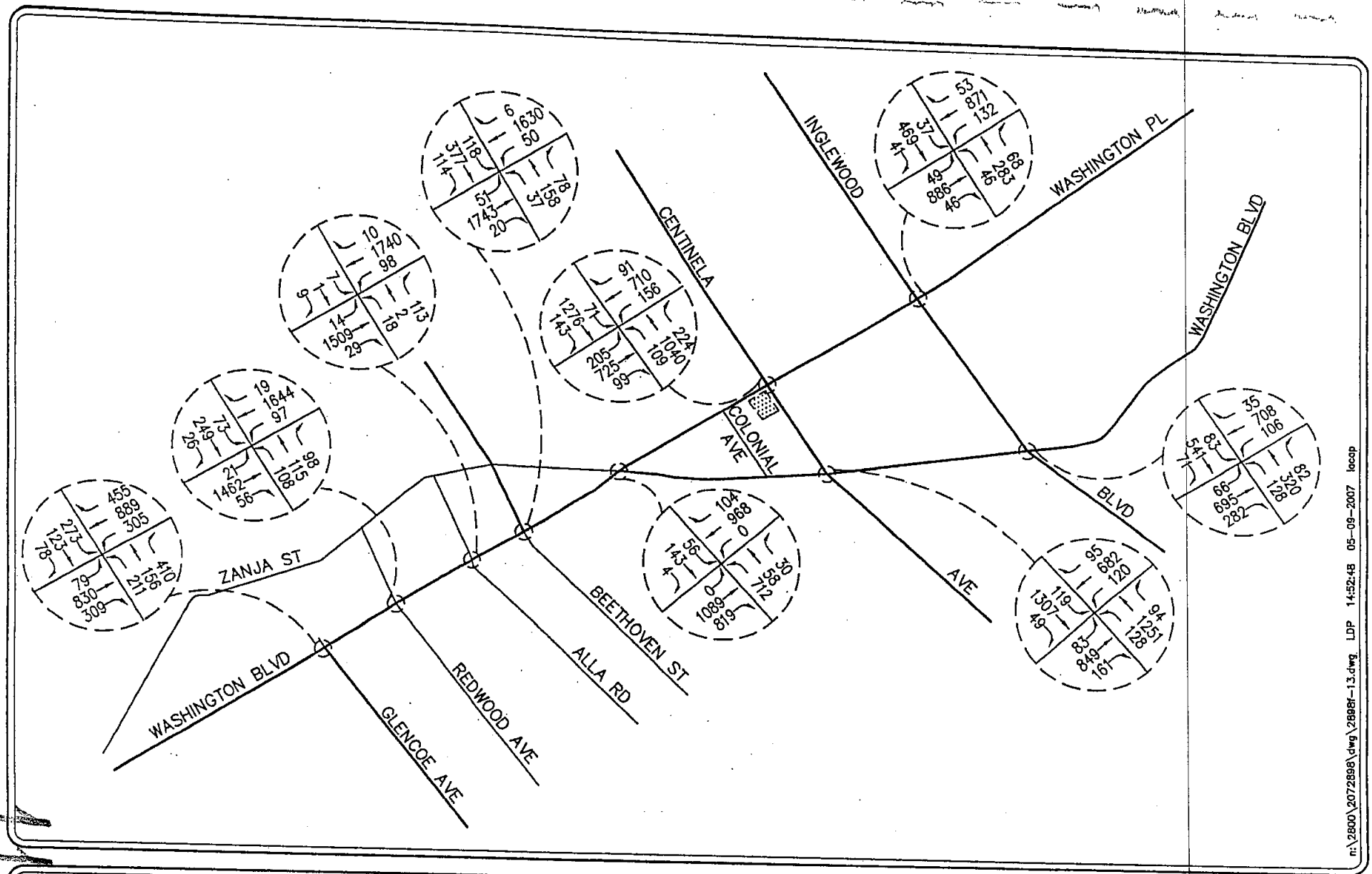
NO SCALE

KEY

= PROJECT SITE

FIGURE 12

YEAR 2008 CUMULATIVE PLUS PROJECT
AM PEAK HOUR TRAFFIC VOLUMES
12402 WASHINGTON PLACE, CULVER CITY



LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

= PROJECT SITE

FIGURE 13

YEAR 2008 CUMULATIVE PLUS PROJECT
PM PEAK HOUR TRAFFIC VOLUMES
12402 WASHINGTON PLACE, CULVER CITY

6.0 TRAFFIC IMPACT ANALYSIS

This section presents a comparison of conditions with and without the project at each analyzed intersection to determine the incremental effect of the proposed project on Year 2008 traffic conditions. Detailed calculations of the levels of service are included in **Appendix B**.

6.1 Significant Traffic Impact Criteria

In order to provide a quantitative basis for determining the significant traffic impact at a specific location, it was necessary to establish the criteria to be used in the analysis of intersections for this study.

Based upon the City's traffic study guidelines, a project is considered to have a significant impact at an intersection if the following criteria are met:

- If traffic conditions under the Cumulative Plus Project scenario are projected to operate at LOS D or better (corresponding to an ICU value equal to or less than 0.900), and the project-related increase in the ICU is equal to, or exceeds 0.040.

- If traffic conditions under the Cumulative Plus Project scenario are projected to operate at LOS E or F (corresponding to an ICU value greater than 0.900), and the project-related increase in the ICU is equal to, or exceeds 0.020.

The potential significant impact at the key intersection should be mitigated to offset the ICU increment attributable to the project, and to bring back the level of service to pre-project or Cumulative Base conditions.

6.2 Year 2008 Cumulative Base Traffic Conditions

The projected Year 2008 Cumulative Base peak hour traffic volumes were analyzed to determine the level of service for each of the analyzed intersections.

As presented in **Table 8**, four of the nine key intersections would operate at acceptable levels of service (i.e., LOS D or better) during the AM and PM peak hours. The following five key intersections are expected to operate at a deficient LOS E or F during the peak hour noted:

3. Alla Road / Washington Boulevard (both peak hours; based on unsignalized LOS)
4. Beethoven Street / Washington Boulevard (PM peak hour)
5. Zanja Street-Washington Boulevard / Washington Place (both peak hours)
6. Centinela Avenue / Washington Boulevard (PM peak hour)
8. Centinela Avenue / Washington Place (both peak hours)

6.3 Year 2008 Cumulative plus Project Traffic Conditions

The Year 2008 Cumulative plus Project peak hour traffic volumes were analyzed to determine the level of service for each of the analyzed intersections.

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TABLE 8
YEAR 2008 INTERSECTION PEAK HOUR LEVELS OF SERVICE

		Year 2008 Cumulative Base		Year 2008 Cumulative + Project		Significant Impact?	
Key Intersection	Peak Hour	ICU or Average Delay	LOS	ICU or Average Delay	LOS	ICU Increase	Yes/I
1. Glencoe Avenue at	AM	0.660	B	0.663	B	0.003	No
Washington Boulevard	PM	0.851	D	0.852	D	0.001	No
2. Redwood Avenue at	AM	0.827	D	0.830	D	0.003	No
Washington Boulevard	PM	0.852	D	0.853	D	0.001	No
3. Alla Road at	*AM*	*0.741 (Overflow)*	*C (F)*	*0.744 (Overflow)*	*C (F)*	*0.003*	*No*
Washington Boulevard [a]	*PM*	*0.736 (46.8)*	*C (E)*	*0.739 (48.0)*	*C (E)*	*0.003*	*No*
4. Beethoven Street at	AM	0.793	C	0.796	C	0.003	No
Washington Boulevard	PM	1.063	F	1.064	F	0.001	No
5. Zanja Street-Washington Blvd at	AM	0.978	E	0.982	E	0.004	No
Washington Pl	PM	1.008	F	1.012	F	0.004	No
6. Centinela Avenue at	AM	0.897	D	0.902	E	0.005	No
Washington Boulevard	PM	0.988	E	0.995	E	0.007	No
7. Inglewood Boulevard at	AM	0.852	D	0.852	D	0.000	No
Washington Boulevard	PM	0.888	D	0.889	D	0.001	No
8. Centinela Avenue at	AM	0.929	E	0.941	E	0.012	No
Washington Place	PM	0.913	E	0.923	E	0.010	No
9. Inglewood Boulevard at	AM	0.802	D	0.803	D	0.001	No
Washington Place	PM	0.813	D	0.816	D	0.003	No

Note:

[a] Currently unsignalized; level of service is based on the average delay (seconds per vehicle) for the intersection per the HCM unsignalized methodology, as shown in parentheses. ICU methodology was also applied to determine the increase in ICU values and significant traffic impact.

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Based upon the application of the significance criteria described previously, *Table 8* indicates that the project is not expected to cause significant traffic impacts at any of the nine key study intersections. Therefore, mitigation measures are not necessary.

7.0 SITE ACCESS

The project driveway on Centinela Avenue is expected to operate as a full-access driveway (i.e., left-turns in, right-turns in, left-turns out, and right-turns out are allowed). Due to the single, double-yellow median along Centinela Avenue, it is legal for project traffic to turn left into the driveway from northbound Centinela Avenue, and to turn left exiting the site to travel northbound on Centinela Avenue. To determine whether these movements could be accomplished during the peak commute hours, traffic "gap" and queuing observations during the PM peak period (between 4:00 PM and 6:00 PM) were conducted on Tuesday, May 8, 2007, as part of this study.

The term "critical gap" refers to the minimum time interval between the front bumpers of two successive vehicles in the traffic stream on the major street (i.e., northbound and southbound traffic on Centinela Avenue) that will allow the entry of one minor-street vehicle (i.e., vehicle entering or exiting the project driveway). For this study, the "critical gap" times were measured in the field, in addition to how long it would actually take one vehicle to turn left (exiting the project driveway) onto northbound Centinela Avenue.

The results of the gap observations indicate that the average gap time on northbound-southbound Centinela Avenue is 5 seconds, and that these gaps occurred 53 times during the PM peak hour (approximately one gap occurring every minute). The average gap time of 5 seconds and the presence of 53 gaps per hour are expected to be similar under Year 2008 conditions.

The field observations also indicate that it would actually take approximately 3 seconds for a vehicle turn left out of the driveway and maneuver onto northbound Centinela Avenue. The empirical average gap time of 5 seconds exceeds the amount of time (3 seconds) it would require to complete the left-turn outbound movement; therefore, there is adequate gap time on Centinela Avenue to accommodate the left-turn outbound movements from the driveway.

During the PM peak hour, this study estimates that there could be as many as 27 project-generated trips turning left out of the driveway. Dividing these 27 vehicles by a "capacity" equal to 53 gaps (or vehicles processed) per hour yields a volume-to-capacity ratio (V/C) of 0.509, which corresponds to an acceptable LOS A (based on the application of level of service criteria corresponding to V/C or ICU).

The queue observations along Centinela Avenue (south of Washington Place) indicate that the 85th percentile queue on the northbound left-turn lane is 3 vehicles, and is 8 vehicles on the northbound through lanes. There was no queue observed on southbound Centinela Avenue. The queue of 3 vehicles in the northbound left-turn lane corresponds to 66 feet of queue storage length (presuming 22 feet per vehicle). The total existing length of the left-turn lane is 180 feet. The project driveway is located 96 feet south of Washington Place; therefore, there is adequate storage length

(approximately 84 feet, which could store three vehicles) to accommodate project-generated traffic turning left into the site from Centinela Avenue. The available storage space on the northbound left-turn lane could also accommodate project-generated trips turning left out of the driveway that perform a two-step maneuver by crossing southbound Centinela Avenue first, then staying in the left-turn lane to wait for available gaps in traffic, before merging onto northbound Centinela Avenue.

Based on the considerations above, it can be concluded that the left-turn inbound and outbound movements to/from the project driveway could be accomplished, and that the project driveway would adequately function as a full-access driveway.

8.0 PARKING

The City Code requirement for general office and retail uses is 1 space per 350 square feet. The application of this Code-based parking ratio to a total gross floor area of 41,772 SF yields 119 spaces. The project would provide 126 spaces in three subterranean levels. Therefore, the City Code-based requirement of 119 spaces would be adequately met by the proposed supply, with a surplus of 7 spaces.

APPENDIX A

INTERSECTION PEAK PERIOD TRAFFIC COUNTS

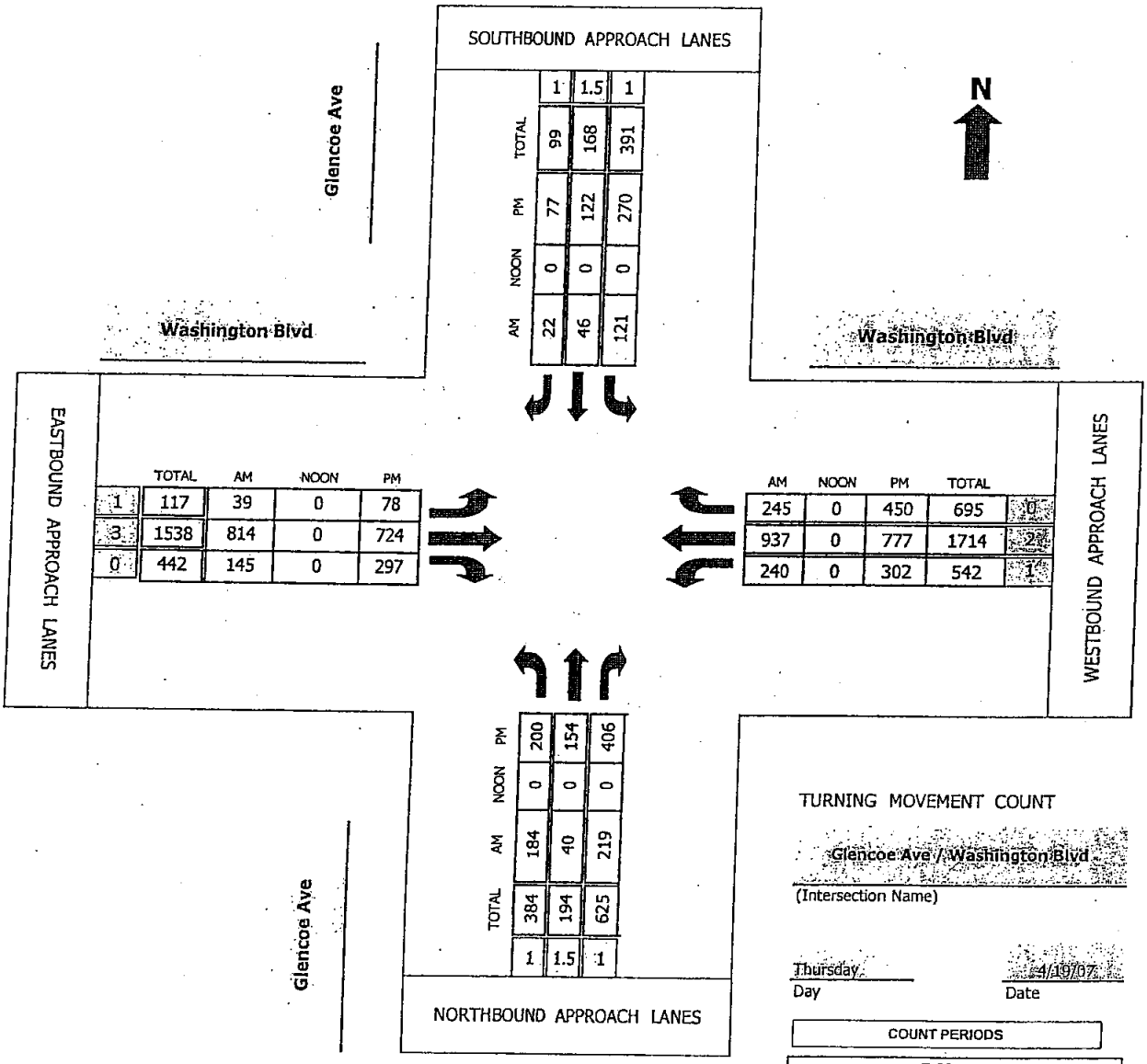
Intersection Turning Movement

Prepared by:

National Data & Surveying Services

TMC Summary of Glencoe Ave/Washington Blvd

Project #: 07-2168-001



	TOTAL	AM	NOON	PM
1	1	1.5		1
	99	168		391
	77	122		270
	0	0		0
	22	46		121

	TOTAL	AM	NOON	PM
1	117	39	0	78
3	1538	814	0	724
0	442	145	0	297

AM	NOON	PM	TOTAL	
245	0	450	695	0
937	0	777	1714	2
240	0	302	542	1

	TOTAL	AM	NOON	PM
	384	184	0	200
	194	40	0	154
	625	219	0	406
	1	1.5		1

TURNING MOVEMENT COUNT

Glencoe Ave / Washington Blvd

(Intersection Name)

Thursday — Day

4/19/07 — Date

COUNT PERIODS		
am	7:00 AM -	9:00 AM
noon	11:00 AM -	1:00 PM
pm	4:00 PM -	6:00 PM

AM PEAK HOUR	800 AM
NOON PEAK HOUR	0 AM
PM PEAK HOUR	500 PM

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Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Glencoe Ave DATE: 4/19/2007 LOCATION: City of Culver

E-W STREET: Washington Blvd DAY: THURSDAY PROJECT# 07-2168-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	0.5	1	1.5	0.5	1	1	2	1	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	24	13	51	26	9	6	4	120	15	33	205	20	526
7:15 AM	21	12	52	23	8	4	4	122	14	34	197	27	518
7:30 AM	43	11	65	31	5	11	5	182	10	30	227	50	670
7:45 AM	41	14	75	23	3	8	3	195	25	68	265	59	779
8:00 AM	62	9	74	28	12	3	3	190	24	52	199	38	694
8:15 AM	41	10	57	31	13	7	10	182	49	68	250	65	783
8:30 AM	39	9	46	39	9	6	12	199	36	56	217	68	736
8:45 AM	42	12	42	23	12	6	14	243	36	64	271	74	839
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 313	NT 90	NR 462	SL 224	ST 71	SR 51	EL 55	ET 1433	ER 209	WL 405	WT 1831	WR 401	TOTAL 5545

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	184	40	219	121	46	22	39	814	145	240	937	245	3052
PEAK HR. FACTOR:		0.764			0.875			0.852			0.869		0.909

CONTROL: Signalized

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Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Glencoe Ave DATE: 4/19/2007 LOCATION: City of Culver

E-W STREET: Washington Blvd DAY: THURSDAY PROJECT# 07-2168-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	0.5	1	1.5	0.5	1	1	2	1	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	52	40	66	71	14	8	49	176	42	66	187	104	875
4:15 PM	55	33	63	61	11	18	53	183	53	72	196	94	892
4:30 PM	40	31	67	71	25	16	24	141	76	79	188	101	859
4:45 PM	42	28	70	77	26	17	22	148	66	78	190	126	890
5:00 PM	54	38	142	65	39	16	33	165	53	83	189	113	990
5:15 PM	48	33	79	67	29	10	14	179	89	72	197	108	925
5:30 PM	45	33	78	65	27	26	16	195	76	76	181	121	939
5:45 PM	53	50	107	73	27	25	15	185	79	71	210	108	1003
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 389	NT 286	NR 672	SL 550	ST 198	SR 136	EL 226	ET 1372	ER 534	WL 597	WT 1538	WR 875	TOTAL 7373

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	200	154	406	270	122	77	78	724	297	302	777	450	3857
PEAK HR. FACTOR:		0.812			0.938			0.957			0.983		0.961

CONTROL: Signalized

120

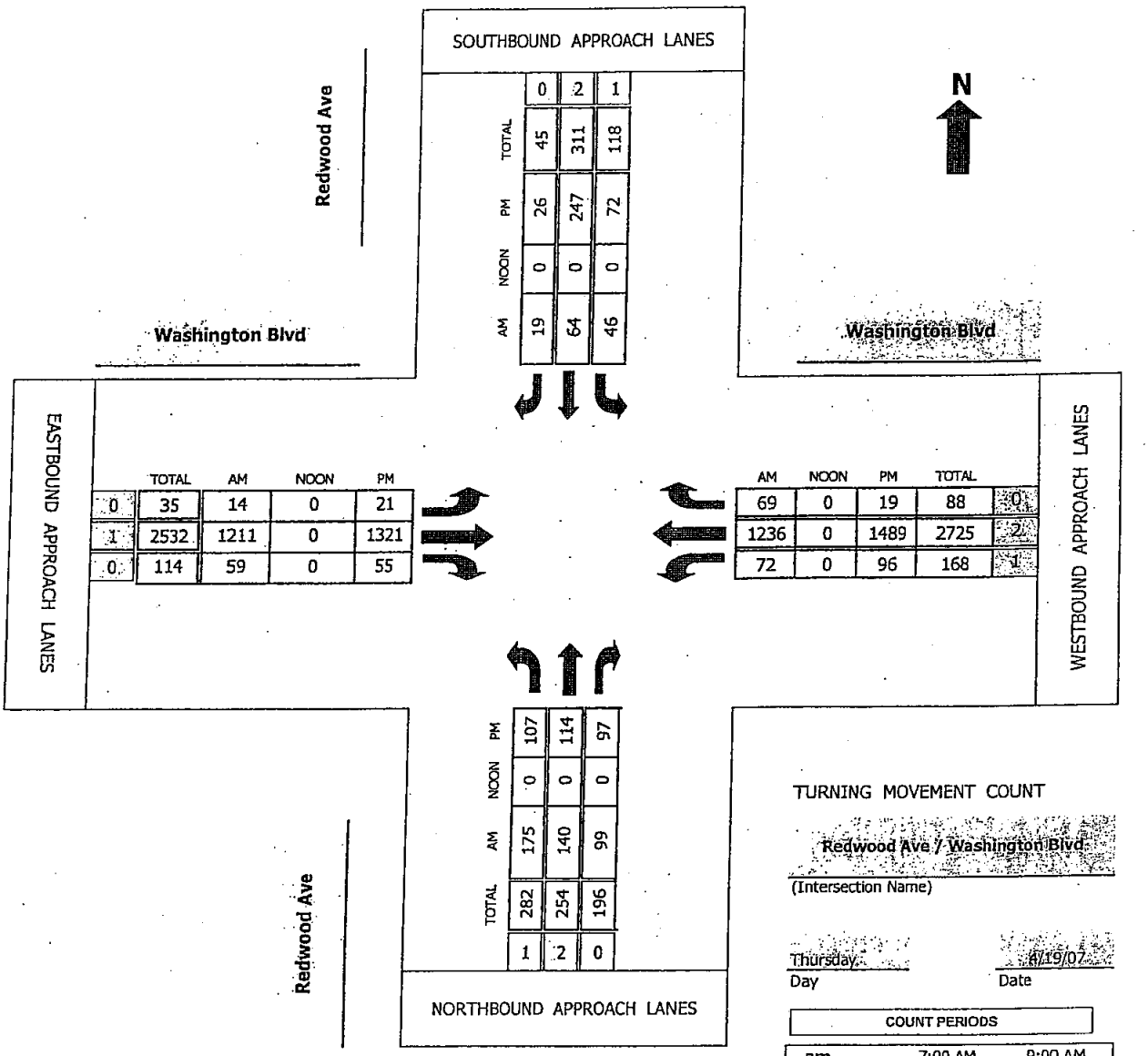
Intersection Turning Movement

Prepared by:

National Data & Surveying Services

TMC Summary of Redwood Ave/Washington Blvd

Project #: 07-2168-002



TURNING MOVEMENT COUNT

Redwood Ave / Washington Blvd

(Intersection Name)

Thursday — Day

4/19/07 — Date

COUNT PERIODS		
am	7:00 AM -	9:00 AM
noon	11:00 AM -	1:00 PM
pm	4:00 PM -	6:00 PM

AM PEAK HOUR	800 AM
NOON PEAK HOUR	0 AM
PM PEAK HOUR	500 PM

121

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Redwood Ave DATE: 4/19/2007 LOCATION: City of Culver

E-W STREET: Washington Blvd DAY: THURSDAY PROJECT# 07-2168-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	25	16	2	7	12	0	1	134	6	16	153	5	377
7:15 AM	94	41	10	9	11	4	2	184	8	22	197	4	586
7:30 AM	41	55	7	13	22	2	4	199	2	17	308	29	699
7:45 AM	48	34	14	35	25	11	5	210	7	12	300	24	725
8:00 AM	38	36	21	13	15	3	2	308	9	14	303	35	797
8:15 AM	31	28	17	11	11	6	2	320	20	8	302	16	772
8:30 AM	46	33	29	10	16	6	5	323	13	19	318	11	829
8:45 AM	60	43	32	12	22	4	5	260	17	31	313	7	806
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 383	NT 286	NR 132	SL 110	ST 134	SR 36	EL 26	ET 1938	ER 82	WL 139	WT 2194	WR 131	TOTAL 5591

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	175	140	99	46	64	19	14	1211	59	72	1236	69	3204
PEAK HR. FACTOR:		0.767			0.849			0.939			0.978		0.966

CONTROL: Signalized

122

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Redwood Ave DATE: 4/19/2007 LOCATION: City of Culver

E-W STREET: Washington Blvd DAY: THURSDAY PROJECT# 07-2168-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	30	27	31	8	48	2	4	300	24	22	327	9	832
4:15 PM	27	29	36	11	47	1	5	282	22	21	291	8	780
4:30 PM	22	22	20	16	35	7	4	261	14	18	335	2	756
4:45 PM	32	35	32	19	59	6	6	255	15	17	320	7	803
5:00 PM	28	30	38	23	59	7	6	360	15	20	334	5	925
5:15 PM	31	21	26	13	72	2	4	334	17	19	405	4	948
5:30 PM	22	27	16	8	53	8	5	323	16	26	377	5	886
5:45 PM	26	36	17	28	63	9	6	304	7	31	373	5	905
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	218	227	216	126	436	42	40	2419	130	174	2762	45	6835

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	107	114	97	72	247	26	21	1321	55	96	1489	19	3664
PEAK HR. FACTOR:		0.828			0.863			0.917			0.937		0.966

CONTROL: Signalized

123

Intersection Turning Movement

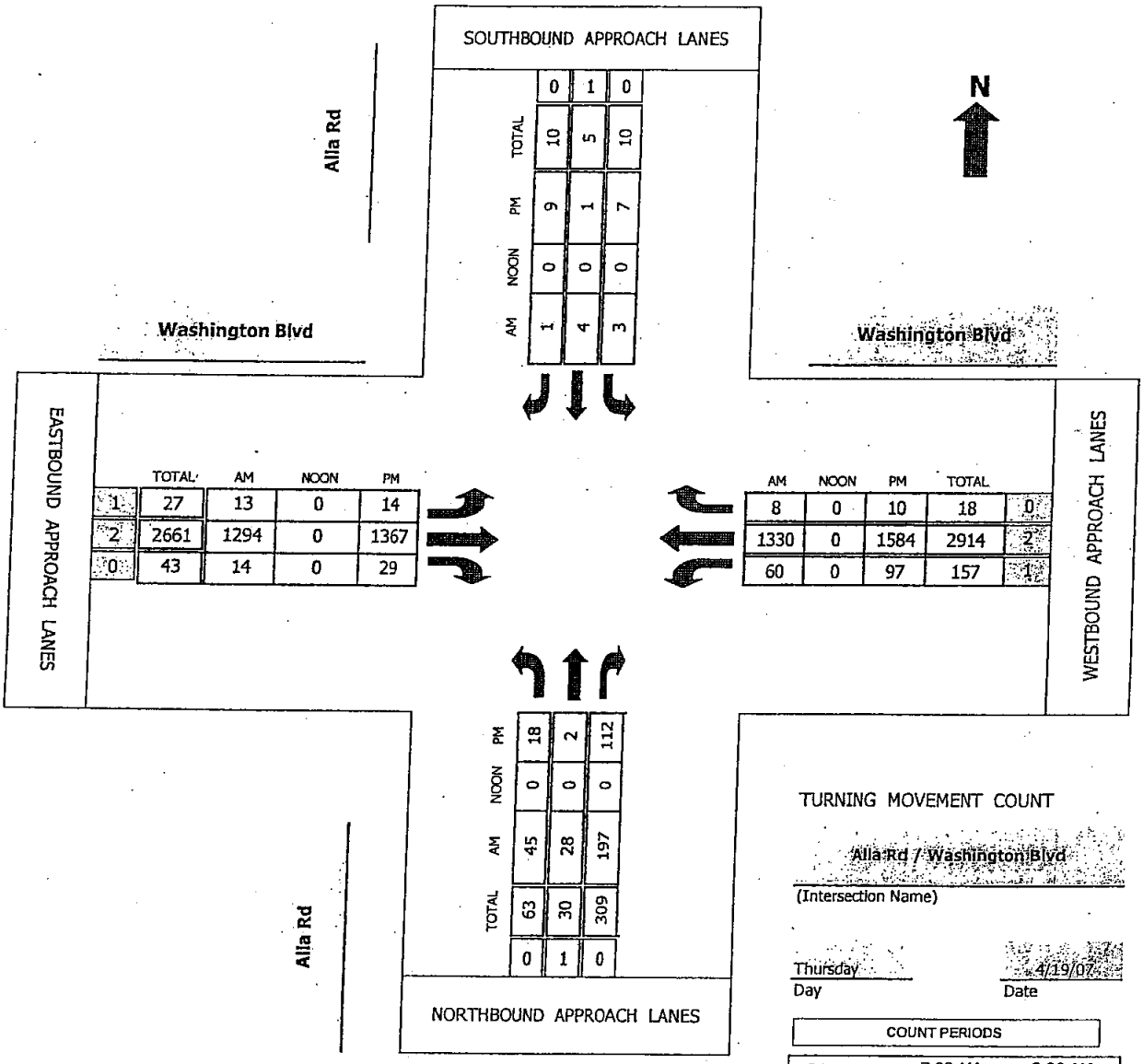
Prepared by:

National Data & Surveying Services

(3)

TMC Summary of Alla Rd/Washington Blvd

Project #: 07-2168-003



	AM	NOON	PM	TOTAL
0	1	0	10	1
4	0	0	5	1
3	0	0	10	0

	TOTAL	AM	NOON	PM
1	27	13	0	14
2	2661	1294	0	1367
0	43	14	0	29

AM	NOON	PM	TOTAL	
8	0	10	18	0
1330	0	1584	2914	2
60	0	97	157	1

	AM	NOON	PM	TOTAL
18	0	0	63	0
2	0	0	30	1
112	0	0	309	0

TURNING MOVEMENT COUNT

Alla Rd / Washington Blvd
(Intersection Name)

Thursday — Day

4/19/07 — Date

COUNT PERIODS		
am	7:00 AM -	9:00 AM
noon	11:00 AM -	1:00 PM
pm	4:00 PM -	6:00 PM

AM PEAK HOUR	800 AM
NOON PEAK HOUR	0 AM
PM PEAK HOUR	500 PM

124

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Alla Rd DATE: 4/19/2007 LOCATION: City of Culver

E-W STREET: Washington Blvd DAY: THURSDAY PROJECT# 07-2168-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	4	2	13	1	0	2	0	133	1	6	171	1	334
7:15 AM	8	2	27	0	0	1	1	206	3	2	236	2	488
7:30 AM	13	3	49	0	0	0	2	260	4	5	281	1	618
7:45 AM	14	6	49	2	2	3	0	258	3	9	286	1	633
8:00 AM	14	4	35	1	2	1	3	303	1	18	277	2	661
8:15 AM	6	15	68	0	1	0	5	336	6	16	352	1	806
8:30 AM	14	5	57	1	0	0	3	369	5	15	353	3	825
8:45 AM	11	4	37	1	1	0	2	286	2	11	348	2	705
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 84	NT 41	NR 335	SL 6	ST 6	SR 7	EL 16	ET 2151	ER 25	WL 82	WT 2304	WR 13	TOTAL 5070

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	45	28	197	3	4	1	13	1294	14	60	1330	8	2997
PEAK HR. FACTOR:		0.758			0.500			0.876			0.942		0.908

CONTROL: 2-Way Stop N & S

125

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Alla Rd DATE: 4/19/2007 LOCATION: City of Culver

E-W STREET: Washington Blvd DAY: THURSDAY PROJECT# 07-2168-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	1	0	28	0	0	1	2	370	7	17	376	2	804
4:15 PM	8	0	20	0	0	0	2	341	10	17	326	6	730
4:30 PM	8	1	28	1	0	2	3	404	3	15	323	0	788
4:45 PM	3	2	24	0	0	0	2	334	8	19	316	1	709
5:00 PM	6	0	31	0	0	1	5	400	3	26	371	1	844
5:15 PM	3	1	18	3	1	4	4	338	9	35	417	5	838
5:30 PM	7	1	28	4	0	2	1	329	7	13	368	1	761
5:45 PM	2	0	35	0	0	2	4	300	10	23	428	3	807
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	38	5	212	8	1	12	23	2816	57	165	2925	19	6281

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	18	2	112	7	1	9	14	1367	29	97	1584	10	3250
PEAK HR. FACTOR:		0.892			0.531			0.864			0.925		0.963

CONTROL: 2-Way Stop N & S

126

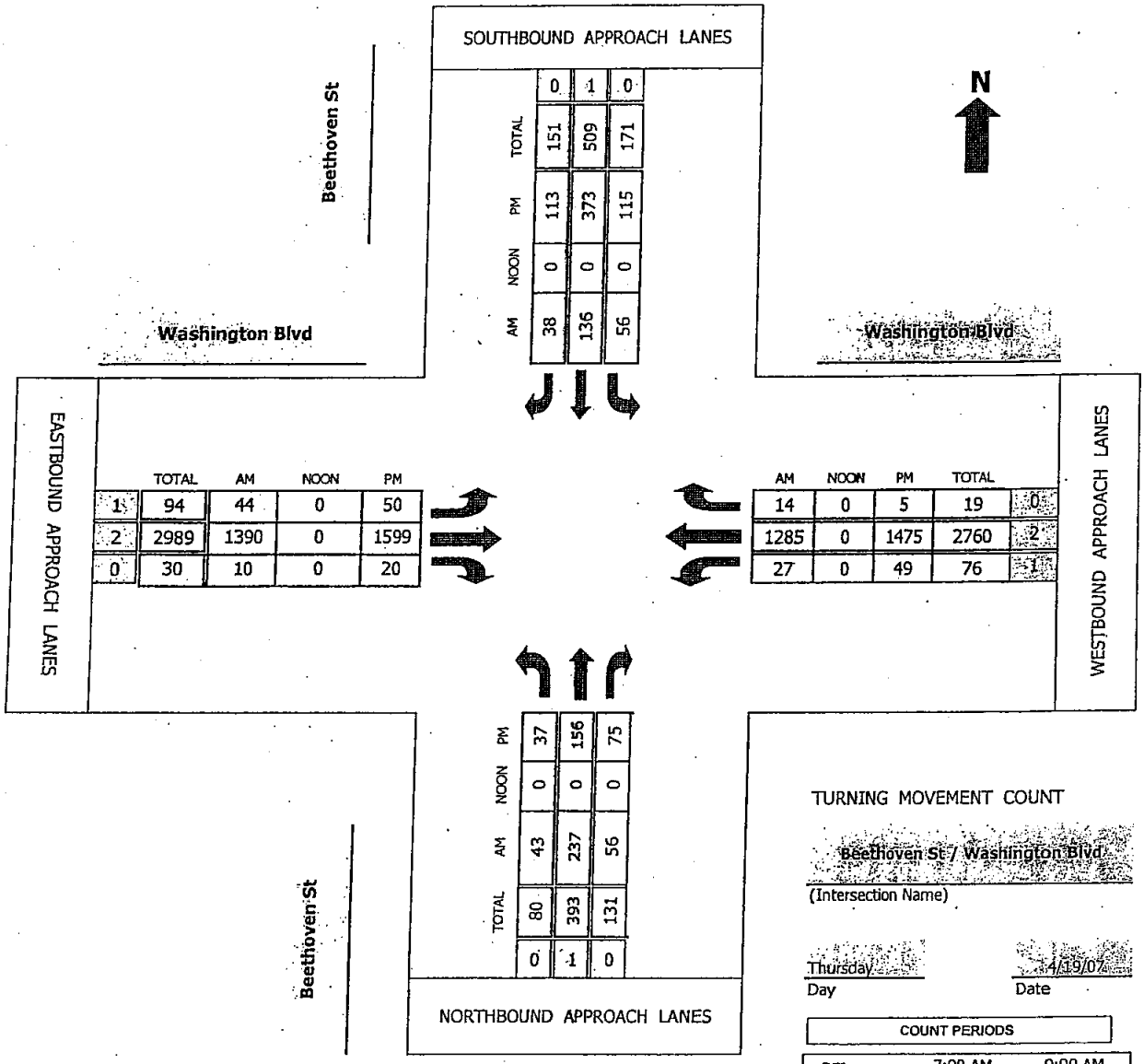
Intersection Turning Movement

Prepared by:

National Data & Surveying Services

TMC Summary of Beethoven St/Washington Blvd

Project #: 07-2168-004



	TOTAL	AM	NOON	PM
0	1	0		
151	509	171		
113	373	115		
0	0	0		
38	136	56		

	TOTAL	AM	NOON	PM
1	94	44	0	50
2	2989	1390	0	1599
0	30	10	0	20

AM	NOON	PM	TOTAL	
14	0	5	19	0
1285	0	1475	2760	2
27	0	49	76	1

	TOTAL	AM	NOON	PM
37	156	75		
0	0	0		
43	237	56		
80	393	131		
0	1	0		

TURNING MOVEMENT COUNT

Beethoven St / Washington Blvd
(Intersection Name)

Thursday
Day

4/19/07
Date

COUNT PERIODS		
am	7:00 AM -	9:00 AM
noon	11:00 AM -	1:00 PM
pm	4:00 PM -	6:00 PM

AM PEAK HOUR	745 AM
NOON PEAK HOUR	0 AM
PM PEAK HOUR	430 PM

127

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Beethoven St DATE: 4/19/2007 LOCATION: City of Culver

E-W STREET: Washington Blvd DAY: THURSDAY PROJECT# 07-2168-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	2	26	6	4	3	6	9	157	1	5	158	3	380
7:15 AM	9	37	6	7	28	8	10	227	2	2	216	0	552
7:30 AM	16	72	12	7	29	6	18	286	4	12	273	2	737
7:45 AM	15	58	14	17	45	12	13	295	3	7	347	5	831
8:00 AM	11	59	15	15	24	9	7	331	2	6	278	2	759
8:15 AM	7	62	13	9	34	5	16	384	2	5	357	4	898
8:30 AM	10	58	14	15	33	12	8	380	3	9	303	3	848
8:45 AM	10	38	15	10	23	9	6	333	1	16	329	3	793
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 80	NT 410	NR 95	SL 84	ST 219	SR 67	EL 87	ET 2393	ER 18	WL 62	WT 2261	WR 22	TOTAL 5798

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	43	237	56	56	136	38	44	1390	10	27	1285	14	3336
PEAK HR. FACTOR:		0.966			0.777			0.898			0.906		0.929

CONTROL: Signalized

128

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Beethoven St DATE: 4/19/2007 LOCATION: City of Culver

E-W STREET: Washington Blvd DAY: THURSDAY PROJECT# 07-2168-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	7	35	16	20	74	18	14	328	3	11	304	4	834
4:15 PM	7	23	12	23	66	14	11	345	5	9	328	5	848
4:30 PM	14	52	13	30	99	33	21	396	7	18	345	0	1028
4:45 PM	5	32	21	24	99	34	12	407	4	11	348	3	1000
5:00 PM	9	37	23	32	98	15	10	454	5	12	407	0	1102
5:15 PM	9	35	18	29	77	31	7	342	4	8	375	2	937
5:30 PM	7	29	20	31	77	33	14	336	7	14	338	3	909
5:45 PM	12	22	15	20	71	32	8	314	5	2	410	5	916
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 70	NT 265	NR 138	SL 209	ST 661	SR 210	EL 97	ET 2922	ER 40	WL 85	WT 2855	WR 22	TOTAL 7574

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	37	156	75	115	373	113	50	1599	20	49	1475	5	4067
PEAK HR. FACTOR:		0.848			0.927			0.890			0.912		0.923

CONTROL: Signalized

129

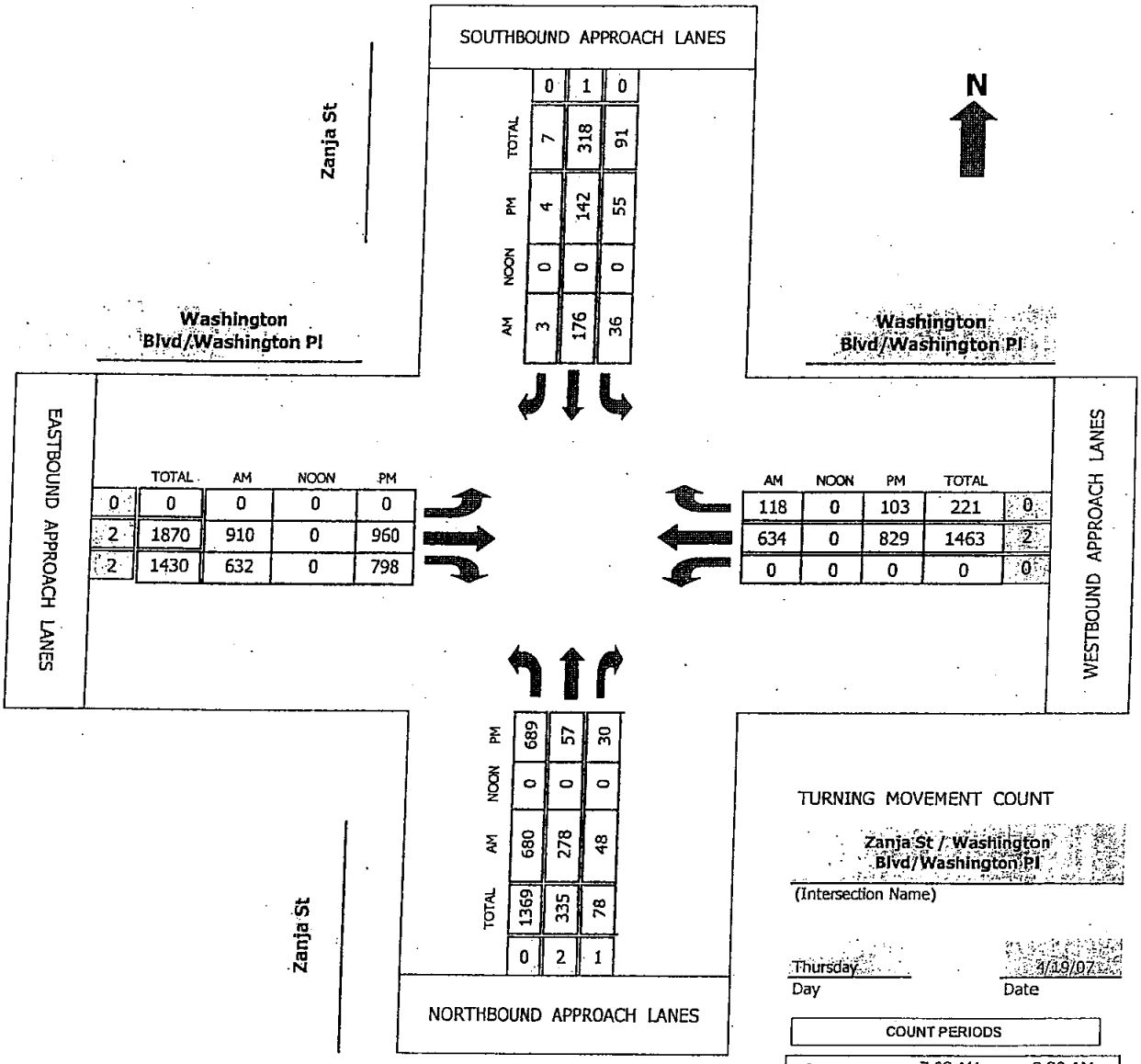
Intersection Turning Movement

Prepared by:

National Data & Surveying Services

TMC Summary of Zanja St/Washington Blvd/Washington Pl

Project #: 07-2168-005



TURNING MOVEMENT COUNT

Zanja St / Washington Blvd/Washington Pl

(Intersection Name)

Thursday — Day

4/19/07 — Date

COUNT PERIODS		
am	7:00 AM -	9:00 AM
noon	11:00 AM -	1:00 PM
pm	4:00 PM -	6:00 PM

AM PEAK HOUR	730 AM
NOON PEAK HOUR	0 AM
PM PEAK HOUR	500 PM

130

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Zanja St DATE: 4/19/2007 LOCATION: City of Culver

E-W STREET: Washington Blvd/Washington DAY: THURSDAY PROJECT# 07-2168-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	1	0	1	0	0	2	2	0	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	77	31	7	8	15	0		141	35		82	13	409
7:15 AM	117	53	12	5	17	0		118	72		100	29	523
7:30 AM	156	94	11	7	42	0		179	101		128	35	753
7:45 AM	227	107	22	12	53	1		252	195		179	42	1090
8:00 AM	132	38	11	9	42	0		239	188		163	25	847
8:15 AM	165	39	4	8	39	2		240	148		164	16	825
8:30 AM	163	30	11	11	29	2		208	132		144	16	746
8:45 AM	176	26	8	6	34	2		174	138		164	22	750
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 1213	NT 418	NR 86	SL 66	ST 271	SR 7	EL 0	ET 1551	ER 1009	WL 0	WT 1124	WR 198	TOTAL 5943

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	680	278	48	36	176	3	0	910	632	0	634	118	3515
PEAK HR. FACTOR:		0.706			0.814			0.862			0.851		0.806

CONTROL: Signalized

131

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Zanja St DATE: 4/19/2007 LOCATION: City of Culver

E-W STREET: Washington Blvd/Washington DAY: THURSDAY PROJECT# 07-2168-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	1	0	1	0	0	2	2	0	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	171	39	5	16	28	0		220	190		154	16	839
4:15 PM	175	32	6	21	32	1		227	183		186	12	875
4:30 PM	189	12	8	8	45	0		213	162		220	13	870
4:45 PM	178	14	4	13	44	2		172	145		208	16	796
5:00 PM	175	11	2	16	40	2		260	205		223	21	955
5:15 PM	170	11	6	16	42	1		233	215		185	23	902
5:30 PM	169	20	5	14	32	1		259	218		239	32	989
5:45 PM	175	15	17	9	28	0		208	160		182	27	821
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES =	1402	154	53	113	291	7	0	1792	1478	0	1597	160	7047

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	689	57	30	55	142	4	0	960	798	0	829	103	3667
PEAK HR. FACTOR:		0.937			0.852			0.921			0.860		0.927

CONTROL: Signalized

132

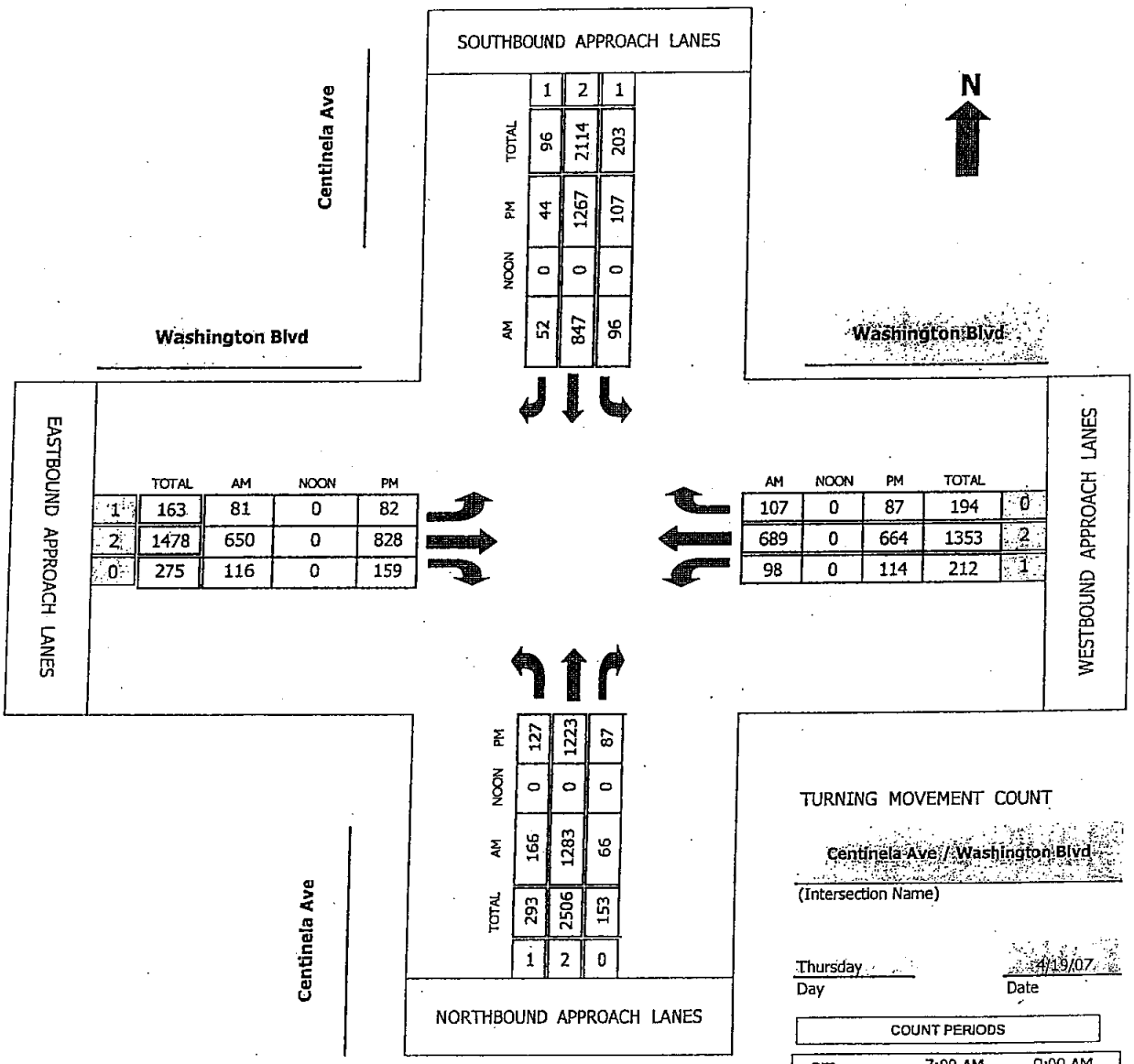
Intersection Turning Movement

Prepared by:

National Data & Surveying Services

TMC Summary of Centinela Ave/Washington Blvd

Project #: 07-2168-006



	AM	NOON	PM	TOTAL
1	52	0	44	96
2	847	0	1267	2114
1	96	0	107	203

	TOTAL	AM	NOON	PM
1	163	81	0	82
2	1478	650	0	828
0	275	116	0	159

AM	NOON	PM	TOTAL	
107	0	87	194	0
689	0	664	1353	2
98	0	114	212	1

	TOTAL	AM	NOON	PM
1	293	166	0	127
2	2506	1283	0	1223
0	153	66	0	87

TURNING MOVEMENT COUNT

Centinela Ave / Washington Blvd

(Intersection Name)

Thursday — Day

4/19/07 — Date

COUNT PERIODS		
am	7:00 AM -	9:00 AM
noon	11:00 AM -	1:00 PM
pm	4:00 PM -	6:00 PM

AM PEAK HOUR	800 AM
NOON PEAK HOUR	0 AM
PM PEAK HOUR	500 PM

133

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Centinela Ave DATE: 4/19/2007 LOCATION: City of Culver

E-W STREET: Washington Blvd DAY: THURSDAY PROJECT# 07-2168-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	15	119	10	15	55	4	11	19	19	17	31	19	334
7:15 AM	20	235	11	19	88	2	17	25	18	11	61	20	527
7:30 AM	20	305	14	14	98	5	20	51	20	14	85	23	669
7:45 AM	25	416	16	17	107	8	28	88	23	13	100	27	868
8:00 AM	42	346	12	15	131	8	23	128	29	15	133	23	905
8:15 AM	41	244	20	33	180	23	21	175	22	45	238	29	1071
8:30 AM	53	366	15	28	276	10	30	173	36	21	172	32	1212
8:45 AM	30	327	19	20	260	11	7	174	29	17	146	23	1063
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 246	NT 2358	NR 117	SL 161	ST 1195	SR 71	EL 157	ET 833	ER 196	WL 153	WT 966	WR 196	TOTAL 6649

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	166	1283	66	96	847	52	81	650	116	98	689	107	4251
PEAK HR. FACTOR:		0.873			0.792			0.886			0.716		0.877

CONTROL: Signalized

134

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Centinela Ave DATE: 4/19/2007 LOCATION: City of Culver

E-W STREET: Washington Blvd DAY: THURSDAY PROJECT# 07-2168-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	33	179	15	25	286	12	28	183	33	22	135	21	972
4:15 PM	21	207	24	37	356	11	18	232	36	24	164	32	1162
4:30 PM	25	211	14	33	218	9	20	144	21	18	118	14	845
4:45 PM	17	255	12	28	235	9	16	112	23	20	121	21	869
5:00 PM	21	226	19	16	204	5	13	154	31	19	99	9	816
5:15 PM	27	335	20	34	326	17	20	216	35	30	180	23	1263
5:30 PM	37	300	26	23	342	8	20	214	45	29	173	27	1244
5:45 PM	42	362	22	34	395	14	29	244	48	36	212	28	1466
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 223	NT 2075	NR 152	SL 230	ST 2362	SR 85	EL 164	ET 1499	ER 272	WL 198	WT 1202	WR 175	TOTAL 8637

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	127	1223	87	107	1267	44	82	828	159	114	664	87	4789
PEAK HR. FACTOR:		0.843			0.800			0.833			0.784		0.817

CONTROL: Signalized

135

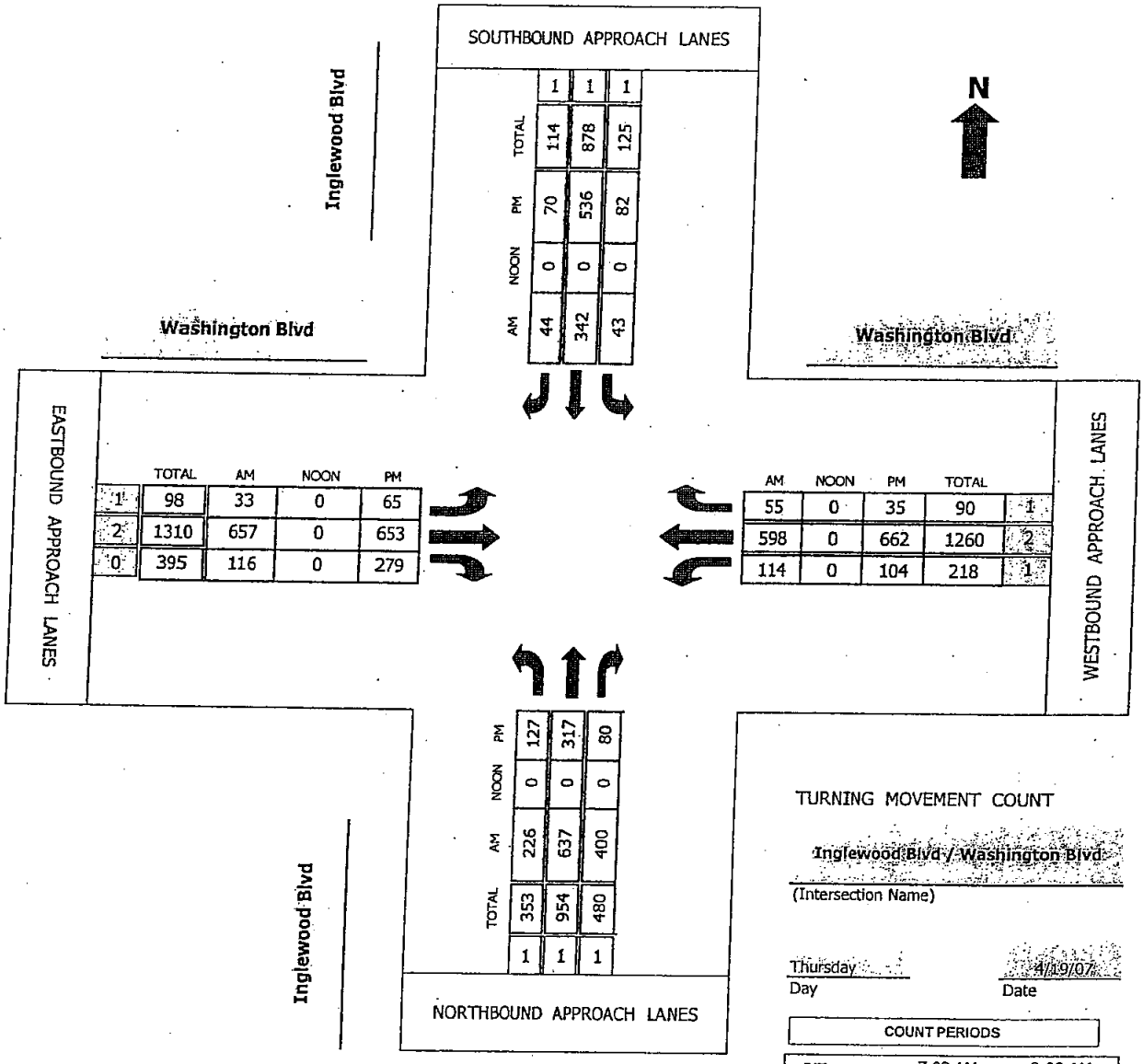
Intersection Turning Movement

Prepared by:

National Data & Surveying Services

TMC Summary of Inglewood Blvd/Washington Blvd

Project #: 07-2168-007



	TOTAL	AM	NOON	PM
1	1	1	1	1
	114	878	125	
	70	536	82	
	0	0	0	
	44	342	43	

	TOTAL	AM	NOON	PM
1	98	33	0	65
2	1310	657	0	653
0	395	116	0	279

AM	NOON	PM	TOTAL	
55	0	35	90	1
598	0	662	1260	2
114	0	104	218	1

	TOTAL	AM	NOON	PM
	353	226	0	127
	954	637	0	317
	480	400	0	80
1	1	1		

TURNING MOVEMENT COUNT

Inglewood Blvd / Washington Blvd

(Intersection Name)

Thursday — Day

4/19/07 — Date

COUNT PERIODS		
am	7:00 AM -	9:00 AM
noon	11:00 AM -	1:00 PM
pm	4:00 PM -	6:00 PM

AM PEAK HOUR	800 AM
NOON PEAK HOUR	0 AM
PM PEAK HOUR	500 PM

136

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Inglewood Blvd DATE: 4/19/2007 LOCATION: City of Culver

E-W STREET: Washington Blvd DAY: THURSDAY PROJECT# 07-2168-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1	1	1	2	0	1	2	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	19	27	28	2	22	1	2	22	13	14	40	3	193
7:15 AM	24	71	29	7	34	1	0	39	10	13	64	9	301
7:30 AM	27	79	31	2	24	3	2	80	11	5	85	5	354
7:45 AM	55	130	47	5	43	6	2	101	18	17	108	6	538
8:00 AM	58	142	96	11	74	4	3	155	22	22	122	13	722
8:15 AM	61	155	108	6	84	6	7	156	31	24	138	15	791
8:30 AM	49	154	103	10	92	9	12	162	34	38	168	17	848
8:45 AM	58	186	93	16	92	25	11	184	29	30	170	10	904
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 351	NT 944	NR 535	SL 59	ST 465	SR 55	EL 39	ET 899	ER 168	WL 163	WT 895	WR 78	TOTAL 4651

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	226	637	400	43	342	44	33	657	116	114	598	55	3265
PEAK HR. FACTOR:		0.937			0.806			0.900			0.860		0.903

CONTROL: Signalized

137

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Inglewood Blvd DATE: 4/19/2007 LOCATION: City of Culver

E-W STREET: Washington Blvd DAY: THURSDAY PROJECT# 07-2168-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	19	61	11	20	96	18	11	130	39	23	122	9	559
4:15 PM	37	66	28	18	103	18	18	177	47	26	158	16	712
4:30 PM	36	73	22	11	117	22	13	164	68	23	156	7	712
4:45 PM	27	81	18	18	117	20	11	157	64	28	158	8	707
5:00 PM	23	85	29	12	153	16	19	153	76	27	148	5	746
5:15 PM	35	81	13	16	125	13	16	179	53	26	165	8	730
5:30 PM	32	76	21	19	132	26	11	169	62	24	168	13	753
5:45 PM	37	75	17	35	126	15	19	152	88	27	181	9	781
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 246	NT 598	NR 159	SL 149	ST 969	SR 148	EL 118	ET 1281	ER 497	WL 204	WT 1256	WR 75	TOTAL 5700

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	127	317	80	82	536	70	65	653	279	104	662	35	3010
PEAK HR. FACTOR:		0.956			0.950			0.962			0.923		0.964

CONTROL: Signalized

138

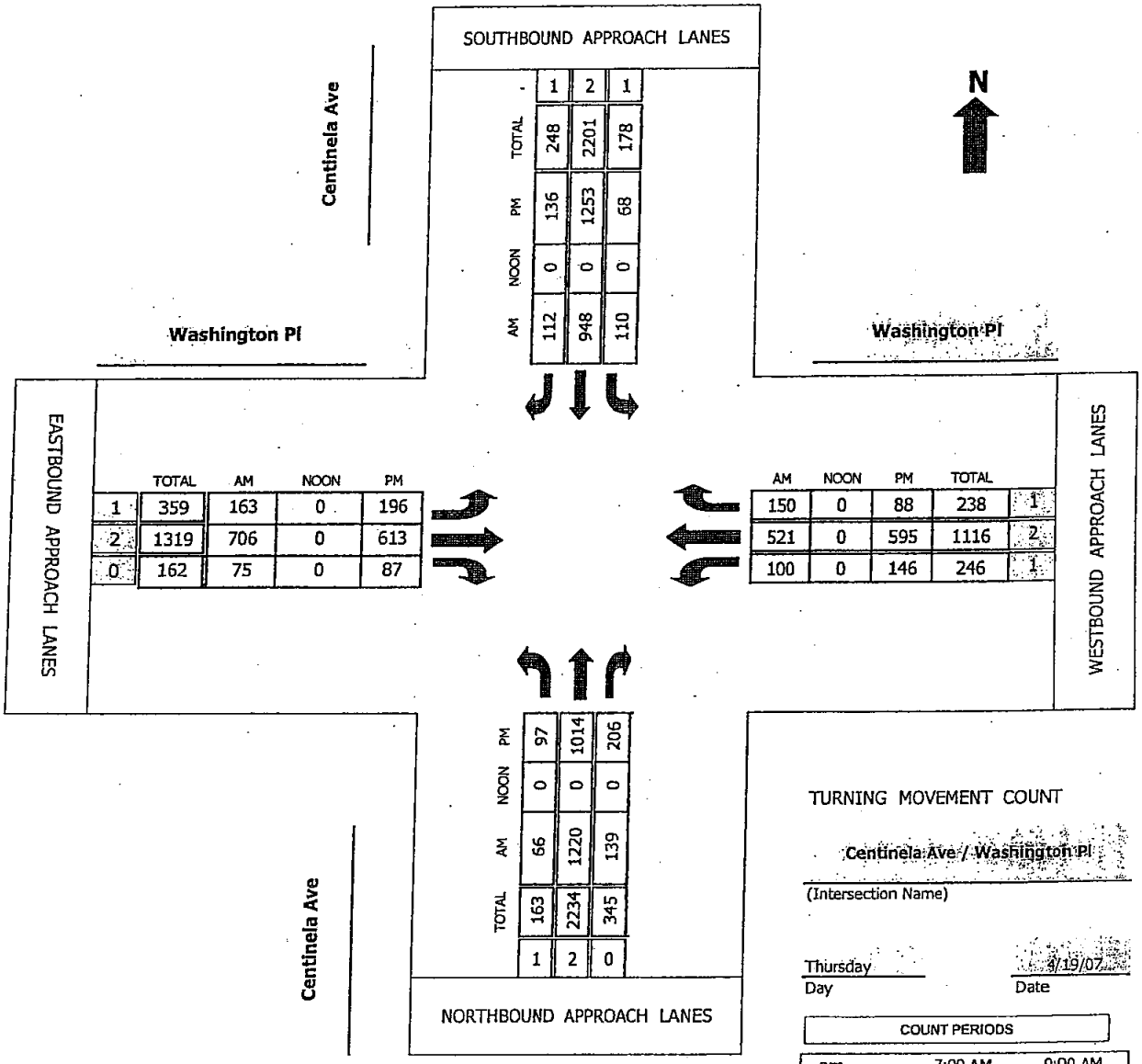
Intersection Turning Movement

Prepared by:

National Data & Surveying Services

TMC Summary of Centinela Ave/Washington Pl

Project #: 07-2168-008



	TOTAL	AM	NOON	PM
1	248	112	0	136
2	2201	948	0	1253
1	178	110	0	68

	TOTAL	AM	NOON	PM
1	359	163	0	196
2	1319	706	0	613
0	162	75	0	87

	AM	NOON	PM	TOTAL
1	150	0	88	238
2	521	0	595	1116
1	100	0	146	246

	TOTAL	AM	NOON	PM
1	163	66	0	97
2	2234	1220	0	1014
0	345	139	0	206

TURNING MOVEMENT COUNT

Centinela Ave / Washington Pl

(Intersection Name)

Thursday — Day

4/19/07 — Date

COUNT PERIODS		
am	7:00 AM -	9:00 AM
noon	11:00 AM -	1:00 PM
pm	4:00 PM -	6:00 PM

AM PEAK HOUR	800 AM
NOON PEAK HOUR	0 AM
PM PEAK HOUR	500 PM

139

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Centinela Ave DATE: 4/19/2007 LOCATION: City of Culver

E-W STREET: Washington Pl DAY: THURSDAY PROJECT# 07-2168-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	1	1	2	0	1	2	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	9	250	19	7	93	10	51	62	7	10	52	16	586
7:15 AM	7	302	25	13	137	20	58	93	14	12	91	14	786
7:30 AM	15	321	22	13	157	20	43	100	16	16	117	23	863
7:45 AM	16	267	31	18	151	42	62	162	11	16	134	24	934
8:00 AM	15	319	29	30	209	31	44	173	19	21	172	23	1085
8:15 AM	19	295	43	25	226	19	41	189	23	25	130	47	1082
8:30 AM	14	300	38	27	235	35	37	176	17	28	114	45	1066
8:45 AM	18	306	29	28	278	27	41	168	16	26	105	35	1077
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 113	NT 2360	NR 236	SL 161	ST 1486	SR 204	EL 377	ET 1123	ER 123	WL 154	WT 915	WR 227	TOTAL 7479

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	66	1220	139	110	948	112	163	706	75	100	521	150	4310
PEAK HR. FACTOR:		0.981			0.878			0.933			0.892		0.993

CONTROL: Signalized

140

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Centinela Ave | DATE: 4/19/2007 | LOCATION: City of Culver

E-W STREET: Washington Pl | DAY: THURSDAY | PROJECT# 07-2168-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	1	1	2	0	1	2	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	29	140	46	15	317	33	62	154	18	32	138	13	997
4:15 PM	23	173	49	22	325	39	47	142	25	36	119	12	1012
4:30 PM	13	205	43	15	185	22	41	113	14	23	122	12	808
4:45 PM	17	262	46	12	192	27	50	122	17	16	131	31	923
5:00 PM	25	227	42	17	237	27	41	123	23	26	130	20	938
5:15 PM	27	247	47	17	311	39	54	173	21	39	166	23	1164
5:30 PM	25	242	49	15	364	42	54	147	20	44	136	23	1161
5:45 PM	20	298	68	19	341	28	47	170	23	37	163	22	1236
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 179	NT 1794	NR 390	SL 132	ST 2272	SR 257	EL 396	ET 1144	ER 161	WL 253	WT 1105	WR 156	TOTAL 8239

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	97	1014	206	68	1253	136	196	613	87	146	595	88	4499
PEAK HR. FACTOR:		0.853			0.865			0.903			0.909		0.910

CONTROL: Signalized

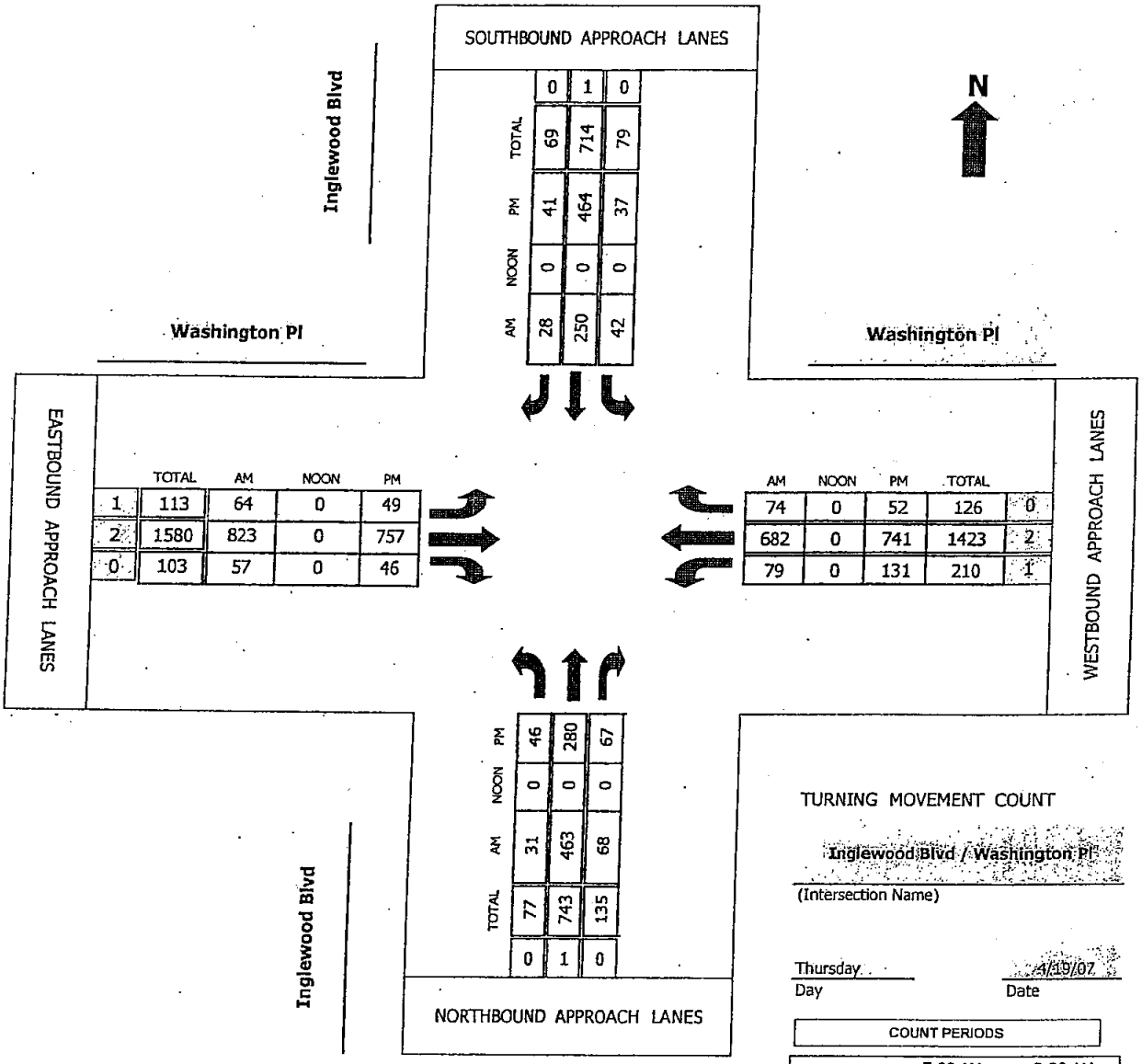
Intersection Turning Movement

Prepared by:

National Data & Surveying Services

TMC Summary of Inglewood Blvd/Washington Pl

Project #: 07-2168-009



	TOTAL	AM	NOON	PM
0	1	0		
69	714	79		TOTAL
41	464	37		PM
0	0	0		NOON
28	250	42		AM

	TOTAL	AM	NOON	PM
1	113	64	0	49
2	1580	823	0	757
0	103	57	0	46

AM	NOON	PM	TOTAL	
74	0	52	126	0
682	0	741	1423	2
79	0	131	210	1

46	280	67		PM
0	0	0		NOON
31	463	68		AM
77	743	135		TOTAL
0	1	0		

TURNING MOVEMENT COUNT

Inglewood Blvd / Washington Pl

(Intersection Name)

Thursday — Day

4/19/07 — Date

COUNT PERIODS		
am	7:00 AM -	9:00 AM
noon	11:00 AM -	1:00 PM
pm	4:00 PM -	6:00 PM

AM PEAK HOUR	745 AM
NOON PEAK HOUR	0 AM
PM PEAK HOUR	500 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Inglewood Blvd DATE: 4/19/2007 LOCATION: City of Culver

E-W STREET: Washington Pl DAY: THURSDAY PROJECT# 07-2168-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	7	62	24	8	13	1	8	77	4	7	88	5	304
7:15 AM	8	104	17	10	29	5	0	124	2	14	104	8	425
7:30 AM	11	121	5	12	47	6	3	140	5	11	159	9	529
7:45 AM	11	109	10	5	58	4	12	185	10	17	164	20	605
8:00 AM	12	108	20	6	76	5	25	210	20	17	198	31	728
8:15 AM	2	130	18	15	67	11	14	230	15	22	171	12	707
8:30 AM	6	116	20	16	49	8	13	198	12	23	149	11	621
8:45 AM	6	120	15	11	53	10	7	190	16	15	142	10	595
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	63	870	129	83	392	50	82	1354	84	126	1175	106	4514

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	31	463	68	42	250	28	64	823	57	79	682	74	2661
PEAK HR. FACTOR:		0.937			0.860			0.911			0.849		0.914

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Inglewood Blvd DATE: 4/19/2007 LOCATION: City of Culver

E-W STREET: Washington Pl DAY: THURSDAY PROJECT# 07-2168-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	9	70	11	11	95	9	10	162	15	17	114	9	532
4:15 PM	7	65	21	11	112	8	7	181	20	29	173	16	650
4:30 PM	13	65	13	22	105	16	8	210	11	33	168	8	672
4:45 PM	7	80	15	11	120	8	5	190	17	30	171	10	664
5:00 PM	12	50	16	8	102	5	9	169	13	24	189	16	613
5:15 PM	13	68	19	10	110	8	13	179	19	27	183	15	664
5:30 PM	9	72	18	12	118	11	14	186	5	40	183	12	680
5:45 PM	12	90	14	7	134	17	13	223	9	40	186	9	754
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 82	NT 560	NR 127	SL 92	ST 896	SR 82	EL 79	ET 1500	ER 109	WL 240	WT 1367	WR 95	TOTAL 5229

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	46	280	67	37	464	41	49	757	46	131	741	52	2711
PEAK HR. FACTOR:		0.847			0.858			0.869			0.983		0.899

CONTROL: Signalized

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APPENDIX B

INTERSECTION PEAK HOUR LEVEL OF SERVICE WORKSHEETS

146

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 1.
N-S St: Glencoe Avenue
E-W St: Washington Boulevard
Project: 12402 Washington, Culver City
File: N:\2800\2072898\ICU
Control Type: 6Ø Traffic Signal
N-S Split

INTERSECTION CAPACITY UTILIZATION

Glencoe Avenue at Washington Boulevard
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/09/07
Date of Count: 2007
Projection Year: 2008

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2008 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	184	1.5	2400	0.077 *	2	186	1.5	2400	0.077 *	3	189	1.5	2400	0.079 *	0	189	1.5	2400	0.079 *	0	189	1.5	2400	0.079 *
Nb Thru	40	0.5	800	0.050	0	40	0.5	800	0.051	0	40	0.5	800	0.051	0	40	0.5	800	0.051	0	40	0.5	800	0.051
Nb Right	219	1	1600	0.137	2	221	1	1600	0.138	0	221	1	1600	0.138	0	221	1	1600	0.138	0	221	1	1600	0.138
Sb Left	121	1.5	2400	0.050	1	122	1.5	2400	0.051	0	122	1.5	2400	0.051	0	122	1.5	2400	0.051	0	122	1.5	2400	0.051
Sb Thru	46	0.5	800	0.058 *	0	46	0.5	800	0.058 *	0	46	0.5	800	0.058 *	0	46	0.5	800	0.058 *	0	46	0.5	800	0.058 *
Sb Right	22	1	1600	0.014	0	22	1	1600	0.014	0	22	1	1600	0.014	0	22	1	1600	0.014	0	22	1	1600	0.014
Eb Left	39	1	1600	0.024	0	39	1	1600	0.025	0	39	1	1600	0.025	0	39	1	1600	0.025	0	39	1	1600	0.025
Eb Thru	814	2	3200	0.254 *	8	822	2	3200	0.257 *	44	866	2	3200	0.271 *	10	876	2	3200	0.274 *	0	876	2	3200	0.274 *
Eb Right	145	1	1600	0.091	1	146	1	1600	0.092	4	150	1	1600	0.094	0	150	1	1600	0.094	0	150	1	1600	0.094
Wb Left	240	1	1600	0.150 *	2	242	1	1600	0.152 *	0	242	1	1600	0.152 *	0	242	1	1600	0.152 *	0	242	1	1600	0.152 *
Wb Thru	937	3	4800	0.246	9	946	3	4800	0.249	41	987	3	4800	0.257	2	989	3	4800	0.258	0	989	3	4800	0.258
Wb Right	245	0	0	-	2	247	0	0	-	0	247	0	0	-	0	247	0	0	-	0	247	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.639					0.644					0.660					0.663					0.663
LOS				B					B					B					B					B

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.003
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*3052*	*31 3083*	*92 3175*	*12 3187*	*0 3187*

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 1.
N-S St: Glencoe Avenue
E-W St: Washington Boulevard
Project: 12402 Washington, Culver City
File: N:\2800\2072898\ICU
Control Type: 6Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Glencoe Avenue at Washington Boulevard
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/09/07
Date of Count: 2007
Projection Year: 2008

	2007 EXISTING TRAFFIC				2008 WITH AMBIENT GROWTH					2008 WITH CUMULATIVE PROJECTS					2008 WITH PROJECT TRAFFIC					2008 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	200	1.0	1600	0.125 *	2	202	1.0	1600	0.126 *	9	211	1.0	1600	0.132 *	0	211	1.0	1600	0.132 *	0	211	1.0	1600	0.132 *
Nb Thru	154	1.0	1600	0.096	2	156	1.0	1600	0.097	0	156	1.0	1600	0.097	0	156	1.0	1600	0.097	0	156	1.0	1600	0.097
Nb Right	406	1	1600	0.254	4	410	1	1600	0.256	0	410	1	1600	0.256	0	410	1	1600	0.256	0	410	1	1600	0.256
								0					0											
Sb Left	270	1.0	1600	0.169 *	3	273	1.0	1600	0.170 *	0	273	1.0	1600	0.170 *	0	273	1.0	1600	0.170 *	0	273	1.0	1600	0.170 *
Sb Thru	122	1.0	1600	0.076	1	123	1.0	1600	0.077	0	123	1.0	1600	0.077	0	123	1.0	1600	0.077	0	123	1.0	1600	0.077
Sb Right	77	1	1600	0.048	1	78	1	1600	0.049	0	78	1	1600	0.049	0	78	1	1600	0.049	0	78	1	1600	0.049
								0					0											
Eb Left	78	1	1600	0.049	1	79	1	1600	0.049	0	79	1	1600	0.049	0	79	1	1600	0.049	0	79	1	1600	0.049
Eb Thru	724	2	3200	0.226 *	7	731	2	3200	0.229 *	95	826	2	3200	0.258 *	4	830	2	3200	0.259 *	0	830	2	3200	0.259 *
Eb Right	297	1	1600	0.186	3	300	1	1600	0.187	9	309	1	1600	0.193	0	309	1	1600	0.193	0	309	1	1600	0.193
								0					0											
Wb Left	302	1	1600	0.189 *	3	305	1	1600	0.191 *	0	305	1	1600	0.191 *	0	305	1	1600	0.191 *	0	305	1	1600	0.191 *
Wb Thru	777	3	4800	0.256	8	785	3	4800	0.258	94	879	3	4800	0.278	10	889	3	4800	0.280	0	889	3	4800	0.280
Wb Right	450	0	0	-	5	455	0	0	-	0	455	0	0	-	0	455	0	0	-	0	455	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.809					0.816					0.851					0.852					0.852
LOS				D					D					D					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.001
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*3857*					*39*	*3896*					*207*	*4103*					*14*	*4117*					*0*	*4117*

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LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 2.
N-S St: Redwood Avenue
E-W St: Washington Boulevard
Project: 12402 Washington, Culver City
File: N:\2800\2072898\ICU
Control Type: 2Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Redwood Avenue at Washington Boulevard
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/09/07
Date of Count: 2007
Projection Year: 2008

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2008 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	175	0	0	0.000	2	177	0	0	0.000	0	177	0	0	0.000	0	177	0	0	0.000	0	177	0	0	0.000
Nb Thru	140	1	1600	0.259 *	1	141	1	1600	0.261 *	0	141	1	1600	0.261 *	0	141	1	1600	0.261 *	0	141	1	1600	0.261 *
Nb Right	99	0	0	-	1	100	0	0	-	0	100	0	0	-	0	100	0	0	-	0	100	0	0	-
Sb Left	46	0	0	0.000 *	0	46	0	0	0.000 *	0	46	0	0	0.000 *	0	46	0	0	0.000 *	0	46	0	0	0.000 *
Sb Thru	64	1	1600	0.081	1	65	1	1600	0.081	0	65	1	1600	0.081	0	65	1	1600	0.081	0	65	1	1600	0.081
Sb Right	19	0	0	-	0	19	0	0	-	0	19	0	0	-	0	19	0	0	-	0	19	0	0	-
Eb Left	14	1	1600	0.009	0	14	1	1600	0.009	0	14	1	1600	0.009	0	14	1	1600	0.009	0	14	1	1600	0.009
Eb Thru	1211	2	3200	0.397 *	12	1223	2	3200	0.401 *	63	1286	2	3200	0.421 *	10	1296	2	3200	0.424 *	0	1296	2	3200	0.424 *
Eb Right	59	0	0	-	1	60	0	0	-	0	60	0	0	-	0	60	0	0	-	0	60	0	0	-
Wb Left	72	1	1600	0.045 *	1	73	1	1600	0.045 *	0	73	1	1600	0.045 *	0	73	1	1600	0.045 *	0	73	1	1600	0.045 *
Wb Thru	1236	2	3200	0.408	12	1248	2	3200	0.412	50	1298	2	3200	0.428	2	1300	2	3200	0.428	0	1300	2	3200	0.428
Wb Right	69	0	0	-	1	70	0	0	-	0	70	0	0	-	0	70	0	0	-	0	70	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.801					0.807					0.827					0.830					0.830
LOS				D					D					D					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.003
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*3204*	*32 3236*	*113 3349*	*12 3361*	*0 3361*

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LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 2.
N-S St: Redwood Avenue
E-W St: Washington Boulevard
Project: 12402 Washington, Culver City
File: N:\2800\2072898\CU
Control Type: 2Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Redwood Avenue at Washington Boulevard
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/09/07
Date of Count: 2007
Projection Year: 2008

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2008 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	107	0	0	0.000 *	1	108	0	0	0.000 *	0	108	0	0	0.000 *	0	108	0	0	0.000 *	0	108	0	0	0.000 *
Nb Thru	114	1	1600	0.199	1	115	1	1600	0.201	0	115	1	1600	0.201	0	115	1	1600	0.201	0	115	1	1600	0.201
Nb Right	97	0	0	-	1	98	0	0	-	0	98	0	0	-	0	98	0	0	-	0	98	0	0	-
Sb Left	72	0	0	0.000	1	73	0	0	0.000	0	73	0	0	0.000	0	73	0	0	0.000	0	73	0	0	0.000
Sb Thru	247	1	1600	0.216 *	2	249	1	1600	0.218 *	0	249	1	1600	0.218 *	0	249	1	1600	0.218 *	0	249	1	1600	0.218 *
Sb Right	26	0	0	-	0	26	0	0	-	0	26	0	0	-	0	26	0	0	-	0	26	0	0	-
Eb Left	21	1	1600	0.013	0	21	1	1600	0.013	0	21	1	1600	0.013	0	21	1	1600	0.013	0	21	1	1600	0.013
Eb Thru	1321	2	3200	0.430 *	13	1334	2	3200	0.434 *	124	1458	2	3200	0.473 *	4	1462	2	3200	0.474 *	0	1462	2	3200	0.474 *
Eb Right	55	0	0	-	1	56	0	0	-	0	56	0	0	-	0	56	0	0	-	0	56	0	0	-
Wb Left	96	1	1600	0.060 *	1	97	1	1600	0.061 *	0	97	1	1600	0.061 *	0	97	1	1600	0.061 *	0	97	1	1600	0.061 *
Wb Thru	1489	2	3200	0.471	15	1504	2	3200	0.476	130	1634	2	3200	0.517	10	1644	2	3200	0.520	0	1644	2	3200	0.520
Wb Right	19	0	0	-	0	19	0	0	-	0	19	0	0	-	0	19	0	0	-	0	19	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.806					0.813					0.852					0.853					0.853
LOS				D					D					D					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.001
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*3664*				*37*	*3701*				*254*	*3955*				*14*	*3969*				*0*	*3969*			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 3.
N-S St: Alla Road
E-W St: Washington Boulevard
Project: 12402 Washington, Culver City
File: N:\2800\2072898\ICU
Control Type: Two-Way Stop

INTERSECTION CAPACITY UTILIZATION

Alla Road at Washington Boulevard
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/09/07
Date of Count: 2007
Projection Year: 2008

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2008 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	45	0	0	0.000	0	45	0	0	0.000	0	45	0	0	0.000	0	45	0	0	0.000	0	45	0	0	0.000
Nb Thru	28	1	1600	0.169 *	0	28	1	1600	0.170 *	0	28	1	1600	0.170 *	0	28	1	1600	0.170 *	0	28	1	1600	0.170 *
Nb Right	197	0	0	-	2	199	0	0	-	0	199	0	0	-	0	199	0	0	-	0	199	0	0	-
Sb Left	3	0	0	0.000 *	0	3	0	0	0.000 *	0	3	0	0	0.000 *	0	3	0	0	0.000 *	0	3	0	0	0.000 *
Sb Thru	4	1	1600	0.005	0	4	1	1600	0.005	0	4	1	1600	0.005	0	4	1	1600	0.005	0	4	1	1600	0.005
Sb Right	1	0	0	-	0	1	0	0	-	0	1	0	0	-	0	1	0	0	-	0	1	0	0	-
Eb Left	13	1	1600	0.008	0	13	1	1600	0.008	0	13	1	1600	0.008	0	13	1	1600	0.008	0	13	1	1600	0.008
Eb Thru	1294	2	3200	0.409 *	13	1307	2	3200	0.413 *	63	1370	2	3200	0.433 *	10	1380	2	3200	0.438 *	0	1380	2	3200	0.436 *
Eb Right	14	0	0	-	0	14	0	0	-	0	14	0	0	-	0	14	0	0	-	0	14	0	0	-
Wb Left	60	1	1600	0.038 *	1	61	1	1600	0.038 *	0	61	1	1600	0.038 *	0	61	1	1600	0.038 *	0	61	1	1600	0.038 *
Wb Thru	1330	2	3200	0.418	13	1343	2	3200	0.422	50	1393	2	3200	0.438	2	1395	2	3200	0.439	0	1395	2	3200	0.439
Wb Right	8	0	0	-	0	8	0	0	-	0	8	0	0	-	0	8	0	0	-	0	8	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.716					0.721					0.741					0.744					0.744
LOS				C					C					C					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.003
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*2997*				*30*	*3027*				*113*	*3140*				*12*	*3152*				*0*	*3152*			

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LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 3.
N-S St: Alla Road
E-W St: Washington Boulevard
Project: 12402 Washington, Culver City
File: N:\2800\2072898\ICU
Control Type: Two-Way Stop

INTERSECTION CAPACITY UTILIZATION

Alla Road at Washington Boulevard
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/09/07
Date of Count: 2007
Projection Year: 2008

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2008 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	18	0	0	0.000	0	18	0	0	0.000	0	18	0	0	0.000	0	18	0	0	0.000	0	18	0	0	0.000
Nb Thru	2	1	1600	0.083 *	0	2	1	1600	0.083 *	0	2	1	1600	0.083 *	0	2	1	1600	0.083 *	0	2	1	1600	0.083 *
Nb Right	112	0	0	-	1	113	0	0	-	0	113	0	0	-	0	113	0	0	-	0	113	0	0	-
Sb Left	7	0	0	0.000 *	0	7	0	0	0.000 *	0	7	0	0	0.000 *	0	7	0	0	0.000 *	0	7	0	0	0.000 *
Sb Thru	1	1	1600	0.011	0	1	1	1600	0.011	0	1	1	1600	0.011	0	1	1	1600	0.011	0	1	1	1600	0.011
Sb Right	9	0	0	-	0	9	0	0	-	0	9	0	0	-	0	9	0	0	-	0	9	0	0	-
Eb Left	14	1	1600	0.009 *	0	14	1	1600	0.009 *	0	14	1	1600	0.009 *	0	14	1	1600	0.009 *	0	14	1	1600	0.009 *
Eb Thru	1367	2	3200	0.436	14	1381	2	3200	0.441	124	1505	2	3200	0.479	4	1509	2	3200	0.481	0	1509	2	3200	0.481
Eb Right	29	0	0	-	0	29	0	0	-	0	29	0	0	-	0	29	0	0	-	0	29	0	0	-
Wb Left	97	1	1600	0.061	1	98	1	1600	0.061	0	98	1	1600	0.061	0	98	1	1600	0.061	0	98	1	1600	0.061
Wb Thru	1584	2	3200	0.498 *	16	1600	2	3200	0.503 *	130	1730	2	3200	0.544 *	10	1740	2	3200	0.547 *	0	1740	2	3200	0.547 *
Wb Right	10	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.690					0.695					0.736					0.739					0.739
LOS				B					B					C					C					C
Total Vol.	*3250*				*33*	*3283*				*254*	*3537*				*14*	*3551*				*0*	*3551*			

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.003
Significant Impact: No

Area Traffic Mitigation:

E-3

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

Intersection #3 Alla Rd at Washington Blvd [AM Background]

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	0	1!	0	0		1	0	1	1	0		1	0	1	1	0	
Volume Module:																								
Base Vol:		45	28	199			3	4	1				13	1370	14				61	1393	8			
Growth Adj:		1.00	1.00	1.00			1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:		45	28	199			3	4	1				13	1370	14				61	1393	8			
Added Vol:		0	0	0			0	0	0				0	0	0				0	0	0			
PasserByVol:		0	0	0			0	0	0				0	0	0				0	0	0			
Initial Fut:		45	28	199			3	4	1				13	1370	14				61	1393	8			
User Adj:		1.00	1.00	1.00			1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:		1.00	1.00	1.00			1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:		45	28	199			3	4	1				13	1370	14				61	1393	8			
Reduct Vol:		0	0	0			0	0	0				0	0	0				0	0	0			
FinalVolume:		45	28	199			3	4	1				13	1370	14				61	1393	8			
Critical Gap Module:																								
Critical Gp:	7.5	6.5	6.9			7.5	6.5	6.9				4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				
FollowUpTim:	3.5	4.0	3.3			3.5	4.0	3.3				2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				
Capacity Module:																								
Cnflict Vol:	2224	2926	692			2244	2929	701				1401	xxxx	xxxxx				1384	xxxx	xxxxx				
Potent Cap.:	24	15	391			24	15	386				494	xxxx	xxxxx				501	xxxx	xxxxx				
Move Cap.:	17	13	391			0	13	386				494	xxxx	xxxxx				501	xxxx	xxxxx				
Volume/Cap:	2.70	2.12	0.51			xxxx	0.30	0.00				0.03	xxxx	xxxx				0.12	xxxx	xxxx				
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx				0.1	xxxx	xxxxx				0.4	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx				12.5	xxxx	xxxxx				13.2	xxxx	xxxxx				
LOS by Move:	*	*	*			*	*	*				B	*	*				B	*	*				
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		
Shared Cap.:	xxxx	51	xxxxx			xxxx	0	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	30.9	xxxxx			xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	2104	xxxxx			xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				
Shared LOS:	*	F	*			*	*	*				*	*	*				*	*	*				
ApproachDel:	2104.4					xxxxxx						xxxxxx						xxxxxx						
ApproachLOS:	F					F						*						*						

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

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

Intersection #3 Alla Rd at Washington Blvd [AM Total]

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	45	28	199	3	4	1	13	1380	14	61	1395	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	28	199	3	4	1	13	1380	14	61	1395	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	28	199	3	4	1	13	1380	14	61	1395	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	28	199	3	4	1	13	1380	14	61	1395	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	45	28	199	3	4	1	13	1380	14	61	1395	8
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2235	2938	697	2251	2941	702	1403	xxxx	xxxxx	1394	xxxx	xxxxx
Potent Cap.:	24	15	388	23	15	386	493	xxxx	xxxxx	497	xxxx	xxxxx
Move Cap.:	16	13	388	0	13	386	493	xxxx	xxxxx	497	xxxx	xxxxx
Volume/Cap:	2.77	2.16	0.51	xxxx	0.31	0.00	0.03	xxxx	xxxx	0.12	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.5	xxxx	xxxxx	13.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	50	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	31.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	2160	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:	2160.1			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

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

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

****

Intersection #3 Alla Rd at Washington Blvd [PM Background]

****

Average Delay (sec/veh): 46.8 Worst Case Level Of Service: F[1340.2]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	18	2	113	7	1	9	14	1505	29	98	1730	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	2	113	7	1	9	14	1505	29	98	1730	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	2	113	7	1	9	14	1505	29	98	1730	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	2	113	7	1	9	14	1505	29	98	1730	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	18	2	113	7	1	9	14	1505	29	98	1730	10
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2609	3484	767	2713	3493	870	1740	xxxx	xxxxx	1534	xxxx	xxxxx
Potent Cap.:	12	7	349	10	7	299	366	xxxx	xxxxx	439	xxxx	xxxxx
Move Cap.:	8	5	349	4	5	299	366	xxxx	xxxxx	439	xxxx	xxxxx
Volume/Cap:	2.20	0.41	0.32	1.80	0.21	0.03	0.04	xxxx	xxxx	0.22	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.8	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.2	xxxx	xxxxx	15.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	C	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	45	xxxxx	xxxx	8	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	14.4	xxxxx	xxxxx	3.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	1060	xxxxx	xxxxx	1340	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	F	*	*	*	*	*	*	*
ApproachDel:	1059.6			1340.2			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

****

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

****

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

Intersection #3 Alla Rd at Washington Blvd [PM Total]

Average Delay (sec/veh): 48.0 Worst Case Level Of Service: F[1395.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 1 1 0			1 0 1 1 0		
Volume Module:												
Base Vol:	18	2	113	7	1	9	14	1509	29	98	1740	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	2	113	7	1	9	14	1509	29	98	1740	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	2	113	7	1	9	14	1509	29	98	1740	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	2	113	7	1	9	14	1509	29	98	1740	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	18	2	113	7	1	9	14	1509	29	98	1740	10
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2618	3498	769	2725	3507	875	1750	xxxx	xxxxx	1538	xxxx	xxxxx
Potent Cap.:	12	6	348	10	6	297	363	xxxx	xxxxx	438	xxxx	xxxxx
Move Cap.:	8	5	348	4	5	297	363	xxxx	xxxxx	438	xxxx	xxxxx
Volume/Cap:	2.25	0.41	0.32	1.86	0.21	0.03	0.04	xxxx	xxxx	0.22	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.8	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.3	xxxx	xxxxx	15.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	C	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	45	xxxxx	xxxx	8	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	14.5	xxxxx	xxxxx	3.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	1089	xxxxx	xxxxx	1395	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	F	*	*	*	*	*	*	*
ApproachDel:	1088.7			1395.2			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

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

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(714) 641-1587

Intersection: 4.
N-S St: Beethoven Street
E-W St: Washington Boulevard
Project: 12402 Washington, Culver City
File: N:\2800\2072898\ICU
Control Type: 2Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Beethoven Street at Washington Boulevard
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/09/07
Date of Count: 2007
Projection Year: 2008

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2008 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	43	0	0	0.000	0	43	0	0	0.000	0	43	0	0	0.000	0	43	0	0	0.000	0	43	0	0	0.000
Nb Thru	237	1	1600	0.210 *	2	239	1	1600	0.212 *	0	239	1	1600	0.213 *	0	239	1	1600	0.213 *	0	239	1	1600	0.213 *
Nb Right	56	0	0	-	1	57	0	0	-	1	58	0	0	-	0	58	0	0	-	0	58	0	0	-
Sb Left	56	0	0	0.000 *	1	57	0	0	0.000 *	1	58	0	0	0.000 *	0	58	0	0	0.000 *	0	58	0	0	0.000 *
Sb Thru	136	1	1600	0.144	1	137	1	1600	0.145	0	137	1	1600	0.146	0	137	1	1600	0.146	0	137	1	1600	0.146
Sb Right	38	0	0	-	0	38	0	0	-	0	38	0	0	-	0	38	0	0	-	0	38	0	0	-
Eb Left	44	1	1600	0.028	0	44	1	1600	0.028	0	44	1	1600	0.028	0	44	1	1600	0.028	0	44	1	1600	0.028
Eb Thru	1390	2	3200	0.438 *	14	1404	2	3200	0.442 *	63	1467	2	3200	0.462 *	10	1477	2	3200	0.465 *	0	1477	2	3200	0.465 *
Eb Right	10	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Wb Left	27	1	1600	0.017 *	0	27	1	1600	0.017 *	1	28	1	1600	0.018 *	0	28	1	1600	0.018 *	0	28	1	1600	0.018 *
Wb Thru	1285	2	3200	0.406	13	1298	2	3200	0.410	50	1348	2	3200	0.426	2	1350	2	3200	0.427	0	1350	2	3200	0.427
Wb Right	14	0	0	-	0	14	0	0	-	1	15	0	0	-	0	15	0	0	-	0	15	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.765					0.771					0.793					0.796					0.796
LOS				C					C					C					C					C
Total Vol.	*3336*				*33*	*3369*				*117*	*3486*				*12*	*3498*				*0*	*3498*			

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.003
Significant Impact: No

Area Traffic Mitigation:

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LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 4.
N-S St: Beethoven Street
E-W St: Washington Boulevard
Project: 12402 Washington, Culver City
File: N:\2800\2072898\ICU
Control Type: 2Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Beethoven Street at Washington Boulevard
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/09/07
Date of Count: 2007
Projection Year: 2008

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2008 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	37	0	0	0.000 *	0	37	0	0	0.000 *	0	37	0	0	0.000 *	0	37	0	0	0.000 *	0	37	0	0	0.000 *
Nb Thru	156	1	1600	0.168	2	158	1	1600	0.169	0	158	1	1600	0.170	0	158	1	1600	0.170	0	158	1	1600	0.170
Nb Right	75	0	0	-	1	76	0	0	-	2	78	0	0	-	0	78	0	0	-	0	78	0	0	-
Sb Left	115	0	0	0.000	1	116	0	0	0.000	2	118	0	0	0.000	0	118	0	0	0.000	0	118	0	0	0.000
Sb Thru	373	1	1600	0.376 *	4	377	1	1600	0.379 *	0	377	1	1600	0.381 *	0	377	1	1600	0.381 *	0	377	1	1600	0.381 *
Sb Right	113	0	0	-	1	114	0	0	-	0	114	0	0	-	0	114	0	0	-	0	114	0	0	-
Eb Left	50	1	1600	0.031	1	51	1	1600	0.032	0	51	1	1600	0.032	0	51	1	1600	0.032	0	51	1	1600	0.032
Eb Thru	1599	2	3200	0.506 *	16	1615	2	3200	0.511 *	124	1739	2	3200	0.550 *	4	1743	2	3200	0.551 *	0	1743	2	3200	0.551 *
Eb Right	20	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Wb Left	49	1	1600	0.031 *	0	49	1	1600	0.031 *	1	50	1	1600	0.032 *	0	50	1	1600	0.032 *	0	50	1	1600	0.032 *
Wb Thru	1475	2	3200	0.463	15	1490	2	3200	0.467	130	1620	2	3200	0.508	10	1630	2	3200	0.511	0	1630	2	3200	0.511
Wb Right	5	0	0	-	0	5	0	0	-	1	6	0	0	-	0	6	0	0	-	0	6	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				1.013					1.021					1.063					1.064					1.064
LOS				F					F					F					F					F

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.001
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*4067*				*41*	*4108*				*260*	*4368*				*14*	*4382*				*0*	*4382*			

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(714) 641-1587

Intersection: 5.
N-S St: Zanja Street-Washington Blvd
E-W St: Washington Pl
Project: 12402 Washington, Culver City
File: N:\2800\2072898\ICU
Control Type: 3Ø Traffic Signal
N-S Split

INTERSECTION CAPACITY UTILIZATION

Zanja Street-Washington Blvd at Washington Pl
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/09/07
Date of Count: 2007
Projection Year: 2008

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2008 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	680	1	1600	0.425 *	7	687	1	1600	0.429 *	8	695	1	1600	0.434 *	1	696	1	1600	0.435 *	0	696	1	1600	0.435 *
Nb Thru	278	1	1600	0.174	3	281	1	1600	0.175	0	281	1	1600	0.175	0	281	1	1600	0.175	0	281	1	1600	0.175
Nb Right	48	1	1600	0.030	0	48	1	1600	0.030	0	48	1	1600	0.030	0	48	1	1600	0.030	0	48	1	1600	0.030
Sb Left	36	0	0	0.000	0	36	0	0	0.000	0	36	0	0	0.000	0	36	0	0	0.000	0	36	1	1600	0.023
Sb Thru	176	1	1600	0.134 *	2	178	1	1600	0.136 *	0	178	1	1600	0.136 *	0	178	1	1600	0.136 *	0	178	1	1600	0.113 *
Sb Right	3	0	0	-	0	3	0	0	-	0	3	0	0	-	0	3	0	0	-	0	3	0	0	-
Eb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Thru	910	2	3200	0.284 *	9	919	2	3200	0.287 *	65	984	2	3200	0.308 *	10	994	2	3200	0.311 *	0	994	2	3200	0.311 *
Eb Right	632	2	9999999	0.000	6	638	2	9999999	0.000	4	642	2	9999999	0.000	0	642	2	9999999	0.000	0	642	2	9999999	0.000
Wb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Wb Thru	634	2	3200	0.235	6	640	2	3200	0.237	43	683	2	3200	0.251	1	684	2	3200	0.251	0	684	2	3200	0.251
Wb Right	118	0	0	-	1	119	0	0	-	0	119	0	0	-	0	119	0	0	-	0	119	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.943					0.952					0.978					0.982					0.959
LOS				E					E					E					E					E

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.004
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*3515*				*35*	*3550*				*120*	*3670*				*12*	*3682*				*0*	*3682*			

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(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

Zanja Street-Washington Blvd at Washington Pl
Peak Hour: PM
Annual Growth: 1.00%

Intersection: 5.
N-S St: Zanja Street-Washington Blvd
E-W St: Washington Pl
Project: 12402 Washington, Culver City
File: N:\2800\2072898\ICU
Control Type: 3Ø Traffic Signal

Date: 05/09/07
Date of Count: 2007
Projection Year: 2008

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2008 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	689	1	1600	0.431 *	7	696	1	1600	0.435 *	11	707	1	1600	0.442 *	5	712	1	1600	0.445 *	0	712	1	1600	0.445 *
Nb Thru	57	1	1600	0.036	1	58	1	1600	0.036	0	58	1	1600	0.036	0	58	1	1600	0.036	0	58	1	1600	0.036
Nb Right	30	1	1600	0.019	0	30	1	1600	0.019	0	30	1	1600	0.019	0	30	1	1600	0.019	0	30	1	1600	0.019
Sb Left	55	0	0	0.000	1	56	0	0	0.000	0	56	0	0	0.000	0	56	0	0	0.000	0	56	1	1600	0.035
Sb Thru	142	1	1600	0.126 *	1	143	1	1600	0.127 *	0	143	1	1600	0.127 *	0	143	1	1600	0.127 *	0	143	1	1600	0.092 *
Sb Right	4	0	0	-	0	4	0	0	-	0	4	0	0	-	0	4	0	0	-	0	4	0	0	-
Eb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Thru	960	2	3200	0.300 *	10	970	2	3200	0.303 *	115	1085	2	3200	0.339 *	4	1089	2	3200	0.340 *	0	1089	2	3200	0.340 *
Eb Right	798	2	9999999	0.000	8	806	2	9999999	0.000	13	819	2	9999999	0.000	0	819	2	9999999	0.000	0	819	2	9999999	0.000
Wb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Wb Thru	829	2	3200	0.291	8	837	2	3200	0.294	126	963	2	3200	0.334	5	968	2	3200	0.335	0	968	2	3200	0.335
Wb Right	103	0	0	-	1	104	0	0	-	0	104	0	0	-	0	104	0	0	-	0	104	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.957					0.965					1.008					1.012					0.977
LOS				E					E					F					F					E

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.004
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*3667*					*37*	*3704*					*265*	*3969*					*14*	*3983*					*0*	*3983*

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 6.
N-S St: Centinela Avenue
E-W St: Washington Boulevard
Project: 12402 Washington, Culver City
File: N:\2800\2072898\ICU
Control Type: 2Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Centinela Avenue at Washington Boulevard
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/09/07
Date of Count: 2007
Projection Year: 2008

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2008 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	166	1	1600	0.104	2	168	1	1600	0.105	0	168	1	1600	0.105	0	168	1	1600	0.105	0	168	1	1600	0.105
Nb Thru	1283	2	3200	0.422 *	13	1296	2	3200	0.426 *	5	1301	2	3200	0.428 *	14	1315	2	3200	0.432 *	0	1315	2	3200	0.432 *
Nb Right	66	0	0	-	1	67	0	0	-	2	69	0	0	-	0	69	0	0	-	0	69	0	0	-
Sb Left	96	1	1600	0.060 *	1	97	1	1600	0.061 *	2	99	1	1600	0.062 *	1	100	1	1600	0.062 *	0	100	1	1600	0.062 *
Sb Thru	847	2	3200	0.281	8	855	2	3200	0.284	5	860	2	3200	0.285	3	863	2	3200	0.287	0	863	2	3200	0.287
Sb Right	52	0	0	-	1	53	0	0	-	0	53	0	0	-	1	54	0	0	-	0	54	0	0	-
Eb Left	81	1	1600	0.051	1	82	1	1600	0.051	0	82	1	1600	0.051	0	82	1	1600	0.051 *	0	82	1	1600	0.051 *
Eb Thru	650	2	3200	0.239	7	657	2	3200	0.242 *	4	661	2	3200	0.243 *	0	661	2	3200	0.243	0	661	2	3200	0.206
Eb Right	116	0	0	-	1	117	0	0	-	0	117	0	0	-	0	117	0	0	-	0	117	1	1600	0.073
Wb Left	98	1	1600	0.061	1	99	1	1600	0.062 *	4	103	1	1600	0.064 *	0	103	1	1600	0.064	0	103	1	1600	0.064
Wb Thru	689	2	3200	0.249	7	696	2	3200	0.251	8	704	2	3200	0.255	0	704	2	3200	0.257 *	0	704	2	3200	0.257 *
Wb Right	107	0	0	-	1	108	0	0	-	4	112	0	0	-	5	117	0	0	-	0	117	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.882					0.891					0.897					0.902					0.902
LOS				D					D					D					E					E

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.005
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*4251*				*43*	*4294*				*34*	*4328*				*24*	*4352*				*0*	*4352*			

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1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 6.
N-S St: Centinela Avenue
E-W St: Washington Boulevard
Project: 12402 Washington, Culver City
File: N:\2800\2072898\ICU
Control Type: 2Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Centinela Avenue at Washington Boulevard
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/09/07
Date of Count: 2007
Projection Year: 2008

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2008 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	127	1	1600	0.079 *	1	128	1	1600	0.080 *	0	128	1	1600	0.080 *	0	128	1	1600	0.080 *	0	128	1	1600	0.080 *
Nb Thru	1223	2	3200	0.409	12	1235	2	3200	0.413	12	1247	2	3200	0.419	4	1251	2	3200	0.420	0	1251	2	3200	0.420
Nb Right	87	0	0	-	1	88	0	0	-	6	94	0	0	-	0	94	0	0	-	0	94	0	0	-
Sb Left	107	1	1600	0.067	1	108	1	1600	0.068	6	114	1	1600	0.071	5	119	1	1600	0.074	0	119	1	1600	0.074
Sb Thru	1267	2	3200	0.410 *	13	1280	2	3200	0.414 *	11	1291	2	3200	0.417 *	16	1307	2	3200	0.424 *	0	1307	2	3200	0.424 *
Sb Right	44	0	0	-	0	44	0	0	-	0	44	0	0	-	5	49	0	0	-	0	49	0	0	-
Eb Left	82	1	1600	0.051	1	83	1	1600	0.052	0	83	1	1600	0.052	0	83	1	1600	0.052	0	83	1	1600	0.052
Eb Thru	828	2	3200	0.308 *	8	836	2	3200	0.312 *	13	849	2	3200	0.316 *	0	849	2	3200	0.316 *	0	849	2	3200	0.265 *
Eb Right	159	0	0	-	2	161	0	0	-	0	161	0	0	-	0	161	0	0	-	0	161	1	1600	0.100
Wb Left	114	1	1600	0.071 *	1	115	1	1600	0.072 *	5	120	1	1600	0.075 *	0	120	1	1600	0.075 *	0	120	1	1600	0.075 *
Wb Thru	664	2	3200	0.235	7	671	2	3200	0.237	11	682	2	3200	0.242	0	682	2	3200	0.243	0	682	2	3200	0.243
Wb Right	87	0	0	-	1	88	0	0	-	5	93	0	0	-	2	95	0	0	-	0	95	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.968					0.978					0.988					0.995					0.944
LOS				E					E					E					E					E
Total Vol.	*4789*				*48*	*4837*				*69*	*4906*				*32*	*4938*				*0*	*4938*			

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.007
Significant Impact: No

Area Traffic Mitigation:

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LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 7.
N-S St: Inglewood Boulevard
E-W St: Washington Boulevard
Project: 12402 Washington, Culver City
File: N:\2800\2072898\ICU
Control Type: 5Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Inglewood Boulevard at Washington Boulevard
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/09/07
Date of Count: 2007
Projection Year: 2008

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2008 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	226	1	1600	0.141	2	228	1	1600	0.143	0	228	1	1600	0.143	0	228	1	1600	0.143	0	228	1	1600	0.143
Nb Thru	637	1	1600	0.398 *	6	643	1	1600	0.402 *	0	643	1	1600	0.402 *	0	643	1	1600	0.402 *	0	643	1	1600	0.402 *
Nb Right	400	1	1600	0.250	4	404	1	1600	0.253	0	404	1	1600	0.253	0	404	1	1600	0.253	0	404	1	1600	0.253
Sb Left	43	1	1600	0.027 *	0	43	1	1600	0.027 *	0	43	1	1600	0.027 *	0	43	1	1600	0.027 *	0	43	1	1600	0.027 *
Sb Thru	342	1	1600	0.214	3	345	1	1600	0.216	0	345	1	1600	0.216	0	345	1	1600	0.216	0	345	1	1600	0.216
Sb Right	44	1	1600	0.028	0	44	1	1600	0.028	0	44	1	1600	0.028	0	44	1	1600	0.028	0	44	1	1600	0.028
Eb Left	33	1	1600	0.021	0	33	1	1600	0.021	0	33	1	1600	0.021	0	33	1	1600	0.021	0	33	1	1600	0.021
Eb Thru	657	2	3200	0.242 *	7	664	2	3200	0.244 *	23	687	2	3200	0.251 *	1	688	2	3200	0.251 *	0	688	2	3200	0.251 *
Eb Right	116	0	0	-	1	117	0	0	-	0	117	0	0	-	0	117	0	0	-	0	117	0	0	-
Wb Left	114	1	1600	0.071 *	1	115	1	1600	0.072 *	0	115	1	1600	0.072 *	0	115	1	1600	0.072 *	0	115	1	1600	0.072 *
Wb Thru	598	2	3200	0.187	6	604	2	3200	0.189	11	615	2	3200	0.192	5	620	2	3200	0.194	0	620	2	3200	0.194
Wb Right	55	1	1600	0.034	1	56	1	1600	0.035	0	56	1	1600	0.035	0	56	1	1600	0.035	0	56	1	1600	0.035
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.838					0.845					0.852					0.852					0.852
LOS				D					D					D					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.000
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*3265*				*33*	*3298*				*34*	*3332*				*6*	*3338*				*0*	*3338*			

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Intersection: 7.
N-S St: Inglewood Boulevard
E-W St: Washington Boulevard
Project: 12402 Washington, Culver City
File: N:\2800\2072898\ICU
Control Type: 5Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Inglewood Boulevard at Washington Boulevard
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/09/07
Date of Count: 2007
Projection Year: 2008

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2008 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	127	1	1600	0.079 *	1	128	1	1600	0.080 *	0	128	1	1600	0.080 *	0	128	1	1600	0.080 *	0	128	1	1600	0.080 *
Nb Thru	317	1	1600	0.198	3	320	1	1600	0.200	0	320	1	1600	0.200	0	320	1	1600	0.200	0	320	1	1600	0.200
Nb Right	80	1	1600	0.050	1	81	1	1600	0.051	1	82	1	1600	0.051	0	82	1	1600	0.051	0	82	1	1600	0.051
Sb Left	82	1	1600	0.051	1	83	1	1600	0.052	0	83	1	1600	0.052	0	83	1	1600	0.052	0	83	1	1600	0.052
Sb Thru	536	1	1600	0.335 *	5	541	1	1600	0.338 *	0	541	1	1600	0.338 *	0	541	1	1600	0.338 *	0	541	1	1600	0.338 *
Sb Right	70	1	1600	0.044	1	71	1	1600	0.044	0	71	1	1600	0.044	0	71	1	1600	0.044	0	71	1	1600	0.044
Eb Left	65	1	1600	0.041	1	66	1	1600	0.041	0	66	1	1600	0.041	0	66	1	1600	0.041	0	66	1	1600	0.041
Eb Thru	653	2	3200	0.291 *	7	660	2	3200	0.294 *	30	690	2	3200	0.304 *	5	695	2	3200	0.305 *	0	695	2	3200	0.305 *
Eb Right	279	0	0	-	3	282	0	0	-	0	282	0	0	-	0	282	0	0	-	0	282	0	0	-
Wb Left	104	1	1600	0.065 *	1	105	1	1600	0.066 *	1	106	1	1600	0.066 *	0	106	1	1600	0.066 *	0	106	1	1600	0.066 *
Wb Thru	662	2	3200	0.207	7	669	2	3200	0.209	37	706	2	3200	0.221	2	708	2	3200	0.221	0	708	2	3200	0.221
Wb Right	35	1	1600	0.022	0	35	1	1600	0.022	0	35	1	1600	0.022	0	35	1	1600	0.022	0	35	1	1600	0.022
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.870					0.878					0.888					0.889					0.889
LOS				D					D					D					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.001
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*3010*					*30*	*3040*					*69*	*3109*					*7*	*3116*					*0*	*3116*			

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(714) 641-1587

Intersection: 8.
N-S St: Centinela Avenue
E-W St: Washington Place
Project: 12402 Washington, Culver City
File: N:\2800\2072898\ICU
Control Type: 2Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Centinela Avenue at Washington Place
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/09/07
Date of Count: 2007
Projection Year: 2008

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2008 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	66	1	1600	0.041	1	67	1	1600	0.042	3	70	1	1600	0.044	1	71	1	1600	0.044	0	71	1	1600	0.044
Nb Thru	1220	2	3200	0.425 *	12	1232	2	3200	0.429 *	4	1236	2	3200	0.431 *	2	1238	2	3200	0.432 *	0	1238	2	3200	0.387 *
Nb Right	139	0	0	-	1	140	0	0	-	3	143	0	0	-	2	145	0	0	-	0	145	1	1600	0.091
Sb Left	110	1	1600	0.069 *	1	111	1	1600	0.069 *	2	113	1	1600	0.071 *	0	113	1	1600	0.071 *	0	113	1	1600	0.071 *
Sb Thru	948	2	3200	0.296	9	957	2	3200	0.299	2	959	2	3200	0.300	10	969	2	3200	0.303	0	969	2	3200	0.303
Sb Right	112	1	1600	0.070	1	113	1	1600	0.071	3	116	1	1600	0.073	0	116	1	1600	0.073	0	116	1	1600	0.073
Eb Left	163	1	1600	0.102	2	165	1	1600	0.103	2	167	1	1600	0.104	0	167	1	1600	0.104	0	167	1	1600	0.104
Eb Thru	706	2	3200	0.244 *	7	713	2	3200	0.247 *	52	765	2	3200	0.263 *	0	765	2	3200	0.267 *	0	765	2	3200	0.239 *
Eb Right	75	0	0	-	1	76	0	0	-	2	78	0	0	-	10	88	0	0	-	0	88	1	1600	0.055
Wb Left	100	1	1600	0.063 *	1	101	1	1600	0.063 *	2	103	1	1600	0.064 *	10	113	1	1600	0.071 *	0	113	1	1600	0.071 *
Wb Thru	521	2	3200	0.163	5	526	2	3200	0.164	44	570	2	3200	0.178	0	570	2	3200	0.178	0	570	2	3200	0.178
Wb Right	150	1	1600	0.094	2	152	1	1600	0.095	1	153	1	1600	0.095	0	153	1	1600	0.095	0	153	1	1600	0.095
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.901					0.908					0.929					0.941					0.868
LOS				E					E					E					E					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.012
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*4310*				*43*	*4353*				*120*	*4473*				*35*	*4508*				*0*	*4508*			

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(714) 641-1587

Intersection: 8.
N-S St: Centinela Avenue
E-W St: Washington Place
Project: 12402 Washington, Culver City
File: N:\2800\2072898\ICU
Control Type: 2Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Centinela Avenue at Washington Place
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/09/07
Date of Count: 2007
Projection Year: 2008

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2008 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	97	1	1600	0.061 *	1	98	1	1600	0.061 *	6	104	1	1600	0.065 *	5	109	1	1600	0.068 *	0	109	1	1600	0.068 *
Nb Thru	1014	2	3200	0.381	10	1024	2	3200	0.385	5	1029	2	3200	0.388	11	1040	2	3200	0.395	0	1040	2	3200	0.325
Nb Right	208	0	0	-	2	208	0	0	-	5	213	0	0	-	11	224	0	0	-	0	224	1	1600	0.140
Sb Left	68	1	1600	0.043	1	69	1	1600	0.043	2	71	1	1600	0.044	0	71	1	1600	0.044	0	71	1	1600	0.044
Sb Thru	1253	2	3200	0.392 *	13	1266	2	3200	0.395 *	6	1272	2	3200	0.397 *	4	1276	2	3200	0.399 *	0	1276	2	3200	0.399 *
Sb Right	136	1	1600	0.085	1	137	1	1600	0.086	6	143	1	1600	0.090	0	143	1	1600	0.090	0	143	1	1600	0.090
Eb Left	196	1	1600	0.123	2	198	1	1600	0.124	7	205	1	1600	0.128	0	205	1	1600	0.128	0	205	1	1600	0.128 *
Eb Thru	613	2	3200	0.219 *	6	619	2	3200	0.221 *	106	725	2	3200	0.266 *	0	725	2	3200	0.258 *	0	725	2	3200	0.227
Eb Right	87	0	0	-	1	88	0	0	-	7	95	0	0	-	4	99	0	0	-	0	99	1	1600	0.062
Wb Left	146	1	1600	0.091 *	1	147	1	1600	0.092 *	5	152	1	1600	0.095 *	4	156	1	1600	0.098 *	0	156	1	1600	0.098
Wb Thru	595	2	3200	0.186	6	601	2	3200	0.188	109	710	2	3200	0.222	0	710	2	3200	0.222	0	710	2	3200	0.222 *
Wb Right	88	1	1600	0.055	1	89	1	1600	0.056	2	91	1	1600	0.057	0	91	1	1600	0.057	0	91	1	1600	0.057
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.863					0.869					0.913					0.923					0.917
LOS				D					D					E					E					E

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.010
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*4499*				*45*	*4544*				*266*	*4810*				*39*	*4849*				*0*	*4849*			

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(714) 641-1587

Intersection: 9.
N-S St: Inglewood Boulevard
E-W St: Washington Place
Project: 12402 Washington, Culver City
File: N:\2800\2072898\ICU
Control Type: 2Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Inglewood Boulevard at Washington Place
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/09/07
Date of Count: 2007
Projection Year: 2008

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2008 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	31	0	0	0.000	0	31	0	0	0.000	0	31	0	0	0.000	0	31	0	0	0.000	0	31	0	0	0.000
Nb Thru	463	1	1600	0.351 *	5	468	1	1600	0.355 *	0	468	1	1600	0.355 *	0	468	1	1600	0.355 *	0	468	1	1600	0.355 *
Nb Right	68	0	0	-	1	69	0	0	-	0	69	0	0	-	0	69	0	0	-	0	69	0	0	-
Sb Left	42	0	0	0.000 *	0	42	0	0	0.000 *	0	42	0	0	0.000 *	0	42	0	0	0.000 *	0	42	0	0	0.000 *
Sb Thru	250	1	1600	0.200	3	253	1	1600	0.202	0	253	1	1600	0.202	0	253	1	1600	0.202	0	253	1	1600	0.202
Sb Right	28	0	0	-	0	28	0	0	-	0	28	0	0	-	0	28	0	0	-	0	28	0	0	-
Eb Left	64	1	1600	0.040	1	65	1	1600	0.040	0	65	1	1600	0.040	0	65	1	1600	0.040	0	65	1	1600	0.040
Eb Thru	823	2	3200	0.275 *	8	831	2	3200	0.278 *	63	894	2	3200	0.297 *	2	896	2	3200	0.298 *	0	896	2	3200	0.298 *
Eb Right	57	0	0	-	1	58	0	0	-	0	58	0	0	-	0	58	0	0	-	0	58	0	0	-
Wb Left	79	1	1600	0.049 *	1	80	1	1600	0.050 *	0	80	1	1600	0.050 *	0	80	1	1600	0.050 *	0	80	1	1600	0.050 *
Wb Thru	682	2	3200	0.236	7	689	2	3200	0.239	41	730	2	3200	0.251	10	740	2	3200	0.255	0	740	2	3200	0.255
Wb Right	74	0	0	-	1	75	0	0	-	0	75	0	0	-	0	75	0	0	-	0	75	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.775					0.783					0.802					0.803					0.803
LOS				C					C					D					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.001
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*2661*	*27 2688*	*104 2792*	*12 2804*	*0 2804*

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 9.
N-S St: Inglewood Boulevard
E-W St: Washington Place
Project: 12402 Washington, Culver City
File: N:\2800\2072898\ICU
Control Type: 2Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Inglewood Boulevard at Washington Place
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/09/07
Date of Count: 2007
Projection Year: 2008

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2008 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2008 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	46	0	0	0.000 *	0	46	0	0	0.000 *	0	46	0	0	0.000 *	0	46	0	0	0.000 *	0	46	0	0	0.000 *
Nb Thru	280	1	1600	0.246	3	283	1	1600	0.248	0	283	1	1600	0.248	0	283	1	1600	0.248	0	283	1	1600	0.248
Nb Right	67	0	0	-	1	68	0	0	-	0	68	0	0	-	0	68	0	0	-	0	68	0	0	-
Sb Left	37	0	0	0.000	0	37	0	0	0.000	0	37	0	0	0.000	0	37	0	0	0.000	0	37	0	0	0.000
Sb Thru	464	1	1600	0.339 *	5	469	1	1600	0.342 *	0	469	1	1600	0.342 *	0	469	1	1600	0.342 *	0	469	1	1600	0.342 *
Sb Right	41	0	0	-	0	41	0	0	-	0	41	0	0	-	0	41	0	0	-	0	41	0	0	-
Eb Left	49	1	1600	0.031	0	49	1	1600	0.031	0	49	1	1600	0.031	0	49	1	1600	0.031	0	49	1	1600	0.031
Eb Thru	757	2	3200	0.251 *	8	765	2	3200	0.253 *	110	875	2	3200	0.268 *	11	886	2	3200	0.291 *	0	886	2	3200	0.291 *
Eb Right	46	0	0	-	0	46	0	0	-	0	46	0	0	-	0	46	0	0	-	0	46	0	0	-
Wb Left	131	1	1600	0.082 *	1	132	1	1600	0.083 *	0	132	1	1600	0.083 *	0	132	1	1600	0.083 *	0	132	1	1600	0.083 *
Wb Thru	741	2	3200	0.248	7	748	2	3200	0.250	119	867	2	3200	0.287	4	871	2	3200	0.289	0	871	2	3200	0.289
Wb Right	52	0	0	-	1	53	0	0	-	0	53	0	0	-	0	53	0	0	-	0	53	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.772					0.778					0.813					0.816					0.816
LOS				C					C					D					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.003
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*2711*				*27*	*2738*				*229*	*2967*				*15*	*2982*				*0*	*2982*			

RESOLUTION NO. 2007-R___

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA APPROVING TENTATIVE TRACT MAP NO. 69279, TTM P-2007074, FOR THE ONE LOT SUBDIVISION OF 30 COMMERCIAL AIRSPACE UNITS AT 12402 WASHINGTON PLACE IN THE COMMERCIAL GENERAL (CG) ZONE, AS TO BE APPROVED BY ORDINANCE NO. 2007- INTRODUCED CONCURRENTLY HEREWITH.

(Tentative Tract Map, TTM P-2007074)

WHEREAS, on May 16, 2007, Pamela Day for 12402 Washington Place investors, LP, as the property owner of 12402 Washington Place, filed Tentative Tract Map to facilitate Zoning Code Map Amendment, Site Plan Review and Administrative Use Permit applications for the construction of a four-story commercial (retail and office) building and the use of tandem parking spaces with four levels of subterranean parking, on the project site described in "Exhibit A" of this Resolution, which is attached hereto and incorporated herein as though set forth in full; and

WHEREAS, on July 25, 2007, after conducting a duly noticed public hearing on these applications, the Planning Commission adopted Resolution No. 2007-P014, approving Site Plan Review, SPR P-2007073 and Administrative Use Permit, AUP P-2007072 and conditionally approving and recommending that the City Council approve Zoning Code Map Amendment, ZCMA P-2007075 and Tentative Tract Map, No. 69279, TTM P-2007074; and

WHEREAS, in accordance with the California Environmental Quality Act (CEQA), the Planning Commission adopted a Negative Declaration finding the project will not have any significant adverse impacts on the environment; and

WHEREAS, on September 24, 2007, the City Council conducted a duly noticed public hearing on the Tentative Tract Map application, fully considering the application, plans, staff report, environmental information and all testimony presented; and

WHEREAS, on September 24, 2007, following conclusion of the public hearing and thorough deliberation of the subject matter, the City Council determined by a vote of ___ to ___ that (i) no new information has become available and no changes in the proposed project have been made since the Planning Commission adopted the Negative Declaration and, therefore, no additional environmental analysis is required and (ii) Tentative Tract Map, TTM P-2007074 (Tentative Tract Map No. 69279), shall be conditionally approved as set forth herein below.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. As outlined in Culver City Municipal Code Title 17, Section 15.10.265, the following required findings for a Tentative Tract Map are hereby made:

A. The proposed map is consistent with the General Plan.

The proposed tentative tract map is consistent with the General Plan Land Use Element in that the proposed commercial subdivision shall provide for the revitalization of a commercial corridor through new development, which is consistent with Objective 6 of that Element. It will also provide new business and employment opportunities along Centinela Avenue and Washington Place, two major arterial corridors.

B. The design of the proposed subdivision is consistent with the General Plan.

The design of the proposed commercial subdivision is consistent with the General Plan Land Use Element as indicated above and with the Zoning Code development standards for commercial developments. The project design incorporates features such as progressively increased setbacks from the adjacent residential properties to make it compatible with them. The proposed uses are consistent with the objectives of the General Plan General Corridor land use designation that encourage new commercial opportunities.

C. The site is physically suitable for the type of development.

The site is physically suitable for the proposed commercial subdivision in that the project complies with all zoning standards and the proposed structure shall meet all applicable development standards [i.e., setback, height, parking and use].

D. The site is physically suitable for the proposed density of development.

The site is physically suitable for the density/massing of the proposed project in that the site allows for the number of floors and building area that are proposed. The proposed building includes four levels of commercial uses totaling 41,802 square feet and 119 parking spaces, while meeting all the Zoning Code development standards that apply in the CG zone.

E. The design of the subdivision is not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

The proposed commercial tentative tract map subdivision together with the onsite and offsite improvements shall not cause any known environmental damage and shall not damage any fish and/or wildlife habitats because such fish and/or wildlife habitats do not exist on or near the site. The site currently is completely paved and developed with an auto-repair facility, which does not serve as a habitat for fish or other wildlife.

F. The design of the subdivision is not likely to cause serious public health problems.

The proposed commercial tentative tract map subdivision together with the onsite and offsite improvements shall not cause any known serious public health problems because all applicable zoning code development standards shall be met, and the applicant is required to meet all of the conditions of approval that the reviewing agencies of the City, such as the Fire Prevention Division, Planning Division, Building Safety Division and the Engineering Division have recommended for the project. The uses proposed for this subdivision are consistent with commercial corridor land uses allowed in the Zoning Code.

G. The design of the subdivision will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.

The proposed commercial tentative tract map subdivision and the onsite and offsite improvements shall not conflict with any existing and/or

proposed easements. No such easements have been identified on the site.

SECTION 2. Effective on the date Ordinance No. 2007-____becomes effective, and pursuant to the foregoing recitations and findings, the City Council of the City of Culver City, California, hereby approves Tentative Tract Map, TTM P-2007074 (Tentative Tract Map No. 69279), subject to the following conditions:

Tentative Tract Map No. 69279, TTM P2007074:

Engineering Division

1. The final map shall be prepared by a Land Surveyor or Civil Engineer licensed in the State of California.

2. The final map shall conform to the conditionally approved tentative map approved by the Planning Commission on July 25, 2007.

3. The project boundary shall be tied to at least one (1) City global positioning satellite (GPS) monument.

4. All required boundary monuments shall be installed prior to the recording of the final map. At a minimum, a spike and washer shall be set on the centerline of Centinela Avenue at the intersection of the prolongation of the project's southerly boundary and on the centerline of Washington Place with the intersection of the prolongation of the project's westerly boundary. Each monument shall be tied to at least three (3) points, with lead and tags, and centerline tie notes filed with the Engineering Division.

5. If required, an improvement bond and agreement shall be filed with the City prior to the recording of the final map for those improvements awaiting completion and approved by the City Engineer to be bonded. The bond shall include, but not be limited to, labor and material and be based on estimated construction costs as provided by the City.

6. The final map shall be submitted to the Los Angles County Department of Public Works for review, approval, and recordation. After approval of the technical aspect of the map by Los Angeles County, and prior to recordation, the final map shall be approved by the City Council. A copy of the first plan check package as submitted to Los Angeles County shall also be submitted concurrently to the Culver City Engineering Division for Review.

7. A copy of the final map in digital and mylar format shall be filed with the Engineering Division prior to final acceptance by the City.

8. The final map shall be recorded prior to the issuance of any Certificate of Occupancy for any office air space unit.

APPROVED and ADOPTED this 24th day of September, 2007.

ALAN CORLIN, Mayor
City of Culver City, California

ATTESTED BY:

APPROVED TO AS FORM:

CHRISTOPHER ARMENTA, City Clerk

CAROL SCHWAB, City Attorney

EXHIBIT A
RESOLUTION NO. 2007-R_____

(Tentative Tract Map, TTM P-2007074)

LEGAL DESCRIPTION

PARCEL 1:

THE EASTERLY 5 FEET OF LOT 8 AND ALL OF LOTS 9, 10, 11, 12, 13 AND 15 OF TRACT NO. 5600 IN THE CITY OF CULVER CITY, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA. AS SHOWN ON A MAP THEROF RCORDED IN BOOK 114, PAGE 47 OF MISCELLANEOUS MAPS, IN THE RECORDS OF THE COUNTY OF LOS ANGELES, AND STATE OF CALIFORNIA.

PARCEL 2:

THAT PORTION OF THE ALLEY VACATED BY ORDINANCE NO. 201 OF THE CITY OF CULVER CITY DATED DECEMBER 14, AND 15 OF TRACT NO. 5600 IN THE CITY OF CULVER CITY, DATED DECEMBER 14, 1953, ADJOINING LOTS 9, 10, 11, 12, 13, 14 AND 15 OF TRACT NO. 5600, IN THE CITY OF CULVER CITY, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA. AS PER MAP RECORDED 114 PAGE, 47 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST WESTERLY CORNER OF LOT 16 OF SAID TRACT, THENCE ALONG THE NORTHWESTERLY PROLONGATION OF THE SOUTHWESTERLY LINE OF SAID LOT 16, NORTH 32"23'15" WEST TO THE SOUTHERLY PROLONGATION OF THE EASTERLY LINE OF SAID LOT 12; THENCE WESTERLY IN A DIRECT LINE, TO THE POINT OF INTERSECTION OF THE SOUTHERLY PROLONGATION OF THE WESTERLY LINE OF SAID LOT 12, WITH THE NORTHEASTERLY PROLONGATION OF THE SOUTHEASTERLY LINE OF LOT 8 OF SAID TRACT; THENCE ALONG THE NORTHEASTERLY PROLONGATION OF THE SOUTHEASTERLY LINE OF SAID LOT 8, SOUTH 57"35'05" WEST TO THE MOST EASTERLY CORNER OF SAID LOT 8; THENCE ALONG THE BOUNDARY LINES OF SAID LOTS 9, 10, 11, 12, 13, 14 AND 15 OF SAID TRACT. THE FOLLOWING COURSES AND DISTANCES: NORTH 29"15'05" EAST 46.02 FEET TO THE BEGINNING OF A TANGENT CURVE SHOWN ON THE MAP OF SAID TRACT AS BEING CONCAVE SOUTHERLY. HAVING A RADIUS OF 15.00 FEET, AND A CENTRAL ANGLE OF 146"41'40"; THENCE NORTHEASTERLY, EASTERLY, AND SOUTHEASTERLY ALONG SAID CURVE. A DISTANCE OF 38.40 FEET TO THE END OF SAME, THENCE TANGENT TO SAID LAST MENTIONED CURVE, SOUTH 4"03'15" EAST 46.02 FEET TO THE POINT OF BEGINNING.

ORDINANCE NO. 2007-___

AN ORDINANCE OF THE CITY OF CULVER CITY, CALIFORNIA, AMENDING SECTION 17.200.015 OF THE CULVER CITY MUNICIPAL CODE BY AMENDING THE ZONING MAP, WHICH IS INCORPORATED THEREIN BY REFERENCE, BY CHANGING THE ZONING OF A PROPERTY LOCATED AT 12402 WASHINGTON PLACE FROM COMMERCIAL NEIGHBORHOOD (CN) TO COMMERCIAL GENERAL (CG).

(Zoning Code Map Amendment, ZCMA P-2007075)

WHEREAS, on May 16, 2007, Pamela Day for 12402 Washington Place investors, LP, as the property owner of 12402 Washington Place, filed a Zoning Code Map Amendment to facilitate Tentative Tract Map, Site Plan Review and Administrative Use Permit applications for the construction of a four-story commercial (retail and office) building and the use of tandem parking spaces with four levels of subterranean parking, on the project site described more fully in "Exhibit A" of this Ordinance, which is attached hereto and incorporated herein as though set forth in full; and

WHEREAS, on July 25, 2007, after conducting a duly noticed public hearing on those applications, the Planning Commission adopted Resolution No. 2007-P014, approving Site Plan Review, SPR P-2007073 and Administrative Use Permit, AUP P-2007072 and conditionally approving and recommending that the City Council approve Zoning Code Map Amendment, ZCMA P-2007075 and Tentative Tract Map, No. 69279, TTM P-2007074; and

WHEREAS, in accordance with the California Environmental Quality Act (CEQA), the Planning Commission adopted a Negative Declaration finding the project will not have any significant adverse impacts on the environment; and

WHEREAS, on September 24, 2007, the City Council conducted a duly noticed public hearing on the Zoning Code Map Amendment, fully considering the application, plans, staff report, environmental information and all testimony presented; and

WHEREAS, on September 24, 2007, following conclusion of the public hearing and thorough deliberation of the subject matter, the City Council determined by a vote of ___ to ___ that (i) no new information has become available and no changes in the proposed project have been made since the Planning Commission adopted the Negative Declaration and, therefore, no additional environmental analysis is required and (ii) Zoning Code Map Amendment, ZCMA P-2007075, shall be approved as set forth herein below.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA, DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. As provided in Culver City Municipal Code (CCMC) Title 17, Section 17.620.030, the following required findings for a Zoning Code Map Amendment are hereby made:

1. **The proposed amendment ensures and maintains internal consistency with the goals, policies and strategies of all elements of the General Plan and will not create any inconsistencies with this Title (Zoning Code).**

   The proposed Zoning Code Map Amendment does ensure and maintain consistency of the proposed commercial project with the goals, policies and strategies of the General Plan. The proposed project facilitates Objective 6, Policy 6.A of the Land Use Element which states: *"Encourage revitalization of commercial corridors in the City through new development and renovation of existing structures with incentives which address development standards and the project approval process".* The proposed amendment will facilitate a new commercial development, which will help revitalize Washington Place, a major arterial street. In addition to revitalizing the area, the proposed amendment will render the zoning designation for the subject property consistent with its General Plan designation. The proposed amendment shall not result in any inconsistency between the General Plan and the proposed project.

2. **The proposed amendment would not be detrimental to the public interest, health, safety, convenience or welfare of the City.**

   The proposed Zoning Code Map Amendment is not detrimental to the public interest, health, safety, convenience and welfare of the City in that

the amendment, and subsequent project, has been reviewed by the relevant City Departments. No toxic or other potential hazard to the resident's health has been identified. The City reviewed traffic study has not identified any significant impacts. No health or safety hazards have been identified in the review of this project.

The proposed project is anticipated to encourage new business and employment opportunities in the City. Business opportunities add to the economic vitality that serves the community and protects the quality of life. With City approval of the proposed amendment, the project shall be consistent with the land use designation and the objectives of the General Plan.

3. **The proposed amendment is in compliance with the provisions of the California Environmental Quality Act (CEQA).**

The proposed Zoning Code Map Amendment is in compliance with CEQA as more fully outlined in the Initial Study and Negative Declaration environmental finding and related documentation for this project, including the traffic study dated May 9, 2007 prepared by the firm of Linscott, Law & Greenspan engineers.

3. **The site is physically suitable (including access, provision of utilities, compatibility with adjoining land uses and absence of physical constraints) for the requested zoning designation(s) and anticipated land use development.**

The site subject to the Zoning Code Map Amendment is physically suitable (including access, provision of utilities, compatibility with adjoining land uses and absence of physical constraints) for the requested zoning and the anticipated land use development because a full review by City staff determined all applicable design standards and public services can be provided.

The commercial project has been sited and designed to create a transition from the Washington Place and Centinela Avenue commercial corridors into the adjoining medium density residential neighborhood. The proposed building will be set back from those adjacent residential uses to provide a better transition from the residential to the commercial property. The alley at the rear of the subject property will provide an additional buffer between the site and the residential properties southwest of the site.

Vehicular access to the project site has been located on Centinela Avenue at a physically suitable location that is sufficiently distant from the intersection with Washington Place to avoid impacts on the

intersection.

SECTION 2. Section 17.200.015 of the CCMC is hereby amended by amending the Culver City Zoning Map, which is incorporated therein by reference, by changing the zoning designation for the subject site from Commercial Neighborhood (CN) to Commercial General (CG).

SECTION 3. Pursuant to Section 619 of the City Charter, this Ordinance shall take effect thirty (30) days after the date of its adoption. Pursuant to Sections 616 and 621 of the City Charter, prior to the expiration of fifteen (15) days after the adoption, the City Clerk shall cause this Ordinance, or a summary thereof, to be published in the Culver City News and shall post this Ordinance or a summary thereof in at least three places within the City.

SECTION 4. The City Council hereby declares that, if any provision, section, subsection, paragraph, sentence, phrase or word of this ordinance is rendered or declared invalid or unconstitutional by any final action in a court of competent jurisdiction or by reason of any preemptive legislation, then the City Council would have independently adopted the remaining provisions, sections, subsections, paragraphs, sentences, phrases or words of this ordinance and as such they shall remain in full force and effect.

APPROVED and ADOPTED this 24th day of September, 2007.

ALAN CORLIN, Mayor
City of Culver City, California

ATTESTED BY:

APPROVED TO AS FORM:

176

CHRISTOPHER ARMENTA, City Clerk

CAROL SCHWAB, City Attorney

EXHIBIT A
ORDINANCE NO. 2007

(Zoning Code Map Amendment, ZCMA P-2007075)

LEGAL DESCRIPTION

PARCEL 1:

THE EASTERLY 5 FEET OF LOT 8 AND ALL OF LOTS 9, 10, 11, 12, 13 AND 15 OF TRACT NO. 5600 IN THE CITY OF CULVER CITY, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA. AS SHOWN ON A MAP THEROF RCORDED IN BOOK 114, PAGE 47 OF MISCELLANEOUS MAPS, IN THE RECORDS OF THE COUNTY OF LOS ANGELES, AND STATE OF CALIFORNIA.

PARCEL 2:

THAT PORTION OF THE ALLEY VACATED BY ORDINANCE NO. 201 OF THE CITY OF CULVER CITY DATED DECEMBER 14, AND 15 OF TRACT NO. 5600 IN THE CITY OF CULVER CITY, DATED DECEMBER 14, 1953, ADJOINING LOTS 9, 10, 11, 12, 13, 14 AND 15 OF TRACT NO. 5600, IN THE CITY OF CULVER CITY, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA. AS PER MAP RECORDED 114 PAGE, 47 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST WESTERLY CORNER OF LOT 16 OF SAID TRACT, THENCE ALONG THE NORTHWESTERLY PROLONGATION OF THE SOUTHWESTERLY LINE OF SAID LOT 16, NORTH 32"23'15" WEST TO THE SOUTHERLY PROLONGATION OF THE EASTERLY LINE OF SAID LOT 12; THENCE WESTERLY IN A DIRECT LINE, TO THE POINT OF INTERSECTION OF THE SOUTHERLY PROLONGATION OF THE WESTERLY LINE OF SAID LOT 12, WITH THE NORTHEASTERLY PROLONGATION OF THE SOUTHEASTERLY LINE OF LOT 8 OF SAID TRACT; THENCE ALONG THE NORTHEASTERLY PROLONGATION OF THE SOUTHEASTERLY LINE OF SAID LOT 8, SOUTH 57"35'05" WEST TO THE MOST EASTERLY CORNER OF SAID LOT 8; THENCE ALONG THE BOUNDARY LINES OF SAID LOTS 9, 10, 11, 12, 13, 14 AND 15 OF SAID TRACT. THE FOLLOWING COURSES AND DISTANCES: NORTH 29"15'05" EAST 46.02 FEET TO THE BEGINNING OF A TANGENT CURVE SHOWN ON THE MAP OF SAID TRACT AS BEING CONCAVE SOUTHERLY. HAVING A RADIUS OF 15.00 FEET, AND A CENTRAL ANGLE OF 146"41'40"; THENCE NORTHEASTERLY, EASTERLY, AND SOUTHEASTERLY ALONG SAID CURVE. A DISTANCE OF 38.40 FEET TO THE END OF SAME, THENCE TANGENT TO SAID LAST MENTIONED CURVE, SOUTH 4"03'15" EAST 46.02 FEET TO THE POINT OF BEGINNING.