

Finally the study evaluates the adequacy of the proposed future on-campus parking supply to accommodate projected campus parking demands. Future student pick up and drop-off procedures and issues of site access for the school were also evaluated.

ORGANIZATION OF REPORT

This report is divided into the following seven chapters

- Chapter I presents the preceding introduction
- Chapter II describes the existing circulation system, traffic volumes, and traffic conditions within the study area. Chapter II also describes the existing Park Century School access and circulation system and analyzes existing parking conditions on the campus.
- Chapter III describes the methodologies used to develop future cumulative traffic forecasts and project traffic volumes.
- Chapter IV presents an assessment of potential traffic impacts on intersection operations, discusses potential mitigation measures, and provides an assessment of those measures' effectiveness.
- Chapter V contains an analysis of potential impacts of the project on campus parking conditions and an evaluation of future pick-up and drop-off procedures and internal circulation.
- Chapter VI contains the results of the Congestion Management Program regional transportation system impact analysis for the project.
- Chapter VII summarizes the conclusions and recommendations of the study.

II EXISTING CONDITIONS

A data collection effort was undertaken to develop analysis of existing transportation conditions within the study area. The preliminary assessment of conditions relevant to this study includes a description of the street system, previous traffic volumes on these facilities, and operating conditions of analyzed intersections.

EXISTING FREEWAY AND STREET SYSTEM

As shown in Figure 1, access to the project site would be provided by Landmark Street via Washington Boulevard. Landmark Street is a two-way street with one travel lane in each direction. Washington Boulevard is a major arterial with two lanes in each direction. The study area for this analysis is bounded by Hughes Avenue on the west, National Boulevard on the north, Robertson Boulevard on the east, and Washington Boulevard on the south.

Robertson Boulevard and National Boulevard are the nearest major roadways to the north and south, while Washington Boulevard and Venice Boulevard are the nearest major roadways to the east and west. Regional access to the site is provided by Santa Monica Freeway (I-10). The Santa Monica Freeway runs east-west less than one-quarter of a mile north of the project site. Access to the Santa Monica Freeway can be obtained via ramps at Robertson Boulevard, National Boulevard, and Exposition Boulevard. Additional streets serving the project site and the surrounding study area include Exposition Boulevard, Culver Boulevard, Higuera Street, and Lindblade Street. Table 1 includes a description of the above key roadways in the vicinity of the site. Diagrams of the existing lane configurations at the study intersections are provided in Appendix A of this report.

**TABLE 1
EXISTING STREET PHYSICAL CHARACTERISTICS**

SEGMENT	FROM	TO	LANES		MEDIAN TYPE	PARKING RESTRICTIONS		SPEED LIMIT
			NB/WB	SB/EB		NB/WB	SB/EB	
Main St / Bagley Av	Washington Bl	Venice Bl	1	1	DY	1hr Meter 8a-6p	1hr Meter 8a-6p	--
	Venice Bl	Regent St	1	1	UD	PA	NSAT	--
National Bl	Bagley Av	Robertson Bl	1	1	2LT	PA	NSAT	35
	Robertson Bl	I 10 EB On ramp	2	2	2LT	PA	NSAT	35
	I 10 EB On ramp	Venice Bl	2	2	2LT	PA	PA	35
	Venice Bl	Washington Bl	2	2	2LT	10hr Meter 8a-6p	10hr Meter 8a-6p	35
	Washington Bl	Wesley St	2	2	2LT	NSAT	NSAT	35
Washington Bl	Wesley St	National Bl	2	2	2LT	10hr Meter 8a-6p	10hr Meter 8a-6p	35
	National Bl	Higuera St / Robertson Bl	2	2	DY	10hr Meter 8a-6p	PA	35
	Higuera St / Robertson Bl	Ince Bl	2	2	2LT	10hr Meter 8a-6p	NSAT	35
	Ince Bl	Culver Bl	2	2	RM	NSAT	NSAT	35
	Culver Bl	Cardiff Av	2	3	RM	2hr Meter 8a-6p	NSAT	35
	Cardiff Av	Hughes Av	2	2	RM	NSAT	2hr Meter 8a-6p	35
Higuera St / Robertson Bl	Krueger St	Lindblade St	1	1	SY	PA	PA	25
	Lindblade St	Washington Bl	1	1	DY	NSAT	2hr Meter 8a-6p	25
	Washington Bl	Venice Bl	2	2	2LT	NSAT	2hr Meter 8a-6p	n/a
	Venice Bl	I 10 WB On ramp	2	One Way	One Way	LZ + 30 min 8a-10p	NSAT	n/a
	I 10 WB On ramp	Ellis Av	1	2	DY	NSAT	NSAT	--
	Ellis Av	National Bl	2	2	RM	PA	PA	n/a
	National Bl	I 10 WB Off ramp	2	2	2LT	PA	PA	35
Exposition Bl	Livonia Av	I 10 EB Off ramp	1	1	UD	PA	PA	35
	I 10 EB Off ramp	Venice Bl	One Way	4	One Way	North Side PA	South Side NSAT	35
	Venice Bl	Washington Bl	1	1	UD	PA	PA	n/a
Lindblade St	Ince Bl	Higuera St	One Way	1	n/a	10hr Meter 8a-6p	10hr Meter 8a-6p	n/a
	Higuera St	end of street	1	1	UD	10hr Meter 8a-6p	PA	n/a
Landmark St	Washington Bl	end of street	1	1	UD	2hr Meter 8a-6p	2hr Meter 8a-6p	n/a
Venice Bl	Helms Av	Curtis Av	3	3	RM	2hr Meter 8a-6p	2hr Meter 8a-6p	35
	Curtis Av	National Bl	3	3	RM	PA	2hr Meter 8a-6p	35
	National Bl	Ellis Av	3	3	RM	1hr Meter 8a-6p	1hr 8a-6p	35
	Ellis Av	Robertson Bl	3	3	RM	NS 4p-7p	1hr 8a-6p	35
	Robertson Bl	Culver Bl	3	3	RM	NSAT	1hr 8a-6p	35
	Culver Bl	Hughes Av	3	3	RM	1hr Meter 8a-6p	1hr Meter 8a-6p	35
Culver Bl	Venice Bl	Ince Bl	2	2	RM	NSAT	NSAT	35
	Ince Bl	Main St	2	2	RM	2hr Meter 8a-6p	2hr Meter 8a-6p	35
	Washington Bl	Lafayette Pl	2	2	RM	2hr Meter 8a-6p	NSAT	35
	Lafayette Pl	Duquesne Av	2	2	RM	2hr Meter 8a-6p	2hr Meter 8a-6p	35

Notes

LANES # - Number of lanes
 MEDIAN TYPE 2LT Two Way Left Turn Lane
 RM Raised Median
 UD - Undivided
 SY Single Yellow Line

PARKING PA Parking allowed
 NPAT - No parking anytime
 NSAT No stopping anytime
 Meter Metered Parking
 LZ - Loading Only Zone

EXISTING TRAFFIC VOLUMES AND OPERATING CONDITIONS

The following sections present the existing peak hour turning movement traffic volumes at the study intersections a description of the methodology used to analyze intersection operating conditions and the resulting level of service at each location under existing conditions

Existing Peak Hour Traffic Volumes

Weekday morning (7 to 9 a m) midday (2 to 4 p m) and afternoon (4 to 6 p m) peak period traffic counts were collected at the seven study intersections in September and October 2004 These weekday traffic volumes illustrated in Figure 3 represent existing 2004 conditions for the purposes of this analysis Appendix B contains the detailed traffic count data

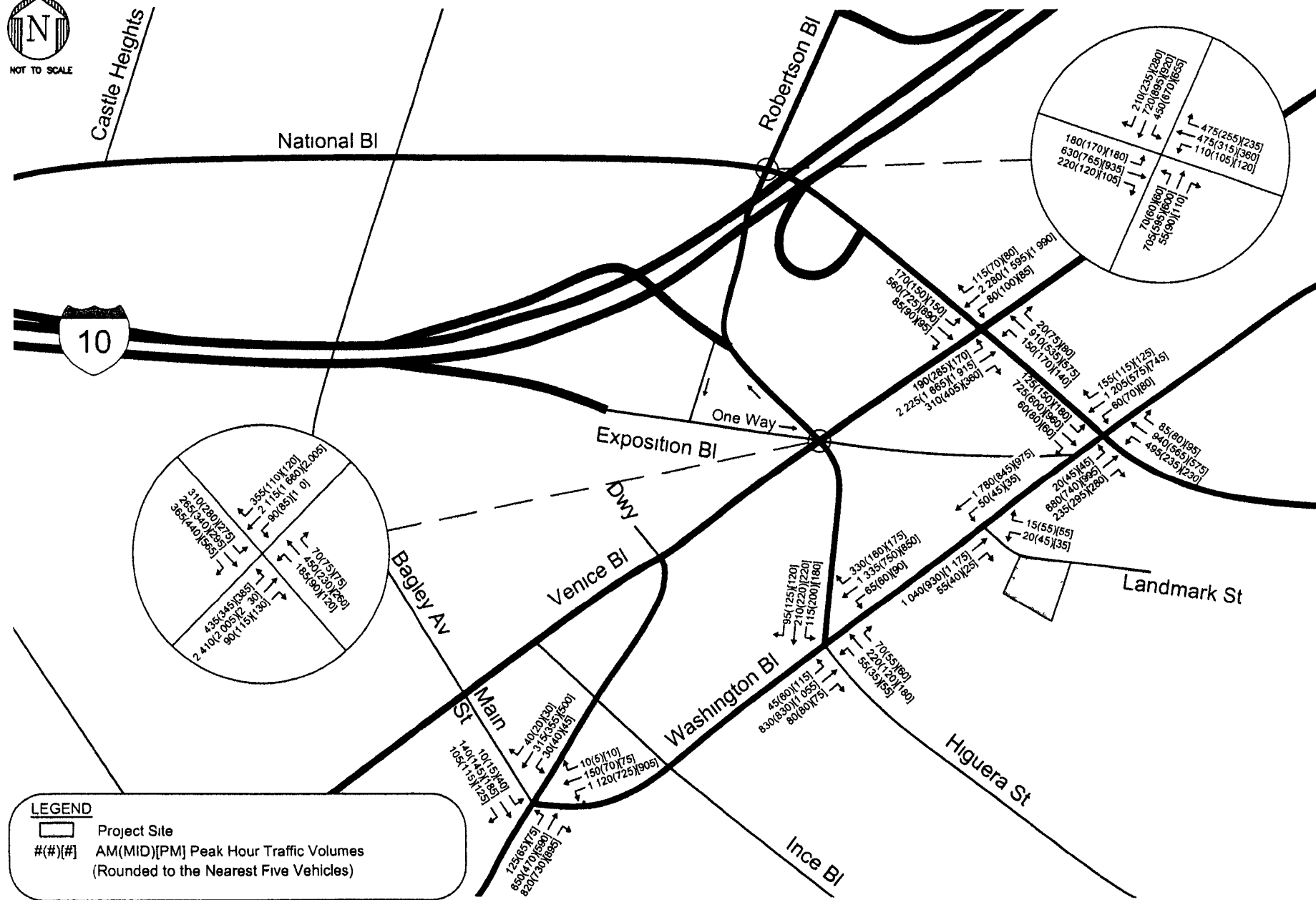
Intersection Level of Service Standards and Methodology

Level of service (LOS) is a qualitative measure used to describe the condition of traffic flow ranging from excellent conditions at LOS A to overloaded conditions at LOS F LOS D is typically recognized as the minimum acceptable service level in urban areas Of the seven analyzed intersections, six intersections are currently controlled by traffic signals The intersection of Landmark Street and Washington Boulevard is stop-controlled on the northbound approach Four of the seven intersections are located within the jurisdiction of the City of Culver City including Roberson Boulevard/Higuera Street & Washington Boulevard National Boulevard & Washington Boulevard Landmark Street & Washington Boulevard and Culver Boulevard & Washington Boulevard/Main Street The remaining three intersections fall within the jurisdiction of the City of Los Angeles

The Intersection Capacity Utilization (ICU) method of intersection analysis was used to determine the intersection volume-to-capacity (V/C) ratio and corresponding level of service for the given turning movements and intersection characteristics at the three signalized intersections located in the City of Culver City A capacity of 1 600 vehicles per lane per hour was assumed in the capacity calculations with a clearance interval of 0 10 Table 2 defines the

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FIGURE 3
EXISTING PEAK HOUR TRAFFIC VOLUMES

TABLE 2
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

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

Source Transportation Research Board

ranges of V/C ratios and corresponding level of service for signalized intersections. The three intersections located in the City of Los Angeles were evaluated using the Critical Movement Analysis (CMA) method as required by the City of Los Angeles. The CALCADB software package developed by Los Angeles Department of Transportation (LADOT) was used to implement the CMA method at these three intersections.

All six signalized intersections are currently controlled by the City of Los Angeles Automated Traffic Surveillance and Control (ATSAC) system. In accordance with LADOT procedures, a capacity increase of 7% (0.07 V/C adjustment) was applied to reflect the benefits of ATSAC control at the six signalized intersections.

The Two Way Stop-Controlled methodology from the 2000 Highway Capacity Manual was used to determine the average vehicle delay (in seconds) and the corresponding level of service for the stop-controlled study intersection of Landmark Street & Washington Boulevard. The level of service definitions for the stop-controlled intersection are summarized in Table 3.

Existing Peak Hour Intersection Levels of Service

The existing traffic volumes presented in Figure 3 were analyzed using the intersection capacity analysis methodology described above to determine the current operating conditions at the seven study intersections. Table 4 summarizes the existing weekday morning peak hour, midday peak hour, and afternoon peak hour V/C ratio and corresponding level of service at the analyzed intersections. As indicated in Table 4, three of the seven study intersections in the vicinity of the project site are currently operating at an acceptable level of service, i.e., LOS D or better, in all three analyzed peak periods.

EXISTING PUBLIC TRANSIT SERVICE

Existing public transit services that operate in the project area include bus routes of Los Angeles County Metropolitan Transportation Authority (MTA) system, LADOT Commuter Express services, the Culver City Bus system, and the Santa Monica City Big Blue Bus system.

TABLE 3
LEVEL OF SERVICE DEFINITIONS FOR STOP CONTROLLED INTERSECTIONS

Level of Service	Control Delay (seconds/vehicle)
A	≤ 10.0
B	$> 10.0 \text{ and } \leq 15.0$
C	$> 15.0 \text{ and } \leq 25.0$
D	$> 25.0 \text{ and } \leq 35.0$
E	$> 35.0 \text{ and } \leq 50.0$
F	> 50.0

Source: Transportation Research Board *Highway Capacity Manual* 2000

TABLE 4
EXISTING INTERSECTION LEVELS OF SERVICE

No	INTERSECTION	PEAK HOUR	EXISTING	
			V/C or Delay	LOS
1*	Robertson Bl & National Bl	A M	0 863	D
		MID	0 844	D
		P M	0 914	E
2*	Exposition Bl/Robertson Bl & Venice Bl	AM	1 003	F
		MID	0 882	D
		PM	0 998	E
3*	Robertson Bl/Higuera St & Washington Bl	A M	0 746	C
		MID	0 535	A
		P M	0 630	B
4	National Bl & Venice Bl	AM	1 110	F
		MID	0 958	E
		PM	1 018	F
5	National Bl & Washington Bl	A M	0 858	D
		MID	0 608	B
		P M	0 799	C
6	Landmark St & Washington Bl [a]	AM	**	F
		MID	69	F
		PM	72	F
7*	Culver Bl & Washington Bl/Main St [b]	A M	0 783	C
		MID	0 583	A
		PM	0 736	C

Note

- [a] Intersection is controlled by stop signs. Average vehicular delay in seconds is reported rather than V/C ratio.
- [b] Field observation at this location has indicated worse traffic conditions than the projected LOS C or better during the three analyzed peak periods. The projected good level of service was resulted from the undercounted traffic volumes at this intersection when the majority of the cars were caught in the downstream or the upstream bottlenecks at Culver Boulevard, Washington Boulevard, Watseka and Irving Place. However, this projected good level of service would not affect the determination of whether this intersection is significantly impacted. As the incremental change in the V/C ratios due to the project traffic is 0.005 or less (as shown in Table 8), so the intersection would not be impacted even if the projected level of service were E or F.

Intersections are controlled by ATSAC system. A credit of 0.07 in v/c ratio was included in the above analysis.
Overflow condition indicating oversaturated conditions for long periods. Average vehicle delay cannot be calculated.

The following illustrates these routes and their peak hour frequencies during morning (7 to 9 a m) and afternoon (4 to 6 p m) peak periods

- LACMTA 220 - Line 220 is a north south local service that primarily travels along Robertson Boulevard Culver Boulevard Pershing Drive and Imperial Highway connecting West Hollywood and Los Angeles International Airport In the vicinity of the project this line travels along Robertson Boulevard National Boulevard Venice Boulevard and Culver Boulevard Line 220 has an average headway of 60 minutes throughout the day
- LACMTA 333/33 - Line 33/333 is an east-west local service that travels along Venice Boulevard connecting Santa Monica and downtown Los Angeles In the vicinity of the project this line serves stops on Venice Boulevard Line 33/333 provides an average headway of 15 minutes during the peak hours
- LADOT CE437 - This LADOT commuter express line serves the cities of Venice Marina Del Rey Mar Vista and Culver City It travels along Santa Monica Freeway (I-10) and connects them with downtown Los Angeles In the vicinity of the project this line travels along Washington Boulevard and Culver Boulevard This line provides average a m and p m peak hour headways of 25 minutes and 30 minutes respectively
- Culver CityBus Line 1 – Line 1 travels primarily along Washington Boulevard and Pacific Avenue and connects the Venice Beach area Culver City area and the West Los Angeles transit center In the vicinity of the project this line has stops on Washington Boulevard with 15 minute headways throughout the day
- Culver CityBus Line 4 - Line 4 provides service in the north-south direction between the West Los Angeles Transit Center at Washington Boulevard and Fairfax Avenue and the Fox Hills Mall on a route that includes Washington Boulevard Duquesne Avenue Jefferson Boulevard Sepulveda Boulevard Bristol Parkway and Hannum Avenue Line 4 has stops on Washington Boulevard in the vicinity of the project site Line 4 is operated on an hourly basis on weekdays only
- Culver CityBus Line 5 - Line 5 provides service in the northeast-southwest direction between Blair Hills and Mar Vista In the vicinity of the project site it travels along Higuera Street Washington Boulevard and Culver Boulevard This line is operated on an hourly basis on weekdays only
- Santa Monica Line 12 – Line 12 serves the communities of West Los Angeles Culver City Palms and the Westwood area In the vicinity of the study area this line travels along National Boulevard and Venice Boulevard This line provides 15-minute headways throughout the day

III FUTURE TRAFFIC PROJECTIONS

In order to evaluate properly the potential impacts of the proposed project on the street system it was necessary to develop estimates of future traffic conditions in the study area both with and without the project. Future traffic volumes were first estimated for the study area without the project. These future forecasts reflect traffic increases due to general regional growth and traffic expected to be generated by other specific developments in the vicinity of the project and represent cumulative base (no project) conditions. Incremental project traffic was then estimated and separately assigned to the surrounding street system. The sum of the cumulative base and project-generated traffic represents the cumulative plus project conditions. Development of each of these future traffic scenarios is described in this chapter.

CUMULATIVE BASE TRAFFIC PROJECTIONS

Regional Growth and Related Projects

The cumulative base traffic projections reflect growth in traffic over existing conditions from two sources: growth in the existing traffic volumes to reflect the effects of overall regional growth and development outside the study area, and traffic generated by specific projects located within or in the vicinity of the study area.

Existing traffic volumes were adjusted by a growth factor of 1% per year to reflect changes in regional growth and development in the between 2004 and 2008. This results in a projected adjustment of 4% over existing conditions. The second element in the development of the cumulative base traffic forecasts is the consideration of the effects of specific projects in the vicinity of the project study area. The list of these related projects were obtained from the Cities of Los Angeles and Culver City and Los Angeles County. A total of 36 related projects were identified as shown in Table 5. The locations of these related projects are shown in Figure 4.

**TABLE 5
TRIP GENERATION ESTIMATES FOR RELATED PROJECTS**

Map ID#	Project	Desc p'to	Location	Daily Trips	AM Peak Hour Trnps			PM Peak Hour Trips			Midday Peak Hour Trips		
					In	Out	Total	In	Out	Total	In	Out	Total
City of Cul er City													
1	New office and retail building [b]	9 000 sq ft office building	4447 Sepulveda Bl	99	12	2	14	2	11	13	0	1	1
2	Baldwn Hills Scenic Overlook P oject [b]	10 300 sq ft vis tor center with a nourishment area passive recreation and parking	Helzle Rd	265	2	1	3	5	7	12	4	5	9
3	Office B ld g [b]	Co struct o of 151 000 sq ft office build g	3505 Hayden A	1 663	208	28	236	38	187	225	4	19	23
4	School building expans on [b]	Bu ld ng expansion (net increase of 8 352 sq ft) and an nc ease of 40 students	3430 McManus Av	N/A	19	11	30	0	0	0	11	19	30
5	SPE Tele ision Building [b]	Approximately 27 000 sq ft office build ng	9050 Wash ngton Bl	297	37	5	42	7	33	40	1	3	4
6	Chevron Gas Stat on [b]	Relocate the car wash facility and construction of a new 2 000 sq ft convenience store	10649 Jefferson Bl	N/A	79	76	155	96	96	192	72	72	144
7	Culver City Commerce Center [b]	242 950 sq ft office/industrial facil ty with tandem parking	10100 Jefferson Bl	2 626	333	45	378	60	292	352	6	29	35
8	Vehicle Repair Shop [b]	1 150 sq ft auto repair shop and used car sales	11304 Culver Bl	N/A	2	1	3	2	2	4	2	2	4
9	Retail/ Commercial [b]	2 125 sq ft retail build ng	5530 Sepulveda Bl	573	10	6	16	24	26	50	18	20	38
10	Residential Condominiums [c]	Four unit condominium	4071-4073 La Fayette Pl	42	4	1	5	3	1	4	2	1	3
11	M ed Use De elopment [b]	25 969 sq ft two story office building with 8 live/work units, a small studio and coffee house	8601-8637 Wash ngto Bl	471	56	8	64	18	90	108	12	59	70
12	Ullman Res dence [b]	Addition of a third unit to an existing two bedroom duplex	4070 Madison Av	7	0	1	1	1	0	1	1	0	1
13	Res dent al Development [b]	Demolish two e st g s gle family houses adjust the lot line to c eate a larger lot and develop 8 unit apartment build g	4210 Duquesne A	28	1	6	7	15	8	23	10	5	15
14	Walk [b]	40 000 sq ft of new offices	9699 Jefferson Bl	440	55	7	62	10	50	60	1	5	6
15	Culver City Muffler Shop [b]	2 500 sq ft car repair facility	11333 Washington Bl	N/A	5	3	8	4	4	8	3	3	6
16	Baldwn Hills Regio al Park Master Plan project [b]	De elopment of a 38 acre park	Stocker St	174	1	1	2	4	4	8	3	3	6
17	K rk Douglas Theat e [b]	Reno at o of the forme Cul er Theatre	9820 Wash gton Bl	6 089	0	0	0	452	29	481	339	22	361
18	Wind Swept Parcel Map/Single Family [b]	Construct on of fou res dential un ts on 4 new parcels	4227 Ince Bl	38	1	2	3	3	1	4	2	1	3
19	Culver City Transfer Station [b]	Increased throughput from 500 tpd to 1056 tpd	9255 Jefferson Bl	N/A	12	5	17	3	14	17	2	11	13
20	Mixed Use Development [b]	6 411 sq ft m xed use project cons sting of three reta l spaces and three (two bedroom two bath) apartment un ts on the second floor	11511 Washington Bl	150	0	1	1	5	6	11	4	5	9

(CONTINUED)

TABLE 5
TRIP GENERATION ESTIMATES FOR RELATED PROJECTS

Map ID#	Project	Description	Location	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips			Midday Peak Hour Trips		
					In	Out	Total	In	Out	Total	In	Out	Total
City of Culver City													
21	Jeffrey Palmer Property Office/Industrial Condos [b]	29 986 sq ft commercial condos	3525 Eastham Dr	270	33	4	37	6	31	37	1	3	4
22	Condo [b]	4 Unit Condo	3915 Bentley Av	27	0	2	2	2	1	3	1	1	2
23	Max Leather AUP (Clothing Manufactu e) [b]	Adding 3 763 sf spaces to existing 4 237 sf building as retail showroom and office uses	8533 Washington Bl	70	7	3	10	4	5	9	3	4	7
24	Apartment Building [b]	New 3 unit Apartment Building	3863 Bentley Av	20	0	1	1	1	1	2	0	0	0
25	Child Development Center [b]	Sunshine Daydream Child Development Ce te with 30 Children	3843 College Av	136	13	11	24	12	14	26	9	11	20
26	Condo [b]	4 Unit Condo	4047 Lincoln Av	27	0	2	2	2	1	3	1	1	2
27	Hayden Tower [b]	Hayden Tower	3585 Hayden Av	400	38	9	47	12	36	48	9	27	36
28	Symantec Office Development	Construction of an office project with a total of approximately 550 000 square feet of research and developme t (R&D)/office space consisting of up to three R&D/office buildings and a five-level park ng structure	Corporate Pointe/Fox Hill	4 910	639	87	726	118	578	696	12	58	70
29	Un iversity of Phoenix Training Center	Removal of existing 25 000 sf office use and construction of new tra n ng center to accommodate up to 100 students in day tme classes and 300 students in evening classes	200 300 Corporate Pointe	85	40	11	51	167	66	233	17	7	24
City of Los Angeles													
30	Shopping Center [b]	132 802 sq ft shopping center	8985 Venice Bl	5 700	83	53	136	238	258	496	179	194	372
31	Office Building [a]	45 712 sq ft office building	8787 Venice Bl	503	62	9	71	12	56	68	1	6	7
32	MTA Division 6 West Los Angeles Transit Center on [b]	Transportation Center for operations and maintenance facility fo up to 175 MTA buses and associated administrative staff	Jefferson Bl	1 666	67	40	107	77	26	103	8	3	11
33	Apartment [a]	construct 118 unit apartme ts with 206 parking spaces	10001 Ven ce Bl	782	10	50	60	39	19	58	25	12	37
34	Private School [a]	construct a private school for pre K to 5th grade with 42,000 sf and 44 parking spaces	9051 Pico Bl	333	57	47	104	48	54	102	47	57	104
35	Sav On Drugstore w/Drive through [a]	Construct Sav-On drugstore with drive through pharmacy and alcohol sales for off site consumption	3553 La B ea Av	1 480	26	19	45	51	54	105	39	40	79
County of Los Angeles													
36	West Los A geles College Master Plan Project [b]	Proposed Master Plan for the College to increase the student enrollment from current 10 312 to 15 124 students by year 2015 anticipated enrollment growth through 2008 used for trip ge eration for purposes of this study	Overland Av/ Freshman Dr	17 367	1 117	115	1 232	767	341	1 108	575	256	831
Totals				46 738	3 029	673	3 702	2 308	2 402	4 710	1 421	959	2 383

Notes:

[a] Trip Generation Estimates were provided by LADOT staff (including daily trips and total peak hour trips)

Directional Distribution is based on ITE Trip Generation 7th Edition 2003

[b] Source: Kaku Associates Traffic Study for the West Los Angeles College September 2004

[c] Source: Kaku Associates Traffic Study for the Symantec Office Development Project July 2004

[d] Weekday midday peak hour trips assumed a percentage of PM peak hour trips relative to 75% residential 65% office 10% Sources on these percentages were from the following: Hourly Variations in Shopping Center Traffic ITE Trip Generation 7th Edition and Traffic Analysis for 8601 Wilshire Boulevard Involving 24-hour count distribution

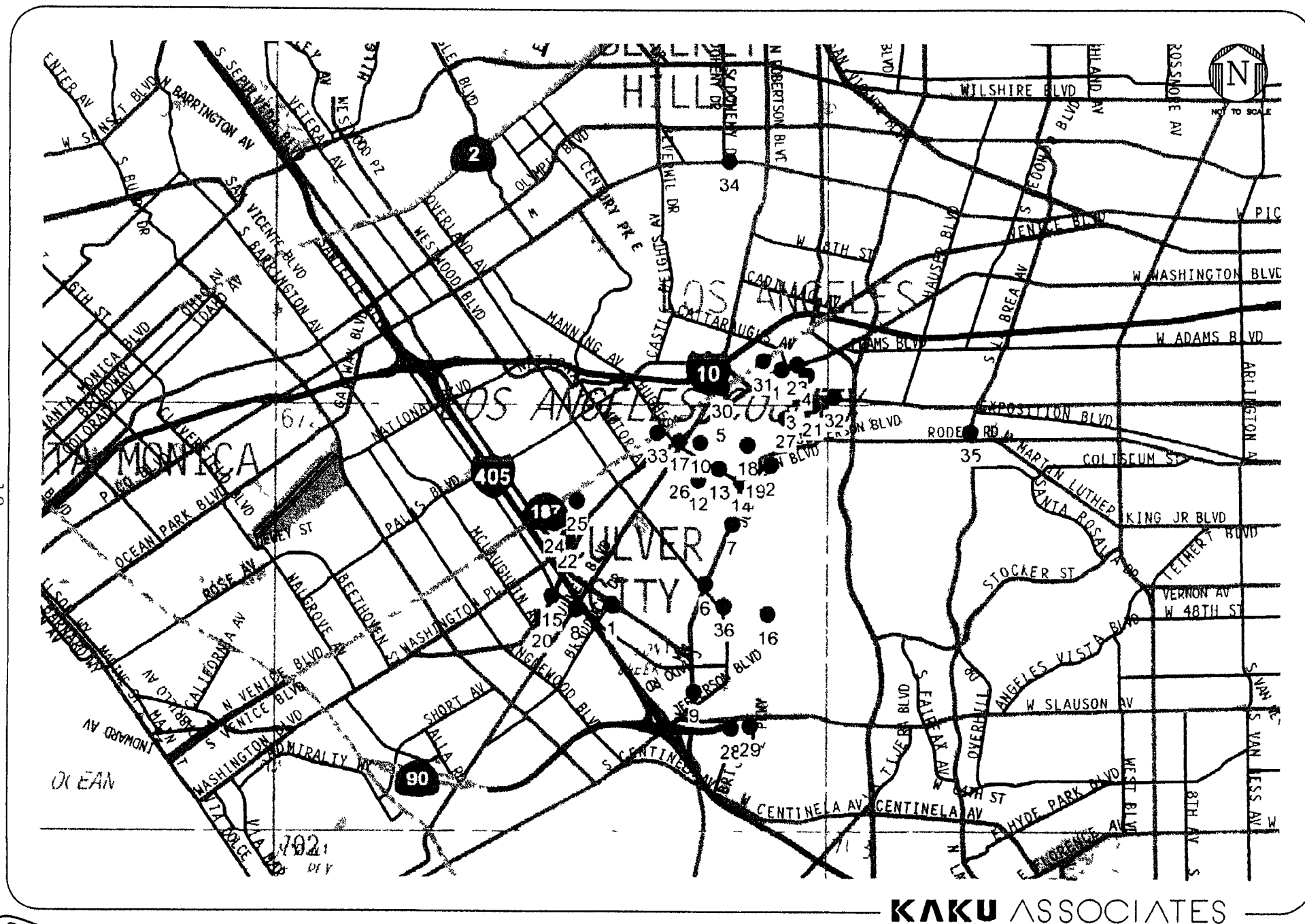


FIGURE 4
LOCATION OF RELATED PROJECTS

Trip Generation Trip generation estimates were developed using trip generation rates contained in *Trip Generation 7th Edition* (Institute of Transportation Engineers 2003) The relevant trip generation estimates are summarized in Table 5 A shown in Table 5 the related projects are projected to generate a total of 46 738 daily trips of which approximately 3 702 trips occur during the morning peak hour 2 383 during the midday peak hour and 4 710 during the afternoon peak hour

Trip Distribution The geographic distribution of the traffic generated by the cumulative projects depends on several factors These factors included the type and density of the proposed land uses the geographic distribution of population from which the employees and potential patrons of the proposed developments are drawn and the location of these related projects in relation to the surrounding street system Using the factors mentioned the distribution patterns were developed and used for the related projects

Trip Assignment Using the trip generation estimates and trip distribution patterns described above traffic generated by the related projects was assigned to the street network Future base traffic volumes were then added to the existing traffic volumes after the adjustment for areawide growth to represent cumulative base conditions (i e future conditions without the proposed reconfiguration project) which are illustrated in Figure 5

PROJECT TRAFFIC VOLUMES

The development of traffic generation estimates for the proposed project involves the use of a three-step process similar to that discussed above for the cumulative projects including traffic generation trip distribution trip distribution and traffic assignment

Project Trip Generation

To develop existing school traffic volumes manual turning movements counts were collected at the existing school driveways on Stoner Avenue during the morning drop offs from 8 to 9 a m and on Friday during the one-time midday dismissal hour from 2 to 3 p m (which is the only weekday when the entire school is dismissed at the same time) Both counts were conducted in

June 2004 With the current enrollment of 60 students and 36 staff members (33 on-site), the school generated 124 morning peak hour trips (74 inbound 50 outbound) from 8 to 9 a m and 92 midday peak hour trips (42 inbound 50 outbound) Future school trip generation during the afternoon peak hour (4 to 5 p m) was estimated based on the trip generation rates/equations for a 120-student private school from ITE s *Trip Generation 7th Edition*

The existing school trip generation was then factored proportionally to reflect future trip generation for the 120 students and 47 staff estimated to be present by year 2008 without any consideration of an offset in the arrival and dismissal schedule This resulted in 625 daily trips, including approximately 225 morning peak hour trips (127 inbound 98 outbound) and 180 midday peak hour trips (84 inbound 96 outbound)

When the school enrollment exceeds 80 students a proposed offset school schedule would be introduced to students and staff to divide them into three groups Group 1 with 47 staff only Group 2 with 72 students and Group 3 with 48 students Due to the changes in school traffic arrival patterns, future school trip generation during the morning peak periods would be greatly reduced as described below

School hours are currently from 8 30 a m to 2 p m from Monday to Thursday and 9 a m to 2 30 p m on Friday The current school arrival pattern (with 60 students and 36 staff) during the morning peak hour was developed based on the five-minute counts from 7 30 to 9 30 a m at the existing school site at 2040 Stoner Avenue on Wednesday June 2 2004 As shown in Table 6A a total of 74 inbound and 50 outbound vehicles were observed to access the school site during the school s morning peak hour from 8 to 9 a m With scheduled school start time at 8 30 a m approximately 58% of the 74 peak hour inbound trips arrived before the start time and 42% arrived later than 8 30 a m Approximately 52% of the 50 peak hour outbound vehicles dropped off their students and left before 8 30 a m and 48% left later than 8 30 a m The existing school inbound and outbound trip estimates during the morning peak hour were then factored proportionally to develop future school traffic arrival patterns for the 120 students and 47 staff estimated to be present by year 2008 as shown in Table 6B (for future conditions without the staggered schedule) The resulting school trip generation without the offset start and stop schedule was estimated to be 129 inbound and 98 outbound trips during the morning peak hour from 8 to 9 a m

With the implementation of the staggered school schedule 47 staff members (Group 1) would start at one time (8 a m) during the morning peak hour and students would be divided into two groups with scheduled start times for 72 students at 8 15 a m (Group 2) and for the other 28 students at 8 45 a m (Group 3) As shown in Table 6C with the application of the existing school arrival pattern (arrival percentages based on five-minute counts indicated in Table 6B) individually to each group future school arrival patterns were developed for Group 1 Group 2 and Group 3 Similarly existing school departure patterns (departure percentages) shown in Table 6B for school outbound vehicles after drop offs were applied individually to the two student groups Future outbound traffic generated by the staff members during the morning peak period would be minimal

The sum of the school inbound and outbound trips from all three groups during the morning peak hour represents new school peak hour trip generation estimates As indicated in Table 6C the school would generate an estimated 101 peak hour inbound trips and 89 peak hour outbound trips during the typical morning peak periods from 7 to 9 a m

The new school trip generation for the three school peak periods with the schedule offset is summarized in Table 7 As indicated under future conditions in year 2008 with the ultimate enrollment of 120 students and 47 staff the school is projected to generate approximately 625 daily trips including approximately 190 trips during the a m peak hour (101 inbound 89 outbound) from 7 50 to 8 50 a m Under these same conditions the school is projected to generate approximately 180 trips during the midday school dismissal hour from 2 00 to 3 00 p m (84 inbound 96 outbound) and 20 trips during the p m peak hour (nine inbound 11 outbound)

Credit was taken for the existing land use on the project site currently in operation that would be replaced by the proposed project The existing land use is a studio production and office building with an area of 37 000 square feet Data collection to develop the peak period traffic volumes for this office building was conducted at the building access driveway on Landmark Street in June 2004 As shown in Table 7 the land use to be removed currently generates approximately 28 morning peak hour trips (21 inbound seven outbound) 28 midday peak hour trips (14 inbound 14 outbound) and 45 afternoon peak hour trips (17 inbound 28 outbound)

TABLE 6
SCHOOL MORNING PEAK HOUR TRAFFIC PATTERNS

(a) EXISTING SCHOOL TRAFFIC PATTERN

With 60 students and 36 staff				
Period	Inbound	/ Inbound	Outbound	/ Outbound
8 00 8 05	5	7 /	2	4 /
8 05 8 10	4	5 /	3	6 /
8 10 8 15	5	7 /	3	6 /
8 15 8 20	9	12 /	3	6 /
8 20-8 25	7	9 /	4	8 /
8 25 8 30	13	18 /	10	20 /
8 30 8 35	12	16 /	14	28 /
8 35 8 40	8	11 /	7	14 /
8 40 8 45	2	3 /	1	2 /
8 45-8 50	1	1 /	1	2 /
8 50 8 55	2	3 /	0	0 /
8 55 9 00	6	8 /	1	2 /
SUM	74	100 /	50	100 /

Source: Site observation from 7:30 a.m. to 9:30 a.m. on June 2, 2004 at 2040 Stone Avenue, Los Angeles

(b) FUTURE SCHOOL TRAFFIC PATTERN WITHOUT STAGGERED SCHEDULE

With 120 students and 47 staff				
Period	Inbound	/ Inbound	Outbound	/ Outbound
8 00 8 05	9	7 /	4	4 /
8 05 8 10	7	5 /	6	6 /
8 10 8 15	9	7 /	6	6 /
8 15 8 20	16	12 /	6	6 /
8 20 8 25	12	9 /	8	8 /
8 25 8 30	23	18 /	20	20 /
8 30 8 35	21	16 /	28	29 /
8 35 8 40	14	11 /	14	14 /
8 40-8 45	3	3 /	2	2 /
8 45 8 50	2	1 /	2	2 /
8 50-8 55	3	3 /	0	0 /
8 55 9 00	10	8 /	2	2 /
SUM	129	174 /	98	196 /

(c) FUTURE SCHOOL TRAFFIC PATTERN WITH PROPOSED STAGGERED SCHEDULE

Group One 47 staff			Group Two 72 students		Group Three 48 students		Sum of Three Groups	
Period	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
7 30 7 35	2	0					2	0
7 35 7 40	2	0					2	0
7 40 7 45	2	0					2	0
7 45 7 50	4	0	4	2			8	2
7 50 7 55	3	0	3	4			6	4
7 55 8 00	6	0	4	4			10	4
8 00 8 05	6	0	7	4			12	4
8 05 8 10	4	0	5	5			9	5
8 10-8 15	1	0	9	12			10	12
8 15-8 20	0	0	9	17	3	2	12	19
8 20 8 25	1	0	6	8	2	2	9	11
8 25 8 30	3	0	1	1	3	2	6	4
8 30 8 35			1	1	5	2	5	4
8 35 8 40			1	0	4	3	5	3
8 40 8 45			4	1	7	8	11	9
8 45-8 50					6	11	6	11
8 50 8 55					4	6	4	6
8 55 9 00					1	1	1	1
9 00 9 05					1	1	1	1
9 05 9 10					1	0	1	0
9 10 9 15					3	1	3	1

School-only Peak Hour Trip Generation Estimates

Period	Inbound	Outbound	Total
7 30 8 30	89	64	153
7 35 8 35	92	68	160
7 40 8 40	95	71	166
7 45-8 45	103	80	183
7 50 8 50**	101	89	190
7 55 8 55	98	91	190
8 00 9 00	90	88	178

**TABLE 7
PROJECT TRIP GENERATION**

Land Use	Size	Daily	A M Peak Hour (7 50 8 50 a m)			Midday Peak Hour (2 00 3 00 p m)			P M Peak Hour (4 15 5 15 p m)		
			IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
PROPOSED PROJECT											
Park Century School [1]	<u>Project condition</u> 47 staff @ 8 00 a m Start 72 students @ 8 15 a m Start 48 students @ 8 45 a m Start	625	101	89	190	84	96	180	9	11	20
Total New Uses		625	101	89	190	84	96	180	9	11	20
EXISTING USE TO BE REMOVED											
studio production and office space [2]	37 KSF	260	21	7	28	14	14	28	17	28	45
Total Existing Uses		260	21	7	28	14	14	28	17	28	45
TOTAL NET PEAK HOUR TRIPS		365	80	82	162	70	82	152	8	17	25

Note

- [1] Project trip generation for A M peak was developed based on the site observation from 7 30 a m to 9 30 a m on June 2 2004 and required project condition with staggered school start time for 47 staff at 8 00 a m 72 students at 8 15 a m and 48 students at 8 45 a m Project trip generation for midday peak hour was developed based on the counts obtained from the equivalent one time dismissal at noon on June 11 2004 (which represents the worst scenario under future conditions) Project trip generation for P M peak hour was obtained based on ITE 7th Edition (Land use code 536 Private School (K 12))
- [2] A M and P M peak hour trip generation for existing land use was obtained from site observation from 7 a m to 9 a m and from 2 p m to 6 p m on July 26 2004

The proposed Park Century School conversion project would generate 365 net daily trips which includes approximately 162 morning peak hour trips (80 inbound 82 outbound) and 152 midday peak hour trips (70 inbound 82 outbound) The proposed conversion project would also improve the afternoon peak hour traffic conditions at the study intersections as the school would produce eight inbound trips and 17 outbound trips fewer than the existing office use

Project Traffic Distribution/Assignment

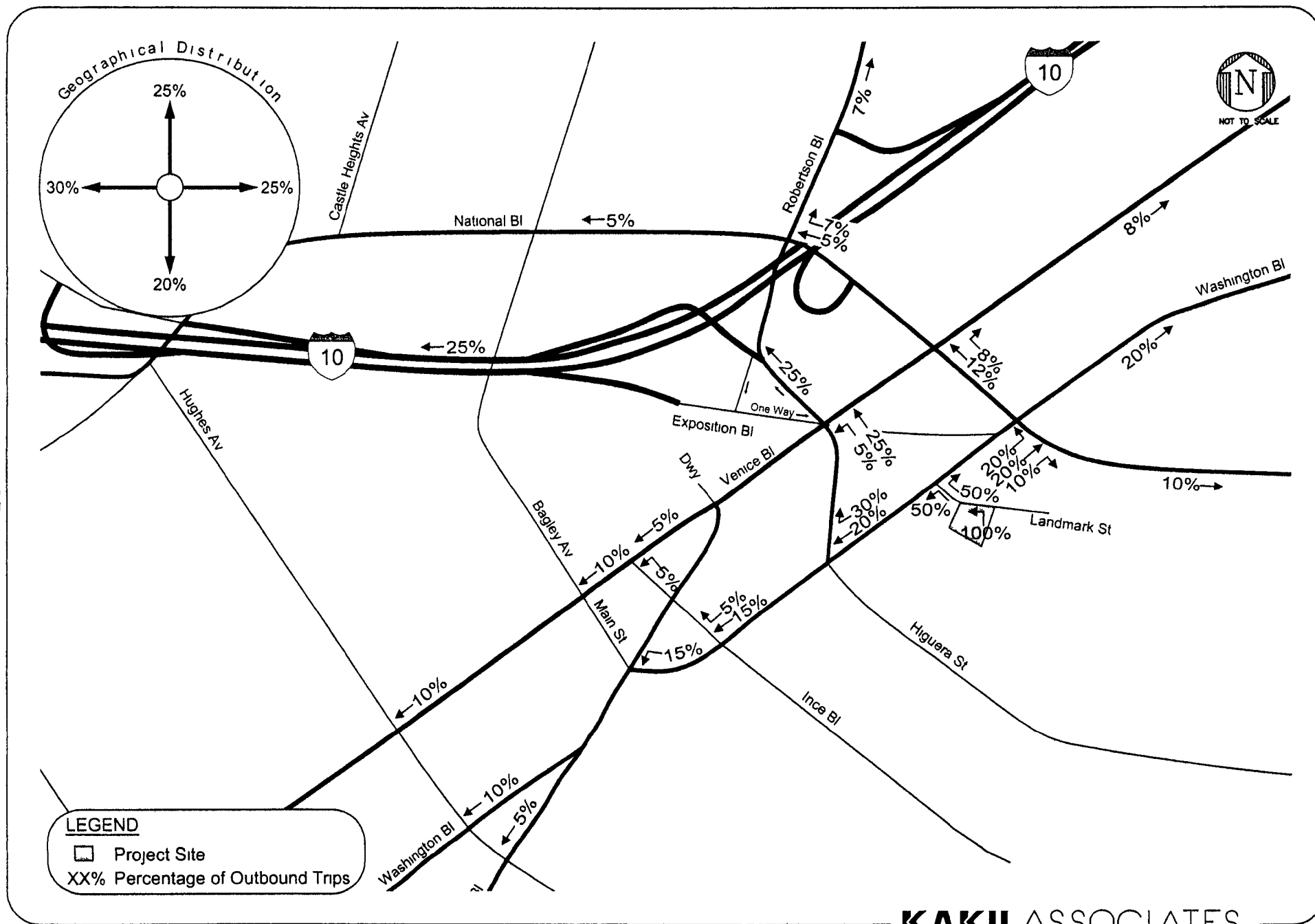
The distribution of net trips generated by the proposed Park Century School project was first developed based on the zip code list of the current student and staff provided by the school The previously developed school traffic pattern was then adjusted with the consideration of potential new enrollments given the geographical distribution of employment business and shopping opportunities in which the parents might participate after dropping off/picking up their students at school and the location of the project in relation to the surrounding street system The overall distribution pattern used for this project was

- 25% to/from the north
- 25% to/from the east
- 20% to/from the south
- 30% to/from the west

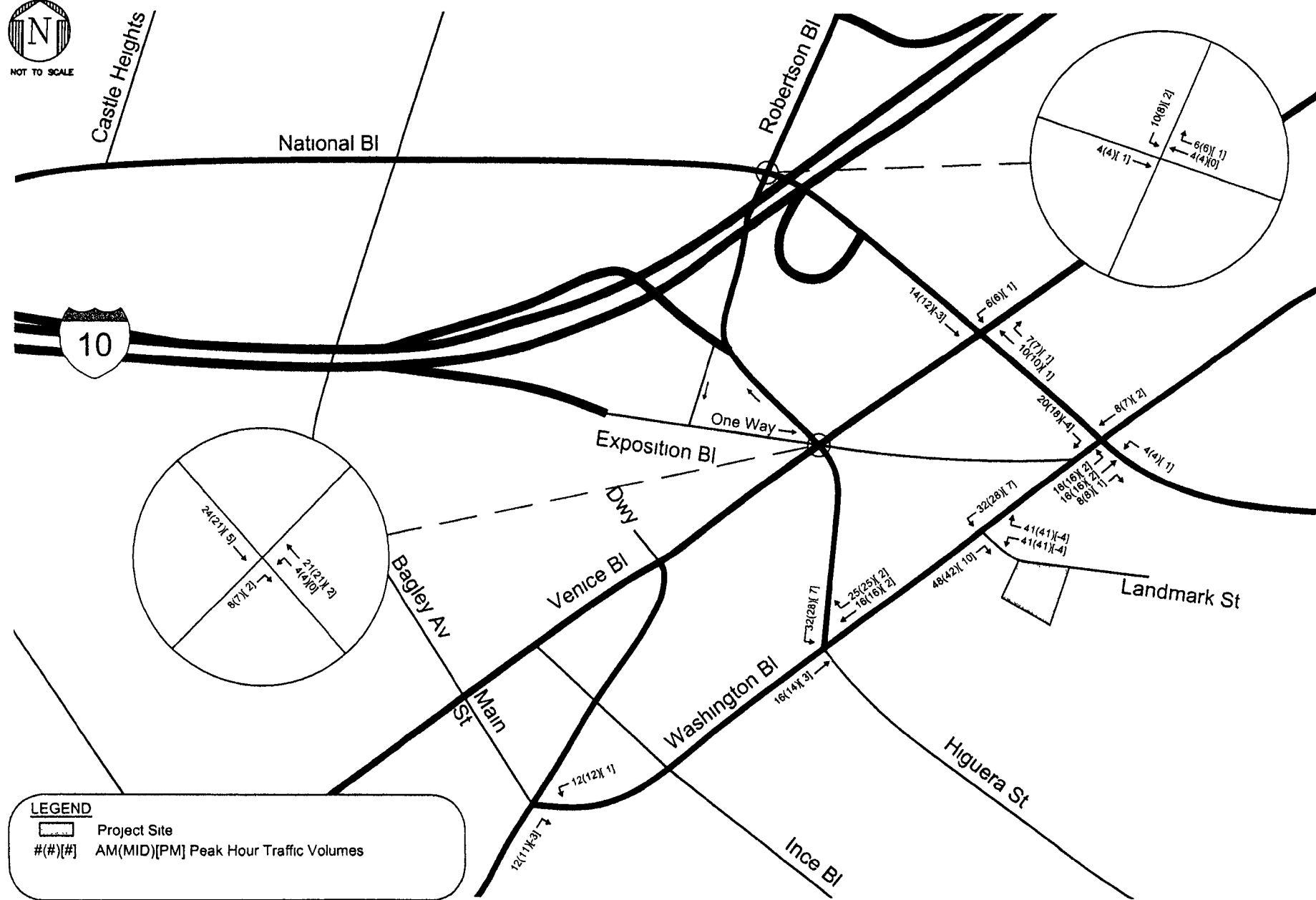
Figures 6 and 7 illustrate the proposed project trip inbound and outbound distribution respectively The net trips generated by the proposed project were assigned to the street system and Figure 8 illustrates the traffic generated by the proposed project during the morning and afternoon peak hour at the seven analyzed intersections

CUMULATIVE BASE TRAFFIC CONDITIONS (Future without Project)

The year 2008 cumulative base peak hour traffic volumes illustrated in Figure 5 were analyzed to determine the V/C ratio and LOS at the seven analyzed intersections for without-project conditions The results are summarized in Table 8 Based on the criteria established by the



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FIGURE 8
PROJECT ONLY PEAK HOUR VOLUMES

TABLE 8
PARK CENTURY SCHOOL PROJECT
INTERSECTION LEVEL OF SERVICE ANALYSIS FUTURE CONDITIONS

No	INTERSECTION	JURIS DICTION	PEAK HOUR	CUMULATIVE BASE (2008)		CUMULATIVE PLUS PROJECT		Project V/C Change	Significant Impact?
				V/C	LOS	V/C	LOS		
1	Robertson Bl & National Bl	Los Angeles [a]	A M	0.925	E	0.931	E	0.006	NO
			MID	0.901	E	0.905	E	0.004	NO
			P M	0.988	E	0.987	E	0.001	NO
2	Exposition Bl/Robertson Bl & Venice Bl	Los Angeles [a]	A M	1.163	F	1.170	F	0.007	NO
			MID	0.982	E	0.990	E	0.008	NO
			P M	1.249	F	1.249	F	0.000	NO
3	Robertson Bl/Higuera St & Washington Bl	Culver [b]	A M	0.820	D	0.833	D	0.013	NO
			MID	0.586	A	0.615	B	0.029	NO
			P M	0.694	B	0.688	B	0.006	NO
4	National Bl & Venice Bl	Los Angeles [a]	A M	1.213	F	1.219	F	0.006	NO
			MID	1.066	F	1.070	F	0.004	NO
			P M	1.193	F	1.192	F	0.001	NO
5	National Bl & Washington Bl	Culver [b]	A M	0.938	E	0.957	E	0.019	NO
			MID	0.640	B	0.653	B	0.013	NO
			P M	0.860	D	0.858	D	0.002	NO
6	Landmark St & Washington Bl [b]	Culver [b]	A M		F		F		
			MID		F		F		
			P M		F		F		
			A M	0.729		0.790		0.061	YES
			MID	0.514		0.596		0.082	YES
			P M	0.586		0.575		0.011	NO
7	Culver Bl & Washington Bl/Main St [c]	Culver [b]	A M	0.823	D	0.828	D	0.005	NO
			MID	0.643	B	0.647	B	0.004	NO
			P M	0.839	D	0.839	D	0.000	NO

Note

[a] According to LADOT's criteria a project impact would be considered significant if the following conditions are met

Conditions with Project Traffic

LOS	V/C ratio
C	0.701 to 0.800
D	0.801 to 0.900
E F	0.901 or more

Project related Increase in V/C Ratio

Equal to or greater than 0.040
Equal to or greater than 0.020
Equal to or greater than 0.010

[b] According to Culver City's criteria a project impact would be considered significant if the following conditions are met

Conditions with Project Traffic

LOS	V/C ratio
D	0.801 to 0.900
E F	0.901 or more

Project related Increase in V/C Ratio

Equal to or greater than 0.040
Equal to or greater than 0.020

[c] Field observation at this location has indicated worse traffic conditions than the projected LOS C or better during the three analyzed peak periods. The projected good level of service were resulted from the undercounted traffic volumes at this intersection when the majority of the cars were caught in the downstream or the upstream bottlenecks at Culver Boulevard, Washington Boulevard, Watseka and Irving Place. However, this projected good level of service would not affect the determination of whether this intersection is significantly impacted. As the incremental change in the V/C ratios due to the project traffic is 0.005 or less, so the intersection would not be impacted even if the projected level of service were E or F.

Intersections are controlled by ATSAC system. A credit of 0.07 in v/c ratio was included in the above analysis. Overflow condition indicating oversaturated conditions for long periods. Average vehicle delay cannot be calculated.

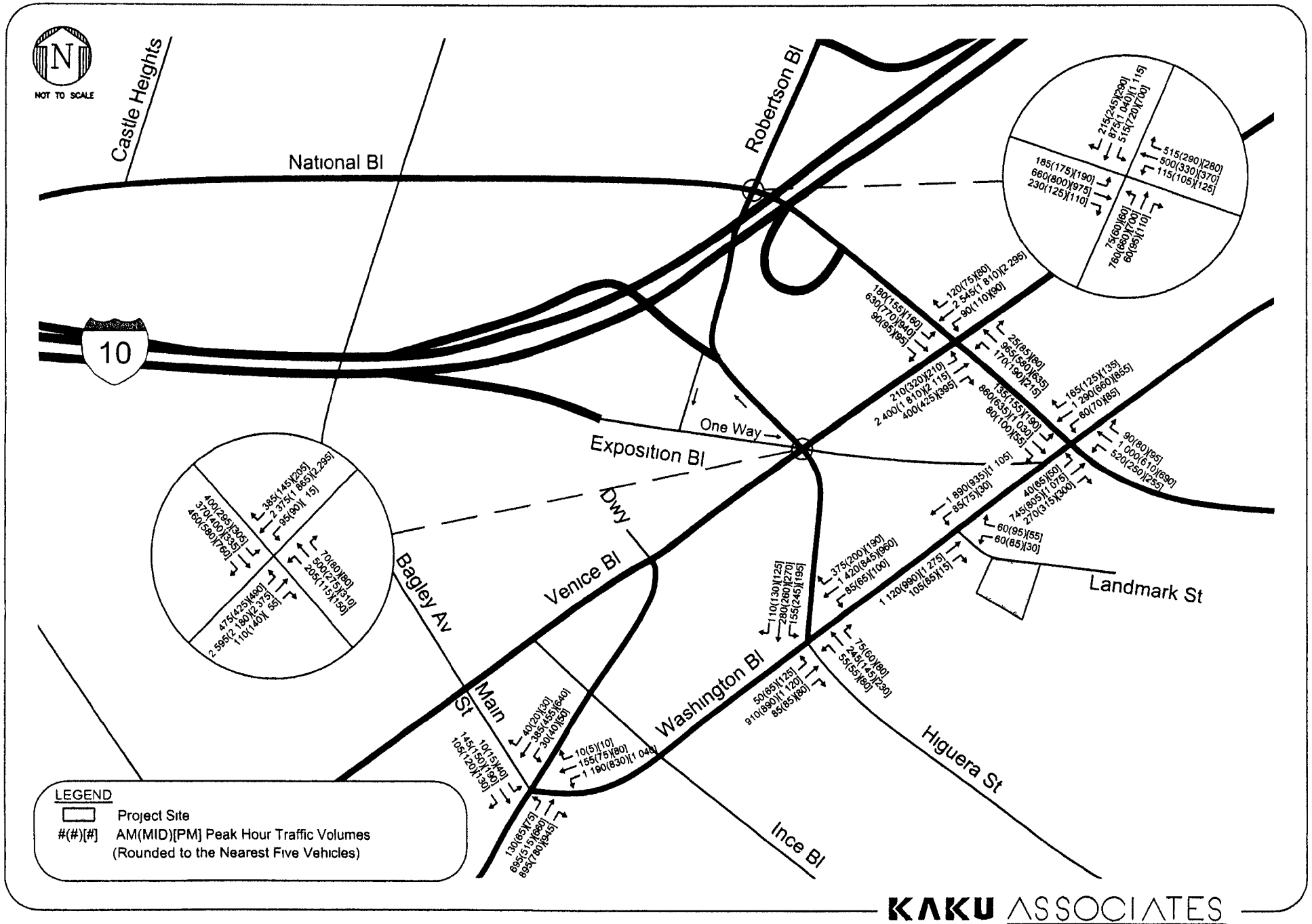
Cities of Los Angeles and Culver City two of the seven intersections are projected to operate at acceptable level of service (LOS D or better) under future conditions before the addition of the proposed project traffic

CUMULATIVE PLUS PROJECT TRAFFIC PROJECTIONS

The proposed project traffic volumes were then added to the cumulative base traffic projections to develop the cumulative plus project traffic forecasts. The resultant cumulative plus project morning and afternoon peak hour traffic volumes are illustrated on Figure 9. Based on the criteria established by the City of Los Angeles and Culver City two of the seven intersections are projected to operate at acceptable level of service (LOS D or better) under future conditions after the addition of the proposed project traffic.

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FIGURE 9
CUMULATIVE PLUS PROJECT PEAK HOUR VOLUMES

IV TRAFFIC IMPACT ANALYSIS

This section presents an analysis of the potential impacts of the proposed project on operating conditions of the surrounding street system. The analysis compares the projected levels of service at each study intersection with the proposed project to the cumulative base (no project) scenario to determine potential project impacts using significance criteria described below.

CRITERIA FOR DETERMINATION OF SIGNIFICANT INTERSECTION TRAFFIC IMPACT

Each jurisdiction in California establishes its own criteria to define a significant traffic impact. In the case of the proposed Park Century School Project, the study intersections fall within two jurisdictions: Culver City and the City of Los Angeles. The impacts of the project traffic have been measured and evaluated according to the criteria established by each jurisdiction. The following sections describe the significant impact criteria adopted by the two jurisdictions in question.

City of Culver City

Four study intersections are located within the City of Culver City. The City of Culver City has established threshold criteria that determine if a project has a significant traffic impact at a specific intersection. According to the city's criteria, a project impact would be considered significant if the following conditions are met:

Intersection Conditions with Project Traffic		Project-related Increase in V/C Ratio
<u>LOS</u>	<u>V/C Ratio</u>	
D	0.801 to 0.900	Equal to or greater than 0.040
E-F	0.901 or more	Equal to or greater than 0.020

City of Los Angeles

Three study intersections are located within the City of Los Angeles. The significance criteria established by LADOT are different from those established by Culver City. According to LADOT's criteria, a project impact would be considered significant if the following conditions are met:

Intersection Conditions with Project Traffic		Project-related Increase in V/C Ratio
<i>LOS</i>	<i>V/C Ratio</i>	
C	0.701 to 0.800	Equal to or greater than 0.040
D	0.801 to 0.900	Equal to or greater than 0.020
E-F	0.901 or more	Equal to or greater than 0.010

PROJECT IMPACT ANALYSIS

Application of the City of Los Angeles and Culver City significance criteria, as shown in Table 8, shows that the proposed conversion project would have a significant impact at the intersection of Landmark Street and Washington Boulevard during the morning and midday peak hours.

TRAFFIC MITIGATION MEASURES

The traffic impact analysis in the previous section determined that the proposed project with a combination of offset start and dismissal times for students (72/48 split) and 47 staff members would only generate a significant traffic impact at the intersection of Landmark Street and Washington Boulevard. Potential measures to mitigate the impacts at this location were identified and evaluated.

The impacted intersection of Landmark Street and Washington Boulevard, which would carry 100% of the project traffic, is currently controlled by a stop sign on the Landmark Street approach. A signal warrant analysis was conducted at this location to study the possibility of installing a traffic signal. Peak hour signal warrants were met under future background traffic plus project

TABLE 9
EXISTING PARKING UTILIZATION BY QUADRANT
INTERSECTION OF WASHINGTON BOULEVARD AND LANDMARK STREET

Quadrant	NORTH SIDE			SOUTH EAST				SOUTH WEST		
Total Supply	110 spaces			13 spaces				17 spaces		
Location	On Street Metered Parking	Howard Industries	% Occupied	Mazda Show Lot East of Zone 3	Metered Space on Northbound Landmark St	On Street Parking South East of Intersection	/ Occupied	Hyundai Show Lot South West corner of Intersection	On Street Parking South West of Intersection	/ Occupied
12 00	1	42	39%	8	1	4	100 /	4	9	76 %
12 30	2	42	40 %	8	1	4	100 %	3	8	65 %
1 00	3	34	34%	8	1	4	100 /	3	8	65%
1 30	1	33	31%	6	1	4	85 %	2	8	59 %
2 00	1	37	35%	8	1	4	100 %	3	9	71%
2 30	1	32	30 /	7	1	4	92 /	2	10	71 /
3 00	0	38	35%	8	1	4	100 %	3	9	71 %
3 30	0	34	31 %	7	1	3	85 /	4	9	76%
4 00	0	39	35 /	6	1	2	69 /	3	8	65%
4 30	0	41	37 /	6	1	0	54 /	5	10	88 /
5 00	0	31	28%	5	1	0	46 /	4	9	76%
5 30	0	15	14 %	7	1	0	62 /	3	8	65 /
6 00	0	7	6 %	6	1	0	54 %	2	6	47 %
Average Utilization (%)	30 /			80 /				69 /		

Note

Parking Utilization was obtained from field observation from noon to 6 p m on Thursday December 2 2004
Only the number of customer or visitor parking spaces were counted excluding the spaces for vehicle sales

Therefore the recommended alternative as shown in Figure 10 shifts the through lanes to the north in order to provide the westbound left-turn lane into Landmark Street. In addition the provision of two northbound lanes on Landmark Street would require elimination of one metered parking space on the east curb face on Landmark Street south of Washington Boulevard.

The parking loss by area would be as follows

	<u>Washington Boulevard</u> <u>East of Landmark</u> <u>Street</u> North Curb	<u>Landmark Street</u> <u>South of Washington</u> <u>Boulevard</u> East Curb
Metered Parking Spaces	14	1

The loss of parking (15 spaces in total) shown above would occur on either side of Washington Boulevard at Landmark Street and on the east side of Landmark Street. With the proposed improvements average vehicle delay would be reduced at this location and future intersection level of service (LOS) at this location is projected to be LOS C during the morning peak period and LOS A during the midday and afternoon peak hour as shown in Table 10.

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TABLE 10
PARK CENTURY SCHOOL PROJECT
INTERSECTION LEVEL OF SERVICE ANALYSIS FUTURE WITH MITIGATION CONDITIONS

No	INTERSECTION	JURIS DICTION	PEAK HOUR	CUMULATIVE BASE (2008)		CUMULATIVE PLUS PROJECT		Project V/C Change	Significant Impact?	CUMULATIVE PLUS PROJECT WITH MITIGATION [c]	
				V/C	LOS	V/C	LOS			V/C	LOS
1	Robertson BI & National BI	Los Angeles [a]	A M	0.925	E	0.931	E	0.006	NO		
			MID	0.901	E	0.905	E	0.004	NO		
			P M	0.988	E	0.987	E	0.001	NO		
2	Exposition BI/Robertson BI & Venice BI	Los Angeles [a]	A M	1.163	F	1.170	F	0.007	NO		
			MID	0.982	E	0.990	E	0.008	NO		
			P M	1.249	F	1.249	F	0.000	NO		
3	Robertson BI/Higuera St & Washington BI	Culver [b]	A M	0.820	D	0.833	D	0.013	NO		
			MID	0.586	A	0.615	B	0.029	NO		
			P M	0.694	B	0.688	B	0.006	NO		
4	National BI & Venice BI	Los Angeles [a]	A M	1.213	F	1.219	F	0.006	NO		
			MID	1.066	F	1.070	F	0.004	NO		
			P M	1.193	F	1.192	F	0.001	NO		
5	National BI & Washington BI	Culver [b]	A M	0.938	E	0.957	E	0.019	NO		
			MID	0.640	B	0.653	B	0.013	NO		
			P M	0.860	D	0.858	D	0.002	NO		
6	Landmark St & Washington BI [b]	Culver [b]	A M		F		F				
			MID		F		F				
			P M		F		F				
			A M	0.729		0.790		0.061	YES	0.754	C
			MID	0.514		0.596		0.082	YES	0.541	A
			P M	0.586		0.575		-0.011	NO	0.534	A
7	Culver BI & Washington BI/Main St	Culver [b]	A M	0.823	D	0.828	D	0.005	NO [d]		
			MID	0.643	B	0.647	B	0.004	NO [d]		
			P M	0.839	D	0.839	D	0.000	NO [d]		

Note

Intersections are currently controlled by ATSAC system. A credit of 0.07 in v/c ratio was included in the above analysis. Overflow condition indicating oversaturated conditions for long period. Average vehicle delay cannot be calculated.

[a] According to LADOT's criteria, a project impact would be considered significant if the following conditions are met:

Conditions with Project Traffic		Project related Increase in V/C Ratio
LOS	V/C ratio	
C	0.701 to 0.800	Equal to or greater than 0.040
D	0.801 to 0.900	Equal to or greater than 0.020
E/F	0.901 or more	Equal to or greater than 0.010

[b] According to Culver City's criteria, a project impact would be considered significant if the following conditions are met:

Conditions with Project Traffic		Project related Increase in V/C Ratio
LOS	V/C ratio	
D	0.801 to 0.900	Equal to or greater than 0.040
E/F	0.901 or more	Equal to or greater than 0.020

[c] The proposed mitigation would require a signal be installed at Landmark/Washington intersection and a restriping of Landmark Street south of Washington Boulevard to provide two northbound lanes (one right turn only lane and one left turn only lane).

[d] Field observation at this location has indicated worse traffic conditions than the projected LOS C or better during the analyzed three peak periods. The projected good level of service were resulted from the undercounted traffic volumes at this intersection when the majority of the cars were caught in the downstream or the upstream bottlenecks at Culver Boulevard, Washington Boulevard, Watseka and Irving Place. However, this projected good level of service would not affect the determination of whether this intersection is significantly impacted. As the incremental change in the V/C ratios due to the project traffic is 0.005 or less, so the intersection would not be impacted even if the projected level of service were E or F.

V PARKING ANALYSIS AND PICK-UP AND DROP-OFF ANALYSIS

This chapter presents an analysis of the adequacy of the parking plan associated with the proposed Park Century School Project. The goal of the analysis is to ensure that the proposed project provides sufficient parking supply to accommodate the projected needs. Future students pick up and drop-off procedures and issues of site access for the school were also evaluated.

PARKING ANALYSIS

The parking analysis for the proposed project compared the proposed parking supply to the requirements of the Culver City Municipal Code (Code). According to the Code, a proposed development project is required to provide an adequate supply of parking spaces based on the proposed land use for the site. The proposed project is considered to have a significant parking impact if the proposed parking supply does not meet the parking demand specified by the Code.

Zoning Code Requirement

According to the Culver City Municipal Zoning Code (Code), an education institution with non-driving age students shall be considered a facility similar to a childcare center in determining parking requirements with general guide of one parking space for each full-time and each part-time staff member and adequate passenger loading facilities. As the school is expected to increase the number of staff/faculty from the existing 36 staff to 47 staff by year 2008, the Zoning Code of Culver City would therefore require 47 parking spaces to accommodate the school. In addition, the City's Code, adopting the California State Code, requires that no more than 40% of the required stalls in each parking area containing 10 or more parking stalls may be designed as stalls to accommodate compact vehicles.

Future Parking Supply/Demand

The future parking supply for the proposed future project site at Landmark Street in Culver City would include 47 on-site parking spaces with 16 of these spaces arranged in a tandem parking format as shown in Figure 2. These tandem parking spaces would be assigned to faculty/staff, Parents, visitors to the school, and the remaining faculty/staff would be able to utilize any of the remaining 31 parking spaces (including two handicapped parking spaces). As shown in Figure 2, approximately two thirds of the 47 spaces are designed for regular vehicles and one-third of all spaces (i.e. 13 spaces) are for compact vehicles, which meets the Code requirement for compact stalls. In addition, a 20-foot emergency fire access point is planned at the northwest corner of the parking area with a connection to Lindblade Street. Therefore, the proposed project parking supply would be adequate to meet the projected peak demand.

PICK-UP AND DROP-OFF ANALYSIS

Existing school hours are from 8:30 a.m. to 2 p.m. Monday through Thursday and 9:00 a.m. to 2:30 p.m. on Friday. Some students attend study hall and leave one hour later. The following provides the evaluation of the existing and future project site access and the student drop-off/pick-up procedures.

Existing Conditions

The school currently serves 60 students and 36 staff (33 on-site). The existing school site features a one-way counterclockwise driveway to the staff parking lot on the rear end of the school building as shown in Figure 11. The school driveway to the parking lot is shared with adjacent parcels to the east and west of the school building. On a typical Thursday morning with a school start of 8:30 a.m. for all 60 students, approximately 10 students arrive prior to 8:15 a.m. when there is no supervision. Approximately 30 students arrive after the supervision begins at 8:15 a.m. The rest of the students arrive later than the school start time between 8:30 a.m. and 8:45 a.m. About two-thirds of the drop offs occur at the back door adjacent to the staff parking lot. Another one-third of the students are dropped off in front of the building where curb parking spaces are available on both sides of the Stoner Avenue.

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