Culver CITY

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**PLANNING COMMISSION**
**MEETING AGENDA**
**WEDNESDAY, APRIL 11, 2012**
**7:00 P.M.**

## PUBLIC COMMENT

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

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

## PUBLIC COMMENT FOR ITEMS ON THE AGENDA

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

## PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

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

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

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

## CELL PHONES AND OTHER DISTRACTIONS

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

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## ALD

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**AGENDA**
**Planning Commission**
Wednesday, April 11, 2012
**7:00 p.m.**
Mike Balkman Council Chambers

**CALL TO ORDER & ROLL CALL**

**Anthony Pleskow, Chair**
**Scott Wyant, Vice Chair**
**Linda Smith Frost, Commissioner**
**Marcus Tiggs, Commissioner**
**John Kuechle, Commissioner**

**PLEDGE OF ALLEGIANCE**

**PUBLIC COMMENT – Items Not On The Agenda**

**PUBLIC HEARINGS**

**PH-1**

**Conditional Use Permit Modification (CUP/M 2011-175) – The Help Group**
To permit the addition of 250 students to an existing private school located at 12095-12101 Washington Boulevard.
Recommended Action: ***Approve.***

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

**C-1.** Secretary's Report. ***Approve Report.***

**C-2.** Approval of Minutes of March 14, 2012. ***Approve.***

**ITEMS FROM STAFF**

**ITEMS FROM PLANNING COMMISSION**

**ADJOURN**

## Upcoming Public Meeting Schedule –Tentative – 2012

| Date | Day | Time | Location |
|---|---|---|---|
| ***City Council*** | | | |
| *April 23* | *Monday* | *7:00PM* | *Council Chambers* |
| ***Civil Service Commission*** | | | |
| *May 2* | *Wednesday* | *7:00PM* | *Council Chambers* |
| ***Cultural Affairs Commission*** | | | |
| *N/A* | *Tuesday* | *7:00PM* | *Council Chambers* |
| ***Parks & Recreation Commission*** | | | |
| *May 1* | *Wednesday* | *7:00PM* | *Patacchia Room* |
| ***Planning Commission*** | | | |
| *April 25* | *Wednesday* | *7:00PM* | *Council Chambers* |

Meetings may be added or changed.

**City of Culver City, California**

# Planning Commission Agenda Item Report

| | |
|---|---|
| Meeting Date: April 11, 2012 | Item Number: PH-1 |
| **AGENDA ITEM: Conditional Use Permit Modification (CUP/M 2011-175 to permit the addition of 250 students to an existing private school located at 12095-12101 Washington Boulevard.** | |
| Contact Person/Dept.: Joshua Williams, Associate Planner | Phone Number: (310) 253-5706 |
| Public Hearing: [X] Action Item: [] Attachments: [X] | |
| Public Notification: On March 21, 2012, a notice was mailed to all the property owners and occupants within a 500-foot radius of the site and emailed to the Master Notification List. | |
| Planning Approval:<br>Thomas Gorham, Planning Manager | Department Approval:<br>Sol Blumenfeld, Community Development Director |

## RECOMMENDATION:

That the Planning Commission:

1. Adopt a Negative Declaration based on the Initial Study finding that the project will not have a significant adverse impact on the environment;

2. Approve Conditional Use Permit Modification, CUP/M 2011-175, subject to the Conditions of Approval as stated in Resolution No. 2012-P005 (Attachment No. 8).

## PROCEDURES:

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

## BACKGROUND:

### General Information

See Attachment No. 1, Project Summary

### Existing Conditions

The project site is located on the north side of Washington Boulevard between Inglewood Boulevard and Grand View Boulevard (see Area Map - Attachment No. 2) and is currently contains the campus of The Help Group. A portion of the subject site is located within the City of Los Angeles. The Help Group campus is occupied by two separate private school facilities, Summit View School and Village Glen School, both under The Help Group umbrella organization. The Summit View School serves approximately 100 students with specific learning disabilities, between grades 1 through 12. The Village Glen School serves approximately 300 students with social and communicative disabilities, including Asperger's Disorder, high-functioning autism, and nonverbal learning disabilities, between grades Pre-K through 12.

The Help Group campus is comprised of four buildings and one parking structure. The Help Group was established in 1999 through the approval of Conditional Use Permit CUP P-1999017 under Planning Commission Resolution No 99-P020 (see Attachment 4), for a 400-student private school at the former Washington Hospital Medical Center and adjacent medical office buildings. In addition, the City of Los Angeles Office of Zoning Administration approved conversion of a portion of a former parking area for playground use.

The campus also includes: 1) a one-story, 61,108 sq. ft. building, with address 12101 Washington Boulevard, presently utilized for classrooms, offices and support rooms associated with the private school use; 2) a four-story, 25,408 sq. ft. building, with address 12099 Washington Boulevard, presently occupied by medical offices on three floors and and support facilities for the school on the one floor; 3) a multi-level parking structure, consisting of 269 parking spaces; and 4) an existing two-story, 20,095 sq. ft. building previously used for medical offices and a school operated store, with the address 12095 Washington Boulevard.

The project site is located in the Commercial General (CG) zone. It is surrounded by multi-family apartments and single family homes to the north (in the City of Los Angeles), commercial office and retail uses to the south (across Washington Blvd) and west (across Inglewood Blvd), and medical offices to the east.

## Project Description

The project involves the addition of 250 students to The Help Group campus, increasing the student population from 400 students to 650 students. The addition of 250 students will be comprised of approximately 124 elementary students, 42 middle school students, and 84 high school students. At project's completion the student population of the Summit View School will be 200 students and the student population of the Village Glen School will be 450 students. The project will also include the addition of 67 new staff members, bringing the total number of staff to 177 full- and part-time employees.

As part of campus improvements and in order to accommodate the additional students, The Help Group will discontinue the previous uses in the two-story building located at 12095 Washington Boulevard and convert the building into facilities for use by the school, including classrooms, staff offices, a multi-purpose room, and support facilities. A portion of the rooftop will also be converted to play area.

The ground floor of the building is presently occupied by the Silver Lining retail thrift store, operated by the school and its students. The store will be relocating from its present location to the vacant commercial space at the northwest corner of Washington Boulevard and Grand View Boulevard, across the street from the school in Culver City. In addition two medical offices were previously located in the building and have been relocated to the 4-story office building on the Help Group campus.

Other proposed on-site improvements include a new façade on the 12095 Washington Boulevard building and a new pedestrian bridge linking the parking structure along the east side of the property and the adjacent four-story building (12099 Washington Boulevard). The façade improvements to 12095 Washington will incorporate new trim, windows and plaster finish.

## Entitlement Request and Applicable Zoning Code Sections

The proposed entitlement request is a Modification to an existing Conditional Use Permit to permit the addition of 250 students to The Help Group Campus, increasing the student enrollment from 400 students to 650 students. The existing two-story building identified as 12095 Washington Boulevard will be converted from medical office and retail use to school facilities in order to accommodate the additional students. Under CUP P1999017, this building has been approved for school uses and under its current entitlements (CUP-P1999017) the school would be able to convert the building from office to school

uses at any time through a building permit. The CUP modification is required because the school wants to increase enrollment by 250 students.

Zoning Code Section 17.595.035 requires that a major change to an approved project, shall be approved, modified or denied by the original review authority. The addition of 250 students to The Help Group campus will result in a major change to the approved Conditional Use Permit request, CUP P1999017 and therefore a modification to the CUP must be approved by the Planning Commission.

There are no proposed changes to the portion of the playground located in the City of Los Angeles, therefore the City of Los Angeles will not require any permits related to the proposed CUP modification to increase enrollment.

## ANALYSIS:

### Architectural Design

The project involves interior demolition and improvements related to tenant improvement work to convert office spaces and other previous tenant spaces into school classrooms, offices and support facilities. The current exterior of the building is largely covered by a perforated metal screen, with the ground floor of the building, facing Washington Boulevard, using floor to ceiling windows and painted brick, with a small planter area adjacent to the sidewalk. The entire façade is painted an off-white color.

The proposed façade redesign envisions a more contemporary appearance, with the removal of the metal screen and use of alternate materials, including an exterior light colored plaster with one-inch metal reveals, wrought iron grilles at new openings in the rooftop parapet, slate tile accent bands above windows, doors and other recessed areas on the building's façade, and dark bronze framing along the building's entry doors and street facing windows. The redesign will also incorporate 10-foot high parapets above the existing roofline, with the rooftop area converted into a play area.

### Parking

A total of 286 parking spaces are provided on site to serve the uses on The Help Group Campus (including both school and medical office uses). The multi-level parking garage along the east side of the property provides 269 parking spaces, with an additional 9 surface spaces provided along the west side of the campus, off of Grand View Boulevard; and 8 surface spaces provided on the campus,

adjacent to the central playground area. Due to the nature of the special needs school where students generally don't drive and the large number of staff, special parking demands outside those typically required by traditional schools exists. The Summit View School does issue up to 15 permits for their high school students to drive and park on campus. Staff has worked with the applicant to determine the parking demands for the school. The original CUP based the parking requirements on the number of staff plus parking for the non-school uses (medical offices) on the property. Based on this methodology staff has determined that 243 spaces would be required for all uses on the campus as outlined below:

| | |
|---|---|
| **Staff Parking (1 per staff member)** | **= 177 spaces** |
| **Medical Office Use 17,850 s.f. (1 space per 350 s.f.)** | **= 51 spaces** |
| **Student Drivers (1 per 15)** | **= 15 spaces** |
| **Total Parking Required** | **= 243 spaces** |

In addition to the above required parking, 16 visitor parking spaces are being provided to account for parent visits and visiting faculty from The Help Group's other campus in the San Fernando Valley. The required parking and the visitor parking total 259 spaces leaving a surplus of 27 spaces. The 27 surplus spaces could be used to accommodate additional staff and/or additional student drivers. The proposed conditions of approval will allow a combination of up to 27 faculty and/or student drivers subject to approval by the Planning Manager. In addition, the conditions will require the school to submit a faculty count and student driver count annually.

**Traffic and Circulation**

A traffic impact analysis prepared for the proposed project, dated December 12, 2011, by Urban Crossroads, was reviewed and accepted by the City's Traffic Engineer (Attachment No. 5). The traffic analysis compared the previous uses in the structure, which included approximately 10,045 square feet of medical office uses in the 20,090 square foot building, with the proposed future private school classrooms and facilities. The previous medical office uses generated a total of 363 daily trip ends, with 23 trips occurring during the AM peak hour (7:00 to 9:00 AM) and 34 trips during the PM peak hour (4:00 to 6:00 PM). The proposed private school use is anticipated to generate a total of 372 daily trip ends with 114 trips occurring during the AM peak hour and 36 trips during the PM peak hour. The project would therefore result in 9 additional daily trip ends with 91 additional trips occurring during the AM peak hour (50 inbound and 41 outbound) and 2 additional trips during the PM peak hour (8 inbound and 6 outbound)

The traffic study identified the future levels of service at the eight intersections for both "with" and "without" the new development. According to the traffic analysis, based on Culver City's criteria for a significant impact, there are no significant impacts anticipated at the studied intersections with the addition of project traffic.

As part of the traffic analysis' review of circulation around the project site, it identified several improvements needed to improve ingress and egress to the project's driveways on Inglewood Boulevard and Washington Boulevard, which are included as conditions of approval. As identified in the Recommendations section (Section 6.4) of the traffic analysis, the Applicant shall be responsible for the cost to restripe and remove any conflicting striping on Inglewood Boulevard adjacent to the project site and place appropriate signage on Inglewood Boulevard and Washington Boulevard in conjunction with turn restrictions and parking restrictions at the project's driveways.

Traffic Management Program

As part of its traffic analysis, the applicant submitted an updated Traffic Management Program (TMP) for the project (Attachment No. 10). The original CUP for The Help Group also included a Traffic Management Program that provided for an orderly drop-off and pick-up of students from the two schools using a combination of buses and contracted taxicabs arriving at staggered drop-off and pick-up times.

The two schools will continue to operate under staggered schedules to accommodate pick up and drop off of students. Employees will be assigned parking in the parking structure.

The updated TMP will relocate the queuing area for the cab/vans from the western end of the school, with access to Grand View Boulevard, to the multi-level parking structure. The updated program will require the cab/vans to enter the campus off of Washington Boulevard during both pick-up and drop-off periods. The cab/vans will then enter the parking garage, forming two side-by-side lines in the bottom and ground level of the structure's drive aisles. Staff will be located in the garage along the queuing area to assist students to move between the queuing area and the school entrances during both morning drop-off and afternoon pick-up. The cab/vans will exit the parking structure and onto Inglewood Boulevard after drop-off and pick-up. Staff will enter the parking structure off of Inglewood Boulevard and park in their designated space. Medical office parking will be located on the upper level of the parking structure with vehicles entering from Inglewood Boulevard where they can ramp up to the upper level without interfering with the cab/van drop-off and pick-up.

Summit View School will be in session from 8:30 a.m. to 2:40 p.m. Transport to and from the Summit View School will primarily be provided by 28 cab/vans, in combination with 17 parent pick-ups and drop-offs per day, and a limited number of students driving themselves to school on a daily basis (15 students per day). The 28 cabs/vans will queue in the parking structure where students will disembark and be led to the pedestrian path to the school entrances by school staff members. At the close of school day, the 28 cabs/vans will use the same queuing procedure as in the morning. Parent drop-off and pick-ups will occur in the playground area.

Village Glen School commences classes 35 minutes later that Summit View and will be in session from 9:15 a.m. to 3:15 p.m. and will utilize two separate portions of the campus for drop-off and pick-up. 47 cab/vans in combination with the use of 11 buses, and 36 parent drop-offs and pick-ups per day. No students will drive themselves to the Village Glen School. The 47 cab/vans will use the same access point and follow the same procedure as the Summit View School outlined above. On the west side of the campus eleven busses will drop off and pick up students in the Grandview Boulevard parking lot and drop area. School staff will escort students to and from the school to the busses. Parent drop-off and pick-ups will occur in the playground area.

The plan is managed onsite by school staff and by a supervisor from the cab company, who will be onsite during all drop-off and pick-up times to address any questions or issues that may arise. All drop-off and pick-ups occur on school grounds only and no queuing will occur on the public streets.

**Noise**

A Noise Impact Study for the school playground, dated June 6, 2011, was prepared for The Help Group by Veneklasen Associates (see Attachment No 6 - Playground Activities Noise Impact Study at Neighboring Residential Locations). The noise impact study took noise measurements at three abutting residential properties located to the rear of the project site and on the playground itself during periods when normal playground activities were scheduled – including basketball, soccer, group exercise and physical education and training classes. The study was conducted between 8:00 AM on Monday, June 13, 2011 to 8:00 AM on Wednesday, June 15, 2011. Based on the measurements collected during this period, the study found that the effects of the noise from the playground on abutting residential properties will be less than significant. The exterior noise levels measured at each residential property do not exceed the threshold of CNEL 65 as recommended in the Noise Element of the City's General Plan.

## Economic Impact

The Help Group property - which comprises the existing school buildings, a four story building occupied by school and medical offices, and the two-story building proposed for conversion from medical offices to school uses (12095 Washington Boulevard) - is owned by The Help Group, a 501c.3 Non-Profit organization. The properties have not been on the City's property tax roll since they were acquired by The Help Group in 1999.

As proposed, the building at 12095 Washington Boulevard will be used for classrooms, a multi-purpose room, and school related facilities. The discontinuation of medical offices in the building and its reuse for school facilities is permitted under the school's original entitlements (CUP P1999017). Business tax receipts for the school's retail store and the medical offices currently located in the building totaled $2,793 for 2010 and $2,620 for 2011. As the retail store is moving to a new location in Culver City and the medical offices are moving to the 4 story building on the campus, business tax receipts from these uses will continue.

## Community Meeting

The Applicant held two community meetings as part of their community outreach. Both meeting notices were mailed to owners and occupants within a 500-foot radius around the project site, to approximately 1,330 addresses. The majority of those noticed are City of Los Angeles residents, businesses, and occupants. The meetings were held at 7:00 PM on The Help Group's campus

On December 3, 2009, the Applicant held its first community meeting to present the project and gather feedback from residents, business and property owners. The meeting was attended by seven people. Residents in attendance expressed concern about noise from the playground area abutting the residential uses to the rear of the property and noise from maintenance of the site. Other issues included overflow of the on-site recycling bin, additional traffic in the neighborhood, and exhaust fumes from vans. A second community meeting was held on August 30, 2011, following the completion of the noise study and traffic analysis for The Help Group project. There were six residents in attendance. The Applicant presented information on the project and the studies and took comments from those in attendance. Neighbors of the project continued to express concern regarding noise from the school's playground and questioned the validity of the noise study.

## CONCLUSION:

Staff has worked closely with the applicant from the project inception to guide its design in order to meet Zoning Code requirements and address potential community concerns. Based on the analysis contained herein staff believes the findings for a Modification to a Conditional Use Permit can be made as outlined in proposed Resolution No. 2012-P005 (Attachment No. 8) and recommends project approval.

## ENVIRONMENTAL DETERMINATION:

Pursuant to the California Environmental Quality Act (CEQA) guidelines, a Negative Declaration (ND) has been prepared; the project has been determined to have less than significant impacts on the community (Attachment No. 3).

## 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. Initial Study/Negative Declaration
4. Planning Commission Resolution No. 99-P020, for CUP P-1999017
5. Traffic Study
6. Noise Study
7. Written Comments or Correspondence Regarding the Project.
8. Draft Resolution No. 2012-P005 (CUP/M P2011175)
9. Development Plans, stamped received December 13, 2011
10. Traffic Management Program

Attachment No. 1

# PROJECT SUMMARY

**APPLICATION TITLE & CASE NO:**

Modification of Conditional Use Permit, CUP/M P2011175, to add 250 students to the previously approved 400-student private school campus – The Help Group, comprised of the Summit View School and the Village Glen School. The project includes tenant improvements and façade work on the two-story building at 12095 Washington Boulevard, converting the building from medical office uses to school uses

| **PROJECT ADDRESS/LOCATION**: | **APPLICANT INFORMATION:** |
|---|---|
| 12095 Washington Boulevard<br>Culver City, CA 90066 | The Help Group<br>13130 Burbank Boulevards<br>Sherman Oaks, CA 91401 |

**PERMIT/APPLICATION TYPE:**

| | |
|---|---|
| ☐ Administrative Use Permit | ☐ Tentative Parcel Map |
| ☐ Conditional Use Permit | ☐ Tentative Tract Map |
| ☐ Administrative Site Plan Review | ☐ Lot Line Adjustment |
| ☐ Site Plan Review | ☐ Zoning Code Amendment - Text |
| ☐ Administrative Modification | ☐ Zoning Code Amendment -Map |
| ☐ Variance | ☐ General Plan Amendment - Text |
| ☐ Master Sign Program | ☐ General Plan Amendment - Map |
| ☐ Certificate of Appropriateness | ☐ Planned Unit Development |
| ☐ Certificate of Exemption | ☐ Specific Plan |
| ☐ DOBI | ☒ Other: Conditional Use Permit/Modification |

**APPROVAL BODY:** ☒ **Public Hearing** ☐ **Public Meeting** ☐ **Administrative**

| | |
|---|---|
| ☐ Administrative | ☐ Redevelopment Agency |
| ☒ Planning Commission ☐ City Council | ☐ Other: |

**ENVIRONMENTAL DETERMINATION AND NOTICING:**

| | |
|---|---|
| **CEQA Determination** | ☐ Categorical Exemption, Class ___<br>☒ Negative Declaration or ☐ Mitigated Negative Declaration<br>☐ Environmental Impact Report, Type: _____ |
| **CEQA Noticing** | ☐ Notice of Exemption (w/in 5 days of decision)<br>☒ Notice of Intent to Adopt (21 days prior to decision)<br>☒ Notice of Determination (w/in 5 days of decision)<br>☒ Fish & Game Certificate of Fee Exemption (w/in 5 days of decision)<br>☐ Notice of Preparation ☐ Notice of Availability ☐ Notice of Completeness |

**PUBLIC NOTIFICATION:**

| | | |
|---|---|---|
| **Mailing**<br>Date: 3/21/12 | ☒ Property Owners<br>☒ Occupants<br>☐ Adjacent Property Owners & Occupants | ☒ w/in 500' foot radius<br>☐ w/in 500' foot radius / Extended<br>☐ Other: 1,000 foot radius |
| **Posting**<br>Date: N/A | ☐ Onsite ☐ Offsite | ☐ Other: |
| **Publication**<br>Date: N/A | ☐ Culver City News | ☐ Other: |
| **Courtesy**<br>Date: 3/21/12 | ☒ City Council ☐ Cable Crawler<br>☒ Commissions<br>☒ Master Notification List<br>☐ Culver City Website | ☐ Press Release<br>☐ HOA /Neighborhood Groups<br>☐ Culver City Organizations<br>☐ Other: Chamber of Commerce |

GENERAL INFORMATION:

| | |
|---|---|
| **General Plan:** General Corridor | **Zoning:** Commercial General (CG) |
| **Redevelopment Plan:** Area #4 | **Overlay Zone/District:** 0-Setback Overlay (CZ) Zone |
| **Legal Description**<br>Portion of Lots 148, 149, 150, 151 of East Ocean Park Tract | **Existing Land Use**<br>The Help Group School; 12095 Washington was previously utilized for medical offices with ground floor pharmacy/retail space. |

# PROJECT SUMMARY

## ADJACENT ZONING AND LAND USES

| Location | Zoning | Land Use |
|---|---|---|
| North: | R3-1/Los Angeles | Residential, multi-family located in the City of Los Angeles |
| South: | CG | Commercial development, including offices, restaurant and retail, and service uses |
| East: | CG | Office uses and a parking structure for Kaiser Permanente's Culver Marina Medical Offices |
| West: | CG | Commercial development, including offices, restaurant and retail, and service uses |

| Project Data | Existing | Proposed | Required/Allowed |
|---|---|---|---|
| Lot Area | 12,896 S.F. | no change | N/A |
| Building Coverage: *(12095 Washington Blvd, only)* | 10,045 | no change | N/A |

| Project Data | Existing | Proposed | Required/Allowed |
|---|---|---|---|
| **Parking:** | | | |
| The Help Group Campus | | | |
| **Total:** | **286** | **286** | **259** |
| **Building Height:** | approx. 27 ft | 37 ft 9 in *(to top of parapet of 12095 Washington Blvd)* | 56 ft |
| **Building Setbacks: (12095 Washington Blvd is located interior to the campus)** | | | |
| Front (Washington Blvd) | 0 ft | no change | 0' or setback with amenities |
| Rear | n/a | n/a | None Required |
| Side (West | n/a | n/a | None Required |
| Side (East) | n/a | n/a | None Required |

| **ESTIMATED FEES:** | | |
|---|---|---|
| ☐ New Development Impact: TBD | ☐ School District: | ☒ Plan Check: TBD |
| ☐ In Lieu Parkland: | ☒ Art: TBD | ☒ Sewer: TBD |
| **INTERDEPARTMENTAL REVIEW:** | | |
| Planning, Engineering/Traffic, Building & Safety, Fire Prevention, and Police reviewed the project. Comments have been incorporated into the plans or where made part of the recommended conditions of approval. | | |
| **ART IN PUBLIC PLACES:** | | |
| Applies to Project - TBD | | |

Attachment No. A

# Public Hearing for The Help Group

## 12095 Washington Boulevard


Source: Planning

Map Created: 03/19/2012

Meeting Date: April 11, 2012

Conditional Use Permit Modification, P2011175

**THE CITY OF CULVER CITY**


INFORMATION TECHNOLOGY DEPARTMENT

GEOGRAPHIC INFORMATION SYSTEMS

9770 CULVER BLVD
CULVER CITY, CA 90232

TEL: 310-253-5976


Scale: 1: 4,431

0 184.63 369.3 Feet

Culver CITY

(310) 253-5710
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PLANNING DIVISION

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

# INITIAL STUDY

## ENVIRONMENTAL CHECKLIST FORM AND ENVIRONMENTAL DETERMINATION

| | | | |
|---|---|---|---|
| **Project Title:** | The Help Group<br>CUP/M-P2011175 | | |
| **Lead Agency Name & Address:** | City of Culver City, Planning Division<br>9770 Culver Blvd., Culver City, CA 90232 | | |
| **Contact Person & Phone No.:** | Joshua Williams, Associate Planner<br>(310) 253-5706 | | |
| **Project Location/Address:** | 12095 Washington Boulevard | | |
| **Nearest Cross Street:** | Washington Boulevard and Grand View Boulevard, Washington Boulevard and Inglewood Boulevard | **APN:** | 4232-004-033, 4232-004-084, 4232-004-021, 4232-004-086 |
| **Project Sponsor's Name & Address:** | The Help Group<br>13130 Burbank Boulevard<br>Sherman Oaks, CA 91401 | | |
| **General Plan Designation:** | General Corridor | **Zoning:** | Commercial General (CG) |
| **Redevelopment Project Area:** | Component Area No. 4 | | |
| **Overlay Zone/Special District:** | Commercial Zero Setback | | |

**Project Description and Requested Action:** *(Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary)*

The Help Group (the "Applicant") is requesting a Modification to an existing Conditional Use Permit (CUP P1999-017). The Help Group provides educational, counseling and therapeutic services to children and families with special needs. The Help Group comprises two schools, Village Glen and Summit View, serving 400-students grades K through 12. A conditional use permit to operate The Help Group was approved in 1999 for the property located at 12095-12101 Washington Boulevard, converting the former Washington Hospital Medical Center property into a private school facility.

The requested modification will permit the addition of 250 students, bringing the total school population to 650 students (200 students in Summit View School and 450 students at Village Glen School). The project will include the conversion of a 20,090 square foot medical office building, previously approved for school uses under Conditional Use Permit CUP P1999-017, into classrooms, offices and related facilities for the school. The project will also result in the addition of 67 new full and part-time staff, bringing the total staff from 110 (existing) to 177 (proposed). As part of the project, a new traffic management program will be instituted to allow for the efficient movement of vehicles during the drop-off and pick-up of students.

**Existing Conditions of the Project Site:**
The project involves the conversion of an existing two-story, 20,090 square foot medical office building into facilities for a school use. Presently the building is fifty percent occupied, with approximately 10,045 square feet of space used for offices and a retail store operated by the school as part of their education program. The building is located in the center of the Help Group campus, adjacent to a three level parking structure serving the Kaiser Permanent medical office facility located at the corner of Inglewood Boulevard and Washington Boulevard. To the north of the building is a four story office building with three levels occupied by school offices and the on floor occupied by medical offices and a two level parking structure, which provides parking for Help Group facility staff and the medical offices. The primary campus structure, located on the western portion of the project site, is located adjacent to the intersection of Grand View Boulevard and Washington Boulevard, and is comprised of a one story, 61,108 sq. ft. structure.

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

West: The property to the west, across Grand View Boulevard, is zoned for Commercial General (CG) land uses and is developed with a one story commercial office building.
East: The property abutting to the east is developed with Kaiser Permanente's Culver Marina Medical Offices, located in the CG Zone/
North: The properties to the north of the school are located in the City of Los Angeles and are zoned R3-1 "Multiple Dwelling." The properties are presently developed with multi-family residential developments.
South: The properties to the south of the project site, across Washington Boulevard, are located in the CG Zone and are generally developed with small commercial uses, including offices, restaurant and retail, and service uses.

**Other public agencies whose approval is required:** (*e.g., permits, financing approval, or participation agreement)*
None

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- ☐ Aesthetics
- ☐ Agriculture and Forestry Resources
- ☐ Air Quality
- ☐ Biological Resources
- ☐ Cultural Resources
- ☐ Geology /Soils
- ☐ Greenhouse Gas Emissions
- ☐ 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:

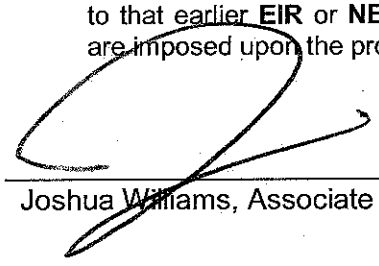
☒ I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

☐ 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 REPO**RT 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.



3/15/2012

Joshua Williams, Associate Planner — Date

| ***EVALUATION OF ENVIRONMENTAL IMPACTS:*** | Potentially Significant Impact | Potentially Significant Impact Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **I. AESTHETICS** -- Would the project: | | | | |
| a) Have a substantial adverse effect on a scenic vista? | ☐ | ☐ | ☐ | ☒ |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | ☐ | ☐ | ☐ | ☒ |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | ☐ | ☐ | ☐ | ☒ |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | ☐ | ☐ | ☐ | ☒ |

**Responses:**

**a) – d)** *No Impact.* The project will not result in any aesthetic impacts. The project includes the conversion of a 20,090 square foot medical office building on the Help Group campus into classrooms, offices and related facilities for the school. There are no scenic vistas or resources in the vicinity of the subject property. The project site is presently developed with multiple buildings, a parking structure and surface parking lots occupied by the school campus. The exterior of the existing medical office building will be remodeled to include new accent features, including wrought iron grilles along the roof parapet, exterior plaster panels, new storefront doors and windows with dark bronze frames, and a slate accent band feature. The project is not proposing any new sources of light on the exterior of the building. However, any new exterior lighting shall be shielded, pursuant to the Culver City Municipal Code, to limit light intrusion onto abutting properties.

**Mitigation Measure(s):** None Required

| | | | | |
|---|---|---|---|---|
| **II. AGRICULTURE RESOURCES AND FOREST RESOURCES:** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project: | | | | |
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | ☐ | ☐ | ☐ | ☒ |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | ☐ | ☐ | ☐ | ☒ |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | ☐ | ☐ | ☐ | ☒ |

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

**Responses:**

a) - e) *No Impact.* The project site is located in area predominantly urbanized with commercial storefronts, a hospital use, surface and multi-level parking lots, and single family residential uses. The Culver City General Plan Land Use Element map identifies no agricultural land or uses within the city boundaries. Abutting zoning in the City of Los Angeles is designated for Low and Low Medium Residential uses. The project area is not identified, utilized, or zoned for agricultural purposes, and there is no known Williamson Act contract in effect on the project site. In addition, the project will not result in the loss or conversion of farmland or forestland into another use, as the project site is located in a fully developed urbanized area. Therefore, no impact will result from the project.

**Mitigation Measure(s):** None Required

| III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project: | | | | |
|---|---|---|---|---|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | ☐ | ☐ | ☒ | ☐ |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | ☐ | ☐ | ☒ | ☐ |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | ☐ | ☐ | ☒ | ☐ |
| d) Expose sensitive receptors to substantial pollutant concentrations? | ☐ | ☐ | ☒ | ☐ |
| e) Create objectionable odors affecting a substantial number of people? | ☐ | ☐ | ☒ | ☐ |

**Responses:**

a) *Less Than Significant Impact*. The entire South Coast Air Basin (which includes Culver City) does not meet National Ambient Air Quality Standards. Future new development (or redevelopment) in any portion of Culver City will contribute, both at the project level and cumulatively, to pollutant emissions over this existing non-attainment area (at both construction and operation phases). For projects proposed within Culver City or elsewhere in the South Coast Air Basin, the applicable plan is the 2007 Air Quality Management Plan (AQMP), which is prepared by the South Coast Air Management District (SCAQMD). The SCAQMD is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin. SCAQMD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and enforces such measures through educational

| EVALUATION OF ENVIRONMENTAL IMPACTS: | Potentially Significant Impact | Potentially Significant Impact Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|

programs, or fines, when necessary. Projects that do not exceed or are consistent with the projections of employment and population forecasts identified in the Growth Management Chapter of the Regional Comprehensive Plan and Guide (RCPG) are considered consistent with AQMP growth projections, since the Growth Management Chapter forms the basis of the land use and transportation control portion of the AQMP. Since SCAG's regional growth forecasts are based upon, among other things, land uses specified in city general plans, a project that is consistent with the land-use designated in a city's general plan would also be consistent with SCAG's regional forecast projections. Subsequently, a project that is consistent with SCAG's regional forecast projections would then also be consistent with the AQMP growth projections.

As noted above, the project is subject to SCAQMD's Air Quality Management Plan (AQMP). The AQMP promulgates policies, programs, and measures to achieve Federal and State standards for criteria pollutants and other smog-forming gases, as well as to reduce emissions of toxic air pollutants. These programs include measures such as balancing jobs and housing within the region, promoting infill development close to existing infrastructure and public transit, and a variety of other measures designed to reduce vehicular travel.

The project will adapt an existing 20,900 square foot building, previously approved for use as school facilities under CUP P1999-017, into classrooms and offices for The Help Group. The project will also result in the addition of up to 250 more students to the campus. The increase in student population would serve the existing need for school services and employment in the project region. The project will not conflict with or obstruct implementation of the applicable air quality plan.

b) and c) *Less Than Significant Impact*. A project may have significant impacts where project-related emissions would exceed federal, state, or regional standards or thresholds, or where project-related emissions would substantially contribute to an existing or projected air quality violation. Greenhouse Gas Emissions from existing operations are generated by the consumption of fossil fuels necessary to produce electricity, provide heating and hot water for the on-site land uses, propel landscaping equipment, and convey, transport and treat water. Fuel is also consumed by on-road mobile vehicles associated with the existing uses of the project site.

Construction Emissions: The proposed project will generate pollutant emissions from the following construction activities: 1) demolition; 2) travel to and from the project site by construction workers; 3) delivery and hauling of construction supplies and debris to and from the project site; 4) the fuel combustion by onsite construction equipment; and 5) building construction, including the application of architectural coatings. It is anticipated that the above construction activities will result in temporary emissions of dust, fumes, exhaust and other air contaminants. Construction activities involving site preparation would primarily generate PM 10 emissions. Mobile source emissions (use of diesel-fueled equipment on-site) and traveling to and from the project site) would primarily generate nitrogen oxide emissions (NO x). The amount of emissions generated on a daily basis would vary, depending on the amount and types of construction activities occurring at the same time. As part of the project, appropriate dust control measures will be implemented during each phase of development, as required by SCAQMD Rule 403 – Fugitive Dust. Rule 403 requires that water is sufficiently added to the construction site to prevent the generation of visible dust plumes; that soil binders are applied to uncovered areas; and that ground cover is reestablished as quickly as possible. In addition, a wheel and undercarriage washing system are required to remove bulk material from vehicles leaving the construction site. The amount of emissions generated by construction activities on-site are not expected to exceed current SCAQMD thresholds, based on an analysis of peak construction days for each of the construction activities. Therefore, project impacts will be less than significant.

Operational Emissions. Operational emissions generated by both stationary and mobile sources will result from normal day-to-day activities on the project site after occupation. Stationary emission sources would be generated from school operations (primarily natural gas consumption) and landscape maintenance. Mobile emission will be generated by vehicles travelling to and from the project site. The amount of emissions generated by operational activities will not exceed SCAQMD thresholds for any phase of development. Therefore, impacts associated with operational emissions from the project will be less than significant.

| EVALUATION OF ENVIRONMENTAL IMPACTS: | Potentially Significant Impact | Potentially Significant Impact Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|

SCAQMD states that if an individual development project generates less than significant construction or operational emissions, then the development project would not generate a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

The proposed project will not generate emissions from construction or operational activities in excess of SCAQMD thresholds. Therefore, the project will not result in a cumulatively considerable increase in emissions. Cumulative impacts will be less that significant with the implementation of recommended measures per SCAQMD – Rule 403.

d) *Less Than Significant Impact*. A sensitive receptor, as defined by AQMD, is a person in the population who is particularly susceptible to health effects due to exposure to an air contaminant. The following are land uses (sensitive sites) where sensitive receptors are typically located: schools, playgrounds, and child care centers; long-term health care facilities; rehabilitation facilities; convalescent centers; hospitals; retirement homes; and residences.

Analysis of project emissions identified that the potential for exposing sensitive receptors to a pollutants is less than significant. At both the construction and operational phase of the project, pollutant levels will be below thresholds set by the SCAQMD. Therefore, impacts will be less than significant.

e) *Less Than Significant Impact*. The project is not anticipated to result in the generation of any objectionable odors. During the construction phase, building materials, including paint and adhesives, may produce discernible odors typical of most construction sites. These odors would be temporary in nature and will not result in a significant environmental impact. Therefore, the impact of objectionable odors in the project vicinity will be less than significant.

**Mitigation Measure(s):** None Required.

| IV. BIOLOGICAL RESOURCES – Would the project: | | | | |
|---|---|---|---|---|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | ☐ | ☐ | ☐ | ☒ |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? | ☐ | ☐ | ☐ | ☒ |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | ☐ | ☐ | ☐ | ☒ |

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

**Responses:**

a) – f) *No Impact.* The project site is located in an urbanized area and is surrounded by existing disturbed land and development. The area around the project site is located in the Commercial General zone in the City of Culver City and in the Medium Residential (R-3) zone in the City of Los Angeles. The expansion of school classrooms and facilities into the existing two-story, 20,095 square foot medical office building will not result in a substantial effect on habitat for any protected species, will not result in a substantially adverse effect on protected wetlands, nor conflict with any local policies, ordinances, or plans protecting biological resources. Therefore, no impacts will result.

**Mitigation Measure(s):** None Required.

## V. CULTURAL RESOURCES – Would the project:

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

**Responses:**

a) – d) *No Impact*. The project site is presently developed and used for a private school use. No buildings on the project site have been identified for designation as a landmark at the national, state or local level, nor have they been identified as being potentially significant in any historic resource survey for the area. The subject building proposed for conversion from medical offices to school related uses is not identified as being a historical resource, therefore no impact will result.

| EVALUATION OF ENVIRONMENTAL IMPACTS: | Potentially Significant Impact | Potentially Significant Impact Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|

While the project will result in the interior remodel of the medical office building for conversion into school uses, disturbance of subsurface soil will be minimal. Preliminary architectural plans have identified that some new pad footings will be built by underpinning and widening existing footings. A new elevator pit will be constructed and the low area for the existing elevator pit will be raised by filling in with compacted soil. No significant grading or site grade changes are proposed. Due to the limited scope of development, no impacts are anticipated to potential archaeological, paleontological, or human remains on the project site.

**Mitigation Measure(s):** None Required

## VI. GEOLOGY AND SOILS -- Would the project:

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

**Responses:**

a) i. *No Impact.* The project site is not located on a known fault line, as depicted in the City of Culver City Alquist-Priolo Earthquake Fault Zone map (2007). Therefore, no impacts will result.

ii. *Less Than Significant Impact*. The conversion of the existing medical office building to uses for school facilities, including classrooms and offices, shall require that the building be structurally upgraded to the current 2010 California Building Code. In addition, per Building & Safety requirements, an outside structural review is required. Therefore, project impacts will be less than significant.

iii. *Less Than Significant Impact*. Liquefaction is defined as a loss of strength of saturated cohesionless soil caused by seismic shaking. A Preliminary Geotechnical Engineering Report prepared by Earth Systems Southern California (dated September 14, 2011) identified that the project is not located within a defined liquefaction hazard zone, but it is very close to the edge of the zone. Based on liquefactio

| EVALUATION OF ENVIRONMENTAL IMPACTS: | Potentially Significant Impact | Potentially Significant Impact Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|

analyses, soils beneath the site are not expected to liquefy in the event of a significant nearby earthquake during a period of high groundwater.

iv. *No Impact*. The subject property is not located in a landslide zone (Culver City Seismic Hazards Map, February 2007). The project site is mostly flat and is not near a slope that may be prone to landslides. Therefore, there is no impact from landslides.

b) *No Impact.* The project will result in minimal disturbance to top soil on the subject property, specifically through changes to on-site landscaping and the elevator pit. Therefore, there will be no impact.

c) *Less Than Significant Impact.* The project site is not located within a liquefaction zone, and is not located on or near a slope that may be prone to landslides nor is it located within any known landslide zones. The conversion of the existing medical office building to uses for school facilities, including classrooms and offices, shall require that the building be structurally upgraded to the current 2010 California Building Code. In addition, per Building & Safety requirements, an outside structural review is required. Therefore, project impacts will be less than significant.

d) *Less Than Significant Impact.* Based upon results of the Expansion Index (EI) Tests (ASTM D 4829), conducted for this investigation, and presented in the Preliminary Geotechnical Engineering Report prepared by Earth Systems Southern California (dated September 14, 2011), the upper on-site soils are considered to have a medium expansion potential. The foundation and slab-on-grade design recommendations, presented in the report, include generally used guidelines in the Los Angeles area for foundation design for soils with the indicated degree of expansiveness.

As noted in the Preliminary Geotechnical Engineering Report, design recommendations included in the report are minimums and comply with normally accepted geotechnical engineering practices. However, actual foundation and slab-on-grade construction reinforcement should be determined by the structural engineer based upon site specific conditions such as foundation loading and engineering characteristics of the subgrade soils. Compliance with recommendations will therefore result in a less than significant impact.

e) *No Impact.* The project will not utilize septic tanks or alternative wastewater disposal systems. It will be served by the City of Culver City wastewater services. Therefore, there will be no impacts.

**Mitigation Measure(s):** None Required.

## VII. GREENHOUSE GAS EMISSIONS –Would the project:

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

**Responses:**

a) - b) *Less Than Significant Impact.* The Greenhouse Gas Emissions Analysis (July 2011) prepared by CAJA Environmental Services identified that greenhouse gas emissions associated with the proposed project will be less than significant. In addition, the project will not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing emissions of greenhouse gases.

The emissions generated by the Help Group project (and any project) are too small to influence global

| EVALUATION OF ENVIRONMENTAL IMPACTS: | Potentially Significant Impact | Potentially Significant Impact Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|

climate change individually. Even if an individual project's greenhouse gas (GHG) emissions were large enough to influence global climate change, the significance of the impact of a single project on the global climate cannot be determined at this time. First, no guidance exists to indicate what level of GHG emissions would be considered substantial enough to result in a significant impact on global climate. Second, global climate change models are not sensitive enough to be able to predict the effect of a single project on global temperatures and the resultant effect on climate; therefore they cannot be used to evaluate the significance of a project's impact. In addition, there are currently no adopted thresholds or guidance adopted by the SCAQMD or other agencies in California to assess the significance of potential impacts associated with Greenhouse Gases. In the absence of established GHG thresholds, the Governor's Office of Planning and Research (OPR) recommends in its 2008 technical advisory that lead agencies should make a good faith effort to calculate, model, or estimate the amount of CO2 and other GHG emissions from a [project. In an effort to calculate, model, or estimate the amount of CO2 and other GHG emissions from a project. In response to the Governor's Executive Order (S-3-05) to reduce statewide GHG emissions to targeted levels (specifically to reduce GHG emissions to 80 percent below 1990 levels by 2050), the Secretary of Cal/EPA created the Climate Action Team (CAT), which in March 2006, published the Climate Action Team report to Governor Schwarzenegger and the Legislature (the "2006 CAT Report"). The 2006 CAT Report identifies a recommended list of strategies that could be implemented by various State agencies to ensure that the Governor's targets are met and can be met within the existing authority of State agencies.

In analyzing potential impacts related to construction and operation of the project, the report notes that in the absence of regulatory guidance, evaluation of the project's impacts associated with GHG emissions is done qualitatively by determining consistency of the project to any of the emission reduction strategies identified by the CAT Report and by the California Air Resources Board (ARB). If the project is consistent with the guidelines established by the CAT Report and by the ARB, project specific impacts related to GHG emissions would be less than significant, and the project's contribution to any potential cumulative impact related to GHG emissions would not be considerable.

The project's impacts from GHG emissions will be less than significant due to improved sustainability of modern construction and design compared to the existing building. It is anticipated that greenhouse gas emissions will be reduced by the following sustainable design and construction features integrated into the project:

- Insulation of all interior and exterior walls;
- Use of duro-last vinyl roofing material (87 percent reflective);
- Installation of 14 SEER heating, venting and air conditioning (HVAC) units;
- Replacement of existing fluorescent lighting with LED lighting throughout the building;
- Installation of dual-glazed bronze anodized doors and windows throughout the building;
- Installation of motion-sensor restroom light switches;
- Replacement of existing toilets with auto-flush toilets;
- Replacement of existing urinals with waterless urinals;
- Installation of hands-free faucets;
- Installation of high-efficiency water heaters

In addition, the project will be subject to the City of Culver City's Mandatory Green Building Program. Projects under 49,999 sq. ft. are required to comply with Category 1 Requirements of the Green Building Program. By complying with the City's Mandatory Green Building Program and employing the sustainable design features identified above, impacts from Greenhouse Gases will be less than significant.

**Mitigation Measure(s):** None Required

| EVALUATION OF ENVIRONMENTAL IMPACTS: | Potentially Significant Impact | Potentially Significant Impact Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **VIII. HAZARDS AND HAZARDOUS MATERIALS** –Would the project: | | | | |
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | ☐ | ☐ | ☒ | ☐ |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | ☐ | ☐ | ☒ | ☐ |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?? | ☐ | ☐ | ☒ | ☐ |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | ☐ | ☐ | ☐ | ☒ |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | ☐ | ☐ | ☐ | ☒ |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | ☐ | ☐ | ☐ | ☒ |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ☐ | ☒ |
| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | ☐ | ☐ | ☐ | ☒ |

**Responses:**

a) - b) *Less Than Significant Impact.* The project will utilize potentially hazardous materials as part of its construction and operation, including solvents, paints, petroleum products and pesticides. All potentially hazardous materials will be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. The use and transport of these materials, typically sold as consumer goods, will not pose a significant hazard to the public or the environment. Therefore project impacts related to the routine transport, use or disposal of hazardous materials will be less than significant. In addition, the project will not result in an impact nor contribute to a significant hazard through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

c) *Less Than Significant Impact.* The proposed project will convert an existing two-story medical office building into school facilities for the existing Help Group campus. The operation and maintenance of the proposed school facilities are not considered to be sources of hazardous emissions and are not expected to result in the handling of hazardous or acutely hazardous materials., substances, odors, or waste and would not require the daily use of chemicals outside of the day-to-day cleaning materials. Therefore, the project is not expected to result in emissions of hazardous materials within the proximity of the existing school facilities.

d) *No Impact.* The school is not located on a site which is included on a list of hazardous material sites pursuant to Government Code Section 65962.5. Therefore, there is no impact.

| EVALUATION OF ENVIRONMENTAL IMPACTS: | Potentially Significant Impact | Potentially Significant Impact Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|

e) *No Impact.* The project site is not located within an airport land use plan or within two miles of any airport. Therefore, there is no impact.

f) *No Impact*. The project site is not located within the vicinity of a private airstrip. Therefore, there is no impact.

g) *No Impact*. The project will not inhibit access to hospitals, emergency response centers, school locations, communication facilities, highways and bridges, or airports. The adjacent Culver Marina Medical Offices operated by Kaiser Permanente do not provide "emergency services" or "urgent care services." Services at the facility include diagnostic imaging (mammography), family medicine, internal medicine, podiatry, physical therapy and a pharmacy. Therefore, the project will not impair implementation of or physically interfere with an adopted emergency response or evacuation plan, and no impact will occur.

h) *No Impact.* The project is located in a highly urbanized area of Culver City where the possibility of wild land fires is remote. Implementation of the project will not result in any increase in exposure of people or structures to wildfire dangers, therefore there is no impact.

**Mitigation Measure(s)**: None Required.

| IX. 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? | ☐ | ☐ | ☒ | ☐ |
| 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? | ☐ | ☐ | ☐ | ☒ |

| EVALUATION OF ENVIRONMENTAL IMPACTS: | Potentially Significant Impact | Potentially Significant Impact Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | ☐ | ☐ | ☒ | ☐ |
| j) Inundation by seiche, tsunami, or mudflow? | ☐ | ☐ | ☐ | ☒ |

**Responses:**

| | |
|---|---|
| a) | *No Impact*. The project does not propose any long-term activities that will result in regular discharge into surface water bodies. The project will conform to all requirements of the Regional Water Quality Control Board (RWQCB) and Municipal Code and will not result in unpermitted discharges into the sanitary sewer and storm water systems. Therefore, implementation of the project will not result in any impacts related to the issue. |
| b) | *No Impact*. The project site is fully developed and covered almost entirely by impervious surfaces in the form of buildings, drive aisles and parking lots. Presently, stormwater does not infiltrate into the ground, but sheetflows across the site to the local stormdrain system. The site is not a significant source or area for groundwater recharge. The project will not result in any change to lot coverage or create new impediments to water flow. Therefore, the project will have no impacts. |
| c) – e) | *No Impact*. The project will result in the conversion of an existing medical office building into school facilities. The project will not result in new floor area or a change in the footprint of the building, nor will the project result in an increase of impervious surfaces on the site, therefore the project will not result in a substantial change to the existing drainage pattern on site. The project will not result in a change in the existing drainage pattern that would result in substantial erosion or siltation either on- or off-site. In addition, the project will not result in any increase in runoff to local storm drains. Therefore, the project will have no impacts. |
| f) | *Less than Significant Impact*. The applicant shall be required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP), which details the construction activities, materials, and wastes and lists the best management practices (BMPs) to control pollutant discharge during construction. Preparation of the SWPPP and compliance with the City's Minimum Storm Water Protection Requirements would ensure that the project will not violate any water quality standards. Therefore, the project impacts related to water quality will be less than significant. |
| g) – h) | *No Impact*. The project site does not include any housing nor is it located within a 100 year flood hazard area. Therefore, there will be no impacts. |
| i) | *Less than Significant Impact*. The project site is located within the Stone Canyon Dam Inundation Zone. The project will not impede escape routes or access of emergency vehicles in the event of major flood incident. The project will adhere to all emergency procedures to minimize impacts to building occupants. |
| j) | *No Impact*. The project impact is not located within an area subject to tsunami and seismic sea waves pursuant to the Culver City Tsunami Map (dated April 22, 2010). Therefore, there are no impacts. |

**Mitigation Measure(s):** None Required

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

| EVALUATION OF ENVIRONMENTAL IMPACTS: | Potentially Significant Impact | Potentially Significant Impact Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | ☐ | ☐ | ☐ | ☒ |

**Responses:**

a) *No Impact*. The project site is currently developed with two existing school facilities under the Help Group umbrella – Summit View School and Village Glen School. The project will result in the conversion of an existing medical office building into school facilities. No additional structures or floor area is proposed, and the use will be consistent with existing uses on adjoining properties. Therefore the project will not physically divide an established community. There will be no impact.

b) *No Impact*. The project will not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project. Private school uses are a permitted use in the Commercial General (CG) Zone with a conditional use permit. The project will require a Conditional Use Permit Modification, a requirement for expansion of the private school operations in the CG Zone. Because the use is permitted within the CG Zone and the General Plan, there will be no impact.

c) *No Impact.* The project site is developed and is located in a highly urbanized area that is not known to support any non-avian candidate, sensitive, or special status species. The project will not involve the removal of any habitat areas, as the project work will primarily result in tenant improvements to the existing structure.

**Mitigation Measure(s):** None required.

## XI. 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? | ☐ | ☐ | ☐ | ☒ |

**Responses:**

a) *No Impacts*. There is no knowledge of the presence of mineral resources that would be of value to the region and the residents of the State on the project site, therefore the project is not expected to result in the loss of availability of said mineral resources. The project area is predominantly urbanized, and the project site occupies a site that has previously been disturbed for construction of the existing buildings on the Help Group campus and the abutting Kaiser Permanente facilities. The project site is located adjacent to residential uses, commercial retail and office, and medical office uses, and is therefore not likely to be a suitable site for drilling or mining. Therefore, the no impacts are anticipated.

b) *No Impacts*. The City does not identify the availability of a locally-important mineral resource at the project site in any land use plan. The project site is not identified in the City's General Plan, any specific plan, nor any other land use plan as a locally-important mineral resource recovery site. Therefore, no impacts are anticipated.

**Mitigation Measure(s):** None Required.

| EVALUATION OF ENVIRONMENTAL IMPACTS: | Potentially Significant Impact | Potentially Significant Impact Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **XII. NOISE** –Would the project result in: | | | | |
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | ☐ | ☐ | ☒ | ☐ |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | ☐ | ☐ | ☒ | ☐ |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | ☐ | ☐ | ☒ | ☐ |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | ☐ | ☐ | ☒ | ☐ |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | ☐ | ☐ | ☐ | ☒ |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | ☐ | ☐ | ☐ | ☒ |

**Responses:**

a) *Less Than Significant Impact*. Impacts related to the generation of noise levels in excess of community standards are analyzed separately, as part of construction and school operation activities. The Culver City Noise Ordinance (Chapter 9, Section 9.07.035 "Construction") exempts noise sources associated with construction when performed between the hours of 8:00 AM and 8:00 PM on weekdays, 9:00 AM and 7:00 PM on Saturdays, and 10:00 AM and 7:00 PM on Sundays. The project will require the use of equipment for demolition on the inside of the building, as part of tenant improvements. During the demolition and construction, activities will not be constant. A different mix of equipment operating and noise levels will vary based on the amount of equipment in operation and the location of each activity.

Land uses on the properties surrounding the project site are primarily developed with commercial retail and office, residential, and medical office uses. Due to the use of construction equipment during the construction phase, the project will expose nearby residents, and students and staff associated with the school to increased ambient exterior noise levels, typical of any tenant improvement activities in nearby businesses. The project applicant will notify surrounding residential neighbors in advance of construction activities, and both the Applicant's and City's contact information will be posted on the project site to direct residents wishing to report noise and other construction activity complaints. Through compliance with the City's Noise Ordinance, temporary noise levels associated with construction activities will be less than significant.
During the ongoing operation of the project, on-site operational noise on-site operational noise will typically be generated by heating, ventilation, and air conditioning (HVAC) equipment. Through the use of Code required screening and adherence to Title 24 of the California Code of Regulations, which requires interior noise levels not to exceed 45 dBA, occupants of the school and adjoining uses will not be exposed to excessive interior noise levels.

Additional noise will be generated by the project from use of the playground facilities. The Culver City Noise Ordinance (Chapter 9, Section 9.07.060.C) provides that "permitted activities conducted on

| EVALUATION OF ENVIRONMENTAL IMPACTS: | Potentially Significant Impact | Potentially Significant Impact Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|

public playgrounds and public or private school grounds, including but not limited to school athletic and entertainment events" are exempted from the Noise Ordinance provisions.

However, as part of the project review, a noise impact study was submitted on June 6, 2011 by Veneklasen Associates on behalf of the Applicant. The purpose of the noise study was to assess the existing impact of the sound produced at the Help Group's playground on the adjacent residential area to the east of the project site. Noise measurements were performed at the playground areas during periods when there were no activities. These measurements represent the ambient conditions at this location. Measurements were also performed during typical activities in the playground. The ambient noise level in this area is controlled by general urban activities and also by the street traffic around the facility. When activities are in progress, the ambient noise levels are impacted at the adjacent areas to the playground. The general ambient noise levels at the playground area were measured as about 53 dBA. During activities in the playground, the noise level increased to between 63 and 65 dBA. The existing ambient levels at the residential area are estimated at 46 dBA which is increased to 54 dBA during playground activities, a slight rise comparable to street traffic. Based on the noise study and compliance with the City's noise Ordinance for on-site activities, noise impacts will be less than significant.

b) *Less Than Significant Impact*. During construction of the project, the use of machinery including trucks, drills, etc. will be typical. The amount of groundborne vibrations that is created by the use of equipment during the construction of the project will not be excessive. As noted previously, construction will primarily be internal to the existing structure, with no exterior demolition or major construction activities. In regards to the operation of the project, school facilities do not generally generate significant groundborne vibrations or groundborne noise. Therefore, the project will result in less than significant impacts.

c) – d) *Less Than Significant Impact*. The project will result in the addition of 250 students who will occupy the two story building previously utilized for medical offices and non-school functions. The additional students will use existing play areas that are presently utilized by current students of the school. While the addition of students may result in an increase in the use of the playground facilities, the ambient noise level is not expected to substantially increase from the usage on a permanent or temporary basis. Therefore, impacts will be less than significant.

e) –f) *No Impact*. The project is not located within an adopted airport land use plan or within two miles of an airport. Nor is the project located within the vicinity of a private airstrip. The project will not expose people in the project area to excessive noise levels, therefore there is no impact.

**Mitigation Measure(s):** None Required.

## XIII. POPULATION AND HOUSING – Would the project:

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

**Responses:**

a) *Less Than Significant Impact*. The project includes the expansion of school operations and facilities to accommodate the addition of 250 students in an existing structure on the Help Group campus. While the project does not involve the addition or removal of housing, the addition of school facilities may induce population growth in the areas near the school site. However, as this is a private school,

| EVALUATION OF ENVIRONMENTAL IMPACTS: | Potentially Significant Impact | Potentially Significant Impact Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|

attendance is not limited by geographic boundary. Students attending the school may live outside of Culver City in a neighboring jurisdiction. The school's present operations and proposed operations utilize buses, private vehicles and taxi cabs to transport students to the school from other locations, which may be outside of Culver City. In addition, the Help Group provides three other campus locations in the Los Angeles region, including facilities in Sherman Oaks, Valley Glen, and Van Nuys, which provides opportunities for students to attend school at the facility closest to them. The project is not anticipated to result in substantial population growth, therefore impacts are less than significant.

b) – c) *No Impact*. The project will not result in the displacement of any housing units or people. Therefore, there will be no impacts.

**Mitigation Measure(s):** None Required

## XIV. PUBLIC SERVICES

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

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

**Responses:**

a) *Less Than Significant Impact*. During internal staff review of the project, neither the Culver City Police Department nor the Culver City Fire Department identified impacts related to their response times. Further, neither agency identified impacts to their ability to provide adequate services. Therefore, impacts related to fire and police protection will be less than significant.

The project will result in the expansion of facilities and student population at a private school facility serving special needs students. While the project will result in an increase in the number of staff on-site, it is anticipated that given the nature of the jobs to be filled, employees would be residents of communities in the area. As such, implementation of the project will not generate a direct or indirect increase in the permanent population of the area. Therefore, the project would not result in an increase in the generation of students and the project would not result in substantial adverse physical impacts with regard to schools.

The Help Group does not presently use any parkland in Culver City for school activities, either during or after school hours. The school campus provides two outdoor playgrounds and an indoor gym. For other sports activities, including baseball and soccer, the schools utilize park facilities in the City of Los Angeles or opposing team fields for away games. As part of the project, an additional rooftop play area will be provided atop the two-story, former medical office building for use by students.

The project does not propose any significant increase in population density that would generate the need to require new roads, additional infrastructure, or other governmental services.

**Mitigation Measure(s):** None Required

## XV. RECREATION –

| EVALUATION OF ENVIRONMENTAL IMPACTS: | Potentially Significant Impact | Potentially Significant Impact Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | ☐ | ☐ | ☒ | ☐ |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | ☐ | ☐ | ☒ | ☐ |

**Responses:**

a) *Less Than Significant Impact.* The project is not proposing a significant increase in population density that would cause or accelerate a substantial physical deterioration of existing neighborhood and regional parks or other recreational facilities. The use of off-site parks and facilities in the region by the school requires the approval of usage by the agencies operating the park facilities, similar to what is required by the Culver City Parks & Recreation Department, in order to avoid the overcrowding and overuse of facilities.

b) *Less Than Significant Impact*. The project will include new recreational facilities atop the converted, two story medical office building. The approximately 8,000 square foot space has been designated as a "roof deck playground." In addition, the Help Group campus will continue to maintain two on-site playgrounds and one gym. The new recreational playground would not result in a significant adverse physical effect on the environment, therefore impacts will be less than significant.

**Mitigation Measure(s):** None Required.

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

| EVALUATION OF ENVIRONMENTAL IMPACTS: | Potentially Significant Impact | Potentially Significant Impact Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | ☐ | ☐ | ☐ | ☒ |

**Responses:**

a) – b) *Less Than Significant Impact*. This analysis is based on the following report:
*The Help Group – Culver City Campus, Traffic Impact Analysis*, Urban Crossroads, November 7, 2011.

As part of its analysis for the project, the Applicant's consultant in concert with City staff selected six intersections for study:

1. Centinela Avenue and Washington Boulevard
2. Grand View Boulevard and Washington Boulevard (in the City of Los Angeles and City of Culver City)
3. Project Driveway 1 and Washington Boulevard
4. Inglewood Boulevard and Project Driveway 2
5. Inglewood Boulevard and Project Driveway 3
6. Inglewood Boulevard and Washington Boulevard (in the City of Los Angeles)

The trip generation for the project has been estimated based upon the specific land uses that exist at the site (medical office) and that have been planned for the site (special education school facilities). Based upon the review of the existing and proposed uses, the study identified that the existing medical office uses (comprising approximately 10,045 sq ft of floor area) generates a total of 363 daily trip ends, with 23 trips occurring during the AM peak hour (18 inbound and 5 outbound) and 34 trips during the PM peak hour (9 inbound and 25 outbound). The proposed use (school facilities) are anticipated to generate a total of 372 daily trip ends, with 114 trips occurring during the AM peak hour (68 inbound and 46 outbound) and 36 trips during the PM peak hour (17 inbound and 19 outbound). Therefore, the project will result in 9 additional daily trip ends with 91 additional trips occurring during the AM peak hour (50 inbound and 41 outbound) and 2 additional trips during the PM peak hour (8 inbound and -6 outbound).

In order to determine the significance of impacts related to traffic generated by the project, the study examined the six previously identified intersections, comparing future conditions with and without the project. The volume of future traffic without the project looks at existing conditions plus ambient growth (estimated to be 1% per year) plus traffic generated by related projects (lists provided by the City of Culver City and City of Los Angeles). The volume of future traffic with the project takes into account existing conditions plus ambient growth plus traffic generated by related projects plus the proposed project's traffic. The analysis of future traffic conditions with and without the project found no anticipated significant impacts at the study area intersections due to the additional project traffic.

During its review of the project's on-site circulation, City staff provided requirements to ensure safe ingress and egress from the project site via its multiple driveways, limiting turn-in and turn-out movements from Washington Boulevard and Inglewood Boulevard.

c) *Less Than Significant Impact*. The project site is not located near any airports, nor will it include any characteristics that would result in the alteration of air traffic patterns. Therefore, impacts will be less than significant.

d) *Less Than Significant Impact*. The project will not alter the street configuration In the area. In addition, as part of the mitigations to reduce potential conflicts between traffic entering and exiting the site with normal circulation on surrounding streets, the project will restrict movements into and out of the property and restrict on-street parking during morning and afternoon hours in order to provide additional queuing space as vehicles enter the site on Washington Boulevard.

e) *No Impact*. The design and construction of the project will be required to incorporate all applicable City standards related to emergency access to ensure that the emergency access would be adequate.

| EVALUATION OF ENVIRONMENTAL IMPACTS: | Potentially Significant Impact | Potentially Significant Impact Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|

Therefore, implementation of the project will not result in any impacts.

f) *No Impact*. The project site is located in an urbanized portion of the City. As proposed, the project will not conflict with any public transit, bicycle or pedestrian facilities. In addition, the project will not affect the performance or safety of any alternative modes of transportation. Therefore, there is no impact.

**Mitigation Measure(s):** None Required.

**XVII. UTILITIES AND SERVICE SYSTEMS** –Would the project:

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

**Responses:**

a) *Less Than Significant Impact*. The project will connect to the City's existing wastewater treatment system. The proposed project is not expected to result in a substantial increase beyond the projected development potential, residential population and employment population for that area as permitted under the General Plan. Therefore, the project is unlikely to result in development which exceeds the current wastewater treatment loads established by the Regional Water Quality Control Board.

b) *Less Than Significant Impact*. Water treatment needs of the City are accommodated by the Metropolitan Water District's (MWD) Joseph Jensen Treatment Plant in the City of Los Angeles. Due to the change of use of the building, the project is subject to the City's Sewer Facility Charge. Pursuant to requirements from the Public Works Department, the charge shall be paid prior to the issuance of any permit and will go towards infrastructure improvements related to the cumulative use of City infrastructure. In addition, pursuant to the City's Green Building Program, and as proposed by the Applicant, the project will include water saving plumbing features, including the use of waterless urinals, auto flush toilets, and hands free faucets. Through the use of these features and the payment of sewer facility fees, the project impacts on the water system will be less than significant.

c) *Less Than Significant Impact*. The project site is developed and is generally covered with impervious surfaces. The project site is located within an area that includes existing and adequate storm drainage facilities. A substantial change in surface water runoff patterns is not expected. Therefore, impacts will be less than significant.

d) *Less Than Significant Impact*. The project, the conversion of an existing medical office building into

| EVALUATION OF ENVIRONMENTAL IMPACTS: | Potentially Significant Impact | Potentially Significant Impact Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|

school facilities and the addition of 250 students to the Help Group campus, will not result in the requirement for new water resources or entitlements for water resources. As previously noted, the project will incorporate water saving features intended to reduce the impact of the project on water resources.

e) *Less Than Significant Impact*. Existing wastewater treatment facilities will be able to accommodate anticipated wastewater demands of the project in addition to the provider's existing commitments.

f) *Less Than Significant Impact.* The City of Culver City operates a transfer station at 9255 Jefferson Boulevard. The transfer station receives a maximum of 500 tons of solid waste per day, with an average of 250 tons of solid waste per day. Solid waste from the transfer station is sent to Puente Hills Landfill, Chiquita Canyon Landfill, or the Southeast Resource Recovery Facility (SERRF). Existing uses at the project site generate approximately 0.29 tons of solid waste per day. In compliance with the City's Green Building Program, and best practices, the Applicant will institute a campus wide recycling and composting service to significantly reduce the amount of solid waste produced from the site. Based on existing conditions, both Chiquita Canyon Landfill and Puente Hills Landfill have adequate capacity to accommodate the disposal needs of the facilities. With implementation of waste reduction programs, identified above, impacts on the landfills will be reduced with the project. Therefore, impacts will be less than significant.

g) *No Impact.* The project will comply with all federal, state, and local statutes and regulations related to solid waste. Therefore, implementation of the project will not result in any impacts.

**Mitigation Measure(s):** None Required.

## XVIII. MANDATORY FINDINGS OF SIGNIFICANCE –

| | | | | | |
|---|---|---|---|---|---|
| a) | Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | ☐ | ☐ | ☒ | ☐ |
| b) | Does the project have impacts that are individually limited, but cumulatively considerable? ('Cumulatively considerable' means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | ☐ | ☐ | ☒ | ☐ |
| c) | Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | ☐ | ☐ | ☒ | ☐ |

**Responses:**

a) Less Than Significant Impact. With implementation of the mitigation measures identified in this initial study, the project will protect against the potential degradation of the quality of the environment and the potential of impacting traffic in the immediate vicinity of the project site. In addition, through adherence to the recommendations from the Geotechnical Report, the project will protect occupants of the structure from potential harm during seismic events.

b) *Less Than Significant Impact.* The project will not result in any impacts that are cumulatively

| EVALUATION OF ENVIRONMENTAL IMPACTS: | Potentially Significant Impact | Potentially Significant Impact Unless Mitigation Incorporated | Less Than Significant Impact | No Impac |
|---|---|---|---|---|

considerable. As noted, traffic impacts from the project when considered in light of other developments in the vicinity remain below the threshold of significance. Any potential cumulative impacts will be substantially reduced to less than significance due to standard code requirements and conditions of approval.

c) *Less Than Significant Impact*. The project will not cause substantially adverse effects on human beings with the incorporation of the mitigations identified in the document. Impacts related to the project will be less than significant.

**Mitigation Measure(s):** None Required

## XVIII. EARLIER ANALYSES:

None.

**References Utilized:**

Cortese List, Hazardous Waste and Substances Site List, accessed March 5, 2012. http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm

City of Culver City Alquist-Priolo Earthquake Fault Zone Map (2007).

Greenhouse Gas Emissions Analysis, prepared by CAJA Environmental Services, July 2011.

Noise Impact Study for School Playground, prepared by Veneklasen Associates, June 2011.

Preliminary Geotechnical Engineering Report, prepared by Earth Systems Southern California, September 2011.

Traffic Impact Analysis, prepared by Urban Crossroads, December 12, 2011 (revised)

RESOLUTION NO. 99-P020

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CULVER CITY, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT P1999017 FOR A 400-STUDENT PRIVATE SCHOOL FOR SPECIAL NEEDS STUDENTS AT THE FORMER WASHINGTON HOSPITAL MEDICAL CENTER AND ADJACENT MEDICAL OFFICE BUILDINGS IN THE COMMERCIAL (C-3) ZONE.

(Conditional Use Permit, CUP P-1999017, HELP School)

WHEREAS, on July 21, 1999, the H.E.L.P. Group West, filed an application for a conditional use permit to operate a 400-student private school for special needs students with support services such as counseling, therapy and tutoring offered to the students and their families and to the general public at the former Washington Hospital Medical Center and adjacent medical office buildings at 12095-12101 Washington Boulevard, being Lots 1 and 2 of Tract 25914 and a Portion of Lot 147 in the Commercial (C-3) zone; and

WHEREAS, on October 13, 1999, the Planning Commission conducted a duly noticed public hearing on Conditional Use Permit, CUP P-1999017 fully considering the application, plans, staff reports, environmental information and all testimony presented; and

WHEREAS, in accordance with the California Environmental Quality Act, the City has provided public notice of the intent to adopt a Negative Declaration for this project and based on the initial study, public comments and the record before the Planning Commission, no significant environmental effects have been identified, the Planning Commission hereby adopts the Negative Declaration; and

WHEREAS, following conclusion of the public discussion and thorough deliberation of the subject matter, the Planning Commission determined by a vote of 5-0 that CUP P-1999017, should be conditionally approved as set forth herein below.

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

SECTION 1. Pursuant to the foregoing recitations, the following findings are hereby made:

1. The 4.5 acre site is adequate in size and shape to accommodate the 400-student private school. The school will utilize an existing vacant hospital building, two existing office buildings and an existing parking structure. All school operations including circulation, parking and will occur on site.

2. The proposed property is related properly to Washington Boulevard, Grand View Boulevard and Inglewood Boulevard to carry the quantity and kind of traffic anticipated to be generated by the proposed school and support services as determined by the Traffic and Circulation Study and as approved by the City's Consulting Traffic Engineer. The primary entrance to the site for buses, carpools and taxis dropping off and picking up students will be Washington Boulevard which is designated a Primary Arterial and is a dedicated 100-foot road improved with curb, gutter and sidewalks. The applicant has submitted a Traffic Management Study that proposes staggered drop off/pick up times for the two schools. All drop off and pick up will occur on school property.

3. The proposed use will not adversely affect nearby properties because all school activities will be located within the site and the project has been designed and conditioned to be compatible with the adjacent commercial buildings and provide attention to potential noise impacts.

4. The applicant did not commence the proposed use without first obtaining the required conditional use permit.

SECTION 2. Pursuant to the foregoing recitations and findings, the Planning Commission of the City of Culver City, California, hereby approves Conditional Use Permit P-1999017, subject to the following conditions:

1. Conditional Use Permit, CUP P-1999017, shall not become effective unless and until the City Council approves General Plan Map Amendment, GPMA P-1999016.

2. The development shall conform to plans file dated October 5, 1999, related documents, and as conditions of approval herein may require.

3. The Conditions of Approval for CUP P-1999017, shall be referenced on the cover sheet, and repeated in full on the cover sheet or attached additional sheet of the final working drawings.

4. All applicable development standards and requirements in Planning Commission Resolution No. 92-P001, Comprehensive Site Plan Review Development Standards and Conditions of Approval, shall be met, except as otherwise required herein.

5. The applicant shall actively advertise all opportunities for employment, contract services and purchasing of materials to Culver City businesses and residents. The applicant shall use reasonable best efforts to solicit and utilize economical and qualified services from Culver City-based employees and businesses. The applicant shall also require the construction

contractor(s) and subcontractors related to the Project to advertise all construction opportunities to Culver City businesses and residents.

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

7. The City reserves the right to periodically inspect the premises without prior notification, to ensure ongoing compliance with all conditions of approval.

8. The City Planner in keeping with the general design and content of the project approval may approve minor modifications to building siting or design.

9. This Conditional Use Permit will expire if not used within one year after the date it becomes effective.

10. Student enrollment shall be limited to a maximum of 400 students.

11. Compliance with the Traffic Management Program as set forth in Exhibit A attached hereto and therefore made a part thereof, supplements the CUP approval. If there is any conflict in the approvals granted, the Conditions of Approval and spirit and intent of this CUP shall prevail.

12. Two schools will operate at the site, which shall stagger the school hours and drop-off and pick-up times in accordance with the Traffic Management Program.

13. Contracts with all bus and taxi companies shall require compliance with the Traffic Management Program.

14. During student drop off and pick up times, a sufficient number of staff members shall be present to assist students to and from the busses and taxis.

15. The two driveways serving the site on Washington Boulevard shall be used for entrance only and designated "Right Turn In" only. The driveways on Inglewood Boulevard and Grand View Boulevard (except the visitors' parking) must be used for exiting vehicles.

16. Clearly visible signs must be posted at all driveways, parking areas, and drop off and pick up areas as approved by the Traffic Engineering Manager.

17. The pavement shall be clearly marked to show movements, and parking spaces as intended as part of the Traffic Management Program.

18. The new (relocated) driveway proposed on Washington Boulevard shall be designed to Culver City standards and approved by the Traffic Engineering Manager.

19. The school shall instruct all faculty and staff members to park in the two story parking garage and shall be responsible for enforcing that requirement.

20. The existing parking lots located on the east and west side of the school building shall be improved and restriped as approved by the City Planner and the Traffic Engineering Manager, pursuant to City approved Parking Design and Layout Guidelines.

21. All proposed signs and locations shall be submitted for approval by the City Planner in accordance with CCMC regulations.

22. The applicant shall submit a revised perimeter fence plan that incorporates the following elements: adds a design feature along the Washington Boulevard corridor in front of the proposed parking area, utilizes the existing Washington Boulevard wall and moves the wall on Grand View Boulevard behind the existing landscape planters.

23. The applicant shall submit a landscape plan indicating augmentation of existing on-site landscape and hardscape elements, with particular attention to the corner of Washington and Grand View Boulevards. Corner design may incorporate public artwork, and shall include landscaping and a parking lot screening fence to achieve the intent of the Commercial Setback Overlay Zone. The base of the fence adjacent to the parking lot shall screen the vehicles from the public street.

24. The wall separating the easterly play and parking area from the adjacent residential units shall be increased in height to 8 feet and augmented with sound attenuating materials.

25. A revised Covenant *reasonably approved by the City Attorney* shall be executed *which benefits and burdens the three existing lots in the* Application for purposes of meeting parking requirements pursuant to the CCMC.

**Fire Department**

26. The project shall meet California Building and Fire Cods for "A" and "E" occupancies.

27. Fire sprinkler and standpipe systems for the 12101, 12099, and 12095 buildings and the two-level parking structure shall be given a five-year test by a licensed contractor meeting the requirements of Title 19, California Code of Regulations. Corrections for deficiencies shall be completed prior to issuance of occupancy certification.

28. Off-site alarm reporting for fire sprinkler/alarm system shall be provided.

29. Both on-site fire hydrants shall be flow tested.

30. The Fire Department connection to the dry standpipe system shall be extended from the current inlet position to a position on Washington Boulevard that is determined by the Fire Marshal. System upgrades are to be provided as determined by the Fire Marshal and are expected to include converting the system from a dry pipe to a wet pipe system. A hydro test of standpipe system shall be provided.

31. The fire alarm system shall be brought up to current code, if necessary, providing automatic/manual fire alarm system with synchronized strobes and state audible code for horns.

32. "Knox" box keyed entry system to be required at locations determined by the Fire Marshall.

33. Both emergency generators and their fuel tank shall meet all current laws and regulations pertaining to secondary containment, hazardous materials disclosure, etc.

34. The driveway between the two medical office buildings and the proposed school (hospital) building shall be designated a fire lane and marked as such.

**Public Works Department**

35. The applicant shall be responsible for the expense to repair or replace any damage to public rights of way that result from construction at the project site. Such repair or replacement is to be completed to the satisfaction of the Director of Public Works prior to issuance of a Certificate of Occupancy.

36. Two sets of plans stamped and signed by a state-licensed civil engineer or architect shall be included with the building permit application for Engineering's review and shall address applicable comments below and on the plans. Among other things typical of construction plans, they shall include drainage, grading, and paving details.

37. All traffic/roadway design issues shall be subject to the approval of the Traffic Engineering Manager.

38. The applicant shall comply with Resolution CS-6486, which sets forth the City's specifications for the design and improvement of all parking areas.

39. All proposed and existing on-site asphalt concrete pavement not subject to Resolution No. CS-6486 shall be constructed and/or repaired to the satisfaction of the City Engineer/Director of Public Works.

40. Any existing driveways that would be rendered useless based upon a proposed design shall be replaced with full height curb to City standards.

41. A street use permit shall be required for all proposed construction within public right of way (e.g. sidewalks, driveways, curb and gutter, etc.).

42. The applicant shall comply with all NPDES permit regulations and requirements. These requirements and forms can be obtained from the Engineering Division and must be completed and approved by the Division prior to issuance of a Building Permit.

43. All construction within the public right of way shall be performed in compliance with City Standards, the current editions of the "'Greenbook' Standard Specifications for Public Works Construction", and the American Public Works Association's "Standard Plans for Public Works Construction". Should conflicts arise, City Standards shall prevail, with final approval by the City Engineer.

44. The construction contractor shall advise the Public Works Inspector of the schedule and shall meet with the Inspector prior to commencement of work.

45. The Sanitation Manager prior to issuance of Certificate of Occupancy shall approve the location and quantity of trash enclosure areas. A minimum of one additional trash enclosure area shall be required.

46. The applicant shall use all reasonable efforts to reuse or recycle demolition materials.

APPROVED and ADOPTED this 13th day of October, 1999.

LINDA SHAHINIAN, CHAIRPERSON
PLANNING COMMISSION
CITY OF CULVER CITY, CALIFORNIA

Attested by:

Vicki Martinez
Planning Secretary

JPB:vm

**Exhibit A to**
**Resolution No. 99-P020**

**TRAFFIC MANAGEMENT PROGRAM**
**H.E.L.P. GROUP WEST**
**12101 WASHINGTON BOULEVARD**
**Summit View School**
**Village Glen Program**

Given a five-year rise time, the site will eventually serve a total of 400 students (200 students approximately, will be in Summit View School, located on the east side of the property, and 200 at the Village Glen Program, located on the west side of the property), and employ a total of 150 employees. Employees will be assigned parking spaces in the east parking structure. There will be a total of 15 guest parking spaces; 5 located at the northern portion of the Grand View Boulevard lot and 10 located on the first floor of the parking structure.

Transport to and from Summit View School will be almost exclusively provided by group transportation contracted by the school. This will consist of 14 mini busses carrying an average of 12 students each and 11 cabs carrying an average of four students each. Taxis shall not carry more passengers than there are seat belts for. The amount of individual parent drop-off will be minimal, totaling an average of five per day. Students will not be permitted to drive their own vehicles to school.

Transport to and from the Village Glen Program will be almost exclusively provided by group transportation contracted by the school. This will consist of 14 mini busses carrying an average of 12 students each and 11 cabs carrying an average of 4 students each. The amount of individual parent drop-off will be minimal, totaling an average of five per day. Students will not be permitted to drive their own vehicles to school.

Summit View School will be in session from 8:30 a.m. to 2:40 p.m. From 8:15 till 8:30 a.m., the Summit View transports will coalesce in the east parking lot and drop-off area. Transports, entering by using a right turn only from Washington Boulevard, will proceed into the drop-off area, and will exit using a right turn only on Inglewood Boulevard. A staff member, who will greet the students and see them into the school, will meet all transports. At the close of the school day, all Summit View transports, using the same right turn only procedures off of Washington Boulevard, will arrive in the east parking lot and pick-up area at 2:25 p.m. The students will be dismissed at 2:40 p.m. and escorted to the transports by staff. The transports will depart, using the same right turn only onto Inglewood Avenue procedures, by 2:55 p.m.

The Village Glen Program will be in session from 9:15 a.m. to 3:15 p.m. From 9:00 to 9:15 a.m., seven of the Village Glen busses and nine of the taxis will coalesce in the Grand View Boulevard parking lot and drop area. Transports will enter this one way thoroughfare using a right turn only off of Washington Boulevard, will proceed into the drop-off area, and will exit using a left turn only onto Grand View Boulevard. A staff member, who will greet the students and see them into the school, will meet all transports. Seven of the Village Glenn busses and two taxis will coalesce in the east parking lot, following the procedures noted above for the Summit View drop-off and pick-up. At the close of the school day, seven of the Village Glenn busses and nine of the taxis, using the same right turn only procedures off of Washington Boulevard, will arrive in the Grand View Boulevard parking lot and pick-up area at 3:05 p.m. The students will be dismissed at 3:15 p.m. and escorted to the transports by staff. The transports will depart, using the same left turn only onto Grand View Boulevard procedures, by 3:25 p.m. The seven Village Glen busses and two taxis that use the east parking lot and pick-up area will follow the procedures noted above for the Summit View transports.

For both Summit View School and Village Glen Program, all drop-off and pick-up procedures will occur on school grounds only and no queuing of transports on public streets will be permitted. Each bus and taxi will have a designated spot in which to park during drop-off and pick-up times. All transport vehicles will park in designated spaces, not queue up along the driveway, in preparation for student disembarkation and/or loading. Additionally, the minimal number of individual parent drop-off and pick-ups will be located in the designated guest parking spaces in the northern portion of the Grand View Boulevard lot and assigned spots in the east parking lot.

Vendors to the school shall use the east parking lot for deliveries and are subject to the same right turn in only from Washington Boulevard and when exiting the same right turn only onto Inglewood Avenue.

## IMPLEMENTATION OF TRAFFIC MANAGEMENT PROGRAM

**July 2000 and each July Thereafter**
The City of Culver City's Human Services Department or other designated Department will be provided with a yearly calendar noting all evening and special events scheduled for the year. It is the School's intention to review the calendar with the department to avoid conflicting with any planned city activities.

All contracted transportation providers and school families will be mailed a description of the traffic management plan and pick-up and drop-off procedures, including a map of the designated parking areas. They will be required to return a signed form indicating that they have read and understood all procedures as described.

**August 2000 and each August Thereafter**
Contracts and procedures will be finalized with the bus and taxi companies who will be providing the majority of student transports to and from the school. Training will be conducted and written materials will be provided to all bus and taxi drivers regarding the drop-off and pick-up procedures. The bus and taxi drivers will consistently drive the same route, to best ensure knowledge of and compliance with the traffic management plan.

All staff at the school will be trained and written materials will be provided to them regarding drop-off and pick-up procedures. Responsibilities will be assigned to and reviewed with staff.

**September 2000 and each September Thereafter**
Students will be oriented as to the specifics of the drop-off and pick-up procedures. There will be training in each class, and students will be led through the procedures in "mock" drop-off and pick-up times.

**Ongoing**
Traffic management and carpool procedures will be closely monitored and evaluated. Staff monitors will be placed in the east parking lot and the Grand View Boulevard parking lot to ensure that both bus and taxi drivers as well as families are obeying traffic laws and the conditional use permit requirements. Regular contact will be maintained with the bus and taxi companies.

URBAN CROSSROADS

2173 Salk Avenue, Suite 250
Carlsbad, CA 92008

**Prepared by:**

**Scott Sato, P.E.**
**Carleton Waters, P.E.**

**Prepared for:**

**Mr. Tom Komp**
**THE HELP GROUP**
**13130 Burbank Boulevard**
**Sherman Oaks, CA 91401**

# THE HELP GROUP – CULVER CITY CAMPUS
## TRAFFIC IMPACT ANALYSIS
## CULVER CITY, CALIFORNIA

**December 12, 2011 (Revised)**
**November 7, 2011 (Revised)**
**August 31, 2011**

**JN:04980-28 Report (Rev)**
**SS:CW:JC:rd**

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## APPENDICES

## LIST OF EXHIBITS

## LIST OF EXHIBITS (Continued)

## LIST OF TABLES

# THE HELP GROUP – CULVER CITY CAMPUS
## TRAFFIC IMPACT ANALYSIS
## CULVER CITY, CALIFORNIA

## 1. INTRODUCTION

The purpose of this traffic study is to evaluate the potential impacts of the proposed expansion of The Help Group's Culver City Campus from a traffic circulation standpoint. It is our understanding that the proposed expansion is anticipated to modify an existing 2 story medical office building (20,090 sf) to be replaced with a school for 250 special education students. The development site is located north of Washington Boulevard between Grand View and Inglewood Boulevard within the City of Culver City. However, a portion of the project site and study area lies within the boundaries of the City of Los Angeles.

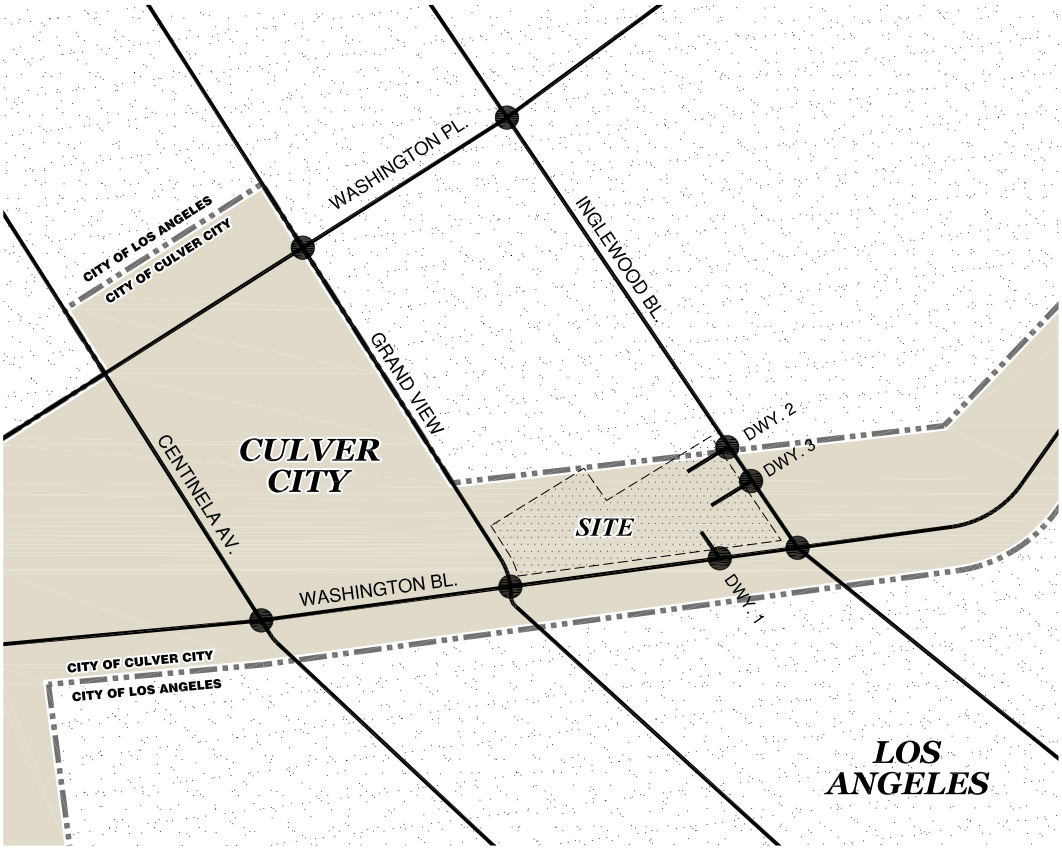
Study area objectives include (1) documentation of existing traffic conditions in the vicinity of the site; (2) evaluation of existing plus ambient plus related projects traffic conditions; (3) evaluation of existing plus ambient plus related projects plus the proposed project traffic conditions; (4) determination of project related significant impacts; and (5) recommendations regarding on-site circulation, access restrictions, and off-site queuing at the existing school.

### 1.1 Site Location and Study Area

The proposed expansion of the existing Culver City Campus special education school is located north of Washington Boulevard between Grand View and Inglewood Boulevard in the City of Culver City. Exhibit 1-A illustrates the location of the site in relation to the surrounding roadway system as well as the study area intersections. As shown on Exhibit 1-A, the study area lies within both the City of Culver City and the City of Los Angeles.

EXHIBIT 1-A

# LOCATION MAP




**LEGEND:**

● = PEAK HOUR INTERSECTION COUNTS

N

## 1.2 Proposed Project Development

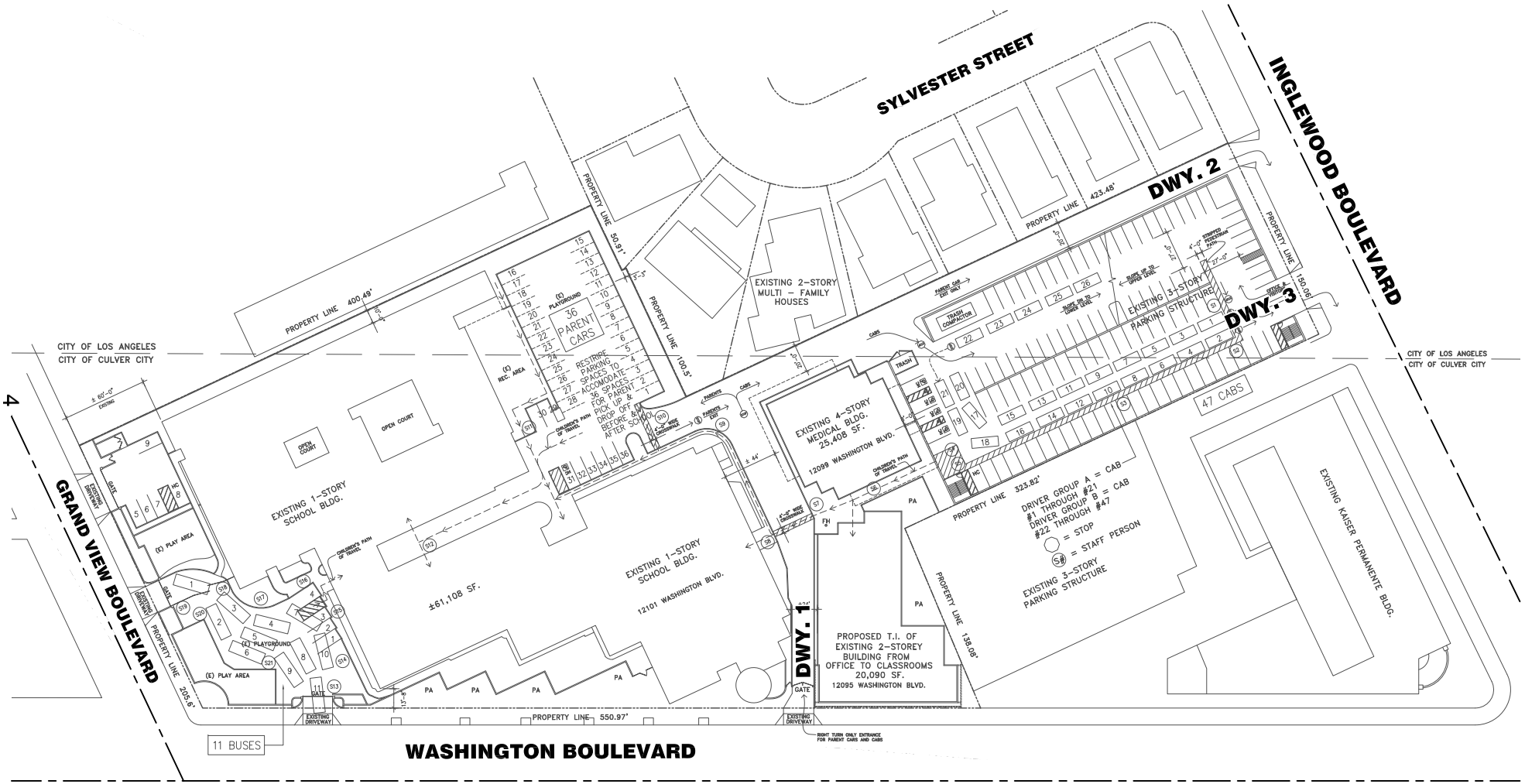
The proposed project would consist of an educational facility for 250 students which will take the place of an existing 20,090 square foot medical office building. However, it is our understanding that approximately 50 percent, or 10,045 square feet is currently occupied. The site plan for the proposed project is shown on Exhibit 1-B. As shown on Exhibit 1-B, the campus currently provides three (3) access points and a drop off area. Based on discussions with City Staff, it has been recommended that the access be as follows: the easterly access along Washington Boulevard (Driveway 1) will be restricted to right-in only access, the northerly access along Inglewood Boulevard will be restricted to right-out only access (Driveway 2), and the southerly access along Inglewood Boulevard will be restricted to right-in/right-out only access. It should be noted that the right-in access along Washington Boulevard (Driveway 1) will serve as an entrance into the site while the right-out access along Inglewood Boulevard (Driveway 2) will serve as an exit from the site. Furthermore, the right-in / right-out access along Inglewood (Driveway 3) will serve as an entrance and exit into an existing parking structure.

## 1.3 Other Development Traffic Volumes

The opening year for the proposed project is anticipated to be Year 2013. To account for ambient traffic volumes that may be added to the roadway system, a 1% annual growth rate per year for three years has been applied to the existing traffic volumes to reflect Year 2013 conditions. The City of Culver City staff has provided this growth rate based on historical growth in this area. Cumulative projects data were provided by the City of Culver City Planning Division and the City of Los Angeles for the possible inclusion in this traffic study.

EXHIBIT 1-B

# SITE PLAN



# 2. EXISTING CONDITIONS

## 2.1 Study Area Street System

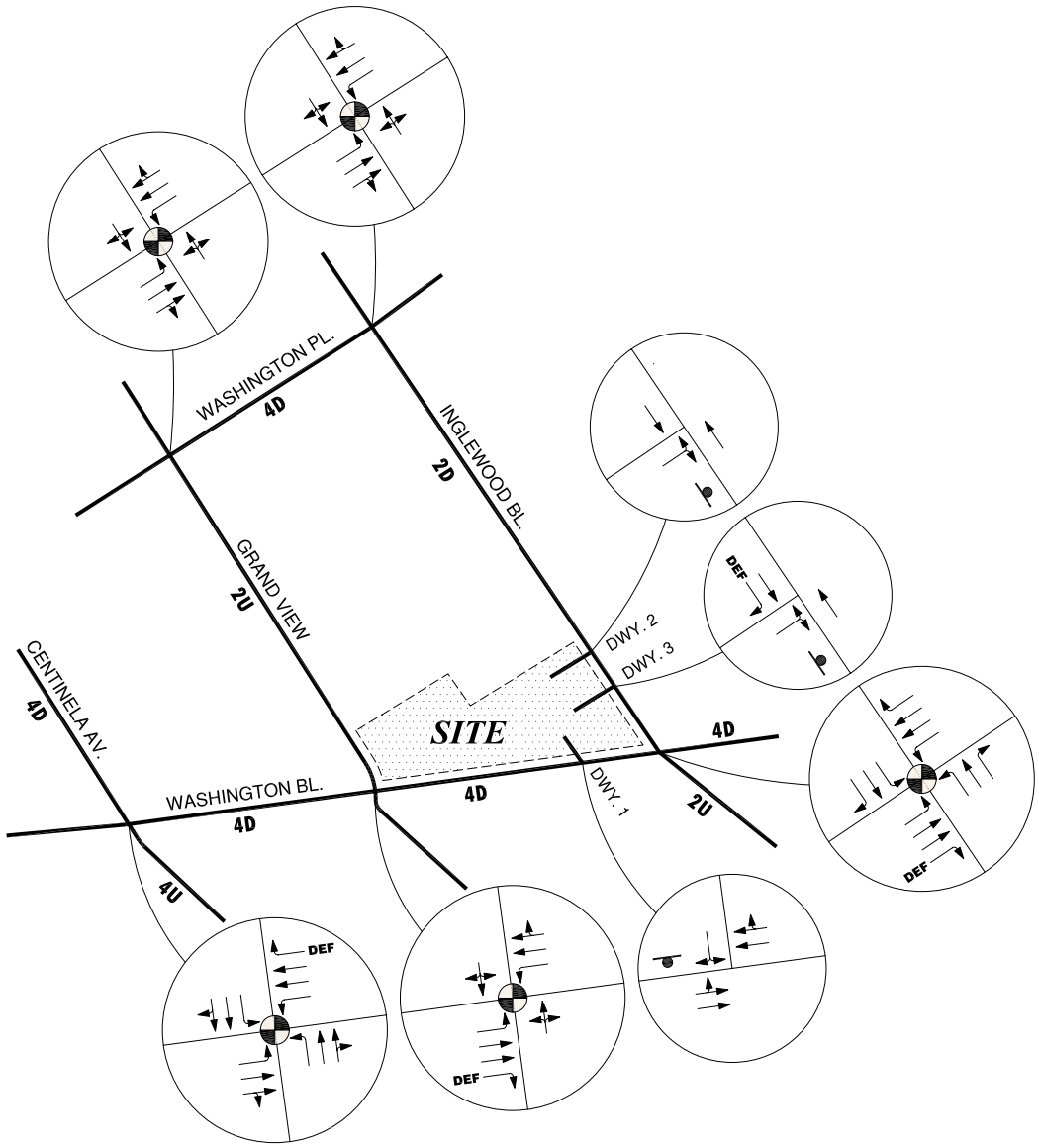
Existing roadways in close proximity to the project include Centinela Avenue, Washington Boulevard, Grand View Boulevard, Washington Place and Inglewood Boulevard. Exhibit 2-A illustrates the number of through lanes and intersection controls in the vicinity of the study area. The City of Culver City General Plan Circulation Element is illustrated on Exhibit 2-B. The City of Los Angeles General Plan Circulation Element is depicted on Exhibit 2-C.

Centinela Avenue: a four-lane divided roadway north of Washington Boulevard and a four-lane undivided roadway south of Washington Boulevard with a north-south orientation and a current speed limit of 35 miles-per-hour. It is currently classified as a Primary Artery on the Culver City General Plan Circulation Element. Centinela Avenue has no parking restrictions. Culver City Bus lines 2 and 5 run along both directions of Centinela Avenue, north of Washington Bouldevard. A traffic signal is located at the intersection of Centinela Avenue and Washington Boulevard.

Washington Boulevard: a four-lane divided roadway oriented in an east-west direction with a current speed limit of 35 miles-per-hour. It is currently classified as a Primary Artery on the Culver City General Plan Circulation Element. During the hours of 8AM to 6PM, Washington Boulevard has a 2-hour parking limitation in the vicinity of its intersection with Grand View Boulevard, and also street sweeping restrictions on a weekly basis. Culver City Bus lines 1, 2 and 5 run both directions of Washington Boulevard in the vicinity of the project site. Traffic signals are located at the intersections of Washington Boulevard at Centinela Avenue, Grand View Boulevard and Inglewood Boulevard.

EXHIBIT 2-A

# EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS



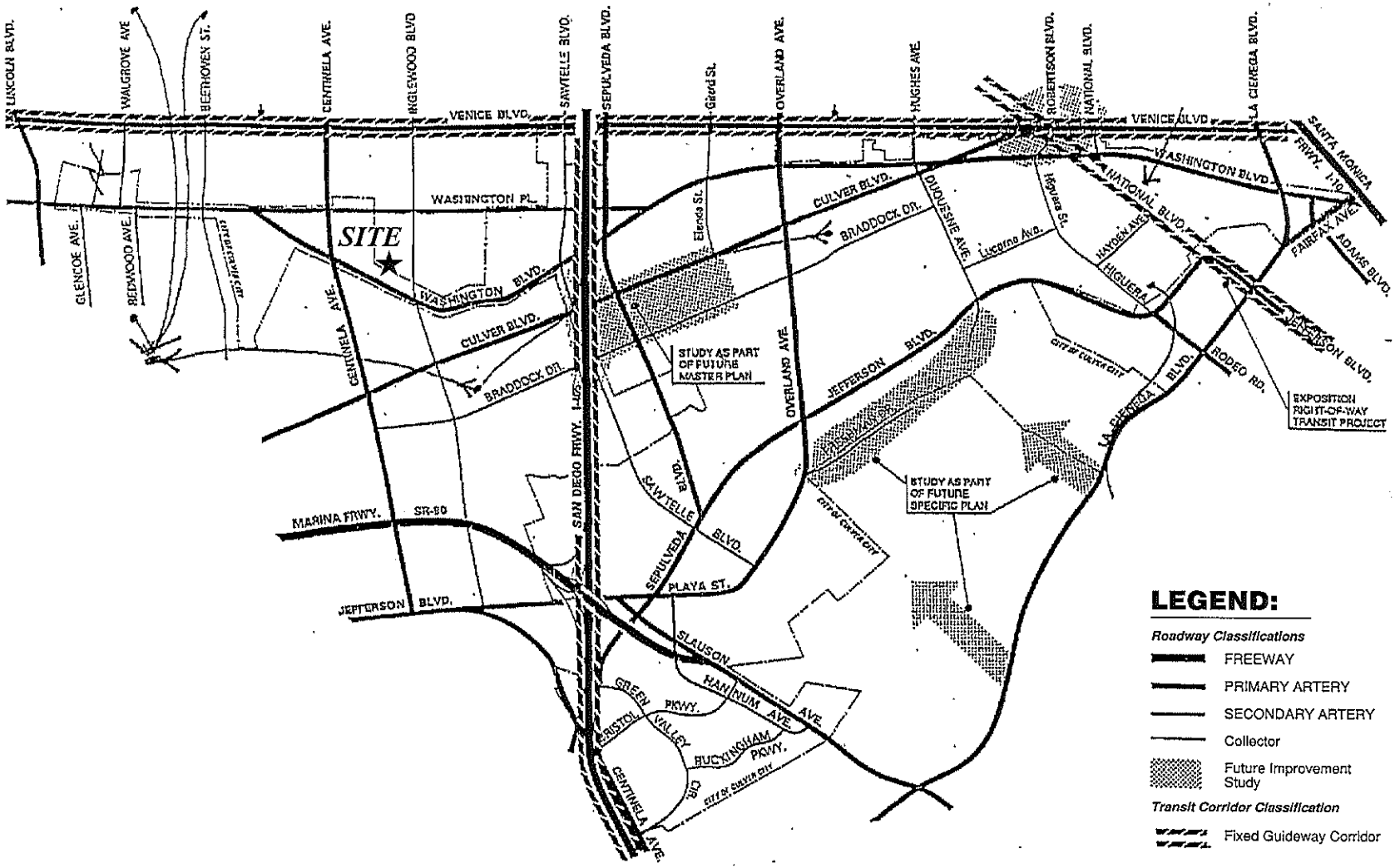

**LEGEND:**

- = TRAFFIC SIGNAL
- = STOP SIGN
- 4 = NUMBER OF LANES
- D = DIVIDED
- U = UNDIVIDED
- DEF = DEFACTO RIGHT TURN LANE

N

EXHIBIT 2-B

# CULVER CITY
# GENERAL PLAN CIRCULATION ELEMENT




SOURCE: CULVER CITY

EXHIBIT 2-C

# CITY OF LOS ANGELES
# GENERAL PLAN CIRCULATION ELEMENT

Grand View Boulevard: a two-lane undivided roadway with a north-south orientation with a current prevailing speed limit of 35 miles per hour. Grand View Boulevard has no regular parking restrictions but has street sweeping restrictions on a weekly basis. There are no Culver City Bus lines that run along Grand View Boulevard. Traffic signals are located at the intersections of Grand View Boulevard at Washington Place and Washington Boulevard.

Washington Place: a four-lane divided roadway with an east-west orientation with a current speed limit of 35 miles per hour. It is currently classified as a Primary Artery on the Culver City General Plan Circulation Element. Washington Place has a 2-hour parking limitation in the vicinity of its intersection with Grand View Boulevard and Inglewood Boulevard, and also street sweeping restrictions on a weekly basis. There are no Culver City Bus lines that run along Washington Place. Traffic signals are located at the intersections of Washington Place at Grand View Boulevard and Inglewood Boulevard.

Inglewood Boulevard: a two-lane undivided roadway with a north-south orientation with a current speed limit of 30 miles per hour. It is currently classified as a Secondary Artery on the Culver City General Plan Circulation Element. Inglewood Boulevard has no regular parking restrictions but has street sweeping restrictions on a weekly basis. Culver City Bus lines 2 and 5 run along both directions of Inglewood Boulevard, south of Washington Boulevard. Traffic signals are located at the intersections of Inglewood Boulevard at Washington Place and Washington Boulevard.

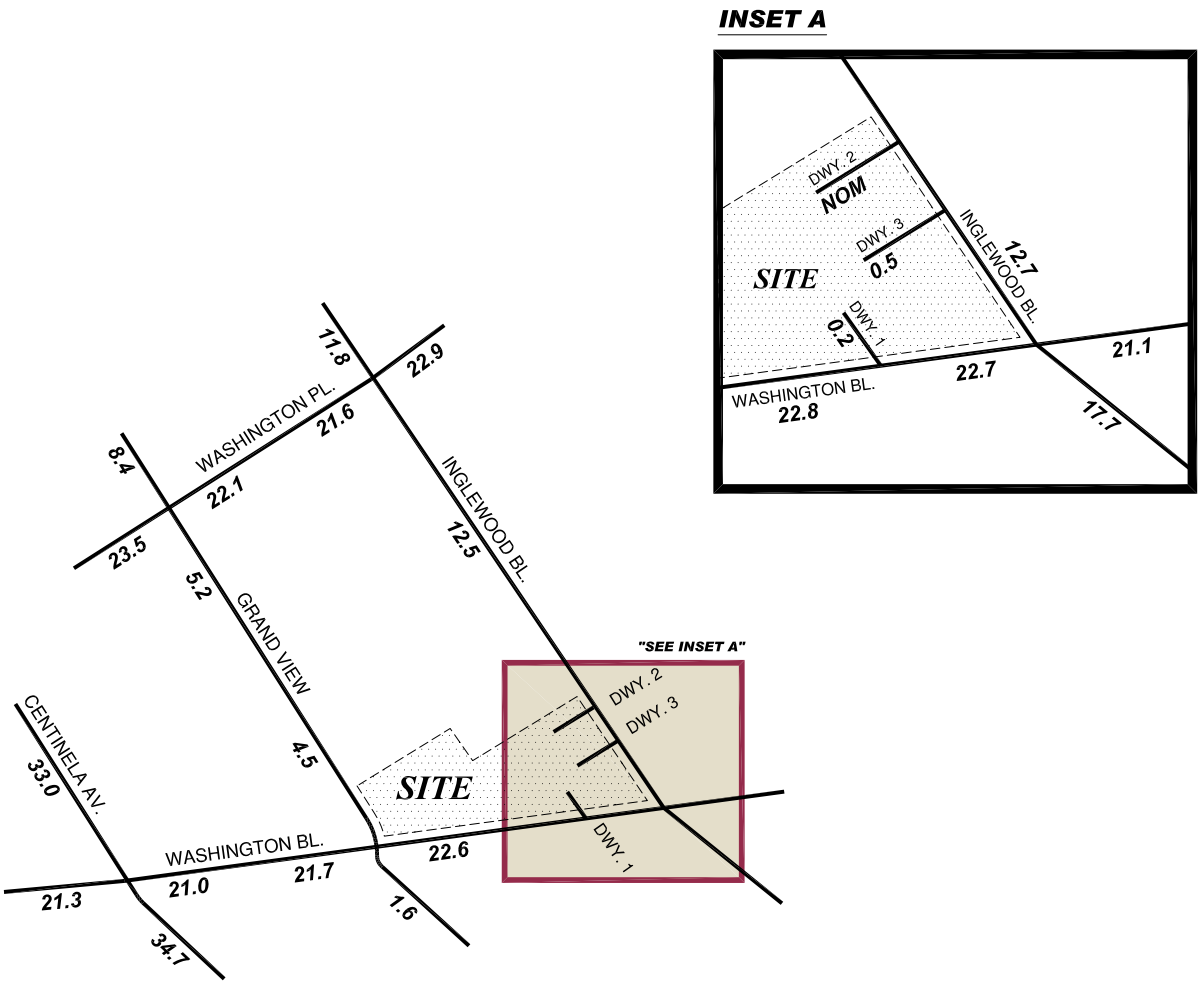
## 2.2 Existing Traffic

Existing daily traffic volumes on arterial highways throughout the study area are shown on Exhibit 2-D. Average daily traffic volumes (ADT) are based upon empirical data collected from the study area (see Appendix "A") by factoring up the peak hour intersection counts using the following formula:

ADT Leg Volume = 12 * (PM peak hour inbound leg volume + PM peak hour outbound leg volume)

EXHIBIT 2-D

# EXISTING AVERAGE DAILY TRAFFIC (ADT)




**LEGEND:**

*10.0* = VEHICLES PER DAY (1000'S)
*NOM* = NOMINAL, LESS THAN 50 VEHICLES PER DAY

N

## 2.3 Existing Intersection Operations Analysis

The following existing intersections within the City of Culver City have been selected for analysis purposes based on discussions with City staff:

Centinela Avenue (NS) at:

- Washington Boulevard (EW)

Grand View Boulevard (NS) at:

- Washington Boulevard (EW)

Project Driveway 1 (NS) at:

- Washington Boulevard (EW)

Inglewood Boulevard (NS) at:

- Project Driveway 2 (EW)
- Project Driveway 3 (EW)
- Washington Boulevard (EW)

The following existing intersection within the City of Los Angeles has been selected for analysis purposes based on discussions with City staff:

Inglewood Boulevard (NS) at:

- Washington Place (EW)

The following intersection within the jurisdictions of both the Cities of Culver City and Los Angeles has been selected for analysis purposes based on discussions with City staff:

Grand View Boulevard (NS) at:

- Washington Place (EW)

The technique used to assess the operation of an intersection is known as the Intersection Capacity Utilization (ICU) methodology. To calculate an ICU, the volume of traffic using the intersection is compared with the capacity of the intersection. The percent represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

A. Signalized and Unsignalized Intersection Calculations

a. Intersection Capacity Utilization (ICU) for study area intersections:

Apply ICU methodology to all signalized study area intersections and unsignalized study area intersections.

b. Saturation Flow Rate:

Saturation flow value of 1,600 vehicles per lane per hour for single lanes and 2,880 for dual turn lanes; no adjustments are used for protected movements with dedicated lanes (including both right and left turns).

c. Lost Time:

A clearance interval factor of 10% (0.10) is applied to the ICU calculations.

d. Level of Service Ranges:

The resulting volume to capacity (V/C) ratio is converted to a Level of Service (LOS) as follows:

| Level of Service | Critical Volume To Capacity Ratio |
|---|---|
| A | 0.00 - 0.60 |
| B | 0.61 - 0.70 |
| C | 0.71 - 0.80 |
| D | 0.81 - 0.90 |
| E | 0.91 - 1.00 |
| F | >1.00 |

The definitions of level of service for uninterrupted flow (flow unrestrained by the existence of traffic control devices) are:

- LOS "A" represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.

- LOS "B" is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver.

- LOS "C" is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.

- LOS "D" represents high-density but stable flow. Speed and freedom to maneuver are severely restricted, and the driver experiences a generally poor level of comfort and convenience.

- LOS "E" represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Small increases in flow will cause breakdowns in traffic movement.

- LOS "F" is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations.

e. Peak Periods:

Weekday peak hour analysis periods are defined as follows:

- 7:00 to 9:00 AM
- 4:00 to 6:00 PM

f. Peak Hour:

The highest one hour period in both the AM and PM peak periods, as determined by four consecutive 15-minute count periods are used in the ICU calculations. Both AM and PM peak hours are studied.

g. Peak-Hour Data Consistency:

Variations in peak hour volumes can affect LOS calculations because they vary from day-to-day. To minimize these variations, no counts are taken on Mondays, Fridays, holidays or weekends.

h. Right Turn Movements:

If the distance from the edge of the outside through lane is at least 22 feet and parking is prohibited during the peak period, right turning vehicles may be assumed to utilize this “unofficial” or “defacto” right turn lane. Otherwise, all right turn traffic is assigned to the through lane. If a right turn lane exists, right turn activity is checked for conflicts with other critical movements. It is assumed that right turn movements are accommodated during non-conflicting left turn phases (e.g. northbound right turns during westbound left turn phase), as well as non-conflicting through flows (e.g. northbound right turn movements and north / south through flows. Right turn movements become critical when conflicting movements (e.g. northbound right turns, southbound left turns, and eastbound through flows) represent a sum of V/C ratios which are greater than the normal through / left turn critical movements.

If a free right turn lane exists (right turns do not have to stop for the signal), a flow rate of 1,600 vehicles per hour per lane is assumed. The V/C ratio of the right turn lane is reported but not included in the sum of the critical V/C ratios.

For existing conditions, the volume-to-capacity ratios for the study area intersections are shown in Table 2-1. The resulting levels of service are based upon manual AM and PM peak hour turning movement counts shown on Exhibits 2-E and 2-F, respectively. Existing peak hour intersection traffic count sheets are included in Appendix "A".

For purposes of the analysis in this study, some of the existing movements at the three Project Driveways have been adjusted to accommodate the proposed access restrictions into and out of the site (eg. existing left turns in and out of the driveways). These existing AM and PM volumes adjustments are shown on Exhibits 2-G and 2-H, respectively.

## TABLE 2-1

## INTERSECTION ANALYSIS FOR EXISTING CONDITIONS

| INTERSECTION | TRAFFIC CONTROL[3] | INTERSECTION APPROACH LANES[1] | | | | | | | | | | | | VOLUME-TO-CAPACITY RATIO | | LEVEL OF SERVICE | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | NORTH-BOUND | | | SOUTH-BOUND | | | EAST-BOUND | | | WEST-BOUND | | | | | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R | AM | PM | AM | PM |
| Centinela Ave. (NS) at: | | | | | | | | | | | | | | | | | |
| • Washington Blvd. (EW) | TS | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 1 | 0.932 | 0.995 | E | E |
| Grand View Blvd. (NS) at: | | | | | | | | | | | | | | | | | |
| • Washington Pl. (EW) | TS | 0 | 1! | 0 | 0 | 1! | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 0.582 | 0.749 | A | C |
| • Washington Blvd. (EW) | TS | 0 | 1! | 0 | 0 | 1! | 0 | 1 | 2 | 1 | 1 | 2 | 0 | 0.469 | 0.589 | A | A |
| Project Dwy 1 (NS) at: | | | | | | | | | | | | | | | | | |
| • Washington Blvd. (EW) | CSS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0.368 | 0.450 | A | A |
| Inglewood Blvd. (NS) at: | | | | | | | | | | | | | | | | | |
| • Washington Pl. (EW) | TS | 0 | 1! | 0 | 0 | 1! | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 0.834 | 0.832 | D | D |
| • Project Dwy 2 (EW) | CSS | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0.480 | 0.478 | A | A |
| • Project Dwy 3 (EW) | CSS | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0.497 | 0.486 | A | A |
| • Washington Blvd. (EW) | TS | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 0.721 | 0.838 | C | D |

---

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width (≥22 ft.) for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 1! = Shared Left-Through-Right Lane

[2] Volume-to-capacity ratio and level of service calculated using the following analysis software: Traffix. Per the ICU 1(Loss as Cycle Length %), overall average volume-to-capacity ratio and level of service are shown for all intersections. Cross-Street stop intersections are analyzed as traffic signals in order obtain the V/C ratio and level of service.

[3] TS = Traffic Signal
CSS = Cross Street Stop

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EXHIBIT 2-E

# EXISTING AM PEAK HOUR INTERSECTION VOLUMES

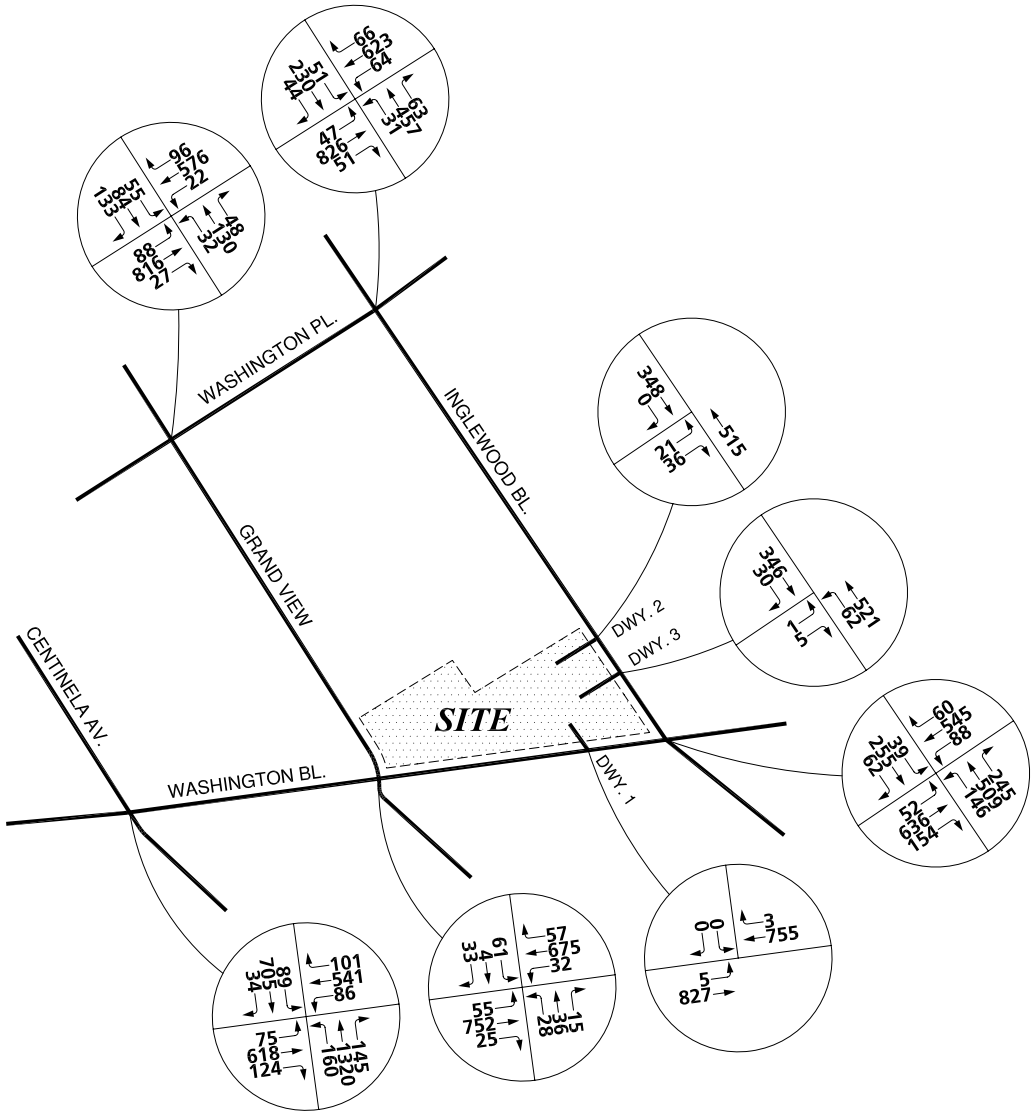


EXHIBIT 2-F

# EXISTING PM PEAK HOUR INTERSECTION VOLUMES

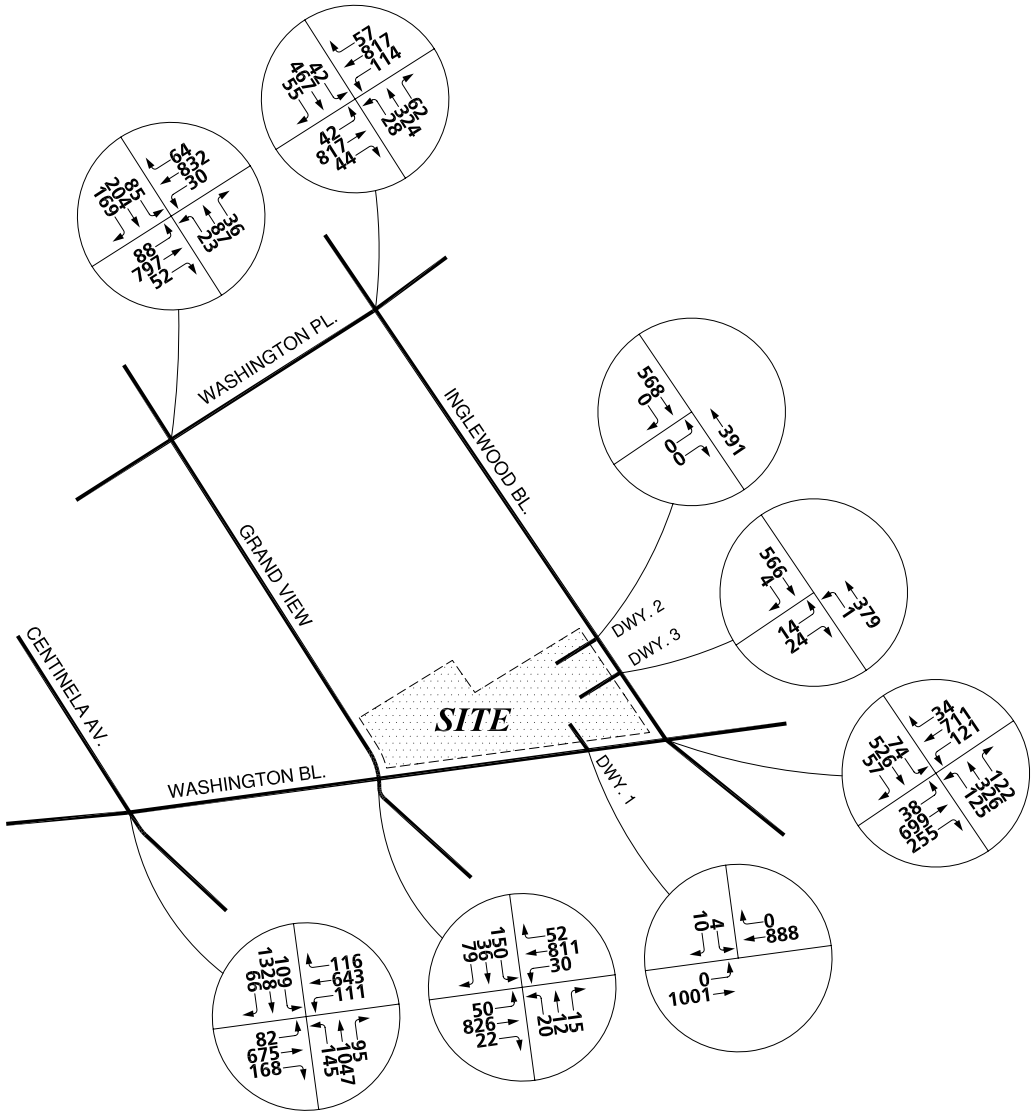


EXHIBIT 2-G

# EXISTING AM PEAK HOUR INTERSECTION VOLUMES ADJUSTMENTS

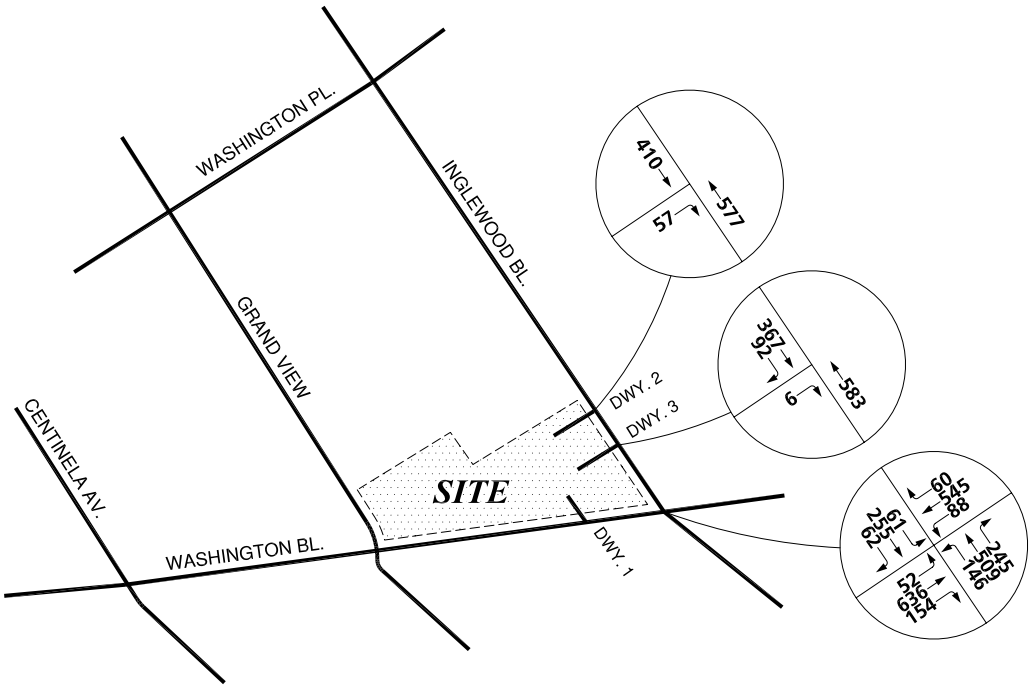
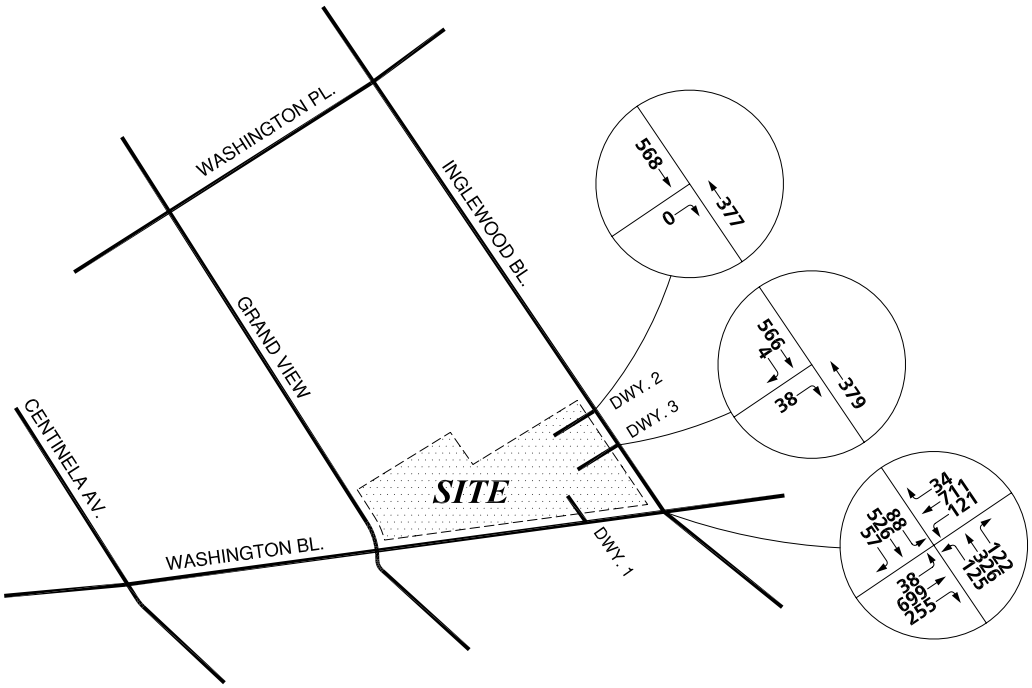


EXHIBIT 2-H

# EXISTING PM PEAK HOUR INTERSECTION VOLUMES ADJUSTMENTS



The following study area intersection in the vicinity of the site is currently operating at an undesirable Level of Service (LOS) "E" or "F":

Centinela Avenue (NS) at:

- Washington Boulevard (EW)

The operation analysis worksheets for existing conditions are provided in Appendix "B".

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# 3. PROJECT DEVELOPMENT

## 3.1 Project Trip Generation

The trip generation for this project has been estimated, based upon the specific land uses that exist at the site and that have been planned for the proposed special education school. Trip generation rates for the project are shown in Table 3-1, based upon data collected by the Institute of Transportation Engineers (ITE). It should be noted that the project is proposing to replace an existing medical office with a special education facility with 250 students. Based on estimates provided by the school, the 250 student expansion would be comprised of approximately 124 elementary students, 42 middle school students, and 84 high school students.

The trip generation estimates have been calculated based on the difference between the proposed 250 special education students and the existing medical office uses, as shown in Table 3-2. It should be noted that, for purposes of this analysis, approximately 10,045 square feet is currently being occupied. As indicated on Table 3-2, the existing medical office (10,045 square feet) is assumed to generate a total of 363 daily trip ends with 23 trips occurring during the AM peak hour (18 inbound and 5 outbound) and 34 trips during the PM peak hour (9 inbound and 25 outbound). Furthermore, the proposed special education classrooms are anticipated to generate a total of 372 daily trip ends with 114 trips occurring during the AM peak hour (68 inbound and 46 outbound) and 36 trips during the PM peak hour (17 inbound and 19 outbound). Therefore, this would result in 9 additional daily trip ends with 91 additional trips occurring during the AM peak hour (50 inbound and 41 outbound) and 2 additional trips during the PM peak hour (8 inbound and -6 outbound).

**TABLE 3-1**

**PROJECT TRIP GENERATION RATES[1]**

| LAND USE | ITE CODE | QUANTITY | UNITS[2] | PEAK HOUR TRIP RATES | | | | | | DAILY |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | AM | | | PM | | | |
| | | | | IN | OUT | TOTAL | IN | OUT | TOTAL | |
| Medical Office[3] | 720 | 10.045 | TSF | 1.82 | 0.48 | 2.30 | 0.93 | 2.53 | 3.46 | 36.13 |
| Elementary School | 520 | 124 | STU | 0.25 | 0.20 | 0.45 | 0.07 | 0.08 | 0.15 | 1.29 |
| Middle School | 522 | 42 | STU | 0.30 | 0.24 | 0.54 | 0.08 | 0.07 | 0.15 | 1.62 |
| High School | 530 | 84 | STU | 0.29 | 0.13 | 0.42 | 0.06 | 0.07 | 0.13 | 1.71 |

[1] Source: ITE (Institute of Transportation Engineers) Trip Generation Manual, 8th Edition, 2008.

[2] TSF = Thousand Square Feet; STU = Students

[3] The existing 20,090 sqare foot medical office is 50 percent vacant. Therefore, 10,045 square feet has been used fc trip generation purposes

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**TABLE 3-2**

**PROJECT TRIP GENERATION SUMMARY**

| LAND USE | QUANTITY | UNITS[1] | PEAK HOUR | | | | | | DAILY |
|---|---|---|---|---|---|---|---|---|---|
| | | | AM | | | PM | | | |
| | | | IN | OUT | TOTAL | IN | OUT | TOTAL | |
| **Existing Site** | | | | | | | | | |
| Medical Office[2] | 10.0 | TSF | 18 | 5 | 23 | 9 | 25 | 34 | 363 |
| **Proposed Site** | | | | | | | | | |
| Elementary School | 124 | STU | 31 | 25 | 56 | 9 | 10 | 19 | 160 |
| Middle School | 42 | STU | 13 | 10 | 23 | 3 | 3 | 6 | 68 |
| High School | 84 | STU | 24 | 11 | 35 | 5 | 6 | 11 | 144 |
| Subtotal | | | 68 | 46 | 114 | 17 | 19 | 36 | 372 |
| Total Difference[3] | | | 50 | 41 | 91 | 8 | -6 | 2 | 9 |

[1] TSF = Thousand Square Feet; STU = Students

[2] The existing 20,090 square foot medical office is assumed to be 50 percent vacant

[3] Total Difference = Proposed Site Trip Generation - Existing Site Trip Generation.

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## 3.2 Project Trip Distribution

Trip distribution represents the directional orientation of traffic to and from the project site. Trip distribution is heavily influenced by the geographical location of the site, the access limitations into and out of the site, as well as residential development and other school sites within the area. The directional orientation of traffic was determined by evaluating surrounding land uses within the community.

Trip distribution for this study has been based upon near-term conditions. The trip distribution pattern for the proposed project is graphically depicted on Exhibit 3-A. It should be noted that the pattern shown on Exhibit 3-A has been reviewed and approved by Culver City staff.

## 3.3 Modal Split

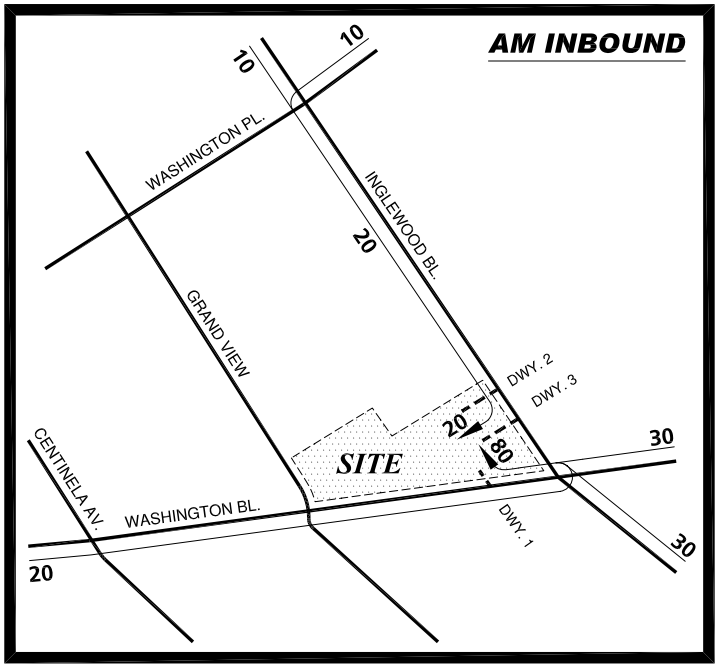
The traffic reducing potential of public transit has not been considered in this report. Essentially the traffic projections are "conservative" in that public transit might be able to reduce the traffic volumes.

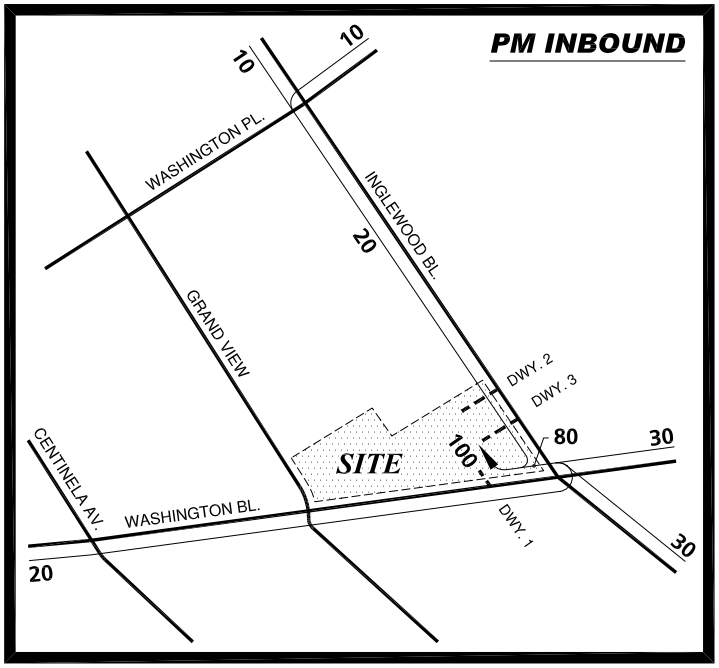
## 3.4 Project Trip Assignment

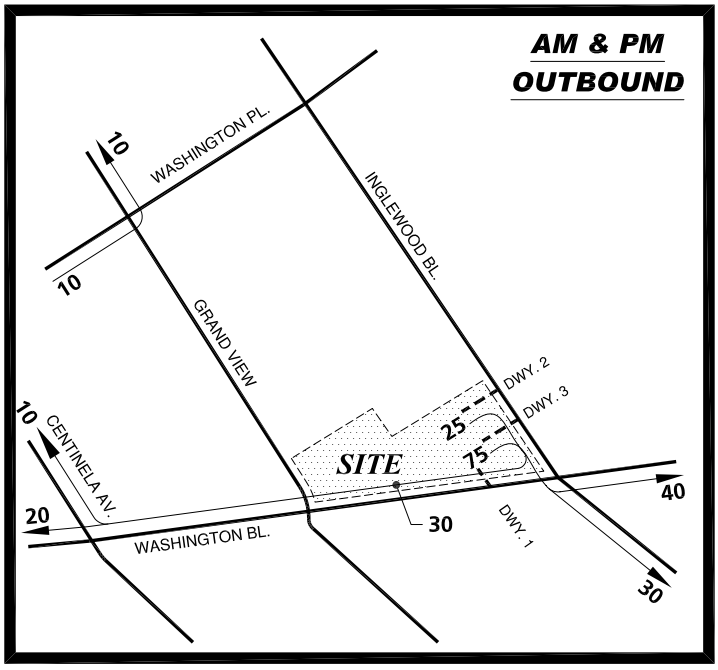
The assignment of traffic from the site to the adjoining roadway system has been based upon the site's trip generation, trip distributions, and the proposed arterial highway and local street systems, which would be in place by the time of occupancy of the project. The AM and PM peak hour traffic volumes associated with the project have been assigned to the study area roadway system. These traffic volumes are illustrated on Exhibits 3-B and 3-C for the respective AM and PM peak hour timeframes.

EXHIBIT 3-A

# PROJECT TRIP DISTRIBUTION



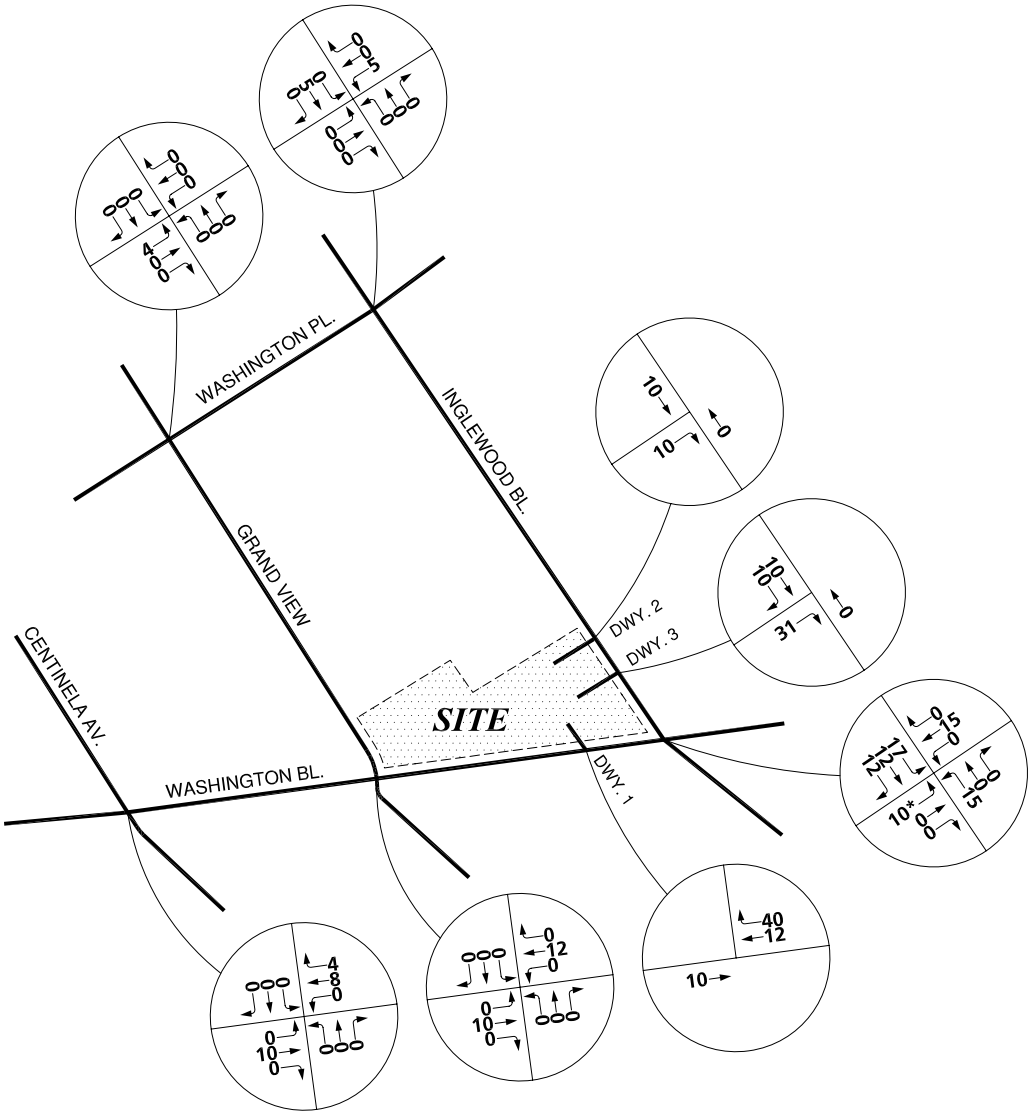

**LEGEND:**

10 = PERCENT TO/FROM PROJECT

N

EXHIBIT 3-B

# PROJECT AM PEAK HOUR INTERSECTION VOLUMES



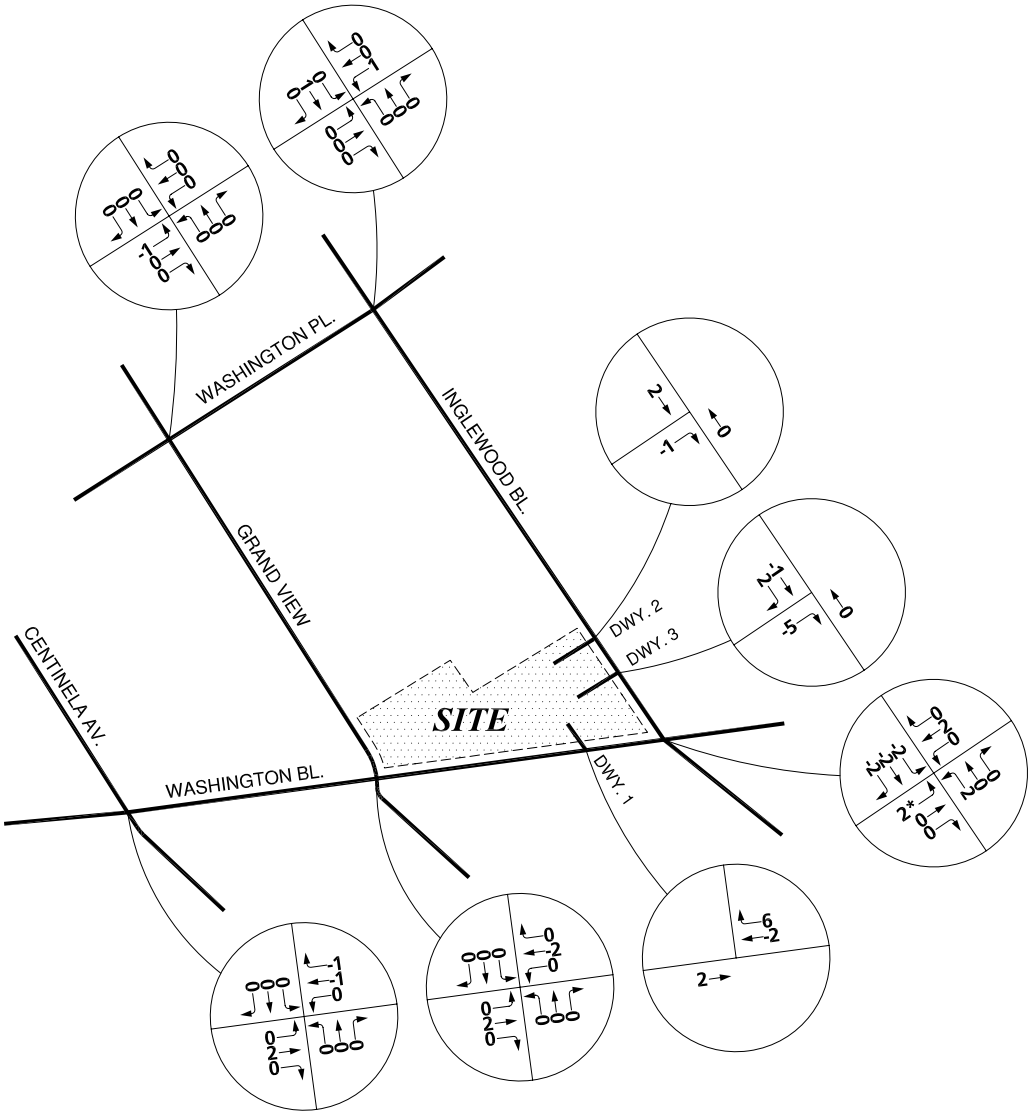

**LEGEND:**

**10* = U-TURN MOVEMENTS**

N

EXHIBIT 3-C

# PROJECT PM PEAK HOUR INTERSECTION VOLUMES




**LEGEND:**

**6 = NET ADDITIONAL PM PEAK HOUR TRIPS BETWEEN THE PROPOSED PROJECT AND THE EXISTING MEDICAL OFFICE BUILDING**

**-6 = NET REDUCTION OF PM PEAK HOUR TRIPS BETWEEN THE PROPOSED PROJECT AND THE EXISTING MEDICAL OFFICE BUILDING**

**2* = U-TURN MOVEMENTS**

N

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# 4. FUTURE TRAFFIC CONDITIONS

Based on the City of Culver City traffic study requirements, the following future traffic scenarios have been analyzed to assess the potential impacts associated with the proposed project:

- Existing Plus Ambient Plus Related Projects
- Existing Plus Ambient Plus Related Projects Plus Proposed Project

## 4.1 Related Projects Traffic Conditions

**Related Projects**

A list of cumulative projects that could potentially add traffic to the study area intersections were supplied by the City of Culver City and the City of Los Angeles, as well as research done by Urban Crossroads, Inc. staff. The location of the related projects are shown on Exhibit 4-A. It should be noted that these projects have been grouped into Traffic Analysis Zones (TAZ) due to their similar travel patterns.

Table 4-1 details the related projects trip generation summary. Both daily, AM and PM peak hour trip generation for the related projects are shown in Table 4-1. The cumulative projects are projected to generate a total of approximately 25,415 trip-ends per day with 1,935 vehicles per hour during the AM peak hour and 2,624 vehicles per hour during the PM peak hour.

The trip distributions for the related projects are graphically depicted in Appendix "C" of this report. Based on the related projects trip generation and distributions, ADT, AM and PM peak hour volumes of the above mentioned cumulative projects are collectively shown on Exhibits 4-B, 4-C, and 4-D, respectively.

EXHIBIT 4-A

# RELATED PROJECTS LOCATION MAP

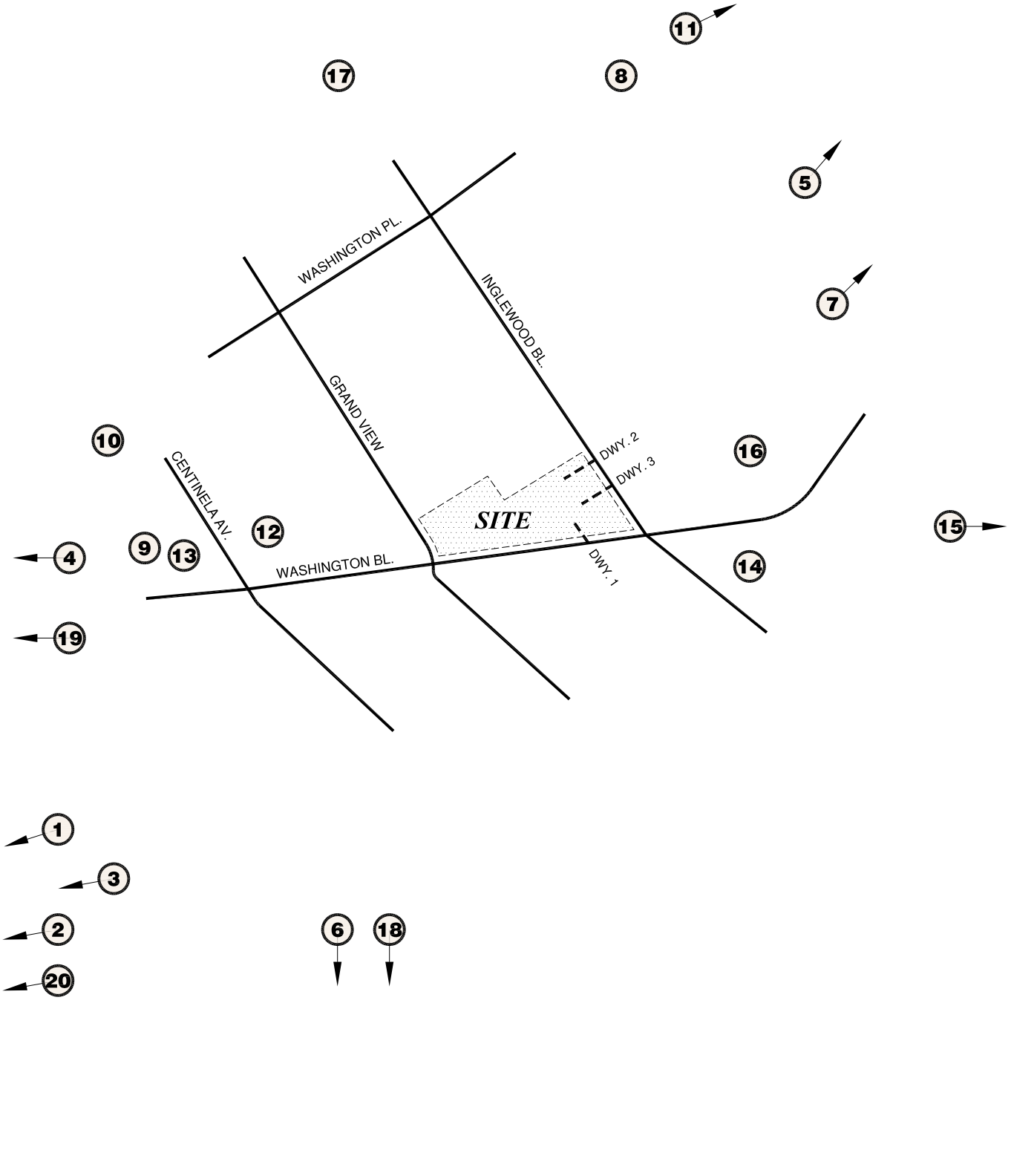

**TABLE 4-1**

**RELATED PROJECTS TRIP GENERATION SUMMARY[1]**

| PROJECT | | | | | PEAK HOUR | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | AM | | | PM | | | |
| TAZ[2] | NAME / ADDRESS | LAND USE | QUANTITY | UNITS[3] | IN | OUT | TOTAL | IN | OUT | TOTAL | DAILY |
| 1 | 4004 S. Lincoln Blvd. | Condominium | 98 | DU | 7 | 36 | 43 | 46 | 23 | 69 | 574 |
| | | Retail | 6.02 | TSF | 4 | 3 | 7 | 13 | 17 | 30 | 267 |
| | 13340 Washington Blvd. | Condominium | 41 | DU | 3 | 15 | 18 | 14 | 7 | 21 | 240 |
| | 13365 Washington Blvd. | Condominium/Retail | | | 5 | 9 | 14 | 13 | 11 | 24 | 333 |
| | **Subtotal TAZ 1** | | | | **19** | **63** | **82** | **86** | **58** | **144** | **1414** |
| 2 | NWC Princeton Dr./Carter Ave. | Apartment | 298 | DU | -70 | 103 | 33 | 47 | -79 | -32 | 860 |
| | Villa Marina Mixed-Use Project | Condos/Shopping Center | -- | -- | 11 | 84 | 95 | 73 | 10 | 83 | 903 |
| | 4363 Lincoln Bl. | Mixed Use | | | 0 | 47 | 47 | 53 | 18 | 71 | 386 |
| | **Subtotal TAZ 2** | | | | **-59** | **234** | **175** | **173** | **-51** | **122** | **2,149** |
| 3 | 4055 Redwood Ave. | Condominium | 140.00 | DU | 11 | 51 | 62 | 65 | 33 | 98 | 820 |
| | 4050 Glencoe Av. | Condominiums | 77 | DU | 6 | 28 | 34 | 27 | 13 | 40 | 451 |
| | 4080 Glencoe Av. | Apartments | 64 | DU | 7 | 26 | 33 | 26 | 14 | 40 | 430 |
| | 4115 Glencoe Av./4133 Redwood | Condominiums/Apts. | 101 | DU | 9 | 40 | 49 | 38 | 19 | 57 | 636 |
| | 4131 Glencoe Av. | Condominiums | 117 | DU | 9 | 42 | 51 | 41 | 20 | 61 | 686 |
| | **Subtotal TAZ 3** | | | | **42** | **187** | **229** | **197** | **99** | **296** | **3,023** |
| 4 | 12803 W. Washington Bl. | Office/Retail | 37.308 | TSF | 41 | 10 | 51 | 29 | 54 | 83 | 808 |
| | 4025 Wade St. | Condominium | 4 | DU | 0 | 2 | 2 | 2 | 1 | 3 | 23 |
| | **Subtotal TAZ 4** | | | | **41** | **12** | **53** | **31** | **55** | **86** | **831** |
| 5 | Hampton Inn/3954 Sepulveda | Hotel | 77 | ROOMS | 26 | 17 | 43 | 24 | 21 | 45 | 629 |
| | 10839 Washington Blvd. | Live/Work Lofts | 3 | DU | 0 | 1 | 1 | 1 | 1 | 2 | 18 |
| | 3823-3833 Huron Townhomes | Condominium | 18 | DU | 1 | 5 | 6 | 4 | 2 | 6 | 70 |
| | 3846 Bentley Ave. | Condominium | 4 | DU | 0 | 2 | 2 | 1 | 1 | 2 | 23 |
| | 3862 Huron Ave. | Condominium | 5 | DU | 0 | 2 | 2 | 2 | 1 | 3 | 29 |
| | 3873 Bentley Ave. | Condominium | 2 | DU | 0 | 1 | 1 | 1 | 0 | 1 | 12 |
| | 11167 Washington Pl. | Veh. Repair | 2 | TSF | 3 | 1 | 4 | 2 | 2 | 4 | 42 |
| | 3972 Tilden Ave. | Condominium | 4 | DU | 0 | 1 | 1 | 1 | 1 | 2 | 23 |
| | 4155 Redwood Av. | Condominiums | 118 | DU | 9 | 43 | 52 | 41 | 20 | 61 | 691 |
| | **Subtotal TAZ 5** | | | | **39** | **73** | **112** | **77** | **49** | **126** | **1,537** |
| 6 | 12700 Braddock Dr. | Warehouse/Office/Laundary Removal | | | 22 | 2 | 24 | 36 | 136 | 172 | 493 |
| 7 | 11501-11509 Washington Blvd. | Apartment | 2 | DU | 0 | 1 | 1 | 1 | 0 | 1 | 13 |
| | | Retail | 2.40 | TSF | 1 | 1 | 2 | 4 | 5 | 9 | 101 |
| | | Office | 0.90 | TSF | 1 | 0 | 1 | 0 | 1 | 1 | 10 |
| | **Subtotal TAZ 7** | | | | **2** | **2** | **3** | **5** | **5** | **10** | **124** |
| 8 | 11611 Washington Pl. | Senior Day Care Facility | 20 | DU | 1 | 0 | 1 | 2 | 1 | 3 | 43 |
| | | *Warehouse (to be removed)* | *9.97* | *TSF* | *-5* | *-2* | *-7* | *-3* | *-5* | *-8* | *-38* |
| | **Subtotal TAZ 8** | | | | **-4** | **-2** | **-6** | **-1** | **-4** | **-5** | **5** |
| 9 | 12337-12449 Washington Blvd. | Condominium | 70 | DU | 5 | 26 | 31 | 25 | 12 | 37 | 407 |
| | | Retail | 11.60 | TSF | 8 | 6 | 14 | 26 | 32 | 58 | 514 |
| | **Subtotal TAZ 9** | | | | **13** | **32** | **45** | **51** | **44** | **95** | **921** |
| 10 | 12402 Washington Pl. | Office | 30.4 | TSF | 42 | 6 | 48 | 8 | 37 | 45 | 335 |
| | | Specialty Retail | 9.3 | TSF | 8 | 5 | 12 | 11 | 14 | 25 | 412 |
| | **Subtotal TAZ 10** | | | | **50** | **11** | **60** | **19** | **51** | **70** | **747** |
| 11 | 11281 Washington Pl. | Apt./Retail | 17.5 | TSF | 11 | 7 | 18 | 32 | 34 | 66 | 751 |
| 12 | NEC of Wash. Bl. & Cent. Av. | Retail | 13.3 | TSF | 11 | 7 | 17 | 16 | 20 | 36 | 589 |
| 13 | NWC of Wash. Bl. & Cent. Av. | Townhouses | 2 | DU | 0 | 1 | 1 | 1 | 0 | 1 | 12 |
| | | Retail | 28.7 | TSF | 23 | 15 | 38 | 34 | 44 | 78 | 1,272 |
| | | Office | 19.6 | TSF | 27 | 4 | 31 | 5 | 24 | 29 | 216 |
| | **Subtotal TAZ 13** | | | | **50** | **20** | **70** | **40** | **68** | **108** | **1500** |
| 14 | 11957 Washington Bl. | Office | 73.569 | TSF | 100 | 14 | 114 | 19 | 91 | 110 | 810 |
| 15 | 4418 S. Slauson Av. | Condominiums | 7 | DU | 0 | 3 | 3 | 2 | 1 | 3 | 41 |
| 16 | 11955 Washington Bl. | Office | 41 | TSF | 56 | 8 | 64 | 10 | 51 | 61 | 451 |
| | | Retail | 9.5 | TSF | 6 | 4 | 10 | 17 | 18 | 35 | 408 |
| | **Subtotal TAZ 16** | | | | **62** | **12** | **74** | **27** | **69** | **96** | **859** |
| 17 | 11918 W. Venice Bl. | Condominiums | 6 | DU | 1 | 2 | 3 | 2 | 1 | 3 | 35 |
| | 12025 W. Pacific Av. | Condominiums | 7 | DU | 0 | 3 | 3 | 2 | 1 | 3 | 41 |
| | **Subtotal TAZ 17** | | | | **1** | **5** | **6** | **4** | **2** | **6** | **76** |
| 18 | Playa Vista | Residential | 157 | DU | 11 | 58 | 69 | 55 | 27 | 82 | 912 |
| | | Office | 500 | TSF | 600 | 80 | 680 | 110 | 530 | 640 | 4605 |
| | | Retail | 20 | TSF | 36 | 23 | 60 | 106 | 110 | 216 | 2386 |
| | **Subtotal TAZ 18** | | | | **647** | **161** | **809** | **271** | **667** | **938** | **7903** |
| 19 | **12714-12718 Wash. Bl.** | Condominiums | 5 | DU | 0 | 2 | 2 | 2 | 1 | 3 | 29 |
| | | **Retail** | **3.3** | **TSF** | **13** | **8** | **21** | **32** | **33** | **65** | **740** |
| 20 | **13322 Wash. Bl.** | **Retail** | **4.257** | **TSF** | **15** | **9** | **24** | **38** | **39** | **77** | **873** |
| **Total** | | | | | **1,075** | **861** | **1,935** | **1,157** | **1,468** | **2,624** | **25,415** |

[1] Cumulative trip generation provided by the City of Los Angeles

[2] TAZ = Traffic Analysis Zone

[3] DU = Dwelling Units
TSF = Thousand Square Feet

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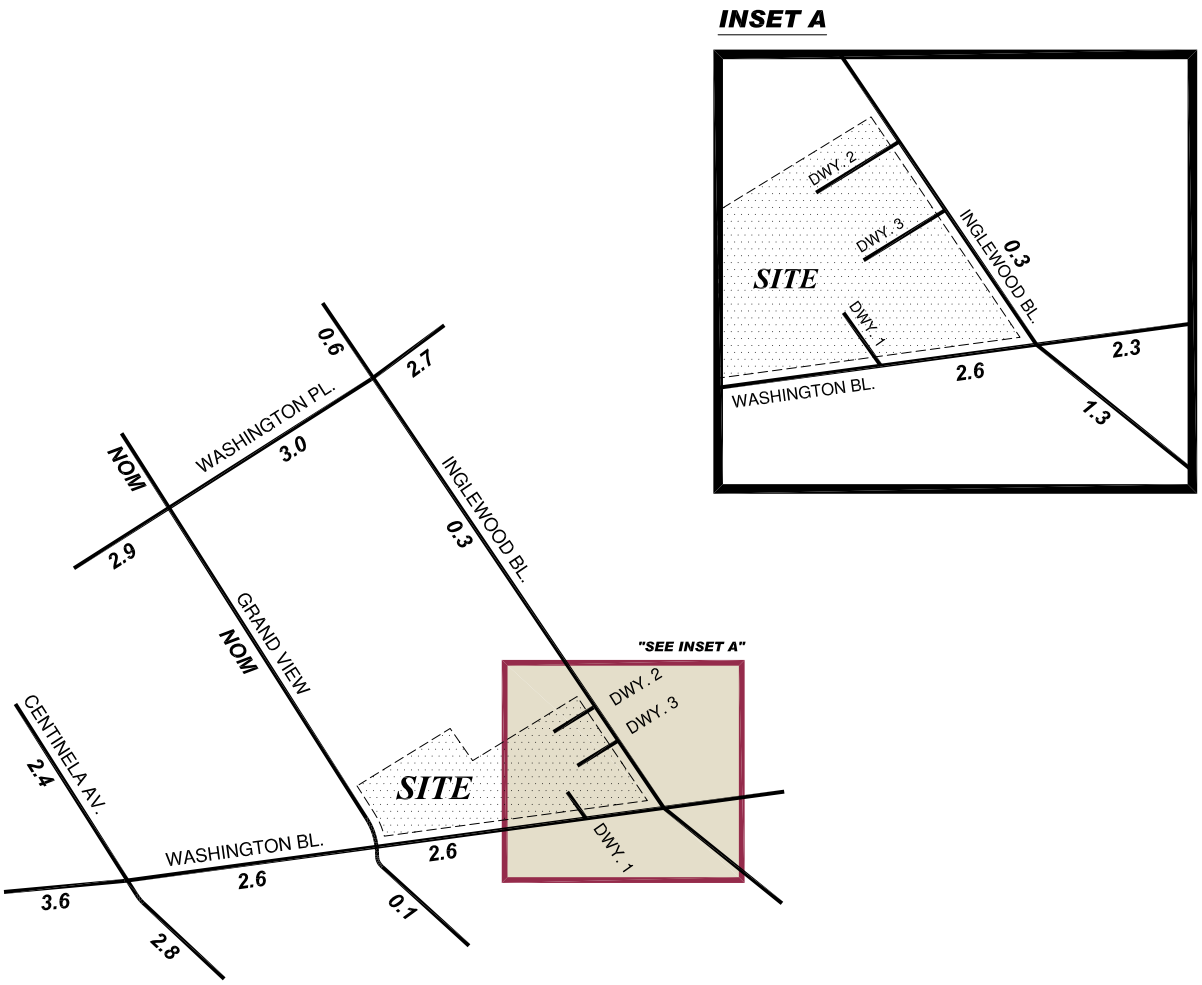
EXHIBIT 4-B

# RELATED PROJECTS
# AVERAGE DAILY TRAFFIC (ADT)




**LEGEND:**

*10.0* = VEHICLES PER DAY (1000'S)
*NOM* = NOMINAL, LESS THAN 50 VEHICLES PER DAY

N

EXHIBIT 4-C

# RELATED PROJECTS
# AM PEAK HOUR INTERSECTION VOLUMES

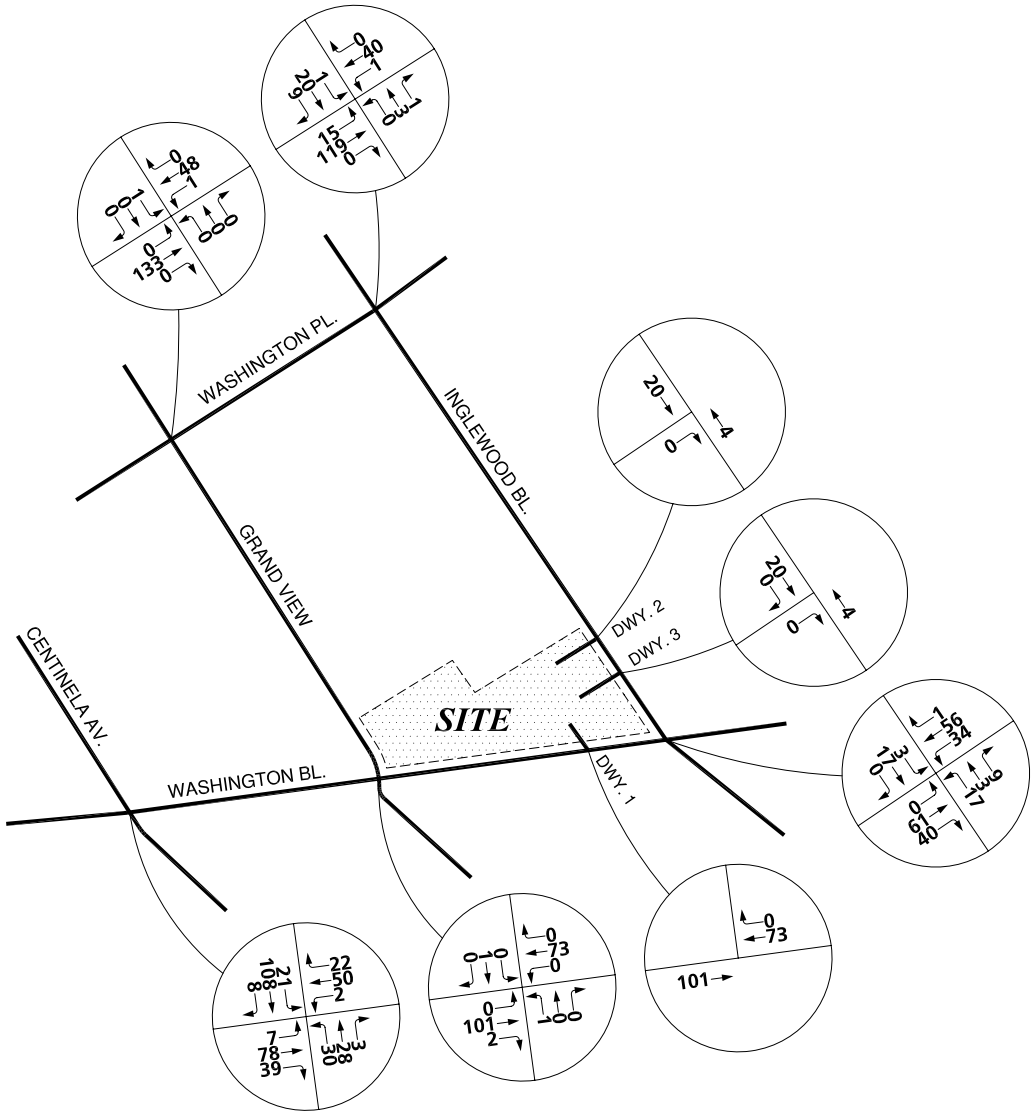
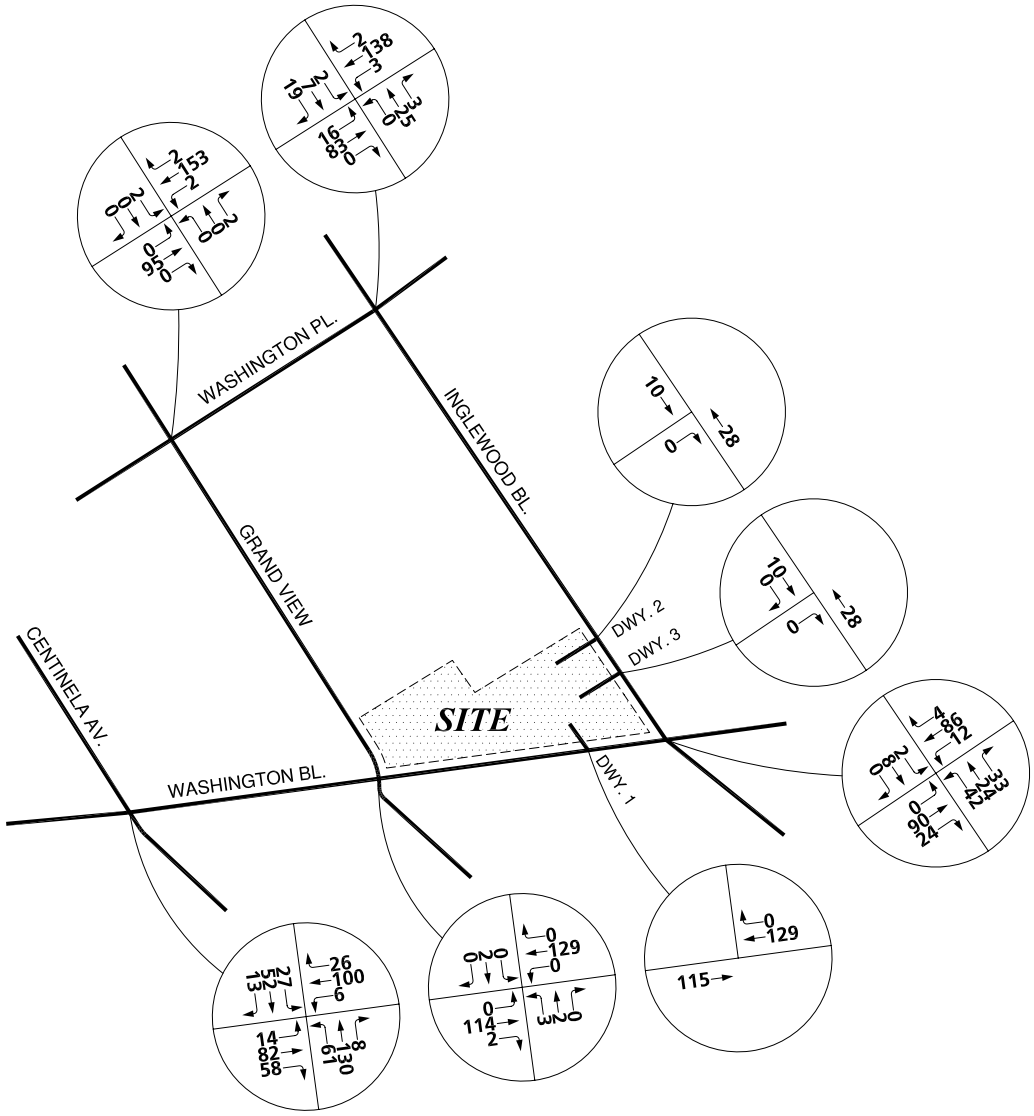


EXHIBIT 4-D

# RELATED PROJECTS
# PM PEAK HOUR INTERSECTION VOLUMES



## 4.2 Existing Plus Ambient Growth Plus Related Projects Traffic Conditions

### Existing Plus Ambient Growth Plus Related Projects Average Daily Traffic Conditions

Exhibit 4-E shows Year 2013 ADT volumes for existing plus ambient growth plus cumulative projects traffic conditions.

### Existing Plus Ambient Growth Plus Related Projects Intersection Analysis

The ICU methodology has been utilized to evaluate intersection levels of service. Intersection levels of service for existing plus ambient growth plus related projects traffic conditions have been calculated and are shown in Table 4-2. Table 4-2 shows ICU calculations based on the existing geometrics at the intersections. As shown in Table 4-2, the following study area intersections are projected to operate at an undesirable Level of Service "E" or "F" during the peak hours:

Centinela Avenue (NS) at:

- Washington Boulevard (EW)

Inglewood Boulevard (NS) at:

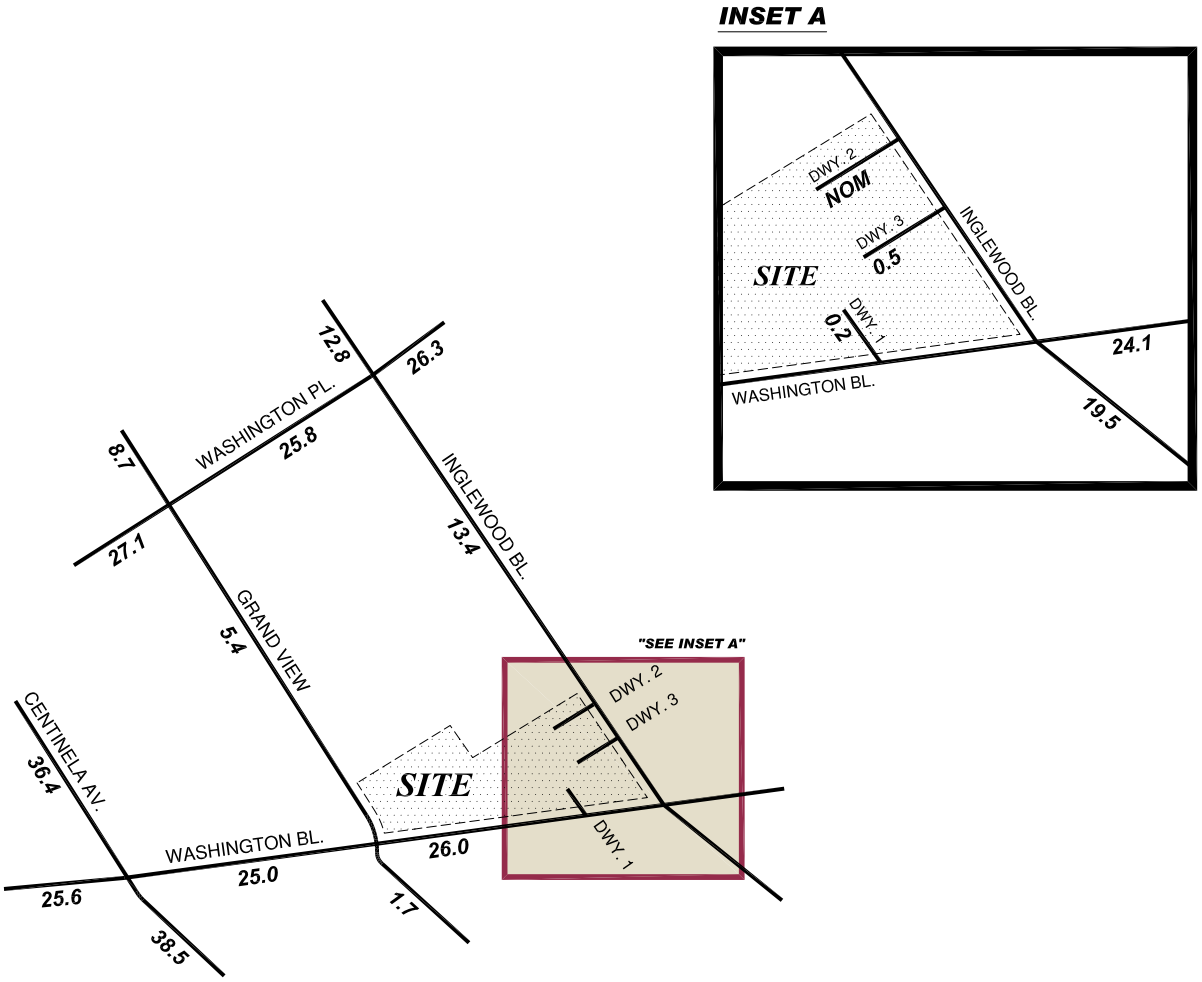
- Washington Place (EW)
- Washington Boulevard (EW)

Existing plus ambient growth plus related projects Level of Service calculation worksheets are included in Appendix "D".

Existing plus ambient growth plus related projects AM and PM peak hour turning movement volumes are shown on Exhibits 4-F and 4-G, respectively.

EXHIBIT 4-E

# EXISTING PLUS AMBIENT PLUS RELATED PROJECTS AVERAGE DAILY TRAFFIC (ADT)




**LEGEND:**

*10.0* = VEHICLES PER DAY (1000'S)
*NOM* = NOMINAL, LESS THAN 50 VEHICLES PER DAY

N

## TABLE 4-2

## INTERSECTION ANALYSIS FOR EXISTING + AMBIENT + RELATED PROJECTS CONDITIONS

| INTERSECTION | TRAFFIC CONTROL[3] | INTERSECTION APPROACH LANES[1] | | | | | | | | | | | | VOLUME-TO-CAPACITY RATIO | | LEVEL OF SERVICE | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | NORTH-BOUND | | | SOUTH-BOUND | | | EAST-BOUND | | | WEST-BOUND | | | | | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R | AM | PM | AM | PM |
| Centinela Ave. (NS) at: | | | | | | | | | | | | | | | | | |
| • Washington Blvd. (EW) | TS | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 1 | 1.020 | 1.132 | F | F |
| Grand View Blvd. (NS) at: | | | | | | | | | | | | | | | | | |
| • Washington Pl. (EW) | TS | 0 | 1! | 0 | 0 | 1! | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 0.640 | 0.819 | B | D |
| • Washington Blvd. (EW) | TS | 0 | 1! | 0 | 0 | 1! | 0 | 1 | 2 | 1 | 1 | 2 | 0 | 0.496 | 0.648 | A | B |
| Project Dwy 1 (NS) at: | | | | | | | | | | | | | | | | | |
| • Washington Blvd. (EW) | CSS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0.409 | 0.499 | A | A |
| Inglewood Blvd. (NS) at: | | | | | | | | | | | | | | | | | |
| • Washington Pl. (EW) | TS | 0 | 1! | 0 | 0 | 1! | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 0.900 | 0.901 | D | E |
| • Project Dwy 2 (EW) | CSS | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0.537 | 0.496 | A | A |
| • Project Dwy 3 (EW) | CSS | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0.511 | 0.503 | A | A |
| • Washington Blvd. (EW) | TS | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 0.800 | 0.932 | C | E |

---

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width (≥22 ft.) for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 1! = Shared Left-Through-Right Lane

[2] Volume-to-capacity ratio and level of service calculated using the following analysis software: Traffix, Version 7.8 R2 (2006). Per the ICU 1(Loss as Cycle Length %), overall average volume-to-capacity ratio and level of service are shown for all intersections. Cross-Street stop intersections are analyzed as traffic signals in order obtain the V/C ratio and level of service.

[3] TS = Traffic Signal
CSS = Cross Street Stop

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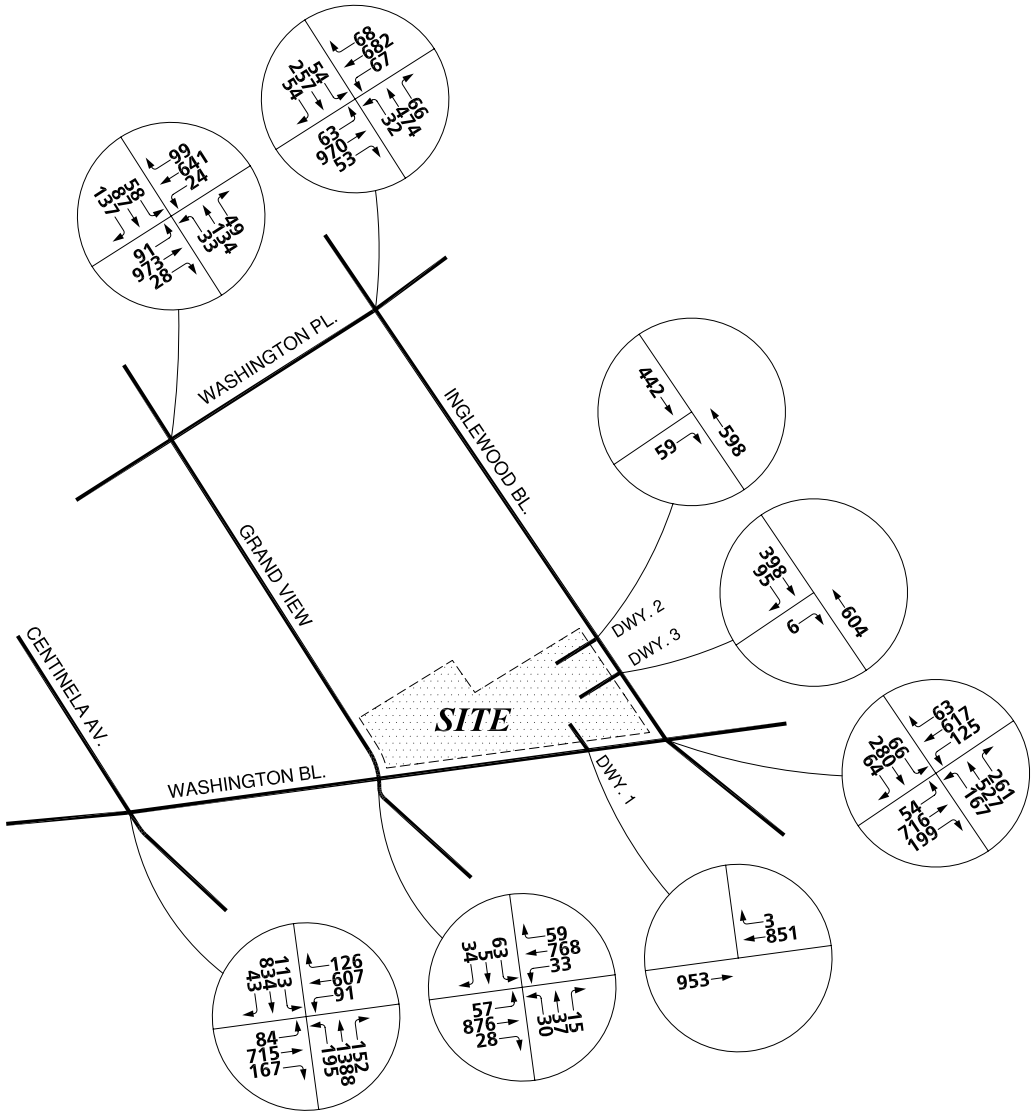
EXHIBIT 4-F

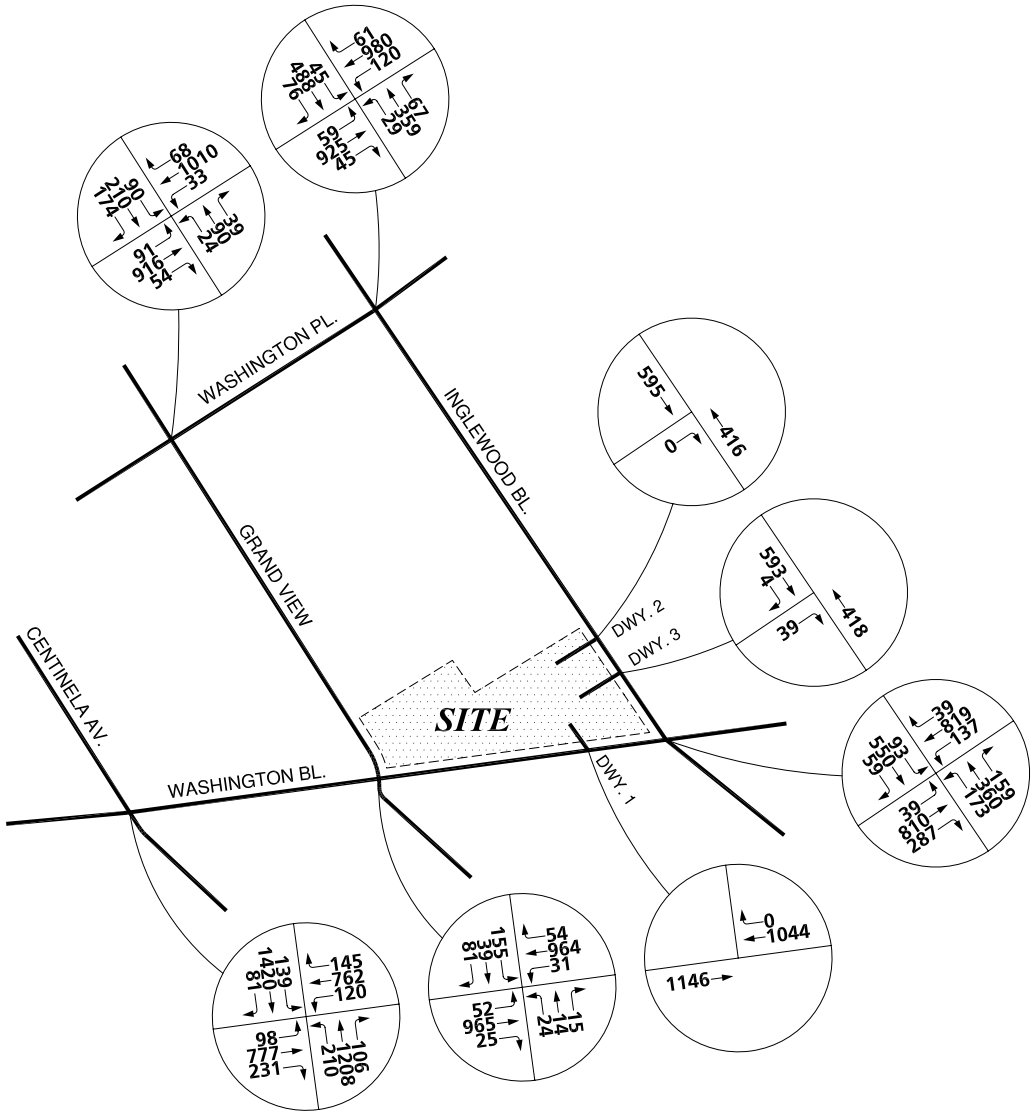
# EXISTING PLUS AMBIENT PLUS RELATED PROJECTS AM PEAK HOUR INTERSECTION VOLUMES




N

EXHIBIT 4-G

# EXISTING PLUS AMBIENT PLUS RELATED PROJECTS PM PEAK HOUR INTERSECTION VOLUMES




N

## 4.3 Existing Plus Ambient Growth Plus Related Projects Plus Proposed Project Traffic Conditions

### Existing Plus Ambient Growth Plus Related Projects Plus Proposed Project Average Daily Traffic

Once the ambient growth plus related projects plus project traffic is assigned to the street network and added to existing volumes in the study area, the traffic impact can be assessed. Exhibit 4-H shows ADT volumes for existing with ambient growth plus related projects plus project traffic conditions.

### Existing Plus Ambient Growth Plus Related Projects Plus Proposed Project Intersection Analysis

The ICU methodology has been utilized to evaluate intersection levels of service. Intersection levels of service for existing with ambient growth plus cumulative projects plus project traffic conditions have been calculated and are shown in Table 4-3. Table 4-3 shows ICU calculations based on the existing geometrics at the intersections. As shown in Table 4-3, the study area intersections are projected to operate at an undesirable Level of Service "E" or "F" during the peak hours:

Centinela Avenue (NS) at:

- Washington Boulevard (EW)

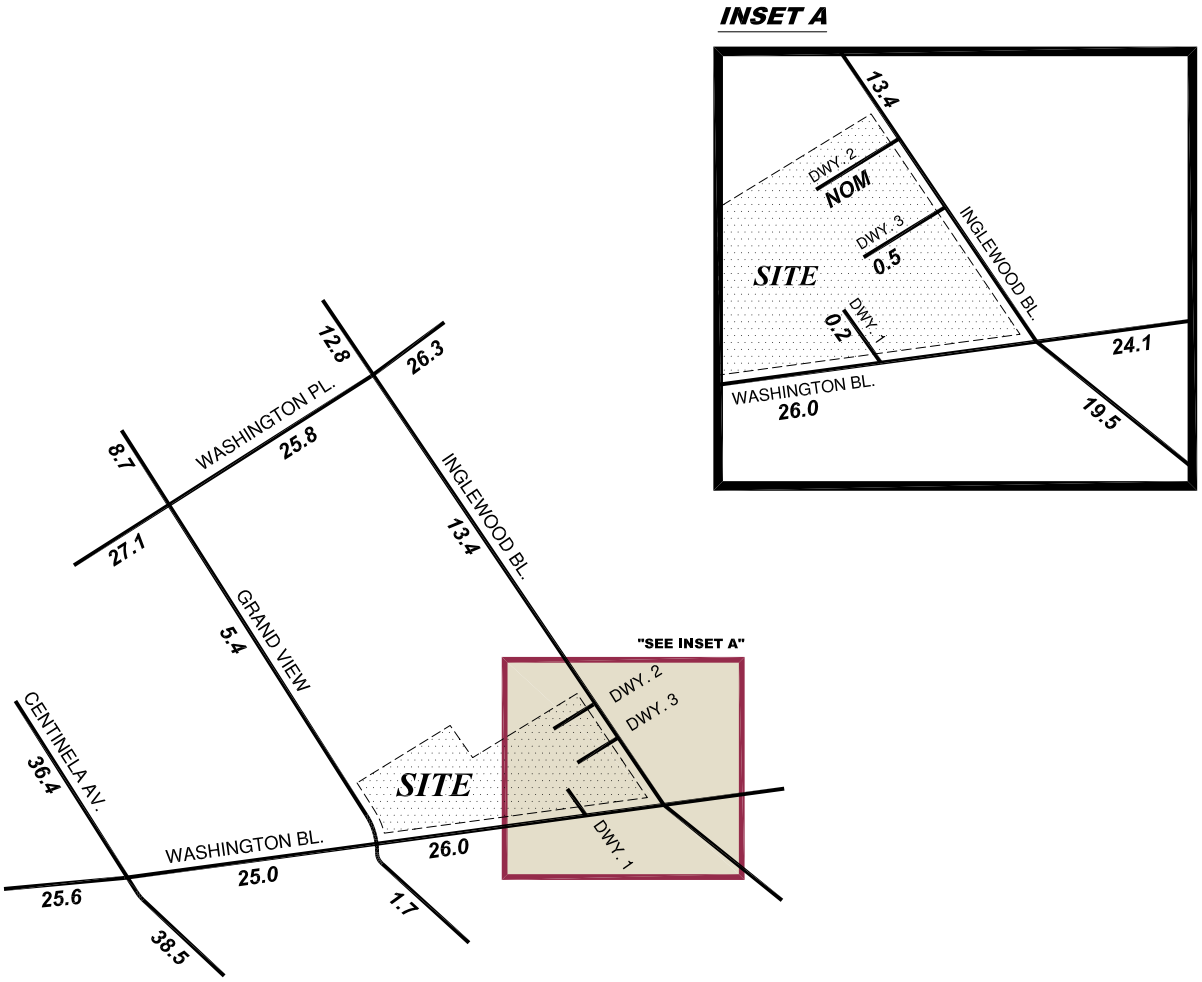
Inglewood Boulevard (NS) at:

- Washington Place (EW)
- Washington Boulevard (EW)

Existing plus ambient growth plus related projects plus project operational Level of Service calculation worksheets are included in Appendix "E". Existing plus ambient growth plus related projects plus project AM and PM peak hour turning movement volumes are shown on Exhibits 4-I and 4-J, respectively.

EXHIBIT 4-H

# EXISTING PLUS AMBIENT PLUS RELATED PROJECTS PLUS PROJECT AVERAGE DAILY TRAFFIC (ADT)




**LEGEND:**

*10.0* = VEHICLES PER DAY (1000'S)
*NOM* = NOMINAL, LESS THAN 50 VEHICLES PER DAY

N

## TABLE 4-3

## INTERSECTION ANALYSIS FOR EXISTING + AMBIENT + RELATED PROJECTS + PROPOSED PROJECT CONDITIONS

| INTERSECTION | TRAFFIC CONTROL[3] | INTERSECTION APPROACH LANES[1] | | | | | | | | | | | | VOLUME-TO-CAPACITY RATIO | | LEVEL OF SERVICE | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | NORTH-BOUND | | | SOUTH-BOUND | | | EAST-BOUND | | | WEST-BOUND | | | | | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R | AM | PM | AM | PM |
| Centinela Ave. (NS) at: | | | | | | | | | | | | | | | | | |
| • Washington Blvd. (EW) | TS | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 1 | 1.024 | 1.132 | F | F |
| Grand View Blvd. (NS) at: | | | | | | | | | | | | | | | | | |
| • Washington Pl. (EW) | TS | 0 | 1! | 0 | 0 | 1! | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 0.640 | 0.818 | B | D |
| • Washington Blvd. (EW) | TS | 0 | 1! | 0 | 0 | 1! | 0 | 1 | 2 | 1 | 1 | 2 | 0 | 0.500 | 0.647 | A | B |
| Project Dwy 1 (NS) at: | | | | | | | | | | | | | | | | | |
| • Washington Blvd. (EW) | CSS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0.412 | 0.499 | A | A |
| Inglewood Blvd. (NS) at: | | | | | | | | | | | | | | | | | |
| • Washington Pl. (EW) | TS | 0 | 1! | 0 | 0 | 1! | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 0.903 | 0.902 | E | E |
| • Project Dwy 2 (EW) | CSS | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0.543 | 0.496 | A | A |
| • Project Dwy 3 (EW) | CSS | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0.536 | 0.499 | A | A |
| • Washington Blvd. (EW) | TS | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 0.811 | 0.932 | D | E |

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[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width (≥22 ft.) for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 1! = Shared Left-Through-Right Lane

[2] Volume-to-capacity ratio and level of service calculated using the following analysis software: Traffix, Version 7.8 R2 (2006). Per the ICU 1(Loss as Cycle Length %), overall average volume-to-capacity ratio and level of service are shown for all intersections. Cross-Street stop intersections are analyzed as traffic signals in order obtain the V/C ratio and level of service.

[3] TS = Traffic Signal
CSS = Cross Street Stop

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EXHIBIT 4-I

# EXISTING PLUS AMBIENT PLUS RELATED PROJECTS PLUS PROJECT AM PEAK HOUR INTERSECTION VOLUMES

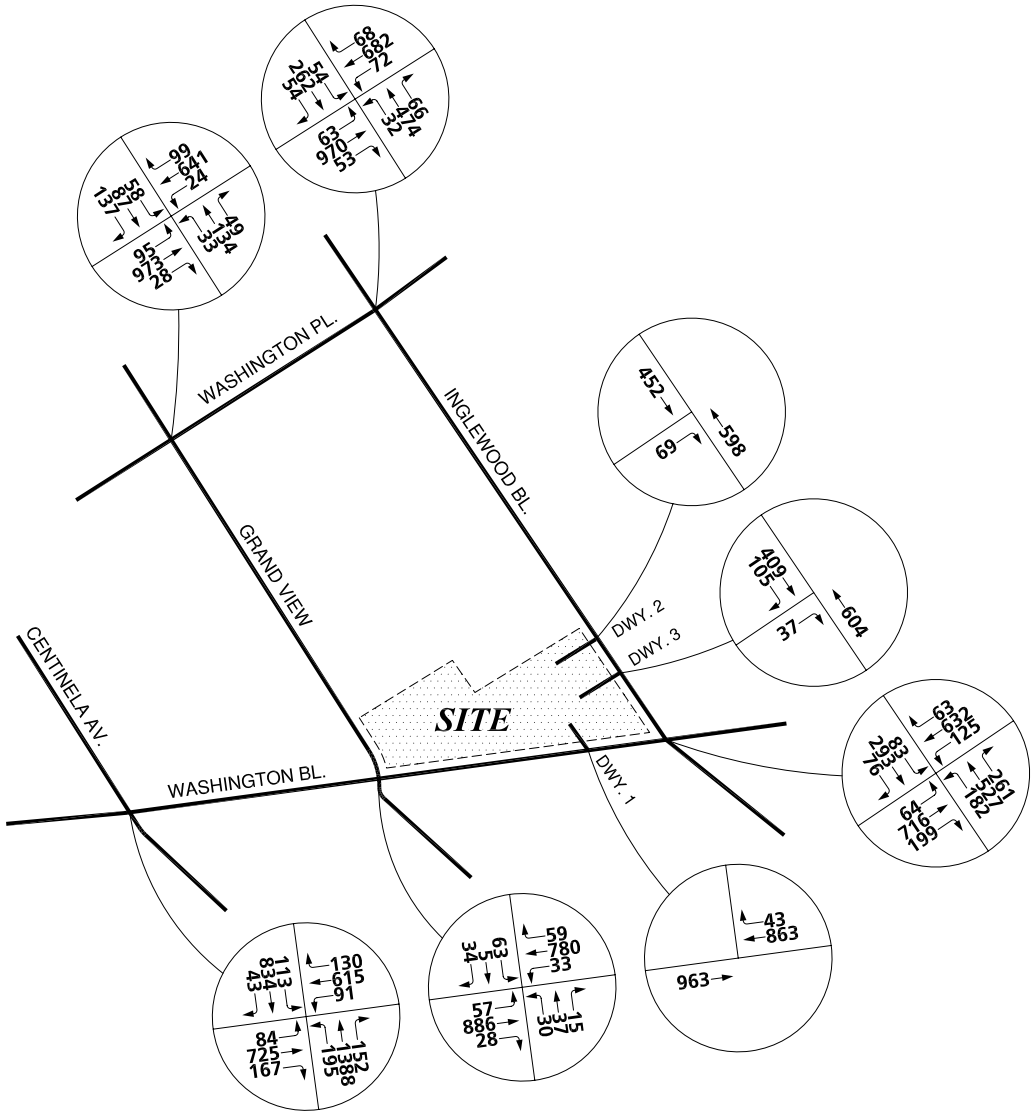
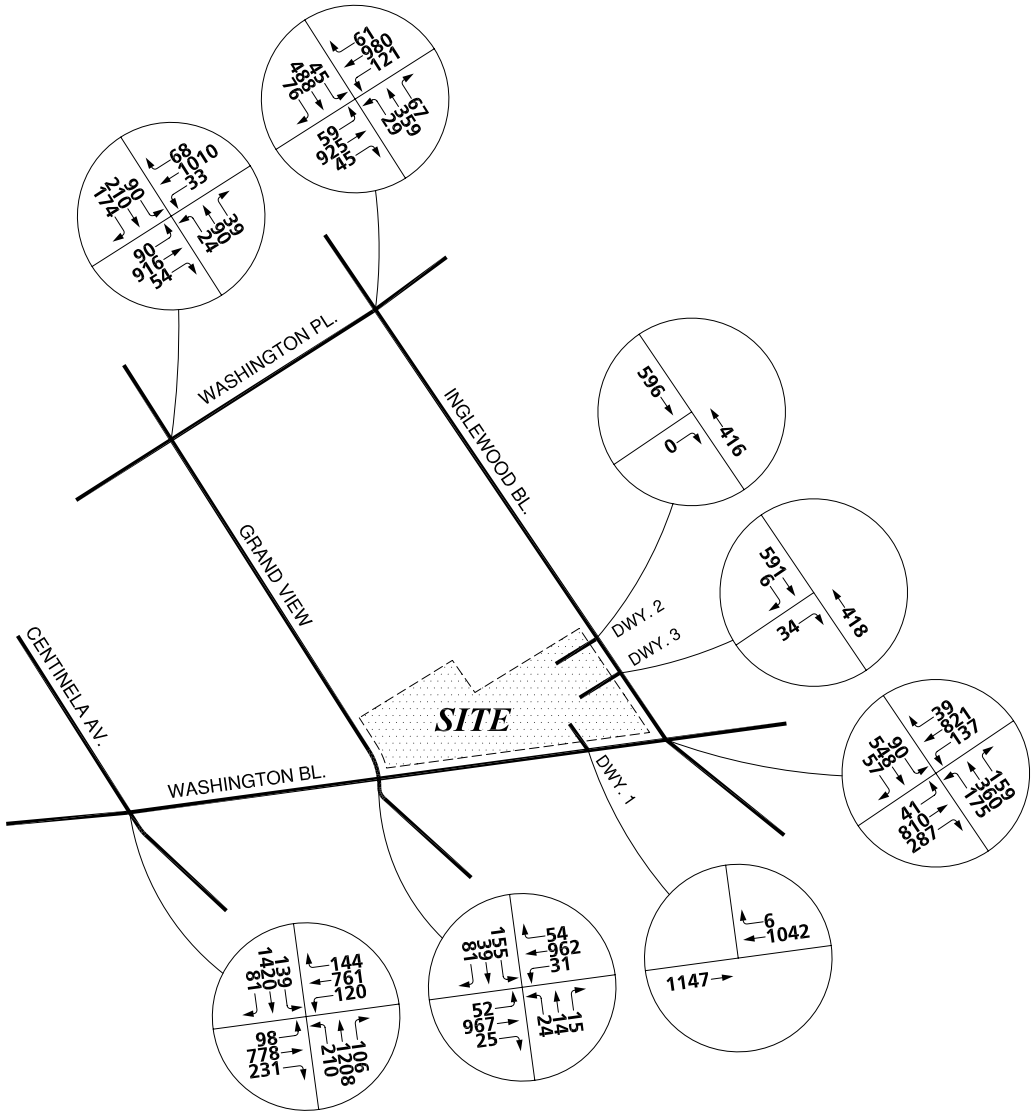


EXHIBIT 4-J

# EXISTING PLUS AMBIENT PLUS RELATED PROJECTS PLUS PROJECT PM PEAK HOUR INTERSECTION VOLUMES



## 4.4 Significant Impacts

### A. City of Culver City

The following study area intersections within the boundaries of the City of Culver City have been analyzed using the Culver City determination of a significant impact (shown below):

Centinela Avenue (NS) at:

- Washington Boulevard (EW)

Grand View Boulevard (NS) at:

- Washington Boulevard (EW)

Project Driveway 1 (NS) at:

- Washington Boulevard (EW)

Inglewood Boulevard (NS) at:

- Project Driveway 2 (EW)
- Project Driveway 3 (EW)
- Washington Boulevard (EW)

**SIGNIFICANT TRANSPORTATION IMPACT FOR AN INTERSECTION WITHIN THE CITY OF CULVER CITY**

| LEVEL OF SERVICE | FINAL V/C RATIO | PROJECT-RELATED INCREASE IN V/C |
|---|---|---|
| D | > 0.80 - 0.90 | equal to or greater than 0.0400 |
| E, F | 0.90 or greater | equal to or greater than 0.0200 |

For the purposes of the traffic analysis conducted for the Culver City Campus school site, a significant impact within the City of Culver City has been defined as an increase in the V/C ratio equal to or greater than 0.04 if the intersection is operating at LOS "D" or an increase in the V/C ratio equal to or greater than 0.02 if the intersection is operating at LOS E or F. Furthermore, an 8% increase in traffic on a residential street constitutes a significant impact.

B. City of Los Angeles

The following study area intersections have been analyzed using the City of Los Angeles determination of a significant impact (shown below):

Grand View Boulevard (NS) at:

- Washington Place (EW)

Inglewood Boulevard (NS) at:

- Washington Place(EW)

It should be noted that while the Grand View Boulevard and Washington Place intersection is within the jurisdictions of both the Cities of Culver City and Los Angeles, the City of Los Angeles significant impact criteria have been used since the criteria are more conservative than Culver City's criteria.

**SIGNIFICANT TRANSPORTATION IMPACT FOR AN INTERSECTION WITHIN THE CITY OF LOS ANGELES**

| LEVEL OF SERVICE | FINAL V/C RATIO | PROJECT-RELATED INCREASE IN V/C |
|---|---|---|
| C | >0.70-0.80 | Equal to or greater than 0.0400 |
| D | > 0.80 - 0.90 | equal to or greater than 0.0200 |
| E, F | 0.90 or greater | equal to or greater than 0.0100 |

For the purposes of the traffic analysis conducted for the Culver City Campus school site, a significant impact within the City of Los Angeles has been defined as an increase in the V/C ratio equal to or greater than 0.04 if the intersection is operating at LOS "C", an increase in the V/C ratio equal or greater than 0.02 if the intersection is operating at Los “D”, or an increase in the V/C ratio equal to or greater than 0.01 if the intersection is operating at LOS E or F. Furthermore, an 8% increase in traffic on a residential street constitutes a significant impact.

Table 4-4 summarizes the change in V/C ratios for the study area intersections. As indicated in Table 4-4, there are no anticipated significant impacts at the study area intersections due to the additional project traffic. It is important to note that an advanced traffic signal synchronization system is in place for all signalized intersections. This system could reduce the intersections volume-to-capacity ratio by up to 0.07. This reduction was not included in the analysis to ensure a conservative, worst-case scenario.

**TABLE 4-4**

**SIGNIFICANT IMPACT SUMMARY**

| INTERSECTION | EXISTING + AMBIENT + RELATED PROJECTS VOLUME-TO-CAPACITY RATIOS | | LEVEL OF SERVICE | | EXISTING + AMBIENT + PRELATED PROJECTS + PROPOSED PROJECT VOLUME-TO-CAPACITY RATIOS | | LEVEL OF SERVICE | | CHANGE IN V/C RATIO | | SIGNIFICANT IMPACT? | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM |
| Centinela Ave. (NS) at: | | | | | | | | | | | | |
| • Washington Blvd. (EW)[1] | 1.020 | 1.132 | F | F | 1.024 | 1.132 | F | F | 0.004 | 0.000 | No | No |
| Grand View Blvd. (NS) at: | | | | | | | | | | | | |
| • Washington Pl. (EW)[2] | 0.640 | 0.819 | B | D | 0.640 | 0.818 | B | D | 0.000 | -0.001 | No | No |
| • Washington Blvd. (EW)[1] | 0.496 | 0.648 | A | B | 0.500 | 0.647 | A | B | 0.004 | -0.001 | No | No |
| Project Dwy 1 (NS) at: | | | | | | | | | | | | |
| • Washington Blvd. (EW)[1] | 0.409 | 0.499 | A | A | 0.412 | 0.499 | A | A | 0.003 | 0.000 | No | No |
| Inglewood Blvd. (NS) at: | | | | | | | | | | | | |
| • Washington Pl. (EW)[2] | 0.900 | 0.901 | D | E | 0.903 | 0.902 | E | E | 0.003 | 0.001 | No | No |
| • Project Dwy 2 (EW)[1] | 0.537 | 0.496 | A | A | 0.543 | 0.496 | A | A | 0.006 | 0.000 | No | No |
| • Project Dwy 3 (EW)[1] | 0.511 | 0.503 | A | A | 0.536 | 0.499 | A | A | 0.025 | -0.004 | No | No |
| • Washington Blvd. (EW)[1] | 0.800 | 0.932 | C | E | 0.811 | 0.932 | D | E | 0.011 | 0.000 | No | No |

[1] Based on the City of Culver City Significant Impact Criteria, the project impact is considered significant for an intersection if the V/C ratio increases by 0.04 or more for LOS D or by 0.02 or more for LOS E or F.

[2] Based on the City of Los Angeles Significant Impact Criteria, the project impact is considered significant for an intersection if the V/C ratio increases by 0.04 or more for LOS C, by 0.02 or more for LOS D, or by 0.01 or more for LOS E or F.

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# 5. SITE ACCESS ISSUES

## 5.1 Site Access

As previously shown on Exhibit 1-B, the campus currently provides three (3) access points and a drop off area. Based on discussions with City Staff, the access restrictions are as follows: the easterly access along Washington Boulevard (Driveway 1) will be restricted to right-in only access, the northerly access along Inglewood Boulevard will be restricted to right-out only access (Driveway 2), and the southerly access along Inglewood Boulevard will be restricted to right-in/right-out only access. It should be noted that the right-in access along Washington Boulevard will serve as an entrance into the site while the right-out access along Inglewood Boulevard will serve as an exit from the site. Furthermore, the right-in / right-out access along Inglewood Boulevard will serve as an entrance and exit into the existing parking structure.

Exhibit 5-A illustrates the driveway restrictions for the project and the proposed vehicular circulation within the parking structure. Appendix "F" includes the Traffic Management Program that details the student drop off/pick up plans. Exhibits related to parking and student drop-off and pick-up activities are also included in Appendix "F", along with notes regarding the responses to previous City comments on the Traffic Management Program.

The firm of Urban Crossroads, Inc. recommends the following to improve the circulation to/from the site (see Exhibit 5-B):

- Restrict Project Driveway 1 to right-in access only by providing appropriate signage to prevent right turns out, left turns out and left turns into the site.

- Restrict on-street parking between 7:00 AM- 9:30 AM and between 2:30 PM-4:00 PM, Monday through Friday along Washington Boulevard, just east of Project Driveway 1. This is intended to reduce the potential for vehicular conflicts between vehicles entering Project Driveway 1 and westbound

EXHIBIT 5-A

# ON-SITE CIRCULATION PLAN

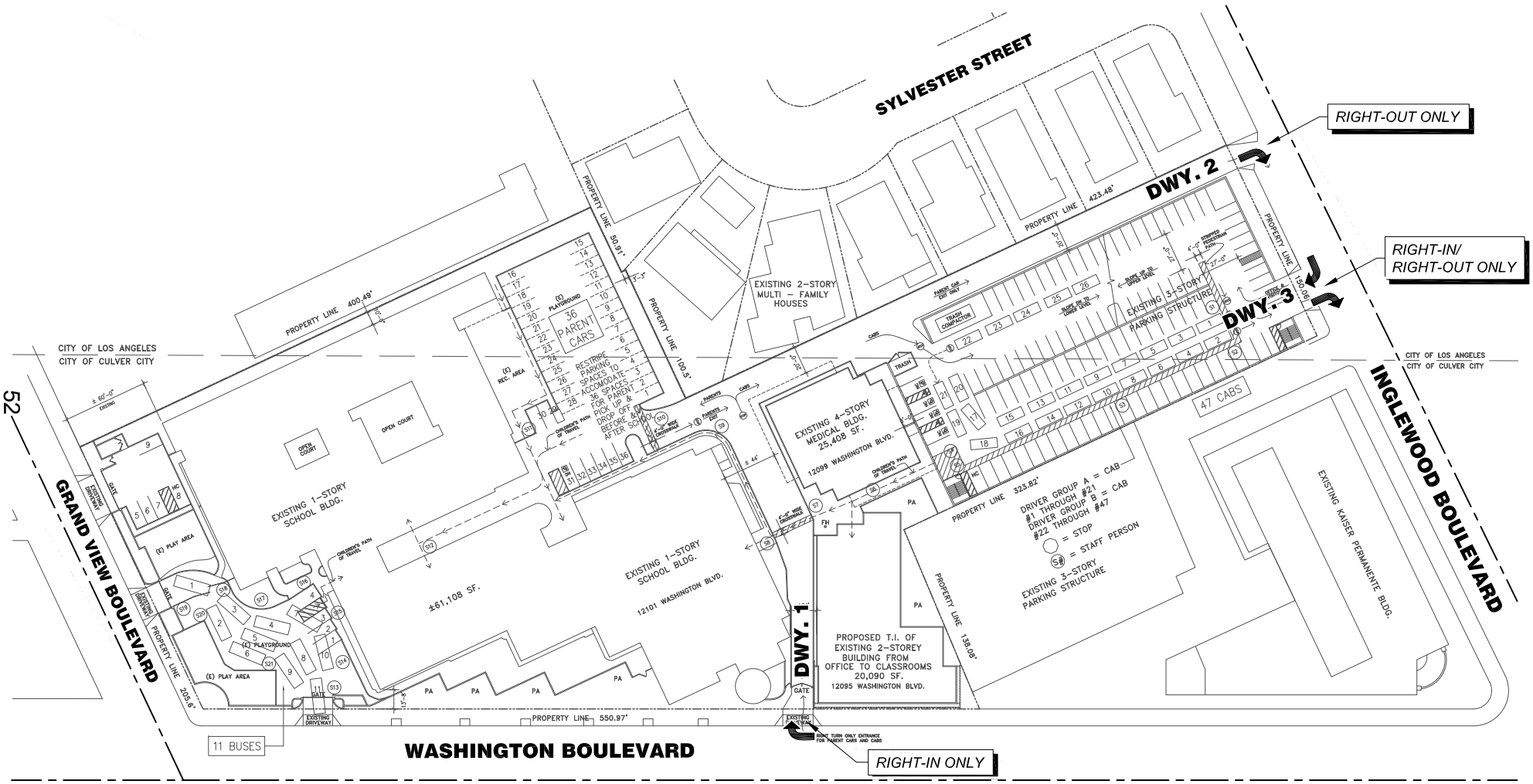


EXHIBIT 5-B

# CIRCULATION RECOMMENDATIONS

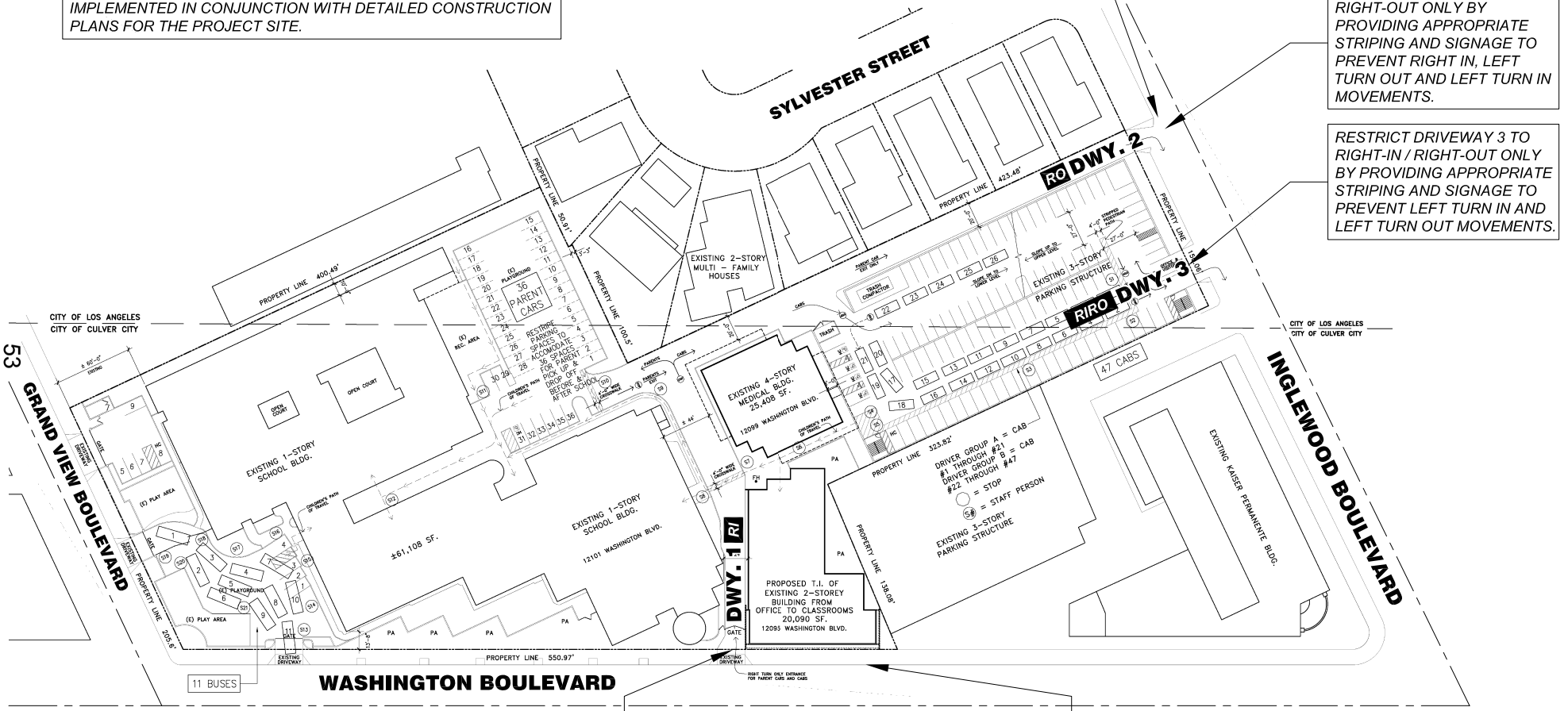
*PROJECT ACCESS #2 AND #3 ALONG INGLEWOOD BOULEVARD ARE WITHIN THE CITY OF LOS ANGELES. THE NECESSARY SIGNING, STRIPING, AND PARKING RESTRICTIONS AT THESE ACCESS POINTS ARE SUBJECT TO THE APPROVAL OF THE CITY OF LOS ANGELES.*

*ON-SITE TRAFFIC SIGNING AND STRIPING SHOULD BE IMPLEMENTED IN CONJUNCTION WITH DETAILED CONSTRUCTION PLANS FOR THE PROJECT SITE.*

*IN ORDER TO ENHANCE THE AVAILABLE SIGHT DISTANCE AT THIS LOCATION, CONSIDERATION SHOULD BE GIVEN TO TRIMMING THE SHRUBS AND TREES AT THE PROPERTY NORTH OF THE DRIVEWAY.*

*RESTRICT DRIVEWAY 2 TO RIGHT-OUT ONLY BY PROVIDING APPROPRIATE STRIPING AND SIGNAGE TO PREVENT RIGHT IN, LEFT TURN OUT AND LEFT TURN IN MOVEMENTS.*

*RESTRICT DRIVEWAY 3 TO RIGHT-IN / RIGHT-OUT ONLY BY PROVIDING APPROPRIATE STRIPING AND SIGNAGE TO PREVENT LEFT TURN IN AND LEFT TURN OUT MOVEMENTS.*




## LEGEND:

**RIRO** = RIGHT-IN/RIGHT-OUT ONLY ACCESS

**RI** = RIGHT-IN ONLY ACCESS

**RO** = RIGHT-OUT ONLY ACCESS

*RESTRICT DRIVEWAY 1 TO RIGHT-IN ONLY BY PROVIDING APPROPRIATE STRIPING AND SIGNAGE TO PREVENT RIGHT OUT, LEFT OUT AND LEFT IN MOVEMENTS.*

*RESTRICT PARKING BETWEEN THE HOURS OF 7 A.M. - 9:30 A.M. AND 2:30 P.M. - 4 P.M. TO REDUCE THE POTENTIAL FOR VEHICULAR CONFLICTS BETWEEN VEHICLES ENTERING DRIVEWAY 1 AND THE WESTBOUND THROUGH TRAFFIC ON WASHINGTON BOULEVARD. THE EXTENT OF THE PARKING RESTRICTION SHOULD BE BETWEEN DRIVEWAY 1 AND THE ADJACENT DRIVEWAY APPROXIMATELY 160 FEET TO THE EAST. THIS WILL RESTRICT THE USAGE OF 5 METERED PARKING SPACES.*

through traffic on Washington Boulevard during the morning and afternoon pickup/drop off times. Furthermore, parking along Washington Boulevard should be restricted during these hours. The extent of the parking restriction should be between Driveway 1 and the adjacent Driveway approximately 160 feet to the east. This will not allow parking in five metered parking spaces during the hours of 7:00 AM – 9:30 AM and 2:30 PM – 4:00 PM on school days only.

- The developer shall be responsible for all costs to restripe and remove any conflicting striping on Inglewood Boulevard adjacent to the project site and place appropriate signage on Inglewood Boulevard and Washington Boulevard in conjunction with the turn restrictions and parking restrictions at or in the vicinity of the project's driveways.

- Restrict Project Driveway 2 to right-out access only by providing appropriate signage to prevent right turns in, left turns out and left turns in movements.

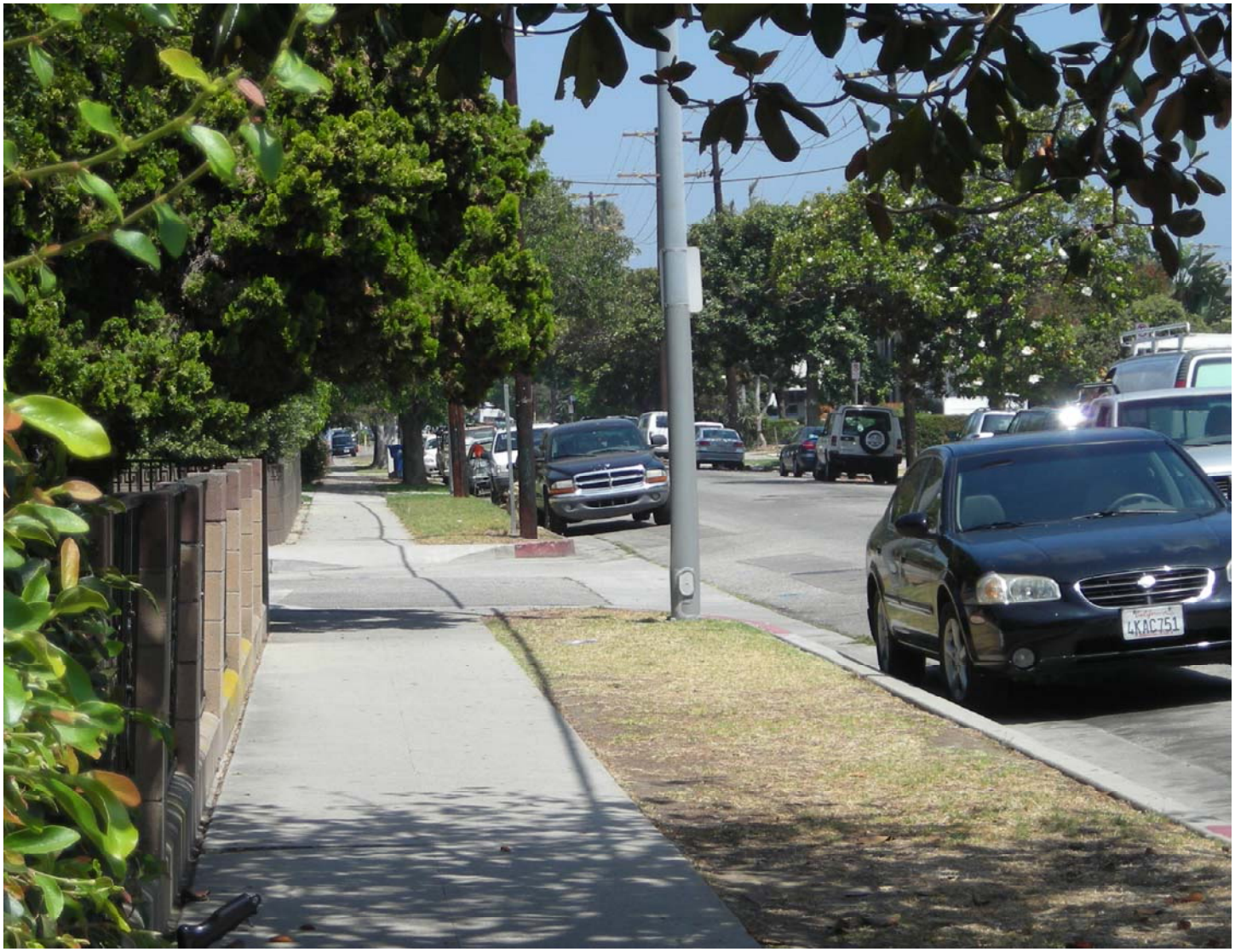
- Restrict Project Driveway 3 to right-in / right-out access only by providing appropriate signage to prevent left turn out and left turn in movements.

- The northerly access for the site (Project Driveway 2) currently allows vehicles to only exit (right turns only) onto Inglewood Boulevard. On a recent field visit, it was observed that vehicles were required to proceed beyond the sidewalk in order to observe oncoming southbound vehicles. This is necessitated due to an adjacent wall and vehicles parked on-street. Exhibit 5-C illustrates the view from the existing driveway. As indicated previously, the speed limit on Inglewood Boulevard is currently posted at 30 miles-per-hour. Furthermore, to enhance available sight distance, consideration should be given to trimming the shrubs and trees at the property north of the driveway.

- Project Driveway #2 and #3 along Inglewood Boulevard are within the jurisdiction of the City of Los Angeles. The necessary signing, striping and parking restrictions at these access points are subject to approval of the City of Los Angeles.

EXHIBIT 5-C

# EXISTING NORTH-FACING DRIVEWAY 2 SIGHT DISTANCE VIEW




N

# 6. CONCLUSIONS/RECOMMENDATIONS

The following findings have been reached for Existing and Future Conditions.

## 6.1 Existing Conditions

1. Existing roadways in close proximity to the project include Centinela Avenue, Washington Boulevard, Grand View Boulevard, Washington Place and Inglewood Boulevard. Exhibit 2-A, presented previously, illustrates the number of through lanes and intersection controls in the vicinity of the study area.

2. The site is currently occupied by approximately 10,045 square feet of medical office uses within a 20,090 square foot building.

## 6.2 Project Development

1. The development site is located north of Washington Boulevard between Grand View and Inglewood Boulevard within the City of Culver City and the City of Los Angeles. It is our understanding that the proposed expansion is anticipated to modify a 2 story medical office building to a school with up to 250 special education students.

2. The trip generation estimates have been calculated based on the difference between the proposed 250 special education students and the existing medical office. As indicated previously on Table 3-2, the existing medical office (10,045 square feet) is assumed to generate a total of 363 daily trip ends with 23 trips occurring during the AM peak hour (18 inbound and 5 outbound) and 34 trips during the PM peak hour (9 inbound and 25 outbound). The proposed special education classrooms are anticipated to generate a total of 372 daily trip ends with 114 trips occurring during the AM peak hour (68 inbound and 46 outbound) and 36 trips during the PM peak hour (17 inbound and 19 outbound). Therefore, this would result in 9 additional daily trip ends with 91 additional trips occurring during the AM peak hour (50 inbound and 41 outbound) and 2 additional trips during the PM peak hour (8 inbound and -6 outbound)

3. The campus currently provides three (3) access points and a drop off area. Based on discussions with City Staff, the access restrictions are as follows: the easterly access along Washington Boulevard (Driveway 1) will be restricted to right-in only access, the northerly access along Inglewood Boulevard will be restricted to right-out only access (Driveway 2), and the southerly access along Inglewood Boulevard will be restricted to right-in/right-out only access. It should be noted that the right-in access along Washington Boulevard will serve as an entrance into the site while the right-out access along Inglewood Boulevard will serve as an exit from the site. Furthermore, the right-in / right-out access along Inglewood will serve as an entrance and exit into the existing parking structure.

## 6.3 Future Traffic Conditions

1. An ambient growth rate of 1 percent per year in the vicinity of the study area has been identified. With the addition of this growth rate (3% for 2013 conditions) and related projects anticipated added traffic, the following study intersections are anticipated to operate at an undesirable level of service under Existing plus Ambient plus Related Projects traffic conditions:

   Centinela Avenue (NS) at:
   - Washington Boulevard (EW)

   Inglewood Boulevard (NS) at:
   - Washington Place (EW)
   - Washington Boulevard (EW)

2. Existing plus ambient plus related projects plus proposed project traffic conditions analysis show that the following study area intersections in the vicinity of the site are anticipated to operate at an undesirable level of service:

   Centinela Avenue (NS) at:
   - Washington Boulevard (EW)

   Inglewood Boulevard (NS) at:
   - Washington Place (EW)
   - Washington Boulevard (EW)

3. Based on the Culver City criteria for a significant impact (see Section 4.4), there are no significant impacts anticipated at the study area intersections with the additional project traffic.

## 6.4 Recommendations

Based upon the analysis presented in this study, the following recommendations are provided:

- Restrict Project Driveway 1 to right-in access only by providing appropriate signage to prevent right turns out, left turns out and left turns into the site.

- Restrict on-street parking between 7:00 AM- 9:30 AM and between 2:30 PM-4:00 PM, Monday through Friday along Washington Boulevard, just east of Project Driveway 1. This is intended to reduce the potential for vehicular conflicts between vehicles entering Project Driveway 1 and westbound through traffic on Washington Boulevard during the morning and afternoon pickup/drop off times. Furthermore, vehicular parking along Washington Boulevard should be restricted during these hours. The extent of the parking restriction should be between Driveway 1 and the adjacent Driveway approximately 160 feet to the east. This will not allow parking in five metered parking spaces during the hours of 7:00 AM – 9:30 AM and 2:30 PM – 4:00 PM on school days only.

- The developer shall be responsible for all costs to restripe and remove any conflicting striping on Inglewood Boulevard adjacent to the project site and place appropriate signage on Inglewood Boulevard and Washington Boulevard in conjunction with the turn restrictions parking restrictions at the project's driveways.

- Restrict Project Driveway 2 to right-out access only by providing appropriate signage to prevent right turns in, left turns out and left turns in movements.

- Restrict Project Driveway 3 to right-in / right-out access only by providing appropriate signage to prevent left turn out and left turn in movements.

- The northerly access for the site (Project Driveway 2) currently allows vehicles to only exit (right turns only) onto Inglewood Boulevard. On a recent field visit, it was observed that vehicles were required to proceed beyond the sidewalk in order to observe oncoming southbound vehicles. This is necessitated due to an adjacent wall and vehicles parked on-street. Exhibit 5-C illustrates the view from the existing driveway. As indicated previously, the speed limit on Inglewood Boulevard is currently posted at 30 miles-per-hour. In order to enhance the available sight distance at this location, consideration should be given to trimming the shrubs and trees at the property north of the driveway.

- Project Driveway #2 and #3 along Inglewood Boulevard are within the jurisdiction of the City of Los Angeles. The necessary signing, striping and parking restrictions at these access points are subject to approval of the City of Los Angeles.

- The developer shall be responsible for all costs to restripe and remove any conflicting striping on Inglewood Boulevard adjacent to the project site, and place appropriate signage on Inglewood Boulevard and Washington Boulevard in conjunction with the turn restrictions parking restrictions at the project's driveways.

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# APPENDIX A

INTERSECTION TRAFFIC COUNTS

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

| DATE: | LOCATION: | CULVER CITY | PROJECT #: | CA10-0611-02 |
|---|---|---|---|---|
| 6/8/10 | NORTH & SOUTH: | CENTINELA | LOCATION #: | 1 |
| TUESDAY | EAST & WEST: | WASHINGTON BLVD | CONTROL: | SIGNAL |

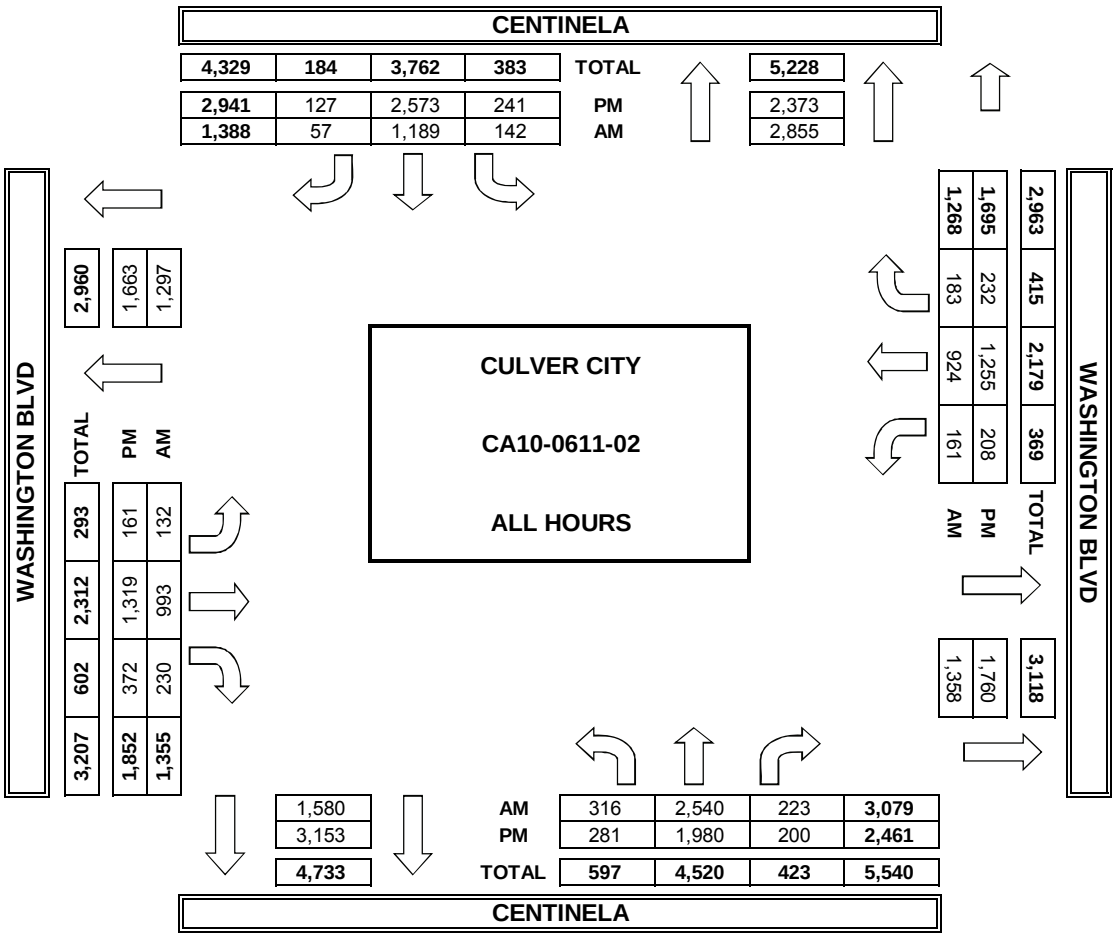
NOTES:

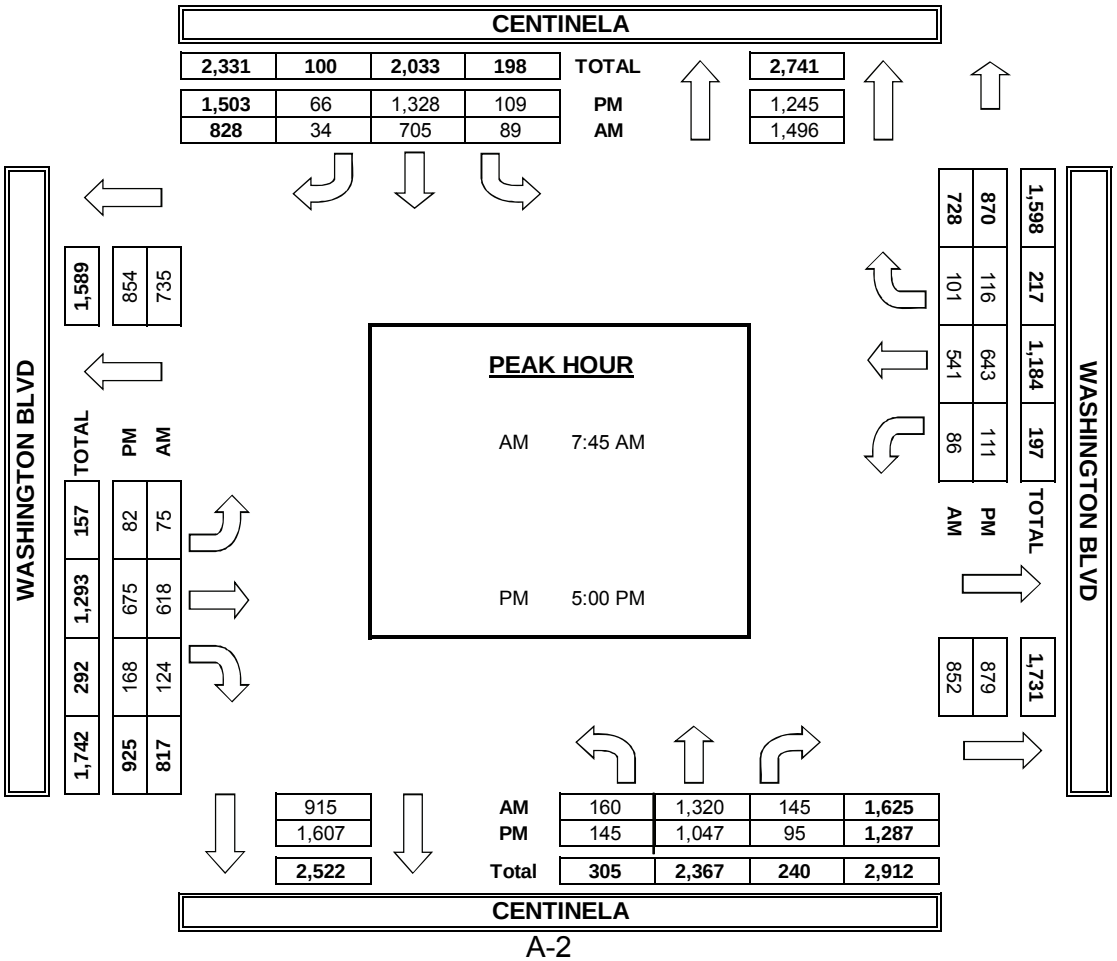
AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

| | | NORTHBOUND CENTINELA | | | SOUTHBOUND CENTINELA | | | EASTBOUND WASHINGTON BLVD | | | WESTBOUND WASHINGTON BLVD | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL 1 | NT 2 | NR 0 | SL 1 | ST 2 | SR 1 | EL 1 | ET 2 | ER 0 | WL 1 | WT 2 | WR 1 | TOTAL |
| AM | 7:00 AM | 22 | 257 | 10 | 10 | 84 | 3 | 13 | 48 | 10 | 9 | 42 | 17 | 525 |
| | 7:15 AM | 29 | 332 | 14 | 11 | 103 | 5 | 16 | 87 | 19 | 14 | 96 | 23 | 749 |
| | 7:30 AM | 65 | 340 | 20 | 14 | 149 | 6 | 10 | 114 | 38 | 17 | 127 | 21 | 921 |
| | 7:45 AM | 53 | 324 | 41 | 25 | 171 | 12 | 16 | 160 | 42 | 19 | 156 | 20 | 1,039 |
| | 8:00 AM | 37 | 364 | 33 | 23 | 200 | 8 | 16 | 158 | 27 | 22 | 127 | 23 | 1,038 |
| | 8:15 AM | 36 | 327 | 40 | 14 | 167 | 8 | 20 | 131 | 30 | 21 | 133 | 21 | 948 |
| | 8:30 AM | 34 | 305 | 31 | 27 | 167 | 6 | 23 | 169 | 25 | 24 | 125 | 37 | 973 |
| | 8:45 AM | 40 | 291 | 34 | 18 | 148 | 9 | 18 | 126 | 39 | 35 | 118 | 21 | 897 |
| | VOLUMES | 316 | 2,540 | 223 | 142 | 1,189 | 57 | 132 | 993 | 230 | 161 | 924 | 183 | 7,090 |
| | APPROACH % | 10% | 82% | 7% | 10% | 86% | 4% | 10% | 73% | 17% | 13% | 73% | 14% | |
| | APP/DEPART | 3,079 | / | 2,855 | 1,388 | / | 1,580 | 1,355 | / | 1,358 | 1,268 | / | 1,297 | 0 |
| | BEGIN PEAK HR | | 7:45 AM | | | | | | | | | | | |
| | VOLUMES | 160 | 1,320 | 145 | 89 | 705 | 34 | 75 | 618 | 124 | 86 | 541 | 101 | 3,998 |
| | APPROACH % | 10% | 81% | 9% | 11% | 85% | 4% | 9% | 76% | 15% | 12% | 74% | 14% | |
| | PEAK HR FACTOR | | 0.936 | | | 0.896 | | | 0.937 | | | 0.933 | | 0.962 |
| | APP/DEPART | 1,625 | / | 1,496 | 828 | / | 915 | 817 | / | 852 | 728 | / | 735 | 0 |
| PM | 4:00 PM | 34 | 230 | 27 | 30 | 316 | 12 | 19 | 170 | 48 | 22 | 167 | 26 | 1,101 |
| | 4:15 PM | 40 | 235 | 29 | 33 | 318 | 17 | 22 | 164 | 51 | 25 | 133 | 31 | 1,098 |
| | 4:30 PM | 36 | 235 | 23 | 33 | 296 | 17 | 18 | 152 | 54 | 24 | 157 | 31 | 1,076 |
| | 4:45 PM | 26 | 233 | 26 | 36 | 315 | 15 | 20 | 158 | 51 | 26 | 155 | 28 | 1,089 |
| | 5:00 PM | 36 | 241 | 20 | 32 | 334 | 18 | 21 | 170 | 44 | 26 | 154 | 20 | 1,116 |
| | 5:15 PM | 40 | 275 | 27 | 30 | 343 | 13 | 17 | 183 | 35 | 25 | 168 | 33 | 1,189 |
| | 5:30 PM | 41 | 268 | 25 | 24 | 310 | 15 | 16 | 160 | 46 | 26 | 169 | 31 | 1,131 |
| | 5:45 PM | 28 | 263 | 23 | 23 | 341 | 20 | 28 | 162 | 43 | 34 | 152 | 32 | 1,149 |
| | VOLUMES | 281 | 1,980 | 200 | 241 | 2,573 | 127 | 161 | 1,319 | 372 | 208 | 1,255 | 232 | 8,949 |
| | APPROACH % | 11% | 80% | 8% | 8% | 87% | 4% | 9% | 71% | 20% | 12% | 74% | 14% | |
| | APP/DEPART | 2,461 | / | 2,373 | 2,941 | / | 3,153 | 1,852 | / | 1,760 | 1,695 | / | 1,663 | 0 |
| | BEGIN PEAK HR | | 5:00 PM | | | | | | | | | | | |
| | VOLUMES | 145 | 1,047 | 95 | 109 | 1,328 | 66 | 82 | 675 | 168 | 111 | 643 | 116 | 4,585 |
| | APPROACH % | 11% | 81% | 7% | 7% | 88% | 4% | 9% | 73% | 18% | 13% | 74% | 13% | |
| | PEAK HR FACTOR | | 0.941 | | | 0.973 | | | 0.984 | | | 0.962 | | 0.964 |
| | APP/DEPART | 1,287 | / | 1,245 | 1,503 | / | 1,607 | 925 | / | 879 | 870 | / | 854 | 0 |

**PACIFIC TRAFFIC DATA SERVICES**

TURNING MOVEMENT COUNTS



# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

| DATE: | LOCATION: | CULVER CITY | PROJECT #: | CA10-0611-02 |
|---|---|---|---|---|
| 6/8/10 | NORTH & SOUTH: | GRAND VIEW | LOCATION #: | 2 |
| TUESDAY | EAST & WEST: | WASHINGTON PLACE | CONTROL: | SIGNAL |

NOTES:

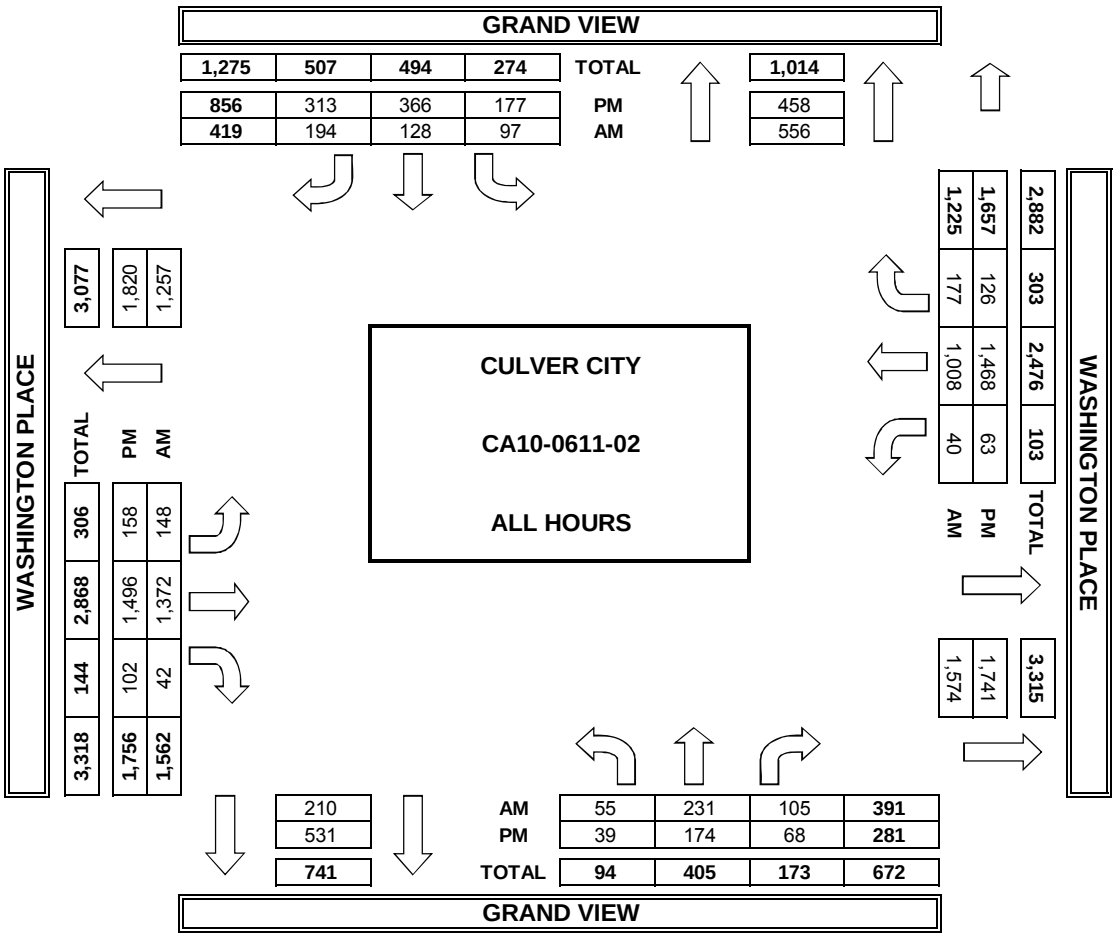
AM / PM / MD / OTHER / OTHER

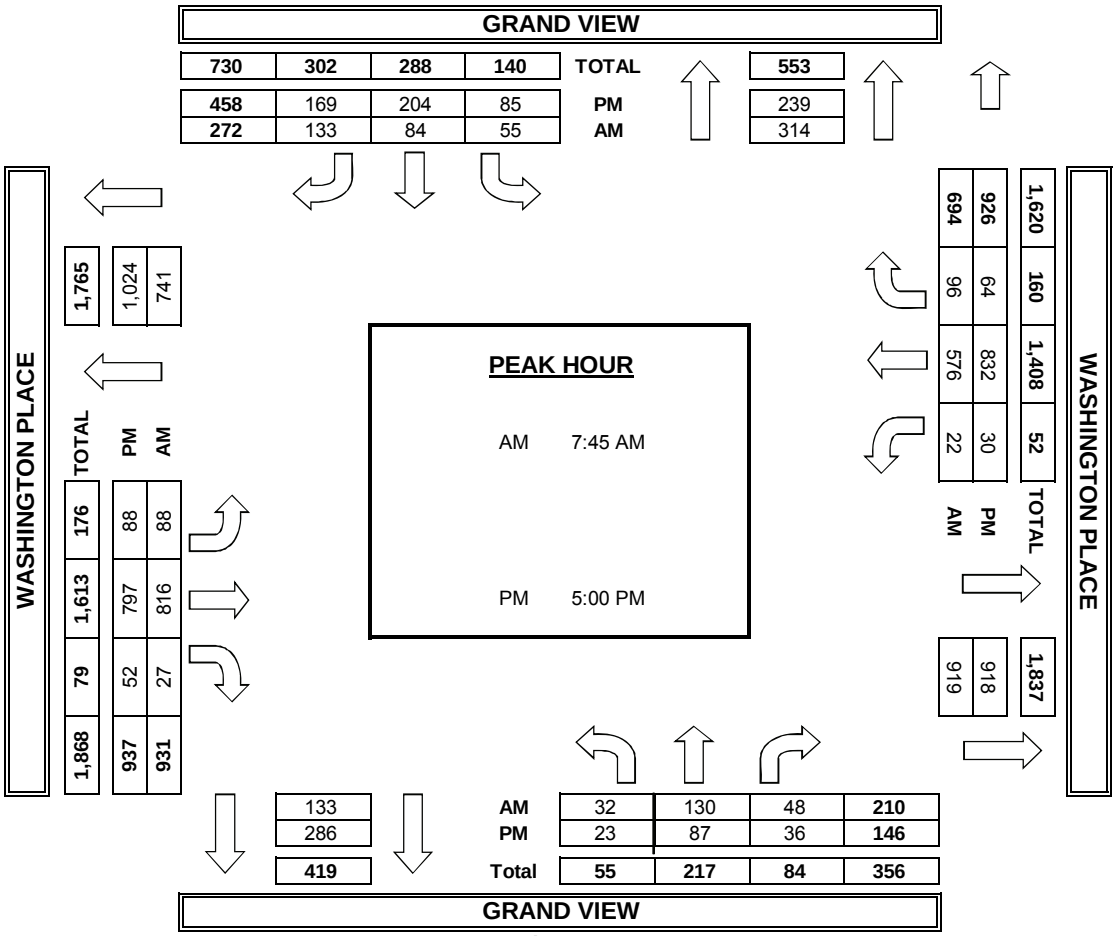
▲ N ◄ W E ► S ▼

| | | NORTHBOUND GRAND VIEW | | | SOUTHBOUND GRAND VIEW | | | EASTBOUND WASHINGTON PLACE | | | WESTBOUND WASHINGTON PLACE | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL 0 | NT 1 | NR 0 | SL 0 | ST 1 | SR 0 | EL 1 | ET 2 | ER 0 | WL 1 | WT 2 | WR 0 | TOTAL |
| AM | 7:00 AM | 3 | 15 | 13 | 6 | 11 | 6 | 5 | 103 | 2 | 5 | 56 | 14 | 239 |
| | 7:15 AM | 4 | 18 | 14 | 8 | 5 | 13 | 16 | 117 | 3 | 6 | 121 | 24 | 349 |
| | 7:30 AM | 9 | 44 | 13 | 13 | 11 | 19 | 20 | 161 | 8 | 1 | 138 | 23 | 460 |
| | 7:45 AM | 8 | 40 | 16 | 17 | 20 | 30 | 21 | 192 | 7 | 6 | 155 | 29 | 541 |
| | 8:00 AM | 8 | 35 | 14 | 14 | 19 | 43 | 18 | 199 | 6 | 10 | 137 | 23 | 526 |
| | 8:15 AM | 6 | 26 | 6 | 12 | 29 | 39 | 20 | 215 | 7 | 4 | 130 | 28 | 522 |
| | 8:30 AM | 10 | 29 | 12 | 12 | 16 | 21 | 29 | 210 | 7 | 2 | 154 | 16 | 518 |
| | 8:45 AM | 7 | 24 | 17 | 15 | 17 | 23 | 19 | 175 | 2 | 6 | 117 | 20 | 442 |
| | VOLUMES | 55 | 231 | 105 | 97 | 128 | 194 | 148 | 1,372 | 42 | 40 | 1,008 | 177 | 3,597 |
| | APPROACH % | 14% | 59% | 27% | 23% | 31% | 46% | 9% | 88% | 3% | 3% | 82% | 14% | |
| | APP/DEPART | 391 | / | 556 | 419 | / | 210 | 1,562 | / | 1,574 | 1,225 | / | 1,257 | 0 |
| | BEGIN PEAK HR | | 7:45 AM | | | | | | | | | | | |
| | VOLUMES | 32 | 130 | 48 | 55 | 84 | 133 | 88 | 816 | 27 | 22 | 576 | 96 | 2,107 |
| | APPROACH % | 15% | 62% | 23% | 20% | 31% | 49% | 9% | 88% | 3% | 3% | 83% | 14% | |
| | PEAK HR FACTOR | | 0.820 | | | 0.850 | | | 0.946 | | | 0.913 | | 0.974 |
| | APP/DEPART | 210 | / | 314 | 272 | / | 133 | 931 | / | 919 | 694 | / | 741 | 0 |
| PM | 4:00 PM | 3 | 20 | 11 | 24 | 31 | 35 | 22 | 185 | 16 | 13 | 161 | 12 | 533 |
| | 4:15 PM | 7 | 30 | 8 | 22 | 30 | 31 | 15 | 188 | 8 | 4 | 159 | 15 | 517 |
| | 4:30 PM | 1 | 23 | 6 | 25 | 48 | 31 | 21 | 171 | 14 | 8 | 148 | 10 | 506 |
| | 4:45 PM | 5 | 14 | 7 | 21 | 53 | 47 | 12 | 155 | 12 | 8 | 168 | 25 | 527 |
| | 5:00 PM | 8 | 19 | 13 | 17 | 49 | 49 | 23 | 204 | 12 | 5 | 212 | 14 | 625 |
| | 5:15 PM | 6 | 29 | 3 | 20 | 51 | 42 | 22 | 197 | 14 | 10 | 197 | 16 | 607 |
| | 5:30 PM | 5 | 19 | 15 | 24 | 47 | 47 | 23 | 193 | 15 | 7 | 194 | 17 | 606 |
| | 5:45 PM | 4 | 20 | 5 | 24 | 57 | 31 | 20 | 203 | 11 | 8 | 229 | 17 | 629 |
| | VOLUMES | 39 | 174 | 68 | 177 | 366 | 313 | 158 | 1,496 | 102 | 63 | 1,468 | 126 | 4,550 |
| | APPROACH % | 14% | 62% | 24% | 21% | 43% | 37% | 9% | 85% | 6% | 4% | 89% | 8% | |
| | APP/DEPART | 281 | / | 458 | 856 | / | 531 | 1,756 | / | 1,741 | 1,657 | / | 1,820 | 0 |
| | BEGIN PEAK HR | | 5:00 PM | | | | | | | | | | | |
| | VOLUMES | 23 | 87 | 36 | 85 | 204 | 169 | 88 | 797 | 52 | 30 | 832 | 64 | 2,467 |
| | APPROACH % | 16% | 60% | 25% | 19% | 45% | 37% | 9% | 85% | 6% | 3% | 90% | 7% | |
| | PEAK HR FACTOR | | 0.913 | | | 0.970 | | | 0.980 | | | 0.911 | | 0.981 |
| | APP/DEPART | 146 | / | 239 | 458 | / | 286 | 937 | / | 918 | 926 | / | 1,024 | 0 |

**PACIFIC TRAFFIC DATA SERVICES**

TURNING MOVEMENT COUNTS



# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

| DATE: | LOCATION: | CULVER CITY | PROJECT #: | CA10-0611-02 |
|---|---|---|---|---|
| 6/8/10 | NORTH & SOUTH: | GRAND VIEW | LOCATION #: | 3 |
| TUESDAY | EAST & WEST: | WASHINGTON BLVD | CONTROL: | SIGNAL |

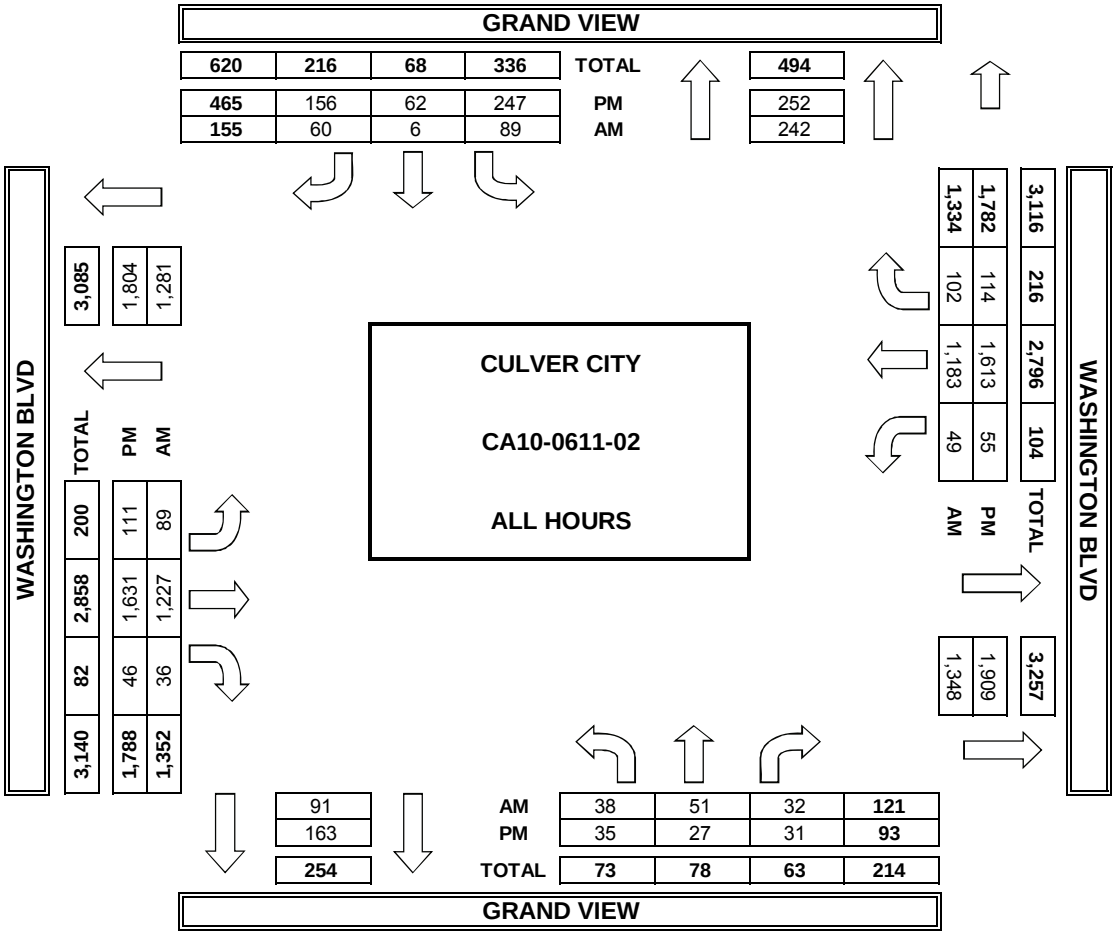
NOTES:

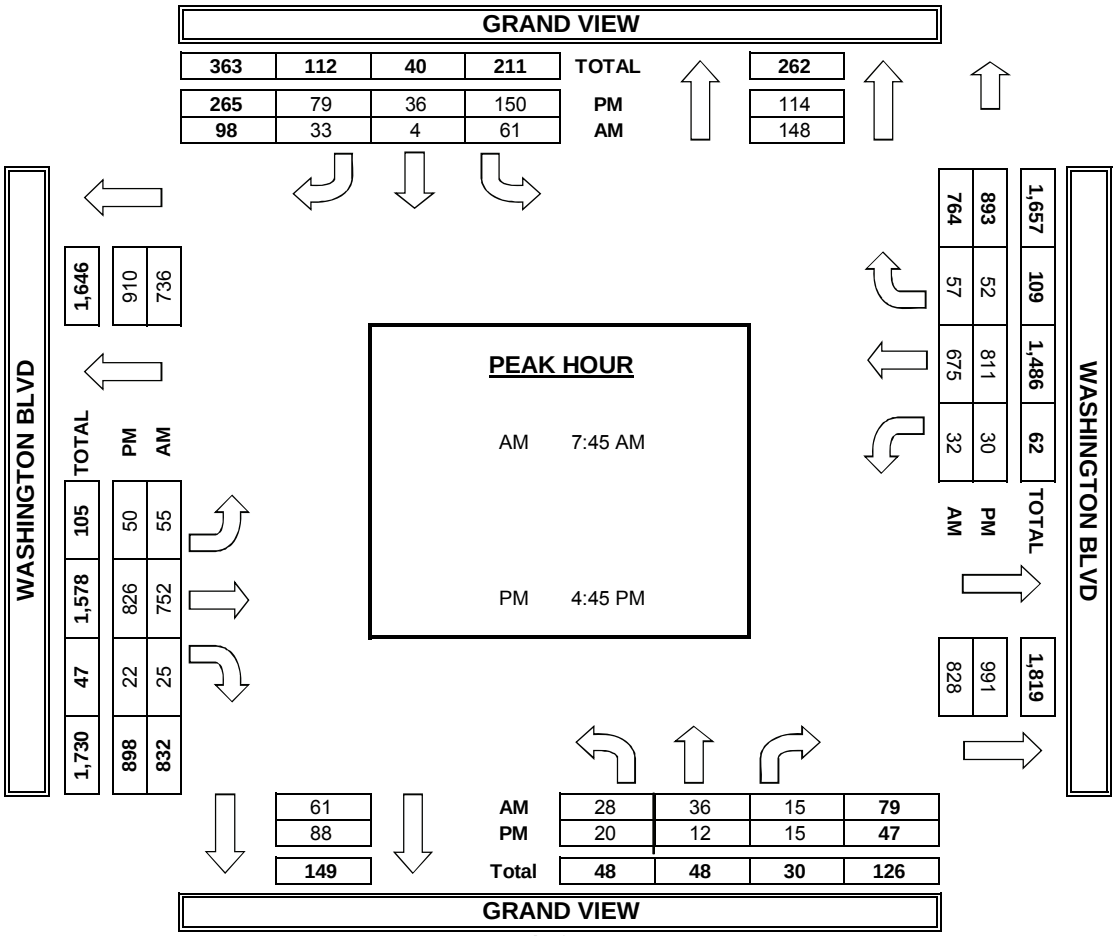
AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

| | | NORTHBOUND GRAND VIEW | | | SOUTHBOUND GRAND VIEW | | | EASTBOUND WASHINGTON BLVD | | | WESTBOUND WASHINGTON BLVD | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL 0 | NT 1 | NR 0 | SL 0 | ST 1 | SR 0 | EL 1 | ET 2 | ER 0 | WL 1 | WT 2 | WR 0 | TOTAL |
| AM | 7:00 AM | 1 | 1 | 5 | 11 | 0 | 2 | 6 | 67 | 1 | 1 | 60 | 10 | 165 |
| | 7:15 AM | 3 | 0 | 4 | 5 | 2 | 11 | 6 | 104 | 2 | 5 | 125 | 10 | 277 |
| | 7:30 AM | 4 | 8 | 4 | 4 | 0 | 8 | 13 | 136 | 2 | 4 | 146 | 10 | 339 |
| | 7:45 AM | 15 | 12 | 3 | 19 | 2 | 8 | 14 | 198 | 6 | 2 | 176 | 14 | 469 |
| | 8:00 AM | 4 | 11 | 2 | 13 | 2 | 11 | 21 | 204 | 4 | 3 | 153 | 11 | 439 |
| | 8:15 AM | 8 | 8 | 7 | 18 | 0 | 6 | 5 | 178 | 10 | 22 | 196 | 6 | 464 |
| | 8:30 AM | 1 | 5 | 3 | 11 | 0 | 8 | 15 | 172 | 5 | 5 | 150 | 26 | 401 |
| | 8:45 AM | 2 | 6 | 4 | 8 | 0 | 6 | 9 | 168 | 6 | 7 | 177 | 15 | 408 |
| | VOLUMES | 38 | 51 | 32 | 89 | 6 | 60 | 89 | 1,227 | 36 | 49 | 1,183 | 102 | 2,962 |
| | APPROACH % | 31% | 42% | 26% | 57% | 4% | 39% | 7% | 91% | 3% | 4% | 89% | 8% | |
| | APP/DEPART | 121 | / | 242 | 155 | / | 91 | 1,352 | / | 1,348 | 1,334 | / | 1,281 | 0 |
| | BEGIN PEAK HR | | 7:45 AM | | | | | | | | | | | |
| | VOLUMES | 28 | 36 | 15 | 61 | 4 | 33 | 55 | 752 | 25 | 32 | 675 | 57 | 1,773 |
| | APPROACH % | 35% | 46% | 19% | 62% | 4% | 34% | 7% | 90% | 3% | 4% | 88% | 7% | |
| | PEAK HR FACTOR | | 0.658 | | | 0.845 | | | 0.908 | | | 0.853 | | 0.945 |
| | APP/DEPART | 79 | / | 148 | 98 | / | 61 | 832 | / | 828 | 764 | / | 736 | 0 |
| PM | 4:00 PM | 2 | 3 | 3 | 17 | 6 | 20 | 16 | 213 | 7 | 9 | 208 | 13 | 517 |
| | 4:15 PM | 4 | 3 | 2 | 20 | 5 | 16 | 18 | 203 | 5 | 9 | 196 | 13 | 494 |
| | 4:30 PM | 3 | 4 | 7 | 22 | 5 | 21 | 16 | 193 | 7 | 4 | 205 | 23 | 510 |
| | 4:45 PM | 5 | 3 | 4 | 42 | 10 | 23 | 1 | 197 | 16 | 12 | 201 | 12 | 526 |
| | 5:00 PM | 4 | 2 | 2 | 33 | 7 | 22 | 16 | 223 | 3 | 6 | 191 | 12 | 521 |
| | 5:15 PM | 7 | 5 | 4 | 38 | 7 | 18 | 18 | 202 | 2 | 7 | 213 | 17 | 538 |
| | 5:30 PM | 4 | 2 | 5 | 37 | 12 | 16 | 15 | 204 | 1 | 5 | 206 | 11 | 518 |
| | 5:45 PM | 6 | 5 | 4 | 38 | 10 | 20 | 11 | 196 | 5 | 3 | 193 | 13 | 504 |
| | VOLUMES | 35 | 27 | 31 | 247 | 62 | 156 | 111 | 1,631 | 46 | 55 | 1,613 | 114 | 4,128 |
| | APPROACH % | 38% | 29% | 33% | 53% | 13% | 34% | 6% | 91% | 3% | 3% | 91% | 6% | |
| | APP/DEPART | 93 | / | 252 | 465 | / | 163 | 1,788 | / | 1,909 | 1,782 | / | 1,804 | 0 |
| | BEGIN PEAK HR | | 4:45 PM | | | | | | | | | | | |
| | VOLUMES | 20 | 12 | 15 | 150 | 36 | 79 | 50 | 826 | 22 | 30 | 811 | 52 | 2,103 |
| | APPROACH % | 43% | 26% | 32% | 57% | 14% | 30% | 6% | 92% | 2% | 3% | 91% | 6% | |
| | PEAK HR FACTOR | | 0.734 | | | 0.883 | | | 0.928 | | | 0.942 | | 0.977 |
| | APP/DEPART | 47 | / | 114 | 265 | / | 88 | 898 | / | 991 | 893 | / | 910 | 0 |

**PACIFIC TRAFFIC DATA SERVICES**

TURNING MOVEMENT COUNTS



# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

| DATE: | | | | | |
|---|---|---|---|---|---|
| 6/8/10 | LOCATION: | CULVER CITY | PROJECT #: | CA10-0611-02 | |
| TUESDAY | NORTH & SOUTH: | PROJECT DRIVEWAY 1 | LOCATION #: | 4 | |
| | EAST & WEST: | WASHINGTON BLVD | CONTROL: | SIGNAL | |

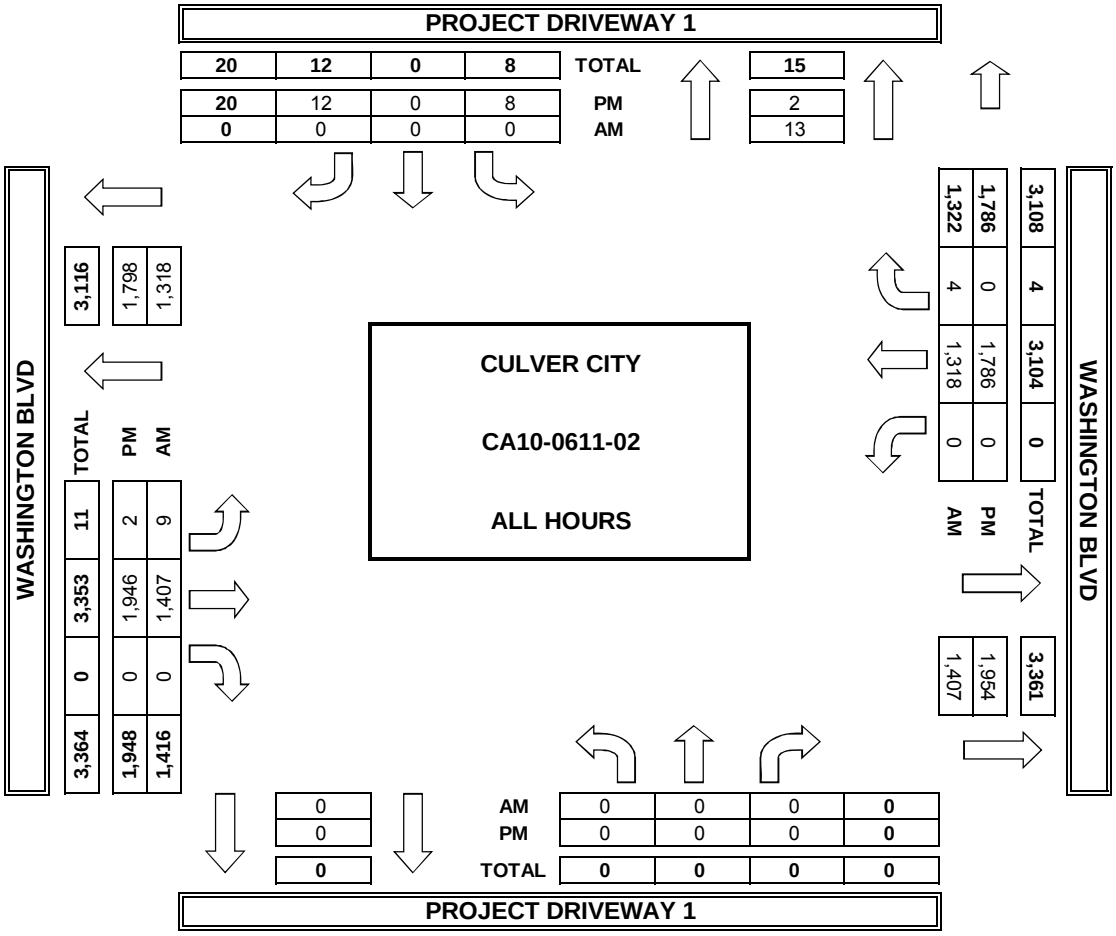
NOTES:

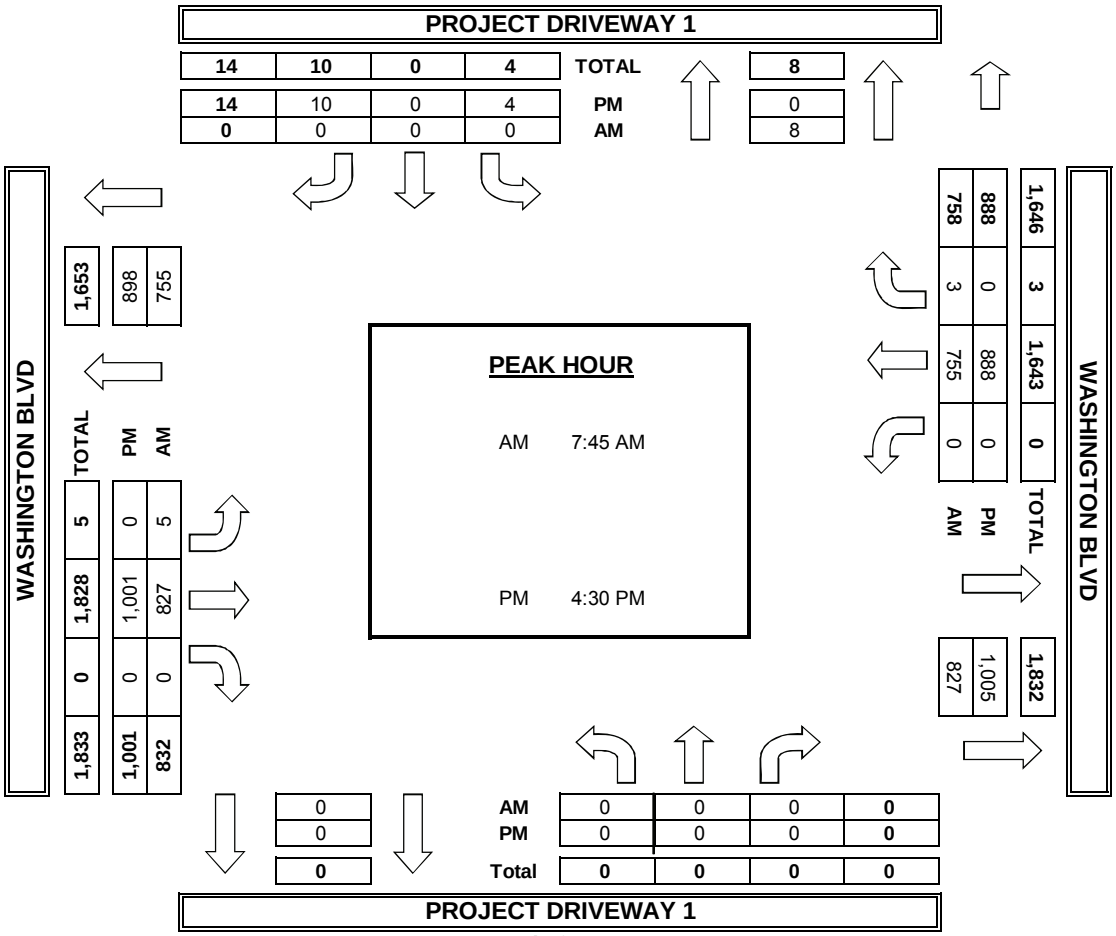
AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

| | | NORTHBOUND PROJECT DRIVEWAY 1 | | | SOUTHBOUND PROJECT DRIVEWAY 1 | | | EASTBOUND WASHINGTON BLVD | | | WESTBOUND WASHINGTON BLVD | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL X | NT X | NR X | SL 0.5 | ST X | SR 0.5 | EL 1 | ET 2 | ER X | WL X | WT 2 | WR 0 | TOTAL |
| AM | 7:00 AM | | | | 0 | | 0 | 1 | 94 | | | 106 | 0 | 201 |
| | 7:15 AM | | | | 0 | | 0 | 2 | 134 | | | 126 | 0 | 262 |
| | 7:30 AM | | | | 0 | | 0 | 0 | 164 | | | 143 | 0 | 307 |
| | 7:45 AM | | | | 0 | | 0 | 1 | 207 | | | 178 | 0 | 386 |
| | 8:00 AM | | | | 0 | | 0 | 1 | 223 | | | 177 | 1 | 402 |
| | 8:15 AM | | | | 0 | | 0 | 1 | 192 | | | 216 | 1 | 410 |
| | 8:30 AM | | | | 0 | | 0 | 2 | 205 | | | 184 | 1 | 392 |
| | 8:45 AM | | | | 0 | | 0 | 1 | 188 | | | 188 | 1 | 378 |
| | VOLUMES | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1,407 | 0 | 0 | 1,318 | 4 | 2,738 |
| | APPROACH % | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 99% | 0% | 0% | 100% | 0% | |
| | APP/DEPART | 0 | / | 13 | 0 | / | 0 | 1,416 | / | 1,407 | 1,322 | / | 1,318 | 0 |
| | BEGIN PEAK HR | | 7:45 AM | | | | | | | | | | | |
| | VOLUMES | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 827 | 0 | 0 | 755 | 3 | 1,590 |
| | APPROACH % | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 99% | 0% | 0% | 100% | 0% | |
| | PEAK HR FACTOR | | 0.000 | | | 0.000 | | | 0.929 | | | 0.873 | | 0.970 |
| | APP/DEPART | 0 | / | 8 | 0 | / | 0 | 832 | / | 827 | 758 | / | 755 | 0 |
| PM | 4:00 PM | | | | 1 | | 2 | 2 | 230 | | | 236 | 0 | 471 |
| | 4:15 PM | | | | 1 | | 0 | 0 | 236 | | | 216 | 0 | 453 |
| | 4:30 PM | | | | 0 | | 2 | 0 | 270 | | | 245 | 0 | 517 |
| | 4:45 PM | | | | 3 | | 6 | 0 | 217 | | | 216 | 0 | 442 |
| | 5:00 PM | | | | 1 | | 2 | 0 | 254 | | | 212 | 0 | 469 |
| | 5:15 PM | | | | 0 | | 0 | 0 | 260 | | | 215 | 0 | 475 |
| | 5:30 PM | | | | 2 | | 0 | 0 | 266 | | | 228 | 0 | 496 |
| | 5:45 PM | | | | 0 | | 0 | 0 | 213 | | | 218 | 0 | 431 |
| | VOLUMES | 0 | 0 | 0 | 8 | 0 | 12 | 2 | 1,946 | 0 | 0 | 1,786 | 0 | 3,754 |
| | APPROACH % | 0% | 0% | 0% | 40% | 0% | 60% | 0% | 100% | 0% | 0% | 100% | 0% | |
| | APP/DEPART | 0 | / | 2 | 20 | / | 0 | 1,948 | / | 1,954 | 1,786 | / | 1,798 | 0 |
| | BEGIN PEAK HR | | 4:30 PM | | | | | | | | | | | |
| | VOLUMES | 0 | 0 | 0 | 4 | 0 | 10 | 0 | 1,001 | 0 | 0 | 888 | 0 | 1,903 |
| | APPROACH % | 0% | 0% | 0% | 29% | 0% | 71% | 0% | 100% | 0% | 0% | 100% | 0% | |
| | PEAK HR FACTOR | | 0.000 | | | 0.389 | | | 0.927 | | | 0.906 | | 0.920 |
| | APP/DEPART | 0 | / | 0 | 14 | / | 0 | 1,001 | / | 1,005 | 888 | / | 898 | 0 |

**PACIFIC TRAFFIC DATA SERVICES**

TURNING MOVEMENT COUNTS



# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

| DATE: | LOCATION: | CULVER CITY | PROJECT #: | CA10-0611-02 |
|---|---|---|---|---|
| 6/8/10 | NORTH & SOUTH: | INGLEWOOD | LOCATION #: | 5 |
| TUESDAY | EAST & WEST: | WASHINGTON PLACE | CONTROL: | SIGNAL |

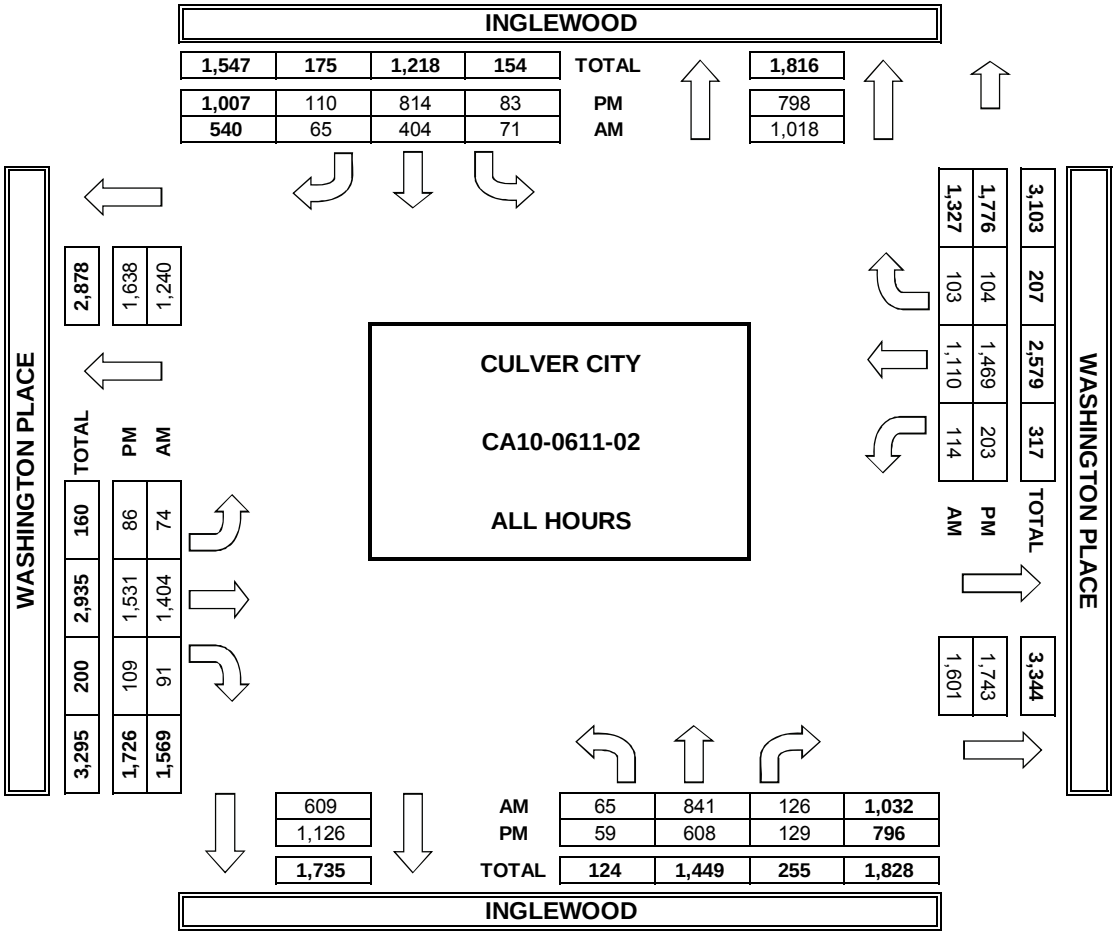
NOTES:

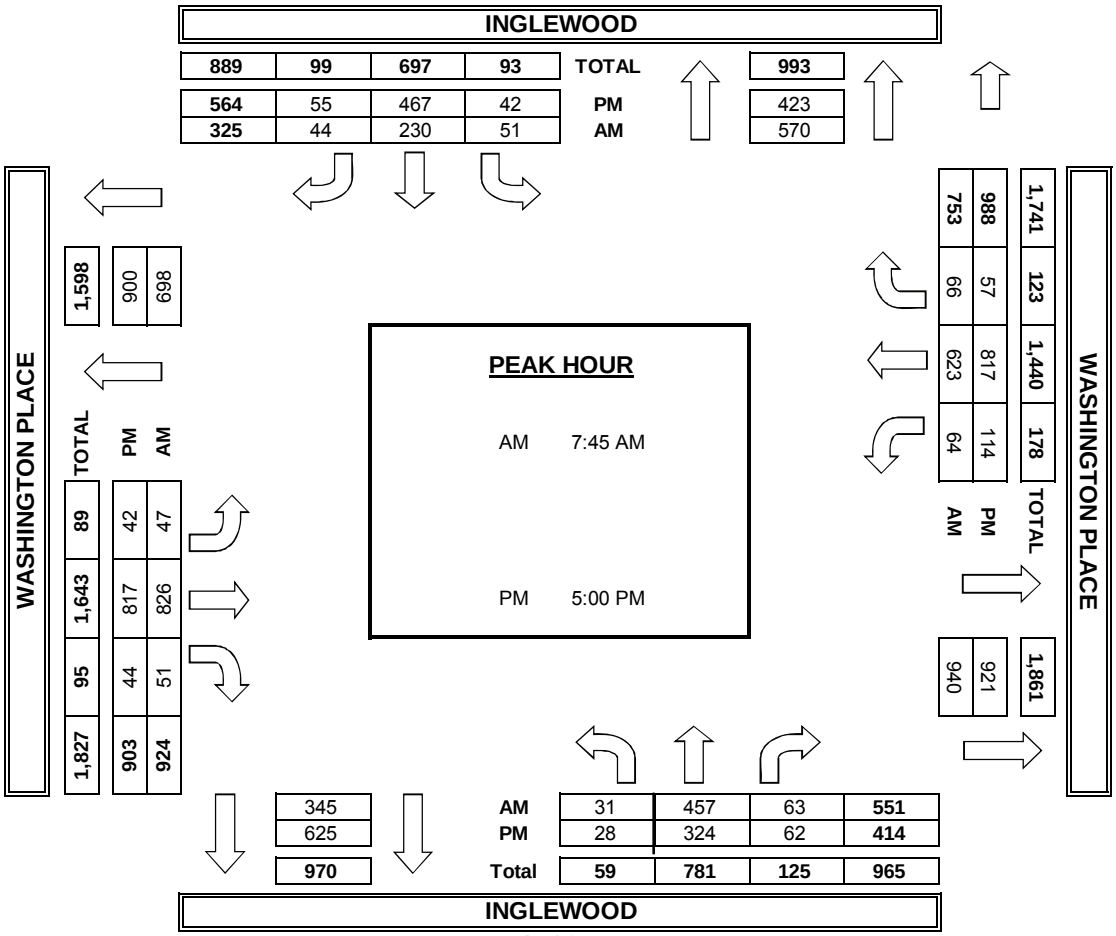
AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

| | | NORTHBOUND INGLEWOOD | | | SOUTHBOUND INGLEWOOD | | | EASTBOUND WASHINGTON PLACE | | | WESTBOUND WASHINGTON PLACE | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL 0 | NT 1 | NR 0 | SL 0 | ST 1 | SR 0 | EL 1 | ET 2 | ER 0 | WL 1 | WT 2 | WR 0 | TOTAL |
| AM | 7:00 AM | 3 | 66 | 16 | 4 | 30 | 4 | 1 | 117 | 6 | 6 | 76 | 3 | 332 |
| | 7:15 AM | 9 | 78 | 11 | 4 | 25 | 6 | 7 | 126 | 11 | 15 | 143 | 10 | 445 |
| | 7:30 AM | 13 | 131 | 20 | 5 | 43 | 2 | 11 | 165 | 8 | 13 | 151 | 18 | 580 |
| | 7:45 AM | 3 | 131 | 14 | 9 | 46 | 6 | 16 | 185 | 13 | 14 | 181 | 22 | 640 |
| | 8:00 AM | 9 | 117 | 26 | 19 | 71 | 11 | 13 | 210 | 13 | 20 | 147 | 24 | 680 |
| | 8:15 AM | 12 | 105 | 13 | 13 | 63 | 13 | 3 | 218 | 15 | 19 | 150 | 6 | 630 |
| | 8:30 AM | 7 | 104 | 10 | 10 | 50 | 14 | 15 | 213 | 10 | 11 | 145 | 14 | 603 |
| | 8:45 AM | 9 | 109 | 16 | 7 | 76 | 9 | 8 | 170 | 15 | 16 | 117 | 6 | 558 |
| | VOLUMES | 65 | 841 | 126 | 71 | 404 | 65 | 74 | 1,404 | 91 | 114 | 1,110 | 103 | 4,468 |
| | APPROACH % | 6% | 81% | 12% | 13% | 75% | 12% | 5% | 89% | 6% | 9% | 84% | 8% | |
| | APP/DEPART | 1,032 | / | 1,018 | 540 | / | 609 | 1,569 | / | 1,601 | 1,327 | / | 1,240 | 0 |
| | BEGIN PEAK HR | | 7:45 AM | | | | | | | | | | | |
| | VOLUMES | 31 | 457 | 63 | 51 | 230 | 44 | 47 | 826 | 51 | 64 | 623 | 66 | 2,553 |
| | APPROACH % | 6% | 83% | 11% | 16% | 71% | 14% | 5% | 89% | 6% | 8% | 83% | 9% | |
| | PEAK HR FACTOR | | 0.906 | | | 0.804 | | | 0.971 | | | 0.868 | | 0.939 |
| | APP/DEPART | 551 | / | 570 | 325 | / | 345 | 924 | / | 940 | 753 | / | 698 | 0 |
| PM | 4:00 PM | 10 | 75 | 15 | 11 | 70 | 15 | 7 | 188 | 19 | 11 | 159 | 11 | 591 |
| | 4:15 PM | 8 | 69 | 23 | 12 | 95 | 12 | 10 | 198 | 11 | 30 | 160 | 17 | 645 |
| | 4:30 PM | 2 | 80 | 20 | 9 | 86 | 15 | 14 | 169 | 20 | 23 | 150 | 11 | 599 |
| | 4:45 PM | 11 | 60 | 9 | 9 | 96 | 13 | 13 | 159 | 15 | 25 | 183 | 8 | 601 |
| | 5:00 PM | 7 | 84 | 12 | 10 | 102 | 19 | 13 | 207 | 9 | 28 | 201 | 17 | 709 |
| | 5:15 PM | 7 | 81 | 17 | 13 | 118 | 13 | 14 | 198 | 12 | 29 | 206 | 9 | 717 |
| | 5:30 PM | 8 | 79 | 18 | 9 | 126 | 13 | 7 | 210 | 13 | 31 | 207 | 18 | 739 |
| | 5:45 PM | 6 | 80 | 15 | 10 | 121 | 10 | 8 | 202 | 10 | 26 | 203 | 13 | 704 |
| | VOLUMES | 59 | 608 | 129 | 83 | 814 | 110 | 86 | 1,531 | 109 | 203 | 1,469 | 104 | 5,305 |
| | APPROACH % | 7% | 76% | 16% | 8% | 81% | 11% | 5% | 89% | 6% | 11% | 83% | 6% | |
| | APP/DEPART | 796 | / | 798 | 1,007 | / | 1,126 | 1,726 | / | 1,743 | 1,776 | / | 1,638 | 0 |
| | BEGIN PEAK HR | | 5:00 PM | | | | | | | | | | | |
| | VOLUMES | 28 | 324 | 62 | 42 | 467 | 55 | 42 | 817 | 44 | 114 | 817 | 57 | 2,869 |
| | APPROACH % | 7% | 78% | 15% | 7% | 83% | 10% | 5% | 90% | 5% | 12% | 83% | 6% | |
| | PEAK HR FACTOR | | 0.986 | | | 0.953 | | | 0.982 | | | 0.965 | | 0.971 |
| | APP/DEPART | 414 | / | 423 | 564 | / | 625 | 903 | / | 921 | 988 | / | 900 | 0 |

**PACIFIC TRAFFIC DATA SERVICES**

TURNING MOVEMENT COUNTS



# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

| DATE: | LOCATION: | CULVER CITY | PROJECT #: | CA10-0611-02 |
|---|---|---|---|---|
| 6/8/10 | NORTH & SOUTH: | INGLEWOOD | LOCATION #: | 6 |
| TUESDAY | EAST & WEST: | PROJECT DRIVEWAY 2A | CONTROL: | SIGNAL |

NOTES:

DRIVEWAY 2A IS LOCATED JUST N/O DRIVEWAY 2.

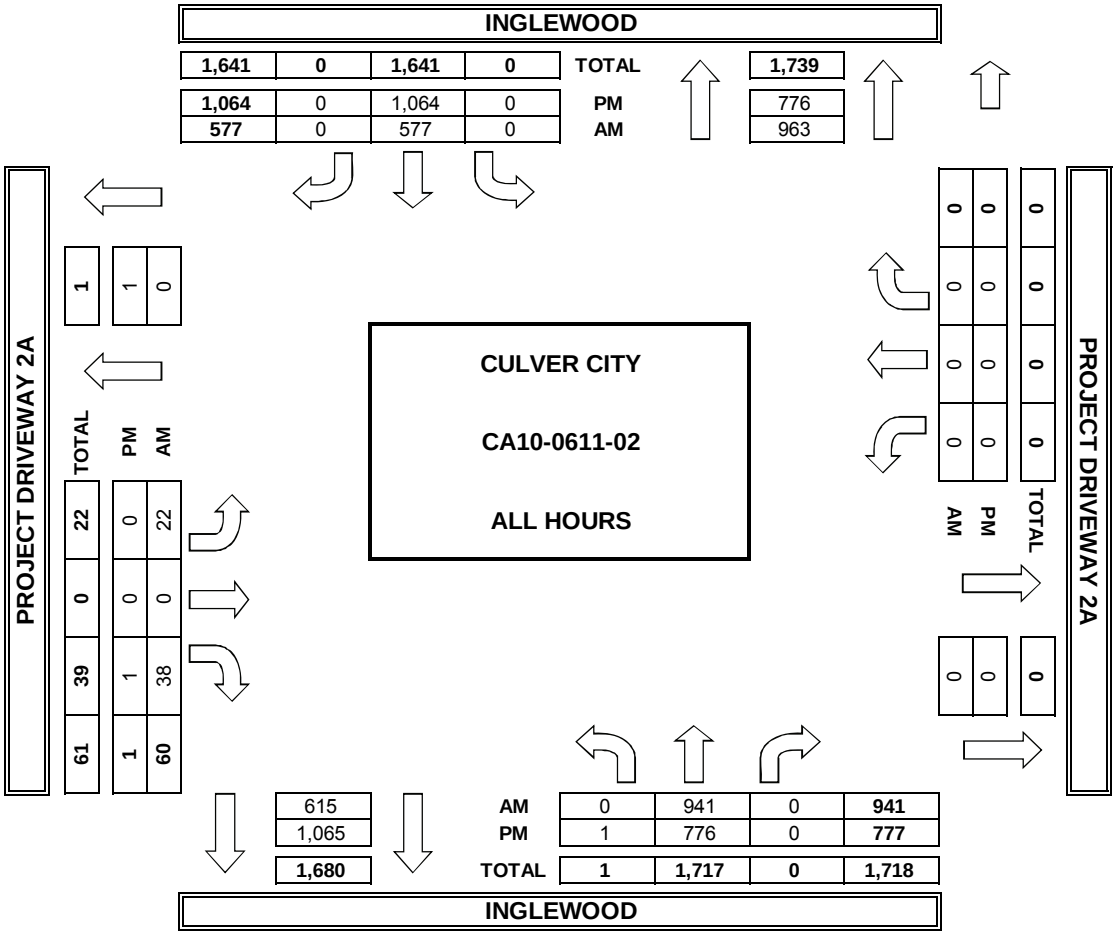
AM / PM / MD / OTHER / OTHER

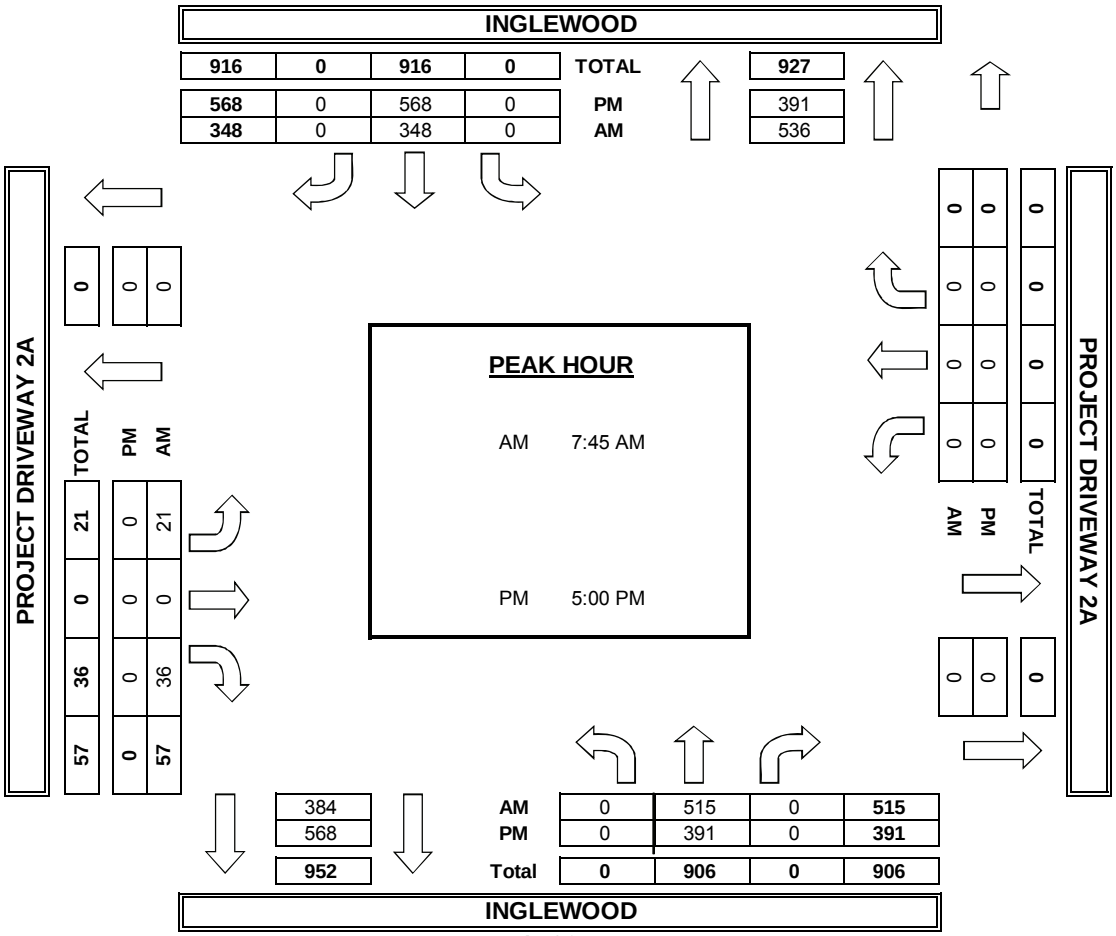
▲ N ◄ W E ► S ▼

| | | NORTHBOUND INGLEWOOD | | | SOUTHBOUND INGLEWOOD | | | EASTBOUND PROJECT DRIVEWAY 2A | | | WESTBOUND PROJECT DRIVEWAY 2A | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL 0 | NT 2 | NR X | SL X | ST 2 | SR 0 | EL 0.5 | ET X | ER 0.5 | WL X | WT X | WR X | TOTAL |
| AM | 7:00 AM | 0 | 68 | | | 27 | 0 | 0 | | 0 | | | | 95 |
| | 7:15 AM | 0 | 97 | | | 58 | 0 | 0 | | 0 | | | | 155 |
| | 7:30 AM | 0 | 133 | | | 61 | 0 | 0 | | 0 | | | | 194 |
| | 7:45 AM | 0 | 146 | | | 90 | 0 | 0 | | 0 | | | | 236 |
| | 8:00 AM | 0 | 128 | | | 80 | 0 | 8 | | 3 | | | | 219 |
| | 8:15 AM | 0 | 125 | | | 97 | 0 | 10 | | 12 | | | | 244 |
| | 8:30 AM | 0 | 116 | | | 81 | 0 | 3 | | 21 | | | | 221 |
| | 8:45 AM | 0 | 128 | | | 83 | 0 | 1 | | 2 | | | | 214 |
| | VOLUMES | 0 | 941 | 0 | 0 | 577 | 0 | 22 | 0 | 38 | 0 | 0 | 0 | 1,578 |
| | APPROACH % | 0% | 100% | 0% | 0% | 100% | 0% | 37% | 0% | 63% | 0% | 0% | 0% | |
| | APP/DEPART | 941 | / | 963 | 577 | / | 615 | 60 | / | 0 | 0 | / | 0 | 0 |
| | BEGIN PEAK HR | | 7:45 AM | | | | | | | | | | | |
| | VOLUMES | 0 | 515 | 0 | 0 | 348 | 0 | 21 | 0 | 36 | 0 | 0 | 0 | 920 |
| | APPROACH % | 0% | 100% | 0% | 0% | 100% | 0% | 37% | 0% | 63% | 0% | 0% | 0% | |
| | PEAK HR FACTOR | | 0.882 | | | 0.897 | | | 0.594 | | | 0.000 | | 0.943 |
| | APP/DEPART | 515 | / | 536 | 348 | / | 384 | 57 | / | 0 | 0 | / | 0 | 0 |
| PM | 4:00 PM | 1 | 95 | | | 104 | 0 | 0 | | 0 | | | | 200 |
| | 4:15 PM | 0 | 96 | | | 128 | 0 | 0 | | 1 | | | | 225 |
| | 4:30 PM | 0 | 103 | | | 130 | 0 | 0 | | 0 | | | | 233 |
| | 4:45 PM | 0 | 91 | | | 134 | 0 | 0 | | 0 | | | | 225 |
| | 5:00 PM | 0 | 93 | | | 129 | 0 | 0 | | 0 | | | | 222 |
| | 5:15 PM | 0 | 101 | | | 140 | 0 | 0 | | 0 | | | | 241 |
| | 5:30 PM | 0 | 105 | | | 148 | 0 | 0 | | 0 | | | | 253 |
| | 5:45 PM | 0 | 92 | | | 151 | 0 | 0 | | 0 | | | | 243 |
| | VOLUMES | 1 | 776 | 0 | 0 | 1,064 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1,842 |
| | APPROACH % | 0% | 100% | 0% | 0% | 100% | 0% | 0% | 0% | 100% | 0% | 0% | 0% | |
| | APP/DEPART | 777 | / | 776 | 1,064 | / | 1,065 | 1 | / | 0 | 0 | / | 1 | 0 |
| | BEGIN PEAK HR | | 5:00 PM | | | | | | | | | | | |
| | VOLUMES | 0 | 391 | 0 | 0 | 568 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 959 |
| | APPROACH % | 0% | 100% | 0% | 0% | 100% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | PEAK HR FACTOR | | 0.931 | | | 0.940 | | | 0.000 | | | 0.000 | | 0.948 |
| | APP/DEPART | 391 | / | 391 | 568 | / | 568 | 0 | / | 0 | 0 | / | 0 | 0 |

**PACIFIC TRAFFIC DATA SERVICES**

TURNING MOVEMENT COUNTS



# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

| DATE: | LOCATION: | CULVER CITY | PROJECT #: | CA10-0611-02 |
|---|---|---|---|---|
| 6/8/10 | NORTH & SOUTH: | INGLEWOOD | LOCATION #: | 7 |
| TUESDAY | EAST & WEST: | PROJECT DRIVEWAY 3 | CONTROL: | SIGNAL |

NOTES:

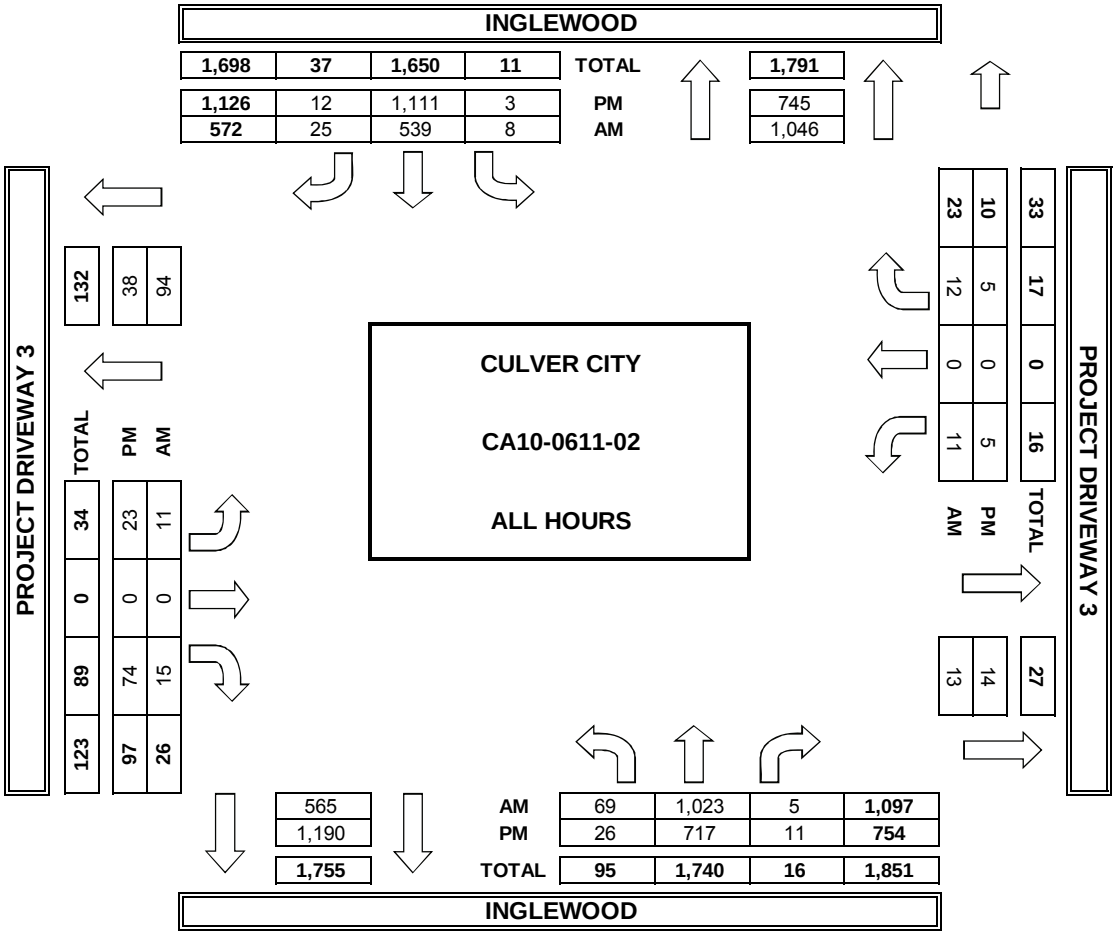
AM / PM / MD / OTHER / OTHER

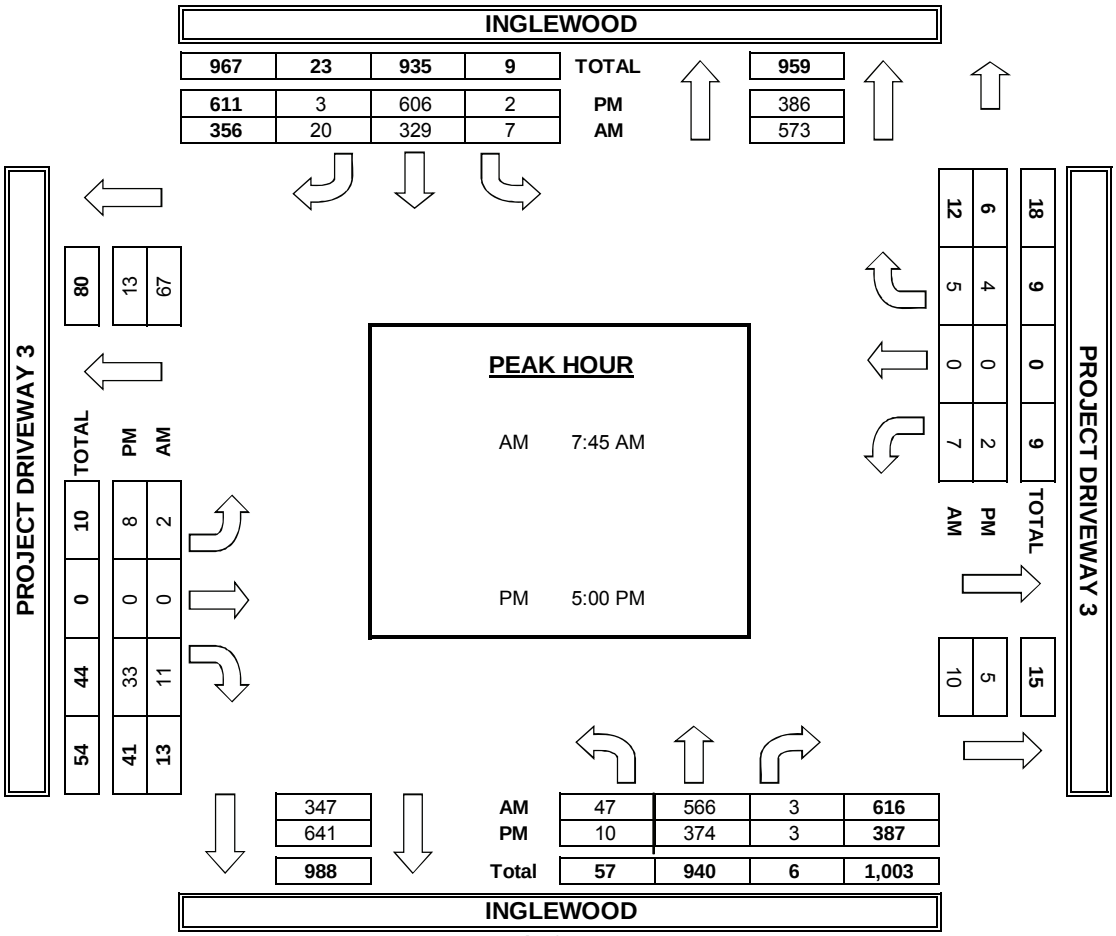
▲ N ◄ W E ► S ▼

| | | NORTHBOUND INGLEWOOD | | | SOUTHBOUND INGLEWOOD | | | EASTBOUND PROJECT DRIVEWAY 3 | | | WESTBOUND PROJECT DRIVEWAY 3 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL 0 | NT 2 | NR 0 | SL 0 | ST 2 | SR 0 | EL 0 | ET 1 | ER 0 | WL 0 | WT 1 | WR 0 | TOTAL |
| AM | 7:00 AM | 2 | 67 | 0 | 0 | 22 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 96 |
| | 7:15 AM | 6 | 112 | 0 | 1 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 173 |
| | 7:30 AM | 5 | 144 | 2 | 0 | 58 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 216 |
| | 7:45 AM | 8 | 154 | 0 | 1 | 84 | 1 | 0 | 0 | 1 | 2 | 0 | 4 | 255 |
| | 8:00 AM | 11 | 141 | 2 | 2 | 64 | 6 | 1 | 0 | 1 | 0 | 0 | 1 | 229 |
| | 8:15 AM | 15 | 139 | 1 | 2 | 102 | 7 | 1 | 0 | 2 | 2 | 0 | 0 | 271 |
| | 8:30 AM | 13 | 132 | 0 | 2 | 79 | 6 | 0 | 0 | 7 | 3 | 0 | 0 | 242 |
| | 8:45 AM | 9 | 134 | 0 | 0 | 78 | 4 | 8 | 0 | 3 | 0 | 0 | 0 | 236 |
| | VOLUMES | 69 | 1,023 | 5 | 8 | 539 | 25 | 11 | 0 | 15 | 11 | 0 | 12 | 1,718 |
| | APPROACH % | 6% | 93% | 0% | 1% | 94% | 4% | 42% | 0% | 58% | 48% | 0% | 52% | |
| | APP/DEPART | 1,097 | / | 1,046 | 572 | / | 565 | 26 | / | 13 | 23 | / | 94 | 0 |
| | BEGIN PEAK HR | | 7:45 AM | | | | | | | | | | | |
| | VOLUMES | 47 | 566 | 3 | 7 | 329 | 20 | 2 | 0 | 11 | 7 | 0 | 5 | 997 |
| | APPROACH % | 8% | 92% | 0% | 2% | 92% | 6% | 15% | 0% | 85% | 58% | 0% | 42% | |
| | PEAK HR FACTOR | | 0.951 | | | 0.802 | | | 0.464 | | | 0.500 | | 0.920 |
| | APP/DEPART | 616 | / | 573 | 356 | / | 347 | 13 | / | 10 | 12 | / | 67 | 0 |
| PM | 4:00 PM | 4 | 89 | 0 | 0 | 106 | 3 | 3 | 0 | 11 | 3 | 0 | 0 | 219 |
| | 4:15 PM | 6 | 88 | 4 | 0 | 141 | 2 | 5 | 0 | 8 | 0 | 0 | 0 | 254 |
| | 4:30 PM | 4 | 94 | 2 | 0 | 131 | 0 | 2 | 0 | 18 | 0 | 0 | 0 | 251 |
| | 4:45 PM | 2 | 72 | 2 | 1 | 127 | 4 | 5 | 0 | 4 | 0 | 0 | 1 | 218 |
| | 5:00 PM | 3 | 97 | 0 | 0 | 143 | 1 | 3 | 0 | 10 | 0 | 0 | 0 | 257 |
| | 5:15 PM | 4 | 90 | 1 | 2 | 145 | 0 | 3 | 0 | 12 | 2 | 0 | 3 | 262 |
| | 5:30 PM | 0 | 97 | 2 | 0 | 159 | 1 | 1 | 0 | 6 | 0 | 0 | 0 | 266 |
| | 5:45 PM | 3 | 90 | 0 | 0 | 159 | 1 | 1 | 0 | 5 | 0 | 0 | 1 | 260 |
| | VOLUMES | 26 | 717 | 11 | 3 | 1,111 | 12 | 23 | 0 | 74 | 5 | 0 | 5 | 1,987 |
| | APPROACH % | 3% | 95% | 1% | 0% | 99% | 1% | 24% | 0% | 76% | 50% | 0% | 50% | |
| | APP/DEPART | 754 | / | 745 | 1,126 | / | 1,190 | 97 | / | 14 | 10 | / | 38 | 0 |
| | BEGIN PEAK HR | | 5:00 PM | | | | | | | | | | | |
| | VOLUMES | 10 | 374 | 3 | 2 | 606 | 3 | 8 | 0 | 33 | 2 | 0 | 4 | 1,045 |
| | APPROACH % | 3% | 97% | 1% | 0% | 99% | 0% | 20% | 0% | 80% | 33% | 0% | 67% | |
| | PEAK HR FACTOR | | 0.968 | | | 0.955 | | | 0.683 | | | 0.300 | | 0.982 |
| | APP/DEPART | 387 | / | 386 | 611 | / | 641 | 41 | / | 5 | 6 | / | 13 | 0 |

**PACIFIC TRAFFIC DATA SERVICES**

TURNING MOVEMENT COUNTS



# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

| DATE: | LOCATION: | CULVER CITY | PROJECT #: | CA10-0611-02 |
|---|---|---|---|---|
| 6/8/10 | NORTH & SOUTH: | INGLEWOOD | LOCATION #: | 8 |
| TUESDAY | EAST & WEST: | WASHINGTON BLVD | CONTROL: | SIGNAL |

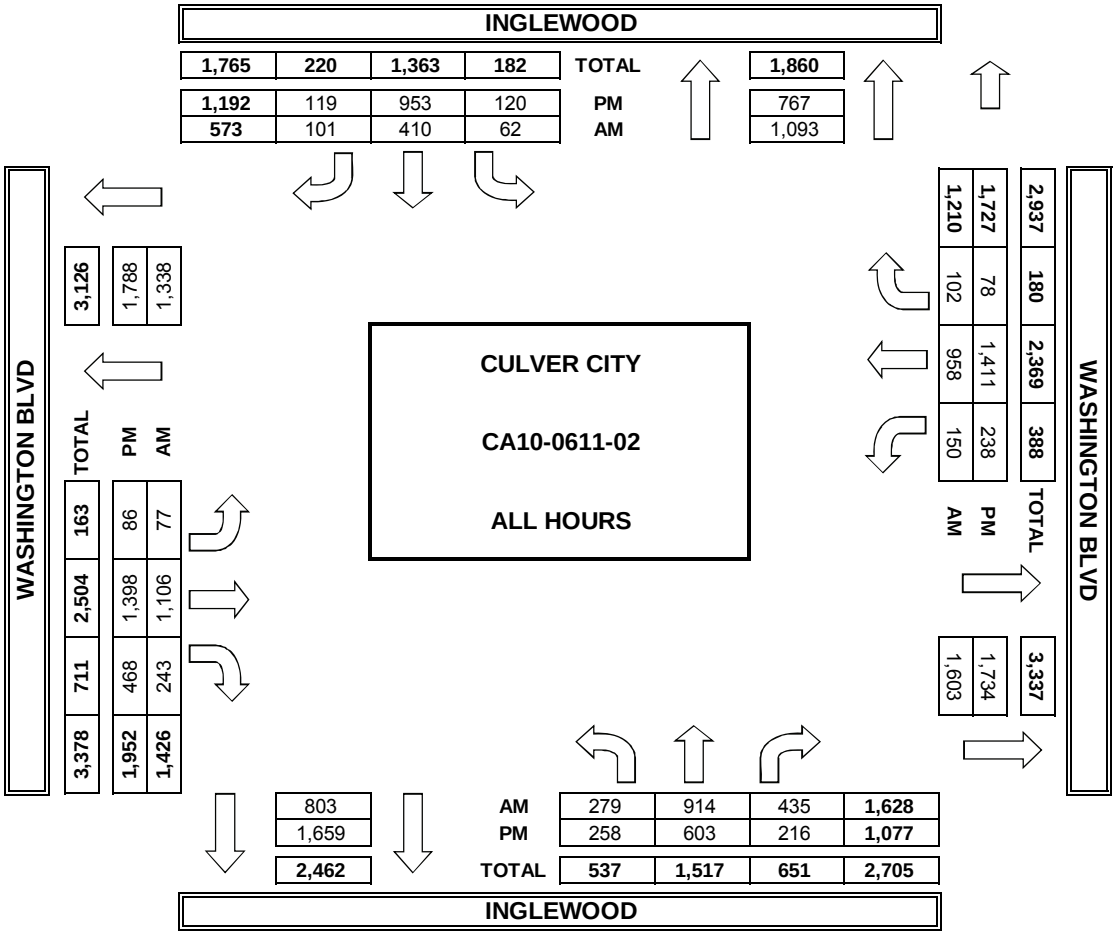
NOTES:

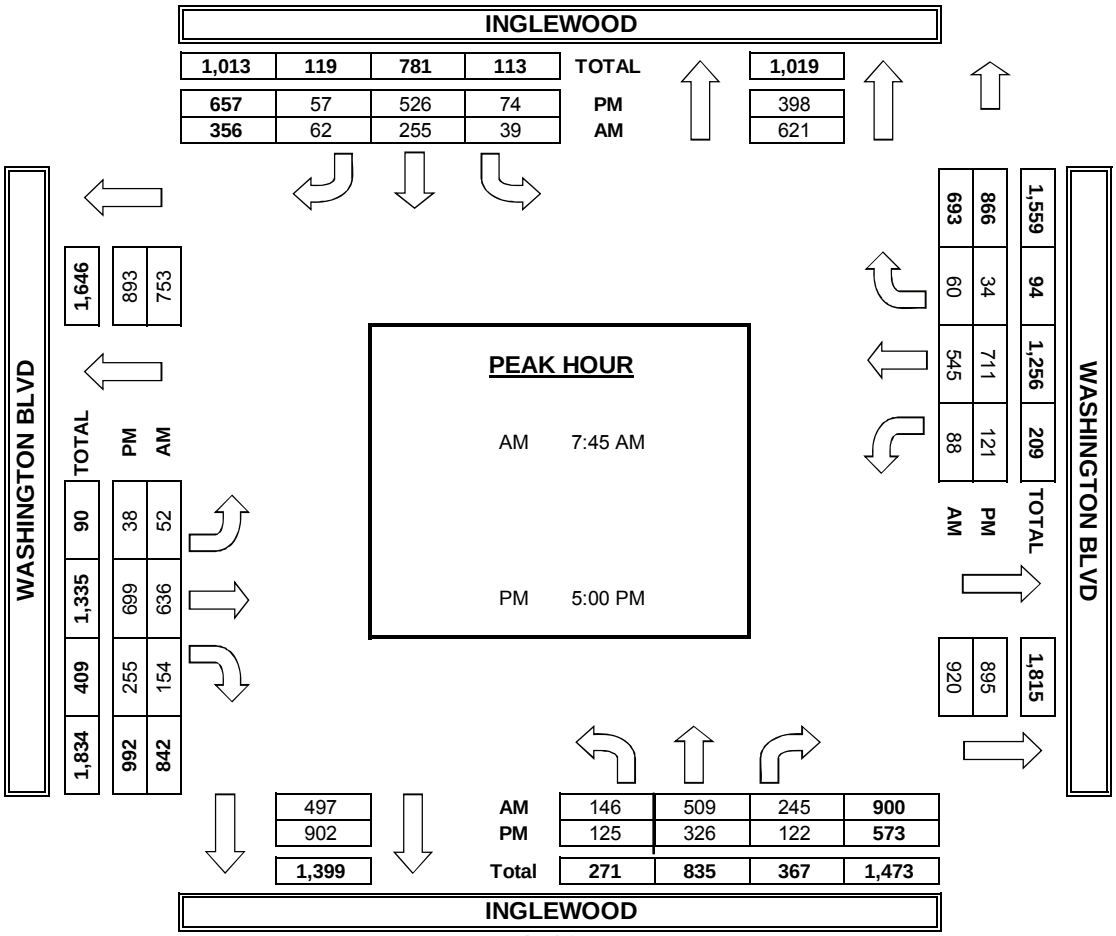
AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

| | | NORTHBOUND INGLEWOOD | | | SOUTHBOUND INGLEWOOD | | | EASTBOUND WASHINGTON BLVD | | | WESTBOUND WASHINGTON BLVD | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 |
| AM | 7:00 AM | 19 | 56 | 41 | 1 | 21 | 3 | 4 | 85 | 15 | 11 | 81 | 2 | 339 |
| | 7:15 AM | 36 | 84 | 48 | 5 | 37 | 8 | 6 | 106 | 15 | 14 | 86 | 4 | 449 |
| | 7:30 AM | 41 | 139 | 45 | 6 | 48 | 5 | 7 | 123 | 31 | 19 | 101 | 10 | 575 |
| | 7:45 AM | 41 | 139 | 56 | 5 | 76 | 7 | 15 | 150 | 53 | 22 | 133 | 10 | 707 |
| | 8:00 AM | 31 | 128 | 58 | 4 | 52 | 12 | 8 | 181 | 43 | 24 | 133 | 16 | 690 |
| | 8:15 AM | 37 | 126 | 64 | 14 | 74 | 26 | 15 | 153 | 25 | 22 | 154 | 19 | 729 |
| | 8:30 AM | 37 | 116 | 67 | 16 | 53 | 17 | 14 | 152 | 33 | 20 | 125 | 15 | 665 |
| | 8:45 AM | 37 | 126 | 56 | 11 | 49 | 23 | 8 | 156 | 28 | 18 | 145 | 26 | 683 |
| | VOLUMES | 279 | 914 | 435 | 62 | 410 | 101 | 77 | 1,106 | 243 | 150 | 958 | 102 | 4,837 |
| | APPROACH % | 17% | 56% | 27% | 11% | 72% | 18% | 5% | 78% | 17% | 12% | 79% | 8% | |
| | APP/DEPART | 1,628 | / | 1,093 | 573 | / | 803 | 1,426 | / | 1,603 | 1,210 | / | 1,338 | 0 |
| | BEGIN PEAK HR | | 7:45 AM | | | | | | | | | | | |
| | VOLUMES | 146 | 509 | 245 | 39 | 255 | 62 | 52 | 636 | 154 | 88 | 545 | 60 | 2,791 |
| | APPROACH % | 16% | 57% | 27% | 11% | 72% | 17% | 6% | 76% | 18% | 13% | 79% | 9% | |
| | PEAK HR FACTOR | | 0.953 | | | 0.781 | | | 0.907 | | | 0.888 | | 0.957 |
| | APP/DEPART | 900 | / | 621 | 356 | / | 497 | 842 | / | 920 | 693 | / | 753 | 0 |
| PM | 4:00 PM | 31 | 75 | 24 | 14 | 92 | 19 | 9 | 170 | 58 | 27 | 180 | 13 | 712 |
| | 4:15 PM | 32 | 69 | 22 | 12 | 128 | 17 | 21 | 165 | 51 | 23 | 162 | 12 | 714 |
| | 4:30 PM | 34 | 70 | 20 | 14 | 109 | 12 | 9 | 189 | 46 | 34 | 189 | 15 | 741 |
| | 4:45 PM | 36 | 63 | 28 | 6 | 98 | 14 | 9 | 175 | 58 | 33 | 169 | 4 | 693 |
| | 5:00 PM | 23 | 79 | 33 | 15 | 128 | 19 | 8 | 199 | 58 | 27 | 181 | 11 | 781 |
| | 5:15 PM | 33 | 80 | 34 | 17 | 120 | 14 | 14 | 164 | 61 | 32 | 188 | 10 | 767 |
| | 5:30 PM | 38 | 86 | 27 | 20 | 140 | 12 | 8 | 174 | 64 | 35 | 174 | 8 | 786 |
| | 5:45 PM | 31 | 81 | 28 | 22 | 138 | 12 | 8 | 162 | 72 | 27 | 168 | 5 | 754 |
| | VOLUMES | 258 | 603 | 216 | 120 | 953 | 119 | 86 | 1,398 | 468 | 238 | 1,411 | 78 | 5,948 |
| | APPROACH % | 24% | 56% | 20% | 10% | 80% | 10% | 4% | 72% | 24% | 14% | 82% | 5% | |
| | APP/DEPART | 1,077 | / | 767 | 1,192 | / | 1,659 | 1,952 | / | 1,734 | 1,727 | / | 1,788 | 0 |
| | BEGIN PEAK HR | | 5:00 PM | | | | | | | | | | | |
| | VOLUMES | 125 | 326 | 122 | 74 | 526 | 57 | 38 | 699 | 255 | 121 | 711 | 34 | 3,088 |
| | APPROACH % | 22% | 57% | 21% | 11% | 80% | 9% | 4% | 70% | 26% | 14% | 82% | 4% | |
| | PEAK HR FACTOR | | 0.949 | | | 0.955 | | | 0.936 | | | 0.941 | | 0.982 |
| | APP/DEPART | 573 | / | 398 | 657 | / | 902 | 992 | / | 895 | 866 | / | 893 | 0 |

**PACIFIC TRAFFIC DATA SERVICES**

TURNING MOVEMENT COUNTS



# APPENDIX B

EXISTING OPERATIONS ANALYSIS WORKSHEETS

Culver City Campus TIA (JN: 4980)
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Centinela Ave (NS) / Washington Blvd (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.932 |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 119 | Level Of Service: | E |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Prot+Permit | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 160 | 1320 | 145 | 89 | 705 | 34 | 75 | 618 | 124 | 86 | 541 | 101 |
| 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: | 160 | 1320 | 145 | 89 | 705 | 34 | 75 | 618 | 124 | 86 | 541 | 101 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 167 | 1375 | 151 | 93 | 734 | 35 | 78 | 644 | 129 | 90 | 564 | 105 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 167 | 1375 | 151 | 93 | 734 | 35 | 78 | 644 | 129 | 90 | 564 | 105 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 167 | 1375 | 151 | 93 | 734 | 35 | 78 | 644 | 129 | 90 | 564 | 105 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.80 | 0.20 | 1.00 | 1.91 | 0.09 | 1.00 | 1.67 | 0.33 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1600 | 2883 | 317 | 1600 | 3053 | 147 | 1600 | 2665 | 535 | 1600 | 3200 | 1600 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.48 | 0.48 | 0.06 | 0.24 | 0.24 | 0.05 | 0.24 | 0.24 | 0.06 | 0.18 | 0.07 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |

Culver City Campus TIA (JN: 4980)
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Grand View Blvd (NS) / Washington Pl. (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.582 |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 39 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 1! 0 | 0 | 0 | 1! 0 | 1 | 0 | 1 1 | 0 | 1 | 0 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 32 | 130 | 48 | 55 | 84 | 133 | 88 | 816 | 27 | 22 | 576 | 96 |
| 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: | 32 | 130 | 48 | 55 | 84 | 133 | 88 | 816 | 27 | 22 | 576 | 96 |
| 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: | 32 | 130 | 48 | 55 | 84 | 133 | 88 | 816 | 27 | 22 | 576 | 96 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| PHF Volume: | 33 | 134 | 49 | 57 | 87 | 137 | 91 | 841 | 28 | 23 | 594 | 99 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 33 | 134 | 49 | 57 | 87 | 137 | 91 | 841 | 28 | 23 | 594 | 99 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 33 | 134 | 49 | 57 | 87 | 137 | 91 | 841 | 28 | 23 | 594 | 99 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.15 | 0.62 | 0.23 | 0.20 | 0.31 | 0.49 | 1.00 | 1.94 | 0.06 | 1.00 | 1.71 | 0.29 |
| Final Sat.: | 244 | 990 | 366 | 324 | 494 | 782 | 1600 | 3098 | 102 | 1600 | 2743 | 457 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.14 | 0.14 | 0.04 | 0.18 | 0.18 | 0.06 | 0.27 | 0.27 | 0.01 | 0.22 | 0.22 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

Culver City Campus TIA (JN: 4980)
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Grand View Blvd. (NS) / Washington Blvd. (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.469 |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 32 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 0 | 1! 0 | 0 | 0 0 | 1! 0 | 0 | 1 0 | 2 0 | 1 | 1 0 | 1 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 28 | 36 | 15 | 61 | 4 | 33 | 55 | 752 | 25 | 32 | 675 | 57 |
| 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: | 28 | 36 | 15 | 61 | 4 | 33 | 55 | 752 | 25 | 32 | 675 | 57 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 29 | 38 | 16 | 64 | 4 | 35 | 58 | 792 | 26 | 34 | 711 | 60 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 29 | 38 | 16 | 64 | 4 | 35 | 58 | 792 | 26 | 34 | 711 | 60 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 29 | 38 | 16 | 64 | 4 | 35 | 58 | 792 | 26 | 34 | 711 | 60 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.35 | 0.46 | 0.19 | 0.62 | 0.04 | 0.34 | 1.00 | 2.00 | 1.00 | 1.00 | 1.84 | 0.16 |
| Final Sat.: | 567 | 729 | 304 | 996 | 65 | 539 | 1600 | 3200 | 1600 | 1600 | 2951 | 249 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.05 | 0.05 | 0.04 | 0.06 | 0.06 | 0.04 | 0.25 | 0.02 | 0.02 | 0.24 | 0.24 |
| Crit Moves: | | **** | | | **** | | | **** | | | **** | |

Culver City Campus TIA (JN: 4980)
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Project Dwy 1 (NS) / Washington Blvd (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.368 |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 27 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 0 | 0 0 | 0 | 0 0 | 1 0 | 0 | 0 1 | 1 0 | 0 | 0 0 | 1 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 827 | 0 | 0 | 755 | 3 |
| 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: | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 827 | 0 | 0 | 755 | 3 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 853 | 0 | 0 | 778 | 3 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 853 | 0 | 0 | 778 | 3 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 853 | 0 | 0 | 778 | 3 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.01 | 1.99 | 0.00 | 0.00 | 1.99 | 0.01 |
| Final Sat.: | 0 | 0 | 0 | 0 | 1600 | 0 | 19 | 3181 | 0 | 0 | 3187 | 13 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.27 | 0.00 | 0.00 | 0.24 | 0.24 |
| Crit Moves: | | | | | | | | **** | | | **** | |

Culver City Campus TIA (JN: 4980)
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Inglewood Blvd (NS) / Washington Pl (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.834 |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 75 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| 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: | 31 | 457 | 63 | 51 | 230 | 44 | 47 | 826 | 51 | 64 | 623 | 66 |
| 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: | 31 | 457 | 63 | 51 | 230 | 44 | 47 | 826 | 51 | 64 | 623 | 66 |
| 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: | 31 | 457 | 63 | 51 | 230 | 44 | 47 | 826 | 51 | 64 | 623 | 66 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 33 | 486 | 67 | 54 | 245 | 47 | 50 | 879 | 54 | 68 | 663 | 70 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 33 | 486 | 67 | 54 | 245 | 47 | 50 | 879 | 54 | 68 | 663 | 70 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 33 | 486 | 67 | 54 | 245 | 47 | 50 | 879 | 54 | 68 | 663 | 70 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.06 | 0.83 | 0.11 | 0.16 | 0.71 | 0.13 | 1.00 | 1.88 | 0.12 | 1.00 | 1.81 | 0.19 |
| Final Sat.: | 90 | 1327 | 183 | 251 | 1132 | 217 | 1600 | 3014 | 186 | 1600 | 2893 | 307 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.37 | 0.37 | 0.03 | 0.22 | 0.22 | 0.03 | 0.29 | 0.29 | 0.04 | 0.23 | 0.23 |
| Crit Moves: | **** | | | **** | | | | **** | | **** | | |

Culver City Campus TIA (JN: 4980)
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 Inglewood Blvd (NS) / Project Dwy 2 (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.480 |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 32 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 0 | 1 | 0 0 | 0 0 | 1 | 0 0 | 0 0 | 1! | 0 0 | 0 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 515 | 0 | 0 | 348 | 0 | 21 | 0 | 36 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 515 | 0 | 0 | 348 | 0 | 21 | 0 | 36 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 548 | 0 | 0 | 370 | 0 | 22 | 0 | 38 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 548 | 0 | 0 | 370 | 0 | 22 | 0 | 38 | 0 | 0 | 0 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 0 | 548 | 0 | 0 | 370 | 0 | 22 | 0 | 38 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.37 | 0.00 | 0.63 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 1600 | 0 | 0 | 1600 | 0 | 589 | 0 | 1011 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.34 | 0.00 | 0.00 | 0.23 | 0.00 | 0.01 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | | **** | | | |

Culver City Campus TIA (JN: 4980)
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #7 Inglewood Blvd (NS) / Project Dwy 3 (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.497 |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 33 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 1 | 0 | 0 0 | 0 | 0 1 | 0 1 | 0 | 0 1! | 0 0 | 0 | 0 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 62 | 521 | 0 | 0 | 346 | 30 | 1 | 0 | 5 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 62 | 521 | 0 | 0 | 346 | 30 | 1 | 0 | 5 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| PHF Volume: | 67 | 566 | 0 | 0 | 376 | 33 | 1 | 0 | 5 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 67 | 566 | 0 | 0 | 376 | 33 | 1 | 0 | 5 | 0 | 0 | 0 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 67 | 566 | 0 | 0 | 376 | 33 | 1 | 0 | 5 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.11 | 0.89 | 0.00 | 0.00 | 1.00 | 1.00 | 0.17 | 0.00 | 0.83 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 170 | 1430 | 0 | 0 | 1600 | 1600 | 267 | 0 | 1333 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.40 | 0.00 | 0.00 | 0.24 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | **** | | | | | |

Culver City Campus TIA (JN: 4980)
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #8 Inglewood Blvd (NS) / Washington Blvd (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.721 |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 53 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 2 0 | 1 | 1 0 | 2 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 146 | 509 | 245 | 39 | 255 | 62 | 52 | 636 | 154 | 88 | 545 | 60 |
| 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: | 146 | 509 | 245 | 39 | 255 | 62 | 52 | 636 | 154 | 88 | 545 | 60 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 152 | 530 | 255 | 41 | 266 | 65 | 54 | 663 | 160 | 92 | 568 | 63 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 152 | 530 | 255 | 41 | 266 | 65 | 54 | 663 | 160 | 92 | 568 | 63 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 152 | 530 | 255 | 41 | 266 | 65 | 54 | 663 | 160 | 92 | 568 | 63 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 3200 | 1600 | 1600 | 3200 | 1600 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.33 | 0.16 | 0.03 | 0.17 | 0.04 | 0.03 | 0.21 | 0.10 | 0.06 | 0.18 | 0.04 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |

Culver City Campus TIA (JN: 4980)
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Centinela Ave (NS) / Washington Blvd (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.995 |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 180 | Level Of Service: | E |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Prot+Permit | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 145 | 1047 | 95 | 109 | 1328 | 66 | 82 | 675 | 168 | 111 | 643 | 116 |
| 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: | 145 | 1047 | 95 | 109 | 1328 | 66 | 82 | 675 | 168 | 111 | 643 | 116 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 151 | 1091 | 99 | 114 | 1383 | 69 | 85 | 703 | 175 | 116 | 670 | 121 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 151 | 1091 | 99 | 114 | 1383 | 69 | 85 | 703 | 175 | 116 | 670 | 121 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 151 | 1091 | 99 | 114 | 1383 | 69 | 85 | 703 | 175 | 116 | 670 | 121 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.83 | 0.17 | 1.00 | 1.91 | 0.09 | 1.00 | 1.60 | 0.40 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1600 | 2934 | 266 | 1600 | 3048 | 152 | 1600 | 2562 | 638 | 1600 | 3200 | 1600 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.37 | 0.37 | 0.07 | 0.45 | 0.45 | 0.05 | 0.27 | 0.27 | 0.07 | 0.21 | 0.08 |
| Crit Moves: | **** | | | | **** | | | **** | | | **** | |

Culver City Campus TIA (JN: 4980)
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Grand View Blvd (NS) / Washington Pl. (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.749 |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 57 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| 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: | 23 | 87 | 36 | 85 | 204 | 169 | 88 | 797 | 52 | 30 | 832 | 64 |
| 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: | 23 | 87 | 36 | 85 | 204 | 169 | 88 | 797 | 52 | 30 | 832 | 64 |
| 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: | 23 | 87 | 36 | 85 | 204 | 169 | 88 | 797 | 52 | 30 | 832 | 64 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| PHF Volume: | 23 | 89 | 37 | 87 | 208 | 172 | 90 | 813 | 53 | 31 | 849 | 65 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 23 | 89 | 37 | 87 | 208 | 172 | 90 | 813 | 53 | 31 | 849 | 65 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 23 | 89 | 37 | 87 | 208 | 172 | 90 | 813 | 53 | 31 | 849 | 65 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.16 | 0.59 | 0.25 | 0.19 | 0.44 | 0.37 | 1.00 | 1.88 | 0.12 | 1.00 | 1.86 | 0.14 |
| Final Sat.: | 252 | 953 | 395 | 297 | 713 | 590 | 1600 | 3004 | 196 | 1600 | 2971 | 229 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.09 | 0.09 | 0.05 | 0.29 | 0.29 | 0.06 | 0.27 | 0.27 | 0.02 | 0.29 | 0.29 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

Culver City Campus TIA (JN: 4980)
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Grand View Blvd. (NS) / Washington Blvd. (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.589 |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 39 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 0 | 1! 0 | 0 | 0 0 | 1! 0 | 0 | 1 0 | 2 0 | 1 | 1 0 | 1 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 20 | 12 | 15 | 150 | 36 | 79 | 50 | 826 | 22 | 30 | 811 | 52 |
| 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: | 20 | 12 | 15 | 150 | 36 | 79 | 50 | 826 | 22 | 30 | 811 | 52 |
| 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: | 20 | 12 | 15 | 150 | 36 | 79 | 50 | 826 | 22 | 30 | 811 | 52 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| PHF Volume: | 20 | 12 | 15 | 153 | 37 | 81 | 51 | 843 | 22 | 31 | 828 | 53 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 20 | 12 | 15 | 153 | 37 | 81 | 51 | 843 | 22 | 31 | 828 | 53 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 20 | 12 | 15 | 153 | 37 | 81 | 51 | 843 | 22 | 31 | 828 | 53 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.43 | 0.25 | 0.32 | 0.57 | 0.13 | 0.30 | 1.00 | 2.00 | 1.00 | 1.00 | 1.88 | 0.12 |
| Final Sat.: | 681 | 409 | 511 | 906 | 217 | 477 | 1600 | 3200 | 1600 | 1600 | 3007 | 193 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.03 | 0.03 | 0.10 | 0.17 | 0.17 | 0.03 | 0.26 | 0.01 | 0.02 | 0.28 | 0.28 |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | |

Culver City Campus TIA (JN: 4980)
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Project Dwy 1 (NS) / Washington Blvd (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.450 |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 31 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 0 | 0 | 0 0 | 0 0 | 1! | 0 0 | 0 1 | 1 | 0 0 | 0 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 4 | 0 | 10 | 0 | 1001 | 0 | 0 | 888 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 4 | 0 | 10 | 0 | 1001 | 0 | 0 | 888 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| PHF Volume: | 0 | 0 | 0 | 4 | 0 | 11 | 0 | 1088 | 0 | 0 | 965 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 4 | 0 | 11 | 0 | 1088 | 0 | 0 | 965 | 0 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 0 | 0 | 0 | 4 | 0 | 11 | 0 | 1088 | 0 | 0 | 965 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.29 | 0.00 | 0.71 | 0.00 | 2.00 | 0.00 | 0.00 | 2.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 457 | 0 | 1143 | 0 | 3200 | 0 | 0 | 3200 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.34 | 0.00 | 0.00 | 0.30 | 0.00 |
| Crit Moves: | | | | | | **** | | **** | | **** | | |

Culver City Campus TIA (JN: 4980)
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Inglewood Blvd (NS) / Washington Pl (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.834 |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 75 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| 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: | 31 | 457 | 63 | 51 | 230 | 44 | 47 | 826 | 51 | 64 | 623 | 66 |
| 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: | 31 | 457 | 63 | 51 | 230 | 44 | 47 | 826 | 51 | 64 | 623 | 66 |
| 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: | 31 | 457 | 63 | 51 | 230 | 44 | 47 | 826 | 51 | 64 | 623 | 66 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 33 | 486 | 67 | 54 | 245 | 47 | 50 | 879 | 54 | 68 | 663 | 70 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 33 | 486 | 67 | 54 | 245 | 47 | 50 | 879 | 54 | 68 | 663 | 70 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 33 | 486 | 67 | 54 | 245 | 47 | 50 | 879 | 54 | 68 | 663 | 70 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.06 | 0.83 | 0.11 | 0.16 | 0.71 | 0.13 | 1.00 | 1.88 | 0.12 | 1.00 | 1.81 | 0.19 |
| Final Sat.: | 90 | 1327 | 183 | 251 | 1132 | 217 | 1600 | 3014 | 186 | 1600 | 2893 | 307 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.37 | 0.37 | 0.03 | 0.22 | 0.22 | 0.03 | 0.29 | 0.29 | 0.04 | 0.23 | 0.23 |
| Crit Moves: | **** | | | **** | | | | **** | | **** | | |

Culver City Campus TIA (JN: 4980)
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 Inglewood Blvd (NS) / Project Dwy 2 (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.478 |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 32 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 0 | 1 | 0 0 | 0 0 | 1 | 0 0 | 0 0 | 1 | 0 0 | 0 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 391 | 0 | 0 | 568 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 391 | 0 | 0 | 568 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 416 | 0 | 0 | 604 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 416 | 0 | 0 | 604 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 0 | 416 | 0 | 0 | 604 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 1600 | 0 | 0 | 1600 | 0 | 0 | 1600 | 0 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.26 | 0.00 | 0.00 | 0.38 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | | | | | | |

Culver City Campus TIA (JN: 4980)
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #7 Inglewood Blvd (NS) / Project Dwy 3 (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.486 |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 33 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 1 | 0 | 0 0 | 0 | 0 1 | 0 1 | 0 | 0 | 1! 0 0 | 0 | 0 | 0 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 1 | 379 | 0 | 0 | 566 | 4 | 14 | 0 | 24 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1 | 379 | 0 | 0 | 566 | 4 | 14 | 0 | 24 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| PHF Volume: | 1 | 387 | 0 | 0 | 578 | 4 | 14 | 0 | 24 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 387 | 0 | 0 | 578 | 4 | 14 | 0 | 24 | 0 | 0 | 0 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 1 | 387 | 0 | 0 | 578 | 4 | 14 | 0 | 24 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.01 | 0.99 | 0.00 | 0.00 | 1.00 | 1.00 | 0.37 | 0.00 | 0.63 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 4 | 1596 | 0 | 0 | 1600 | 1600 | 589 | 0 | 1011 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.24 | 0.00 | 0.00 | 0.36 | 0.00 | 0.01 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | | | **** | | | |

Culver City Campus TIA (JN: 4980)
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #8 Inglewood Blvd (NS) / Washington Blvd (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.838 |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 76 | Level Of Service: | D |

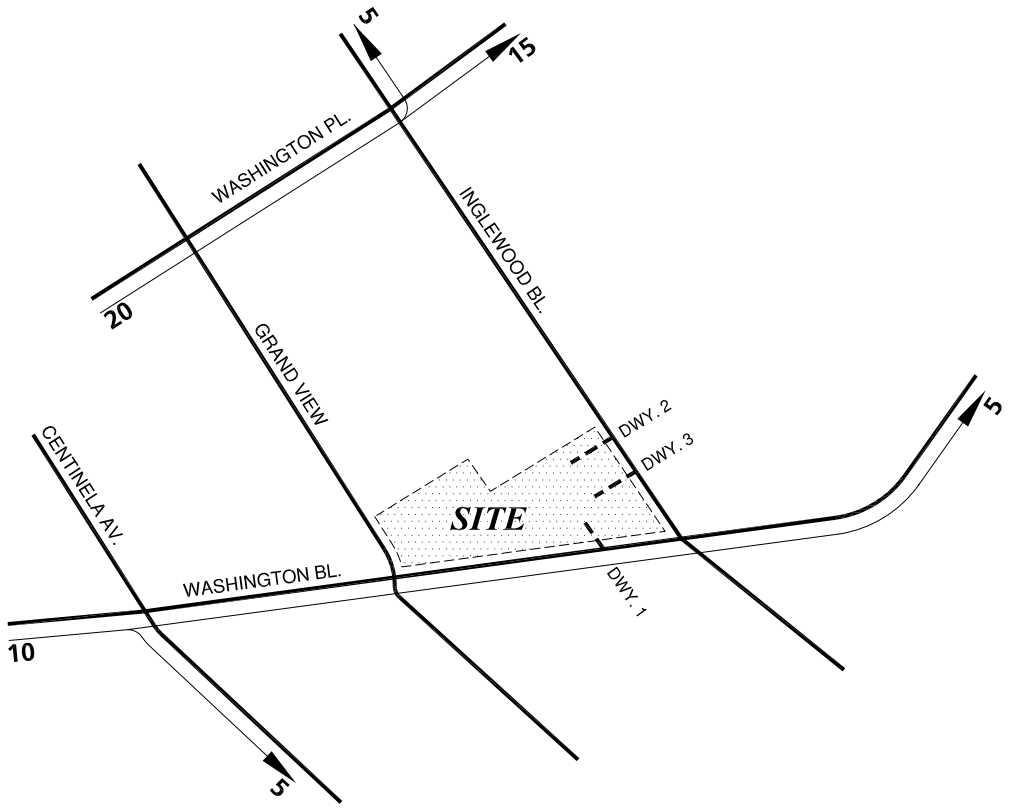
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 2 0 | 1 | 1 0 | 2 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 125 | 326 | 122 | 74 | 526 | 57 | 38 | 699 | 255 | 121 | 711 | 34 |
| 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: | 125 | 326 | 122 | 74 | 526 | 57 | 38 | 699 | 255 | 121 | 711 | 34 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 132 | 343 | 128 | 78 | 554 | 60 | 40 | 736 | 268 | 127 | 748 | 36 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 132 | 343 | 128 | 78 | 554 | 60 | 40 | 736 | 268 | 127 | 748 | 36 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 132 | 343 | 128 | 78 | 554 | 60 | 40 | 736 | 268 | 127 | 748 | 36 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 3200 | 1600 | 1600 | 3200 | 1600 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.21 | 0.08 | 0.05 | 0.35 | 0.04 | 0.03 | 0.23 | 0.17 | 0.08 | 0.23 | 0.02 |
| Crit Moves: | **** | | | | **** | | | **** | | | **** | |

# APPENDIX C

RELATED PROJECTS TRIP DISTRIBUTONS

EXHIBIT 1A

# TAZ 1 (RESIDENTIAL) TRIP DISTRIBUTION




**LEGEND:**

10 = PERCENT TO/FROM PROJECT

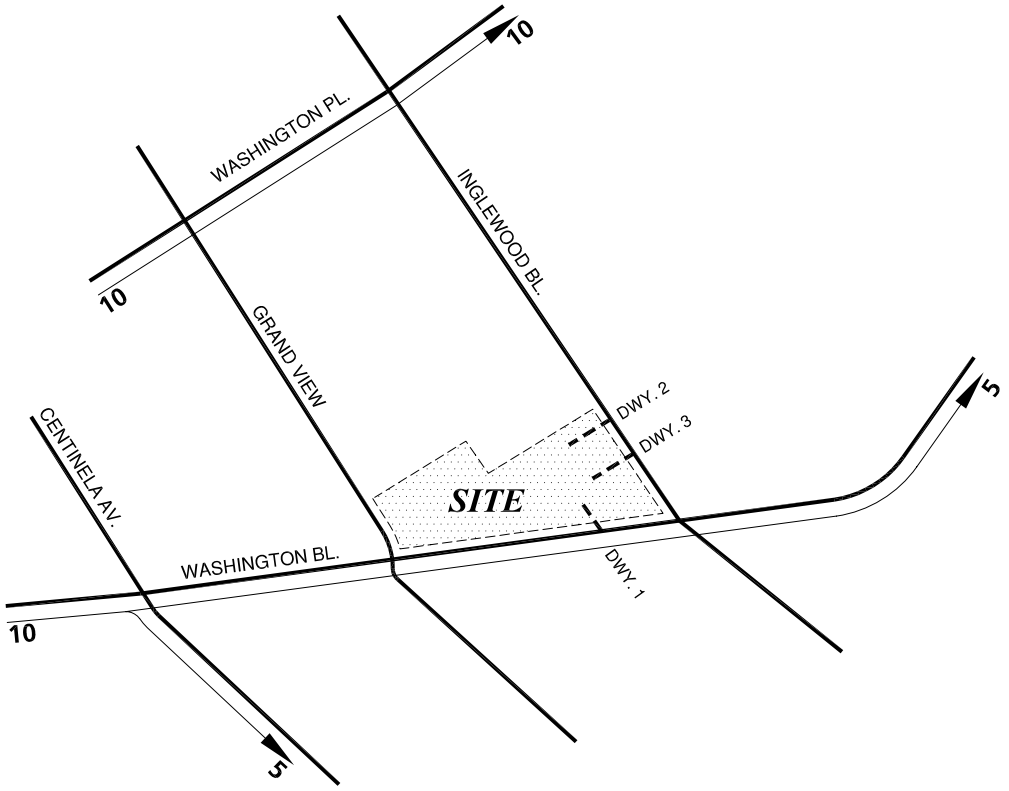
(1) = TAZ 1 (RESIDENTIAL)

(1)

N

EXHIBIT 1B

# TAZ 1 (RETAIL) TRIP DISTRIBUTION




**LEGEND:**

10 = PERCENT TO/FROM PROJECT

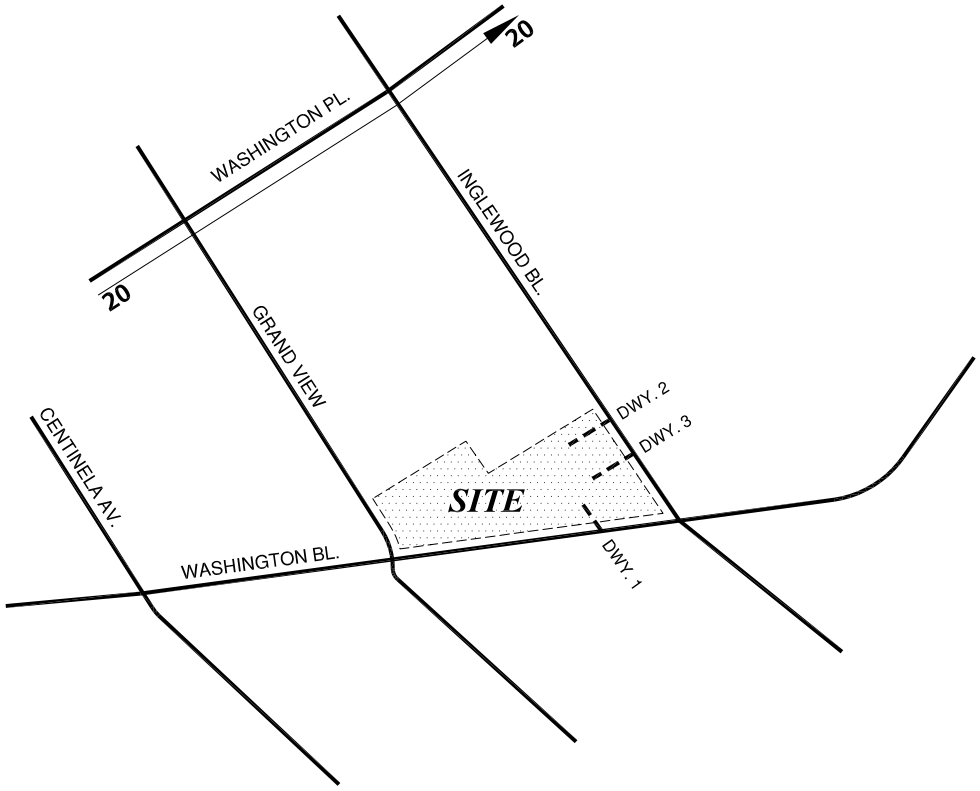
(1) = TAZ 1 (RETAIL)

(1)

N

EXHIBIT 2

# TAZ 2 TRIP DISTRIBUTION




2

**LEGEND:**

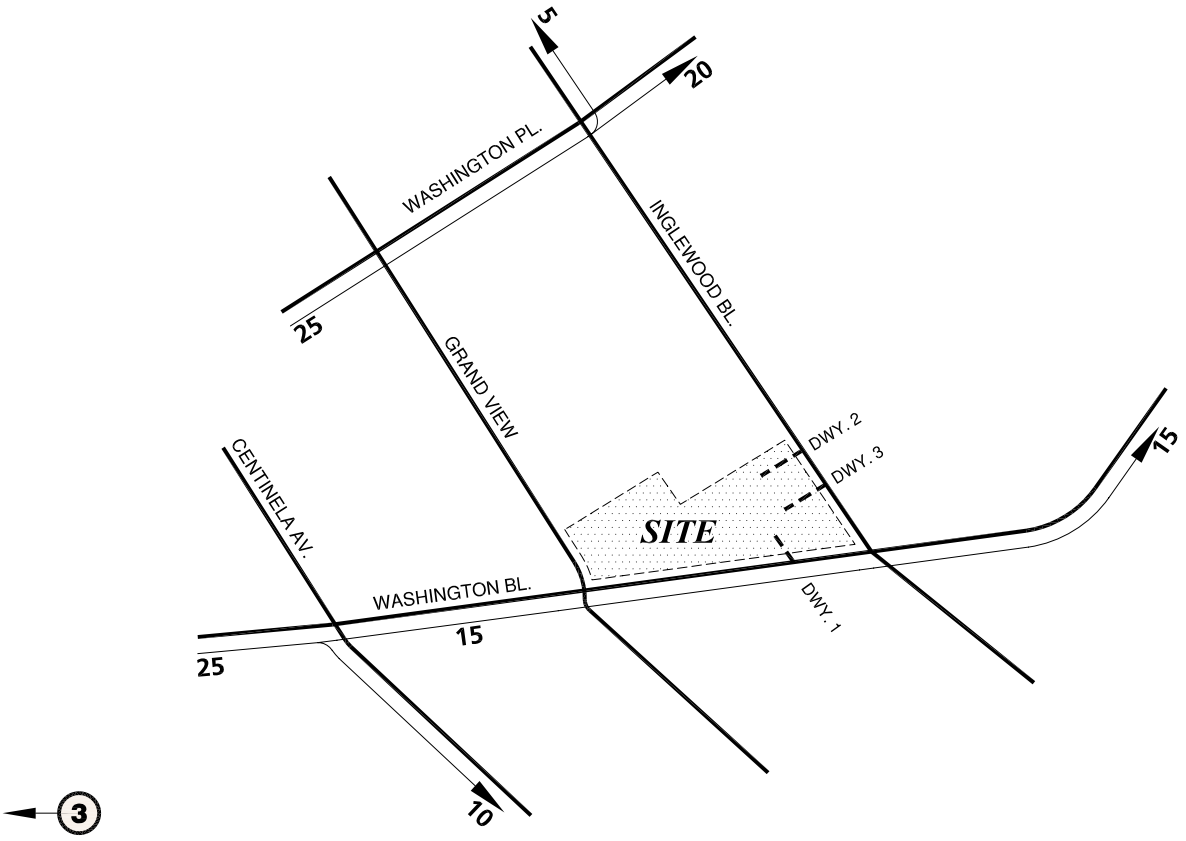
10 = PERCENT TO/FROM PROJECT

2 = TAZ 2

N

EXHIBIT 3

# TAZ 3 TRIP DISTRIBUTION




**LEGEND:**

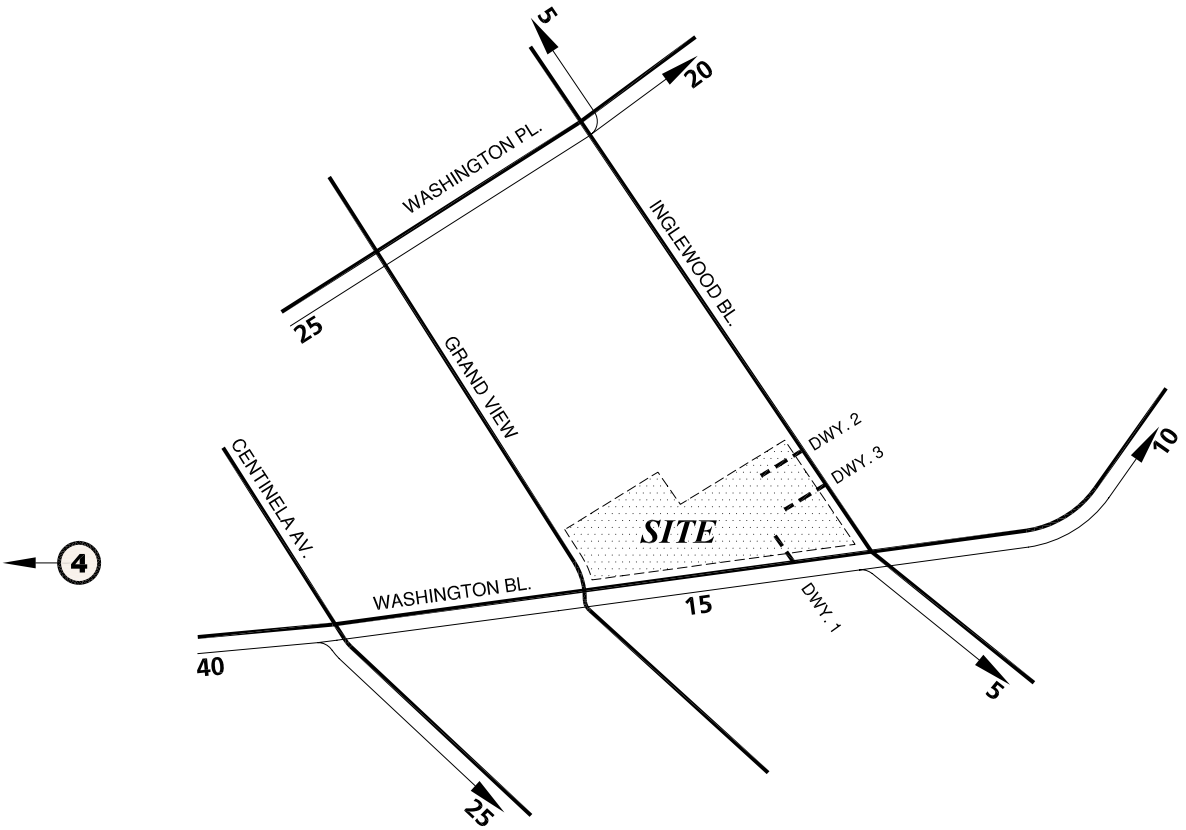
10 = PERCENT TO/FROM PROJECT

(3) = TAZ 3

N

EXHIBIT 4

# TAZ 4 TRIP DISTRIBUTION




**LEGEND:**

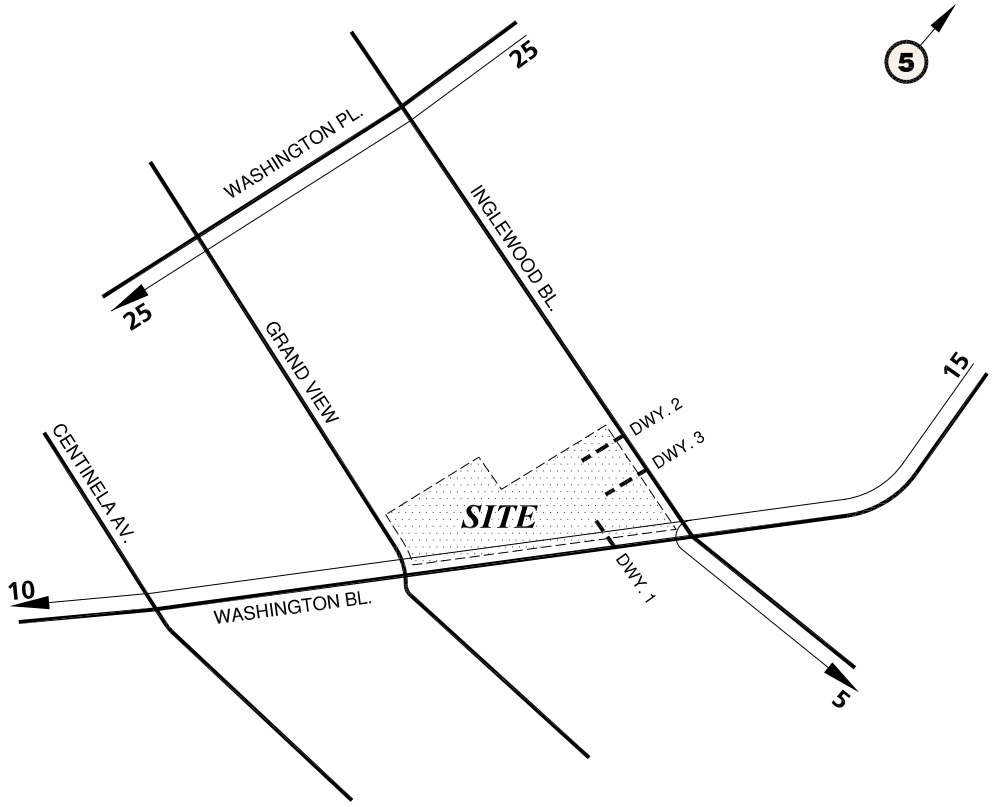
10 = PERCENT TO/FROM PROJECT

(4) = TAZ 4

N

EXHIBIT 5

# TAZ 5 TRIP DISTRIBUTION




**LEGEND:**

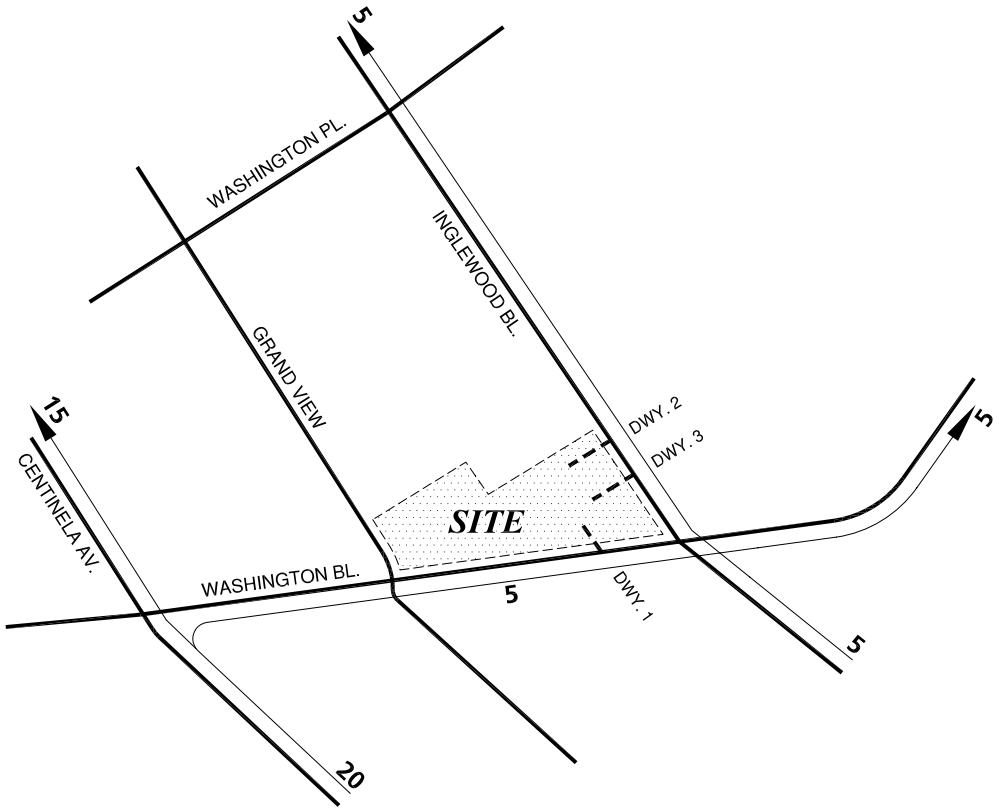
10 = PERCENT TO/FROM PROJECT

(5) = TAZ 5

N

EXHIBIT 6

# TAZ 6 TRIP DISTRIBUTION




**LEGEND:**

10 = PERCENT TO/FROM PROJECT

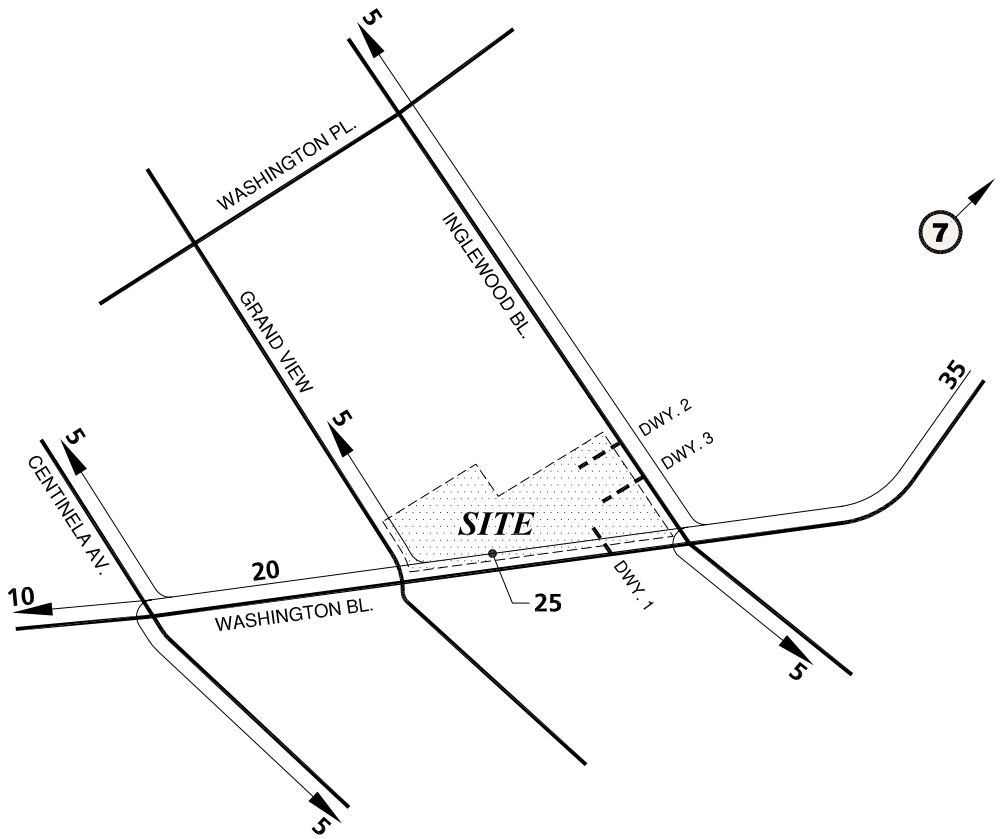
(6) = TAZ 6

(6)

N

EXHIBIT 7

# TAZ 7 TRIP DISTRIBUTION




**LEGEND:**

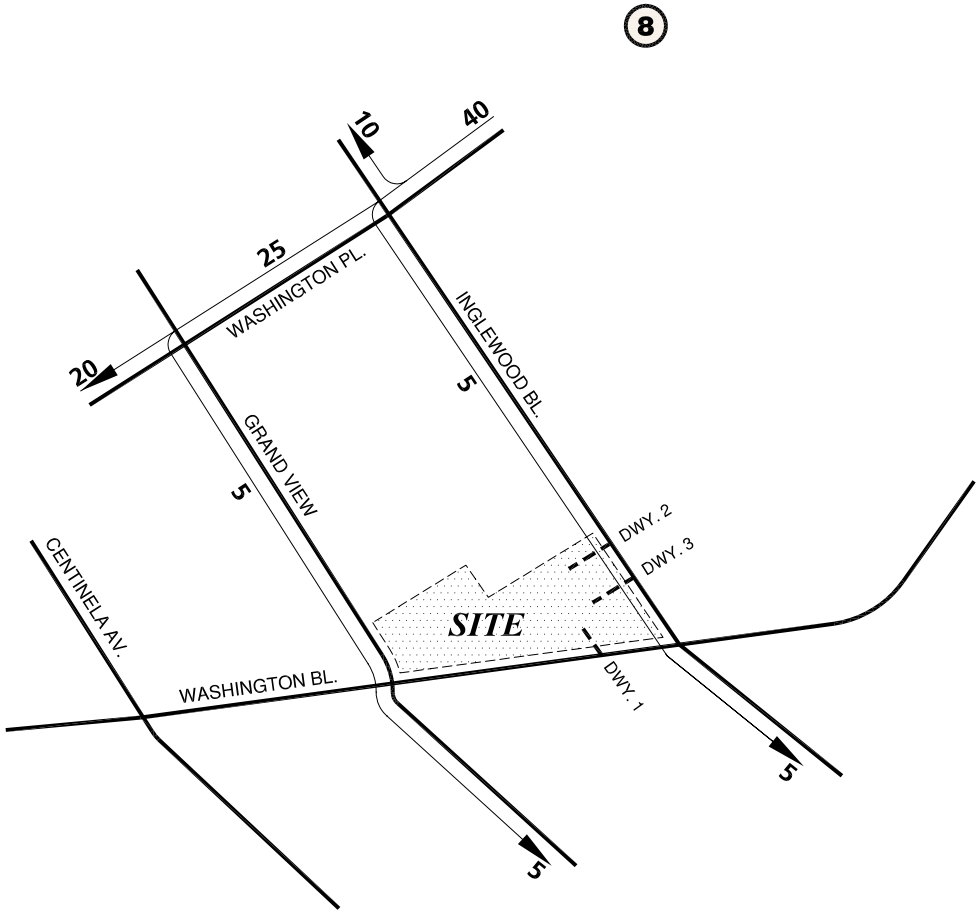
10 = PERCENT TO/FROM PROJECT

(7) = TAZ 7

N

EXHIBIT 8

# TAZ 8 TRIP DISTRIBUTION




**LEGEND:**

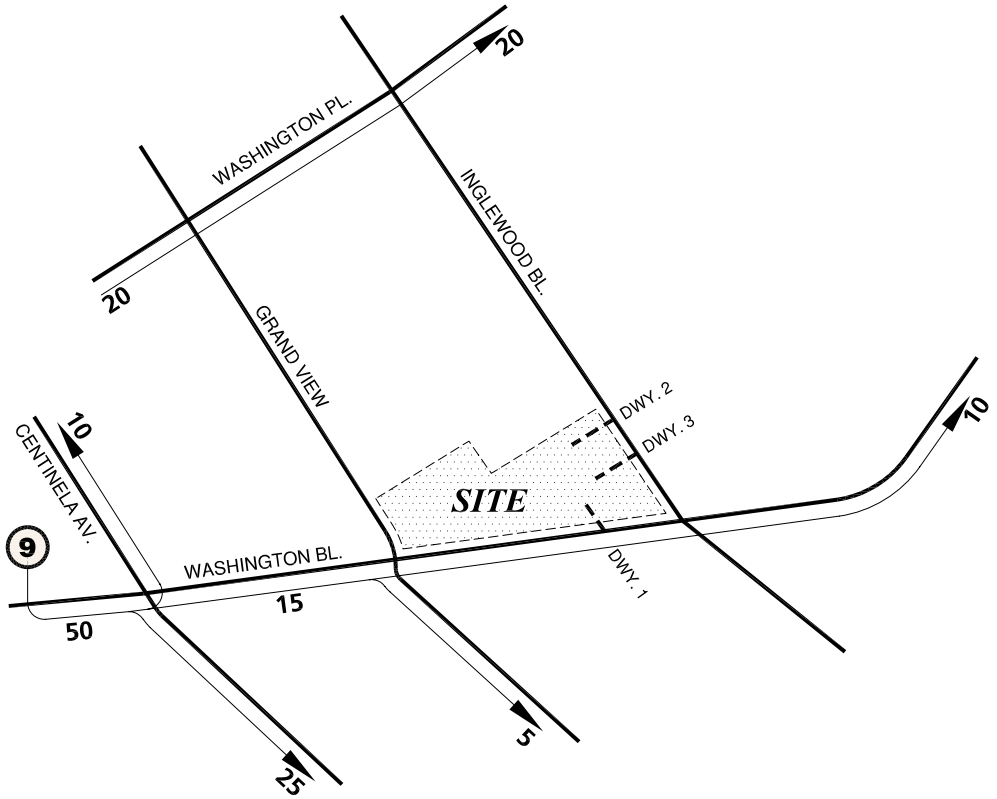
10 = PERCENT TO/FROM PROJECT

(8) = TAZ 8

N

EXHIBIT 9A

# TAZ 9 (APARTMENT) TRIP DISTRIBUTION




**LEGEND:**

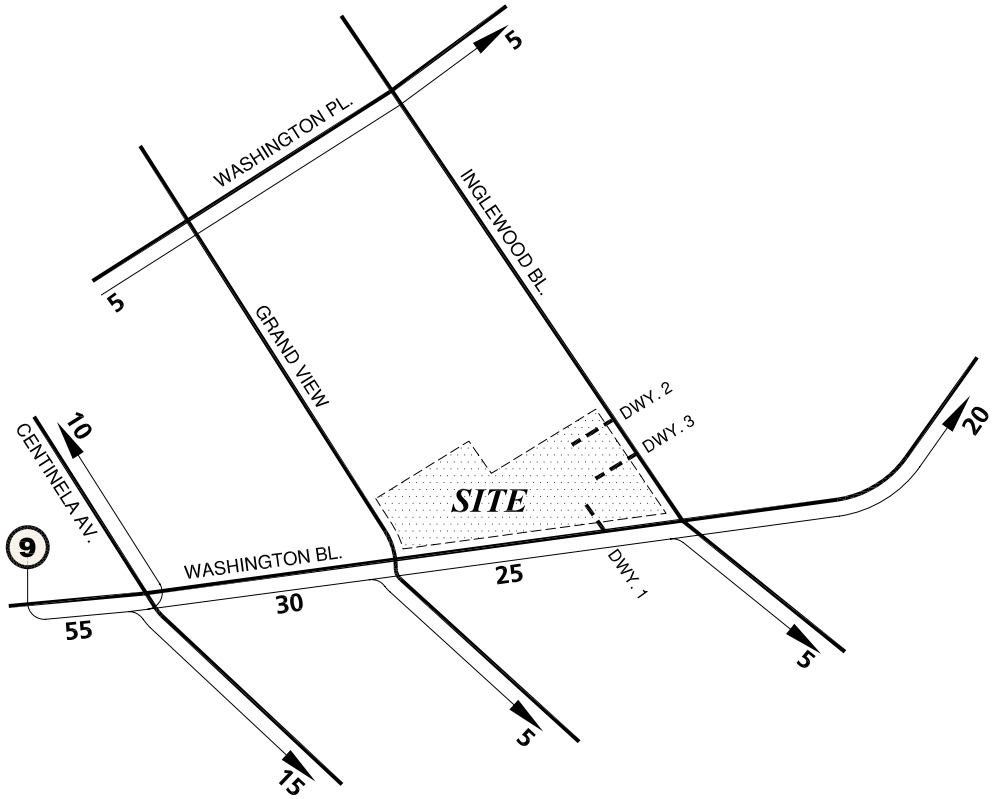
10 = PERCENT TO/FROM PROJECT

(9) = TAZ 9 (APARTMENT)

N

EXHIBIT 9B

# TAZ 9 (RETAIL) TRIP DISTRIBUTION




**LEGEND:**

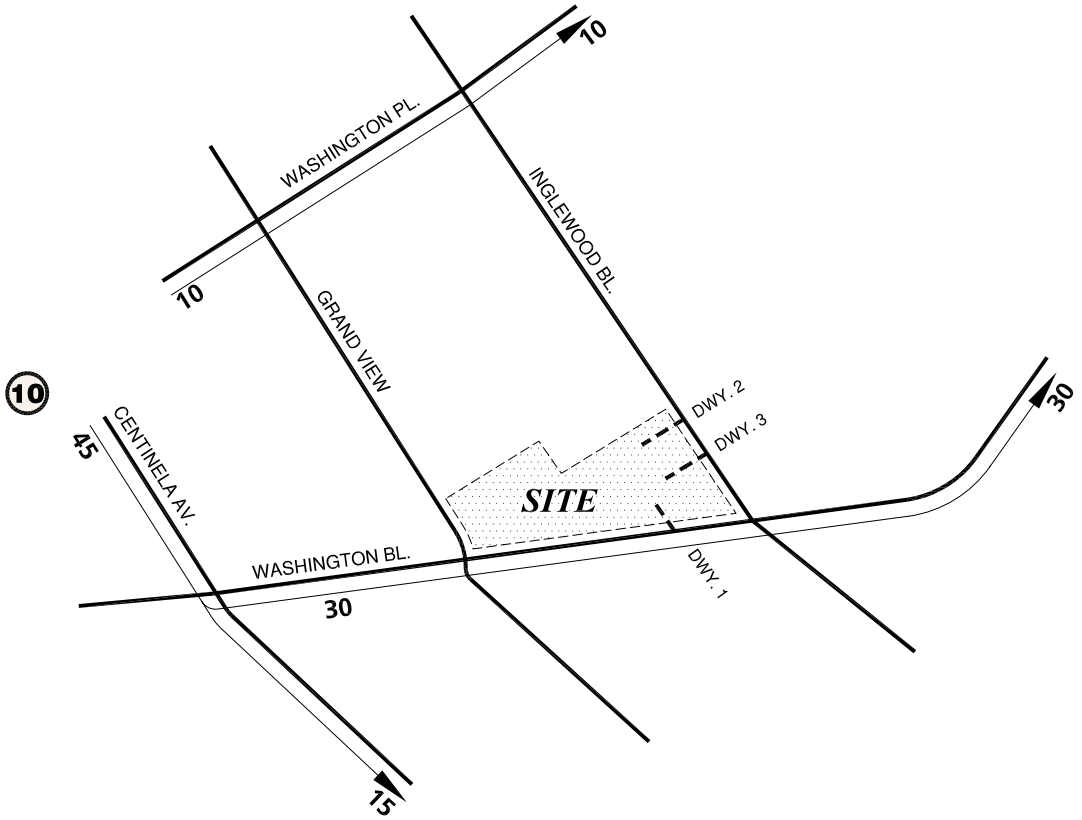
10 = PERCENT TO/FROM PROJECT

(9) = TAZ 9 (RETAIL)

N

EXHIBIT 10

# TAZ 10 TRIP DISTRIBUTION




**LEGEND:**

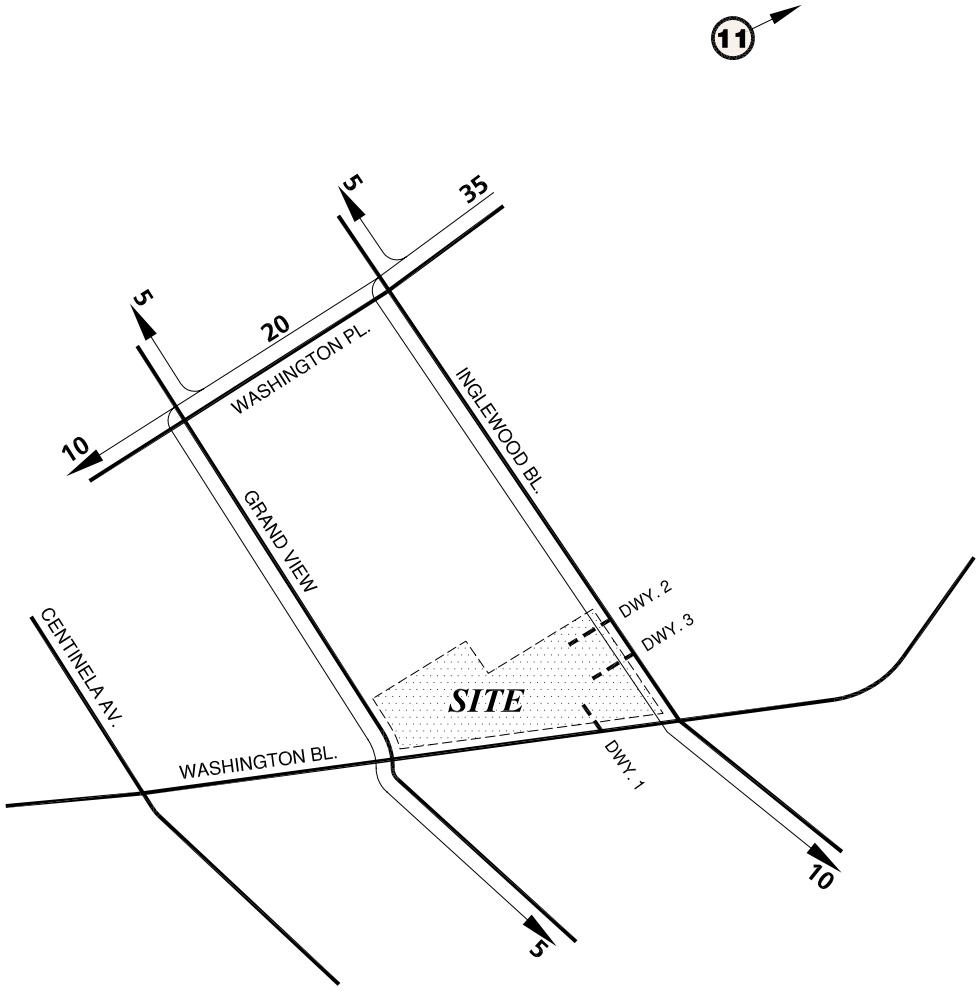
10 = PERCENT TO/FROM PROJECT

(10) = TAZ 10

N

EXHIBIT 11

# TAZ 11 TRIP DISTRIBUTION




**LEGEND:**

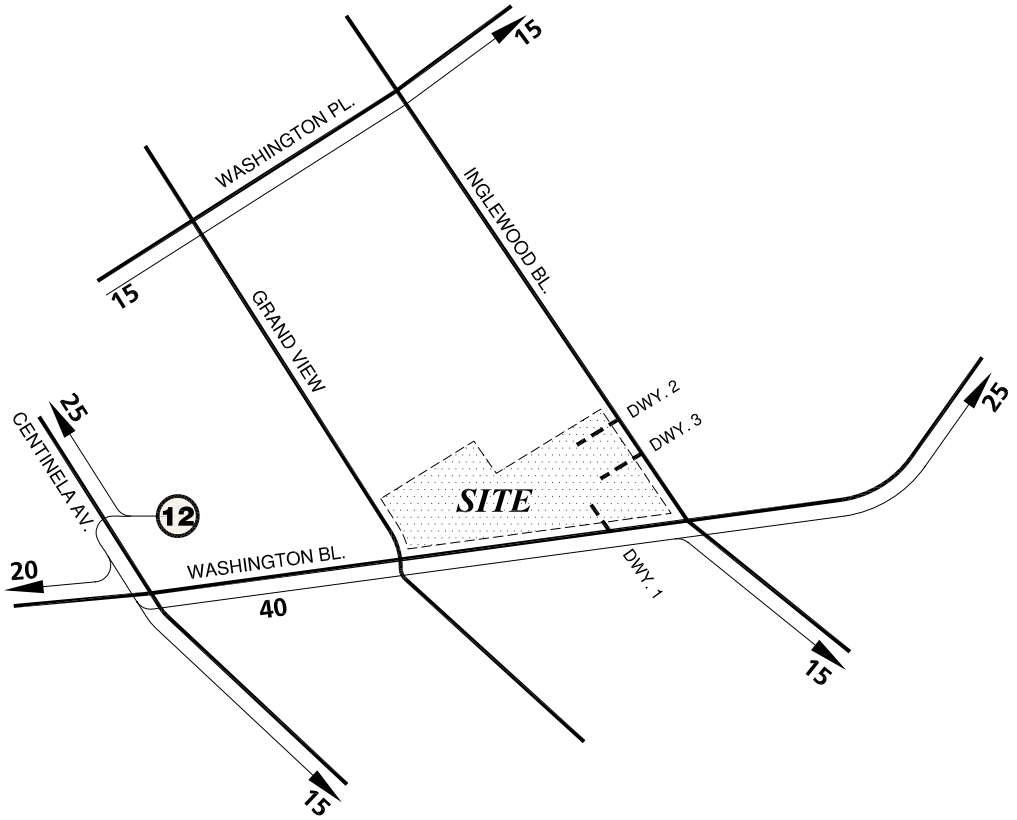
10 = PERCENT TO/FROM PROJECT

(11) = TAZ 11

N

EXHIBIT 12

# TAZ 12 TRIP DISTRIBUTION




**LEGEND:**

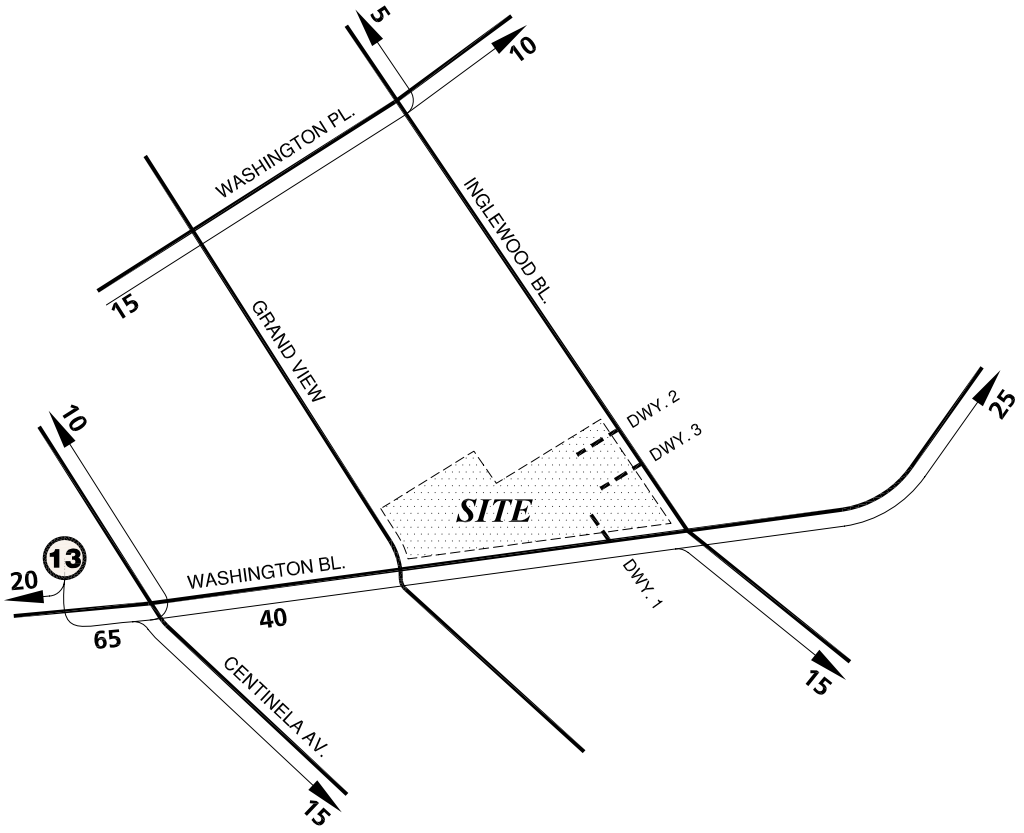
10 = PERCENT TO/FROM PROJECT

(12) = TAZ 12

N

EXHIBIT 13

# TAZ 13 TRIP DISTRIBUTION




**LEGEND:**

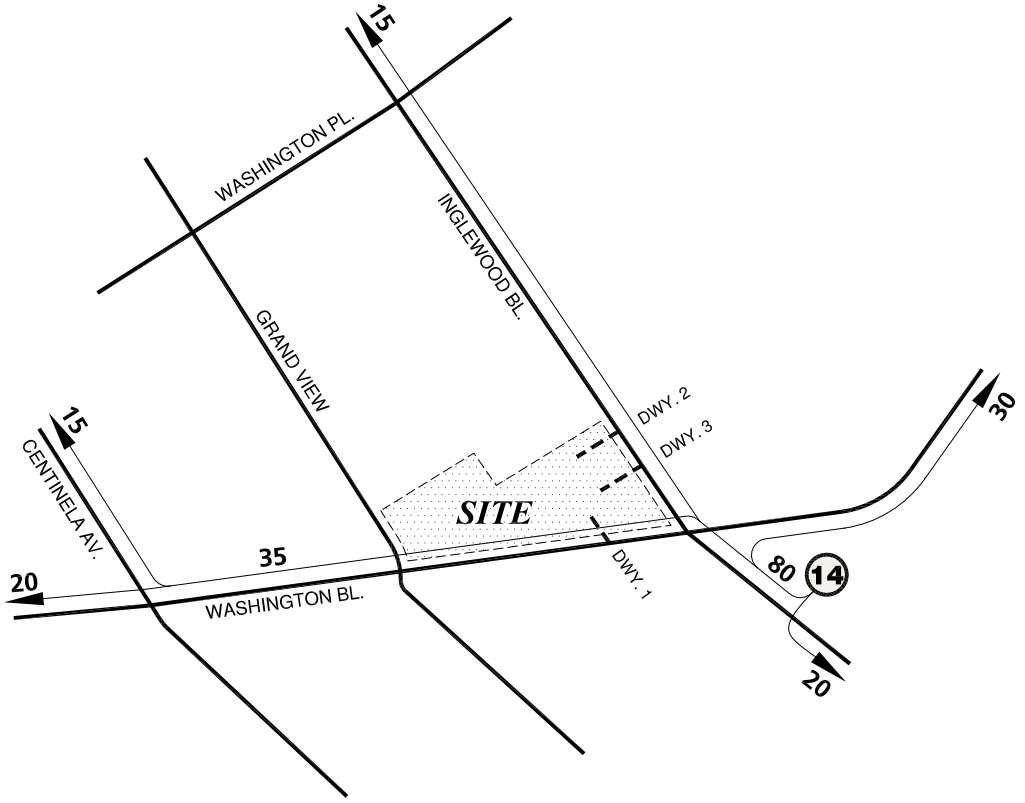
10 = PERCENT TO/FROM PROJECT

(13) = TAZ 13

N

EXHIBIT 14

# TAZ 14 TRIP DISTRIBUTION




**LEGEND:**

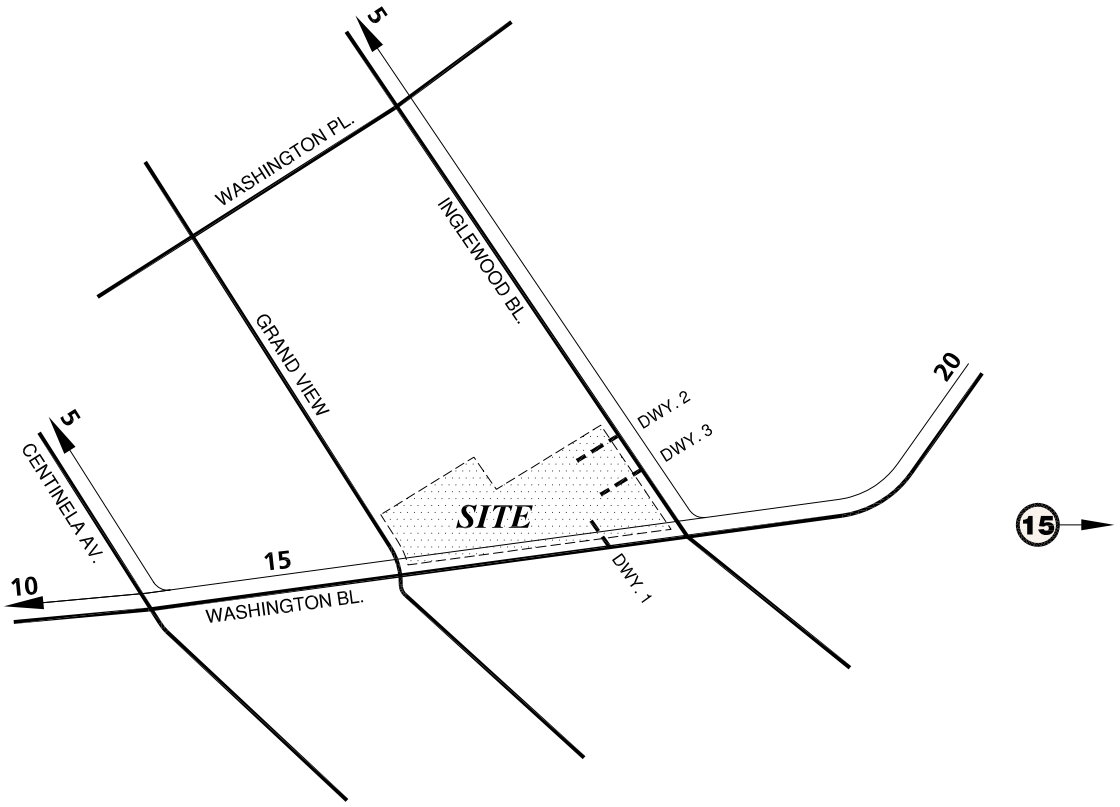
10 = PERCENT TO/FROM PROJECT

(14) = TAZ 14

N

EXHIBIT 15

# TAZ 15 TRIP DISTRIBUTION




**LEGEND:**

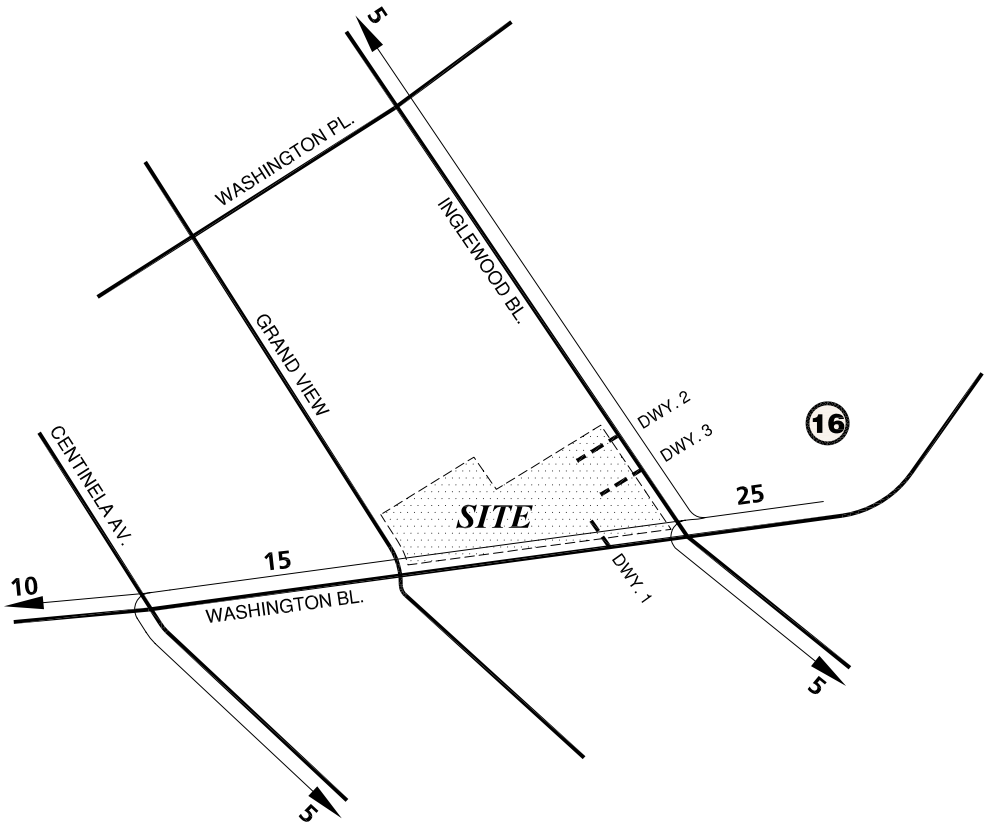
10 = PERCENT TO/FROM PROJECT

(15) = TAZ 15

N

EXHIBIT 16

# TAZ 16 TRIP DISTRIBUTION




**LEGEND:**

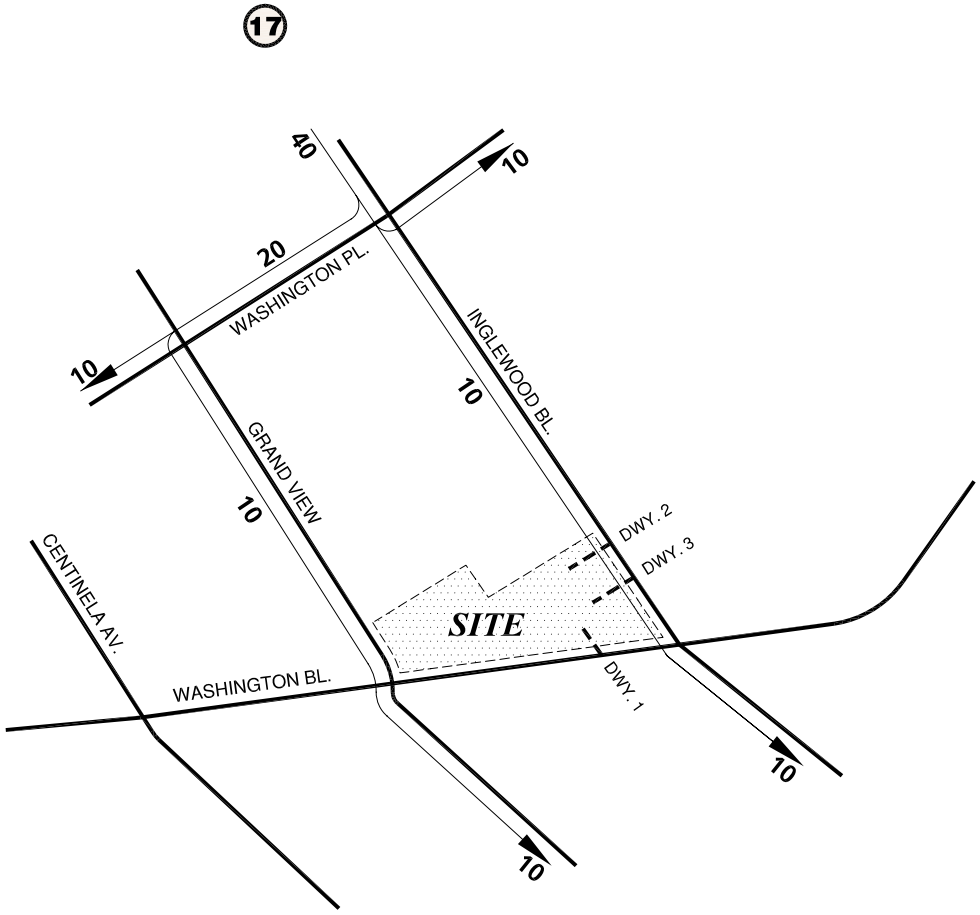
10 = PERCENT TO/FROM PROJECT

16 = TAZ 16

N

EXHIBIT 17

# TAZ 17 TRIP DISTRIBUTION




**LEGEND:**

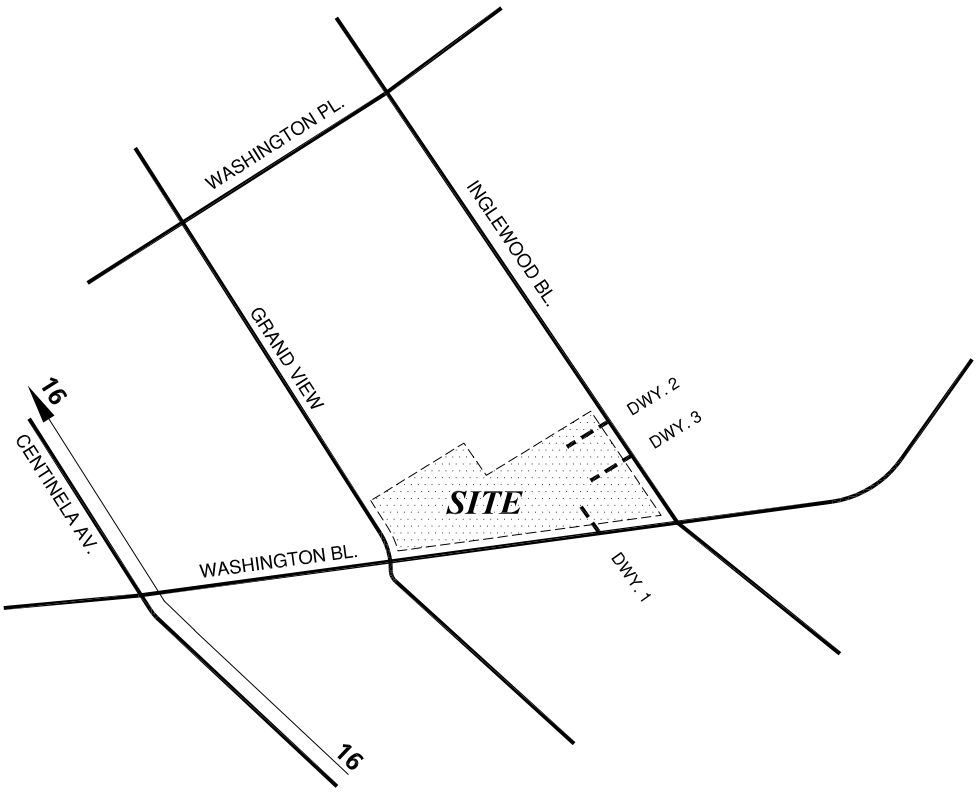
10 = PERCENT TO/FROM PROJECT

17 = TAZ 17

N

EXHIBIT 18

# TAZ 18 TRIP DISTRIBUTION




**LEGEND:**

10 = PERCENT TO/FROM PROJECT

(18) = PLAYA VISTA

(18)

N

# APPENDIX D

EXISITING PLUS AMBIENT PLUS RELATED PROJECTS
OPERATION ANALYSIS WORKSHEETS

Culver City Campus TIA (JN 4980)
Existing + Ambient + Cumulative (Related Projects) Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Centinela Ave (NS) / Washington Blvd (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 1.020 |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 180 | Level Of Service: | F |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 160 | 1320 | 145 | 89 | 705 | 34 | 75 | 618 | 124 | 86 | 541 | 101 |
| Growth Adj: | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 |
| Initial Bse: | 165 | 1360 | 149 | 92 | 726 | 35 | 77 | 637 | 128 | 89 | 557 | 104 |
| Added Vol: | 30 | 28 | 3 | 21 | 108 | 8 | 7 | 78 | 39 | 2 | 50 | 22 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 195 | 1388 | 152 | 113 | 834 | 43 | 84 | 715 | 167 | 91 | 607 | 126 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 203 | 1445 | 159 | 117 | 869 | 45 | 88 | 744 | 174 | 94 | 633 | 131 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 203 | 1445 | 159 | 117 | 869 | 45 | 88 | 744 | 174 | 94 | 633 | 131 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 203 | 1445 | 159 | 117 | 869 | 45 | 88 | 744 | 174 | 94 | 633 | 131 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.80 | 0.20 | 1.00 | 1.90 | 0.10 | 1.00 | 1.62 | 0.38 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1600 | 2883 | 317 | 1600 | 3043 | 157 | 1600 | 2595 | 605 | 1600 | 3200 | 1600 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.50 | 0.50 | 0.07 | 0.29 | 0.29 | 0.05 | 0.29 | 0.29 | 0.06 | 0.20 | 0.08 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |

Culver City Campus TIA (JN 4980)
Existing + Ambient + Cumulative (Related Projects) Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Grand View Blvd (NS) / Washington Pl. (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.640 |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 43 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 0 | 1! 0 | 0 | 0 0 | 1! 0 | 0 | 1 0 | 1 | 0 | 1 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 32 | 130 | 48 | 55 | 84 | 133 | 88 | 816 | 27 | 22 | 576 | 96 |
| Growth Adj: | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 |
| Initial Bse: | 33 | 134 | 49 | 57 | 87 | 137 | 91 | 840 | 28 | 23 | 593 | 99 |
| Added Vol: | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 133 | 0 | 1 | 48 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 33 | 134 | 49 | 58 | 87 | 137 | 91 | 973 | 28 | 24 | 641 | 99 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| PHF Volume: | 34 | 138 | 51 | 59 | 89 | 141 | 93 | 1004 | 29 | 24 | 661 | 102 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 34 | 138 | 51 | 59 | 89 | 141 | 93 | 1004 | 29 | 24 | 661 | 102 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 34 | 138 | 51 | 59 | 89 | 141 | 93 | 1004 | 29 | 24 | 661 | 102 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.15 | 0.62 | 0.23 | 0.20 | 0.31 | 0.49 | 1.00 | 1.94 | 0.06 | 1.00 | 1.73 | 0.27 |
| Final Sat.: | 244 | 990 | 366 | 328 | 492 | 780 | 1600 | 3111 | 89 | 1600 | 2773 | 427 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.14 | 0.14 | 0.04 | 0.18 | 0.18 | 0.06 | 0.32 | 0.32 | 0.02 | 0.24 | 0.24 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

Culver City Campus TIA (JN 4980)
Existing + Ambient + Cumulative (Related Projects) Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Grand View Blvd. (NS) / Washington Blvd. (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.496 |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 33 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 1! 0 | 0 | 0 | 1! 0 | 1 | 0 | 2 0 1 | 1 | 0 | 1 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 28 | 36 | 15 | 61 | 4 | 33 | 55 | 752 | 25 | 32 | 675 | 57 |
| Growth Adj: | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 |
| Initial Bse: | 29 | 37 | 15 | 63 | 4 | 34 | 57 | 775 | 26 | 33 | 695 | 59 |
| Added Vol: | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 101 | 2 | 0 | 73 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 30 | 37 | 15 | 63 | 5 | 34 | 57 | 876 | 28 | 33 | 768 | 59 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 31 | 39 | 16 | 66 | 5 | 36 | 60 | 922 | 29 | 35 | 809 | 62 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 31 | 39 | 16 | 66 | 5 | 36 | 60 | 922 | 29 | 35 | 809 | 62 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 31 | 39 | 16 | 66 | 5 | 36 | 60 | 922 | 29 | 35 | 809 | 62 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.36 | 0.45 | 0.19 | 0.62 | 0.05 | 0.33 | 1.00 | 2.00 | 1.00 | 1.00 | 1.86 | 0.14 |
| Final Sat.: | 580 | 720 | 300 | 986 | 80 | 533 | 1600 | 3200 | 1600 | 1600 | 2973 | 227 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.05 | 0.05 | 0.04 | 0.07 | 0.07 | 0.04 | 0.29 | 0.02 | 0.02 | 0.27 | 0.27 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |

Culver City Campus TIA (JN 4980)
Existing + Ambient + Cumulative (Related Projects) Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #4 Project Dwy 1 (NS) / Washington Blvd (EW)

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| | | | | |
|---|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.409 |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 29 | Level Of Service: | A |

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| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 827 | 0 | 0 | 755 | 3 |
| Growth Adj: | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 852 | 0 | 0 | 778 | 3 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 0 | 0 | 73 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 953 | 0 | 0 | 851 | 3 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 982 | 0 | 0 | 877 | 3 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 982 | 0 | 0 | 877 | 3 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 982 | 0 | 0 | 877 | 3 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.01 | 1.99 | 0.00 | 0.00 | 1.99 | 0.01 |
| Final Sat.: | 0 | 0 | 0 | 0 | 1600 | 0 | 17 | 3183 | 0 | 0 | 3188 | 12 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.31 | 0.00 | 0.00 | 0.28 | 0.28 |
| Crit Moves: | | | | | | | | **** | | **** | | |

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Culver City Campus TIA (JN 4980)
Existing + Ambient + Cumulative (Related Projects) Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Inglewood Blvd (NS) / Washington Pl (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.900 |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 100 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| 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: | 31 | 457 | 63 | 51 | 230 | 44 | 47 | 826 | 51 | 64 | 623 | 66 |
| Growth Adj: | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 |
| Initial Bse: | 32 | 471 | 65 | 53 | 237 | 45 | 48 | 851 | 53 | 66 | 642 | 68 |
| Added Vol: | 0 | 3 | 1 | 1 | 20 | 9 | 15 | 119 | 0 | 1 | 40 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 32 | 474 | 66 | 54 | 257 | 54 | 63 | 970 | 53 | 67 | 682 | 68 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 34 | 504 | 70 | 57 | 273 | 58 | 67 | 1032 | 56 | 71 | 725 | 72 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 34 | 504 | 70 | 57 | 273 | 58 | 67 | 1032 | 56 | 71 | 725 | 72 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 34 | 504 | 70 | 57 | 273 | 58 | 67 | 1032 | 56 | 71 | 725 | 72 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.06 | 0.83 | 0.11 | 0.15 | 0.70 | 0.15 | 1.00 | 1.90 | 0.10 | 1.00 | 1.82 | 0.18 |
| Final Sat.: | 89 | 1326 | 184 | 235 | 1127 | 238 | 1600 | 3036 | 164 | 1600 | 2910 | 290 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.38 | 0.38 | 0.04 | 0.24 | 0.24 | 0.04 | 0.34 | 0.34 | 0.04 | 0.25 | 0.25 |
| Crit Moves: | | **** | | | **** | | | **** | | | **** | |

Culver City Campus TIA (JN 4980)
Existing + Ambient + Cumulative (Related Projects) Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Inglewood Blvd (NS) / Project Dwy 2 (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.537 |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 36 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 0 | 1 | 0 0 | 0 0 | 1 | 0 0 | 0 0 | 0 | 1 | 0 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 577 | 0 | 0 | 410 | 0 | 0 | 0 | 57 | 0 | 0 | 0 |
| Growth Adj: | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 |
| Initial Bse: | 0 | 594 | 0 | 0 | 422 | 0 | 0 | 0 | 59 | 0 | 0 | 0 |
| Added Vol: | 0 | 4 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 598 | 0 | 0 | 442 | 0 | 0 | 0 | 59 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 637 | 0 | 0 | 471 | 0 | 0 | 0 | 62 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 637 | 0 | 0 | 471 | 0 | 0 | 0 | 62 | 0 | 0 | 0 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 0 | 637 | 0 | 0 | 471 | 0 | 0 | 0 | 62 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 1600 | 0 | 0 | 1600 | 0 | 0 | 0 | 1600 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.40 | 0.00 | 0.00 | 0.29 | 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | | **** | | | |

Culver City Campus TIA (JN 4980)
Existing + Ambient + Cumulative (Related Projects) Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #7 Inglewood Blvd (NS) / Project Dwy 3 (EW)

**********

| | | | | |
|---|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.511 | |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx | |
| Optimal Cycle: | 34 | Level Of Service: | A | |

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| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 0 | 1 | 0 0 | 0 0 | 1 | 0 1 | 0 0 | 0 | 0 1 | 0 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 583 | 0 | 0 | 367 | 92 | 0 | 0 | 6 | 0 | 0 | 0 |
| Growth Adj: | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 |
| Initial Bse: | 0 | 600 | 0 | 0 | 378 | 95 | 0 | 0 | 6 | 0 | 0 | 0 |
| Added Vol: | 0 | 4 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 604 | 0 | 0 | 398 | 95 | 0 | 0 | 6 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| PHF Volume: | 0 | 657 | 0 | 0 | 433 | 103 | 0 | 0 | 7 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 657 | 0 | 0 | 433 | 103 | 0 | 0 | 7 | 0 | 0 | 0 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 0 | 657 | 0 | 0 | 433 | 103 | 0 | 0 | 7 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 1600 | 0 | 0 | 1600 | 1600 | 0 | 0 | 1600 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.41 | 0.00 | 0.00 | 0.27 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | **** | | | | | |

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Culver City Campus TIA (JN 4980)
Existing + Ambient + Cumulative (Related Projects) Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Inglewood Blvd (NS) / Washington Blvd (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.800 |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 67 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 2 0 | 1 | 1 0 | 2 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 146 | 509 | 245 | 61 | 255 | 62 | 52 | 636 | 154 | 88 | 545 | 60 |
| Growth Adj: | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 |
| Initial Bse: | 150 | 524 | 252 | 63 | 263 | 64 | 54 | 655 | 159 | 91 | 561 | 62 |
| Added Vol: | 17 | 3 | 9 | 3 | 17 | 0 | 0 | 61 | 40 | 34 | 56 | 1 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 167 | 527 | 261 | 66 | 280 | 64 | 54 | 716 | 199 | 125 | 617 | 63 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 174 | 549 | 272 | 69 | 291 | 67 | 56 | 746 | 207 | 130 | 643 | 65 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 174 | 549 | 272 | 69 | 291 | 67 | 56 | 746 | 207 | 130 | 643 | 65 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 174 | 549 | 272 | 69 | 291 | 67 | 56 | 746 | 207 | 130 | 643 | 65 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 3200 | 1600 | 1600 | 3200 | 1600 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.34 | 0.17 | 0.04 | 0.18 | 0.04 | 0.03 | 0.23 | 0.13 | 0.08 | 0.20 | 0.04 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |

Culver City Campus TIA (JN 4980)
Existing + Ambient + Cumulative (Related Projects) Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Centinela Ave (NS) / Washington Blvd (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 1.132 |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 180 | Level Of Service: | F |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 145 | 1047 | 95 | 109 | 1328 | 66 | 82 | 675 | 168 | 111 | 643 | 116 |
| Growth Adj: | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 |
| Initial Bse: | 149 | 1078 | 98 | 112 | 1368 | 68 | 84 | 695 | 173 | 114 | 662 | 119 |
| Added Vol: | 61 | 130 | 8 | 27 | 52 | 13 | 14 | 82 | 58 | 6 | 100 | 26 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 210 | 1208 | 106 | 139 | 1420 | 81 | 98 | 777 | 231 | 120 | 762 | 145 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 219 | 1259 | 110 | 145 | 1479 | 84 | 103 | 810 | 241 | 125 | 794 | 152 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 219 | 1259 | 110 | 145 | 1479 | 84 | 103 | 810 | 241 | 125 | 794 | 152 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 219 | 1259 | 110 | 145 | 1479 | 84 | 103 | 810 | 241 | 125 | 794 | 152 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.84 | 0.16 | 1.00 | 1.89 | 0.11 | 1.00 | 1.54 | 0.46 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1600 | 2942 | 258 | 1600 | 3027 | 173 | 1600 | 2467 | 733 | 1600 | 3200 | 1600 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.43 | 0.43 | 0.09 | 0.49 | 0.49 | 0.06 | 0.33 | 0.33 | 0.08 | 0.25 | 0.09 |
| Crit Moves: | **** | | | | **** | | | **** | | | **** | |

Culver City Campus TIA (JN 4980)
Existing + Ambient + Cumulative (Related Projects) Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Grand View Blvd (NS) / Washington Pl. (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.819 |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 71 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| 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: | 23 | 87 | 36 | 85 | 204 | 169 | 88 | 797 | 52 | 30 | 832 | 64 |
| Growth Adj: | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 |
| Initial Bse: | 24 | 90 | 37 | 88 | 210 | 174 | 91 | 821 | 54 | 31 | 857 | 66 |
| Added Vol: | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 95 | 0 | 2 | 153 | 2 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 24 | 90 | 39 | 90 | 210 | 174 | 91 | 916 | 54 | 33 | 1010 | 68 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| PHF Volume: | 24 | 91 | 40 | 91 | 214 | 178 | 92 | 935 | 55 | 34 | 1031 | 69 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 24 | 91 | 40 | 91 | 214 | 178 | 92 | 935 | 55 | 34 | 1031 | 69 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 24 | 91 | 40 | 91 | 214 | 178 | 92 | 935 | 55 | 34 | 1031 | 69 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.15 | 0.59 | 0.26 | 0.19 | 0.44 | 0.37 | 1.00 | 1.89 | 0.11 | 1.00 | 1.87 | 0.13 |
| Final Sat.: | 249 | 941 | 410 | 302 | 710 | 588 | 1600 | 3023 | 177 | 1600 | 2998 | 202 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.10 | 0.10 | 0.06 | 0.30 | 0.30 | 0.06 | 0.31 | 0.31 | 0.02 | 0.34 | 0.34 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

Culver City Campus TIA (JN 4980)
Existing + Ambient + Cumulative (Related Projects) Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Grand View Blvd. (NS) / Washington Blvd. (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.648 |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 44 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 1! 0 | 0 | 0 | 1! 0 | 1 | 0 | 2 0 | 1 | 1 | 0 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 20 | 12 | 15 | 150 | 36 | 79 | 50 | 826 | 22 | 30 | 811 | 52 |
| Growth Adj: | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 |
| Initial Bse: | 21 | 12 | 15 | 155 | 37 | 81 | 52 | 851 | 23 | 31 | 835 | 54 |
| Added Vol: | 3 | 2 | 0 | 0 | 2 | 0 | 0 | 114 | 2 | 0 | 129 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 24 | 14 | 15 | 155 | 39 | 81 | 52 | 965 | 25 | 31 | 964 | 54 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| PHF Volume: | 24 | 15 | 16 | 158 | 40 | 83 | 53 | 984 | 25 | 32 | 984 | 55 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 24 | 15 | 16 | 158 | 40 | 83 | 53 | 984 | 25 | 32 | 984 | 55 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 24 | 15 | 16 | 158 | 40 | 83 | 53 | 984 | 25 | 32 | 984 | 55 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.44 | 0.27 | 0.29 | 0.56 | 0.14 | 0.30 | 1.00 | 2.00 | 1.00 | 1.00 | 1.89 | 0.11 |
| Final Sat.: | 707 | 430 | 463 | 899 | 227 | 474 | 1600 | 3200 | 1600 | 1600 | 3032 | 168 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.03 | 0.03 | 0.10 | 0.18 | 0.18 | 0.03 | 0.31 | 0.02 | 0.02 | 0.32 | 0.32 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |

Culver City Campus TIA (JN 4980)
Existing + Ambient + Cumulative (Related Projects) Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #4 Project Dwy 1 (NS) / Washington Blvd (EW)

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| | | | | |
|---|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.499 | |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx | |
| Optimal Cycle: | 33 | Level Of Service: | A | |

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| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 1! | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 4 | 0 | 10 | 0 | 1001 | 0 | 0 | 888 | 0 |
| Growth Adj: | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 |
| Initial Bse: | 0 | 0 | 0 | 4 | 0 | 10 | 0 | 1031 | 0 | 0 | 915 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 0 | 0 | 129 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 4 | 0 | 10 | 0 | 1146 | 0 | 0 | 1044 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| PHF Volume: | 0 | 0 | 0 | 4 | 0 | 11 | 0 | 1246 | 0 | 0 | 1134 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 4 | 0 | 11 | 0 | 1246 | 0 | 0 | 1134 | 0 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 0 | 0 | 0 | 4 | 0 | 11 | 0 | 1246 | 0 | 0 | 1134 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.29 | 0.00 | 0.71 | 0.00 | 2.00 | 0.00 | 0.00 | 2.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 457 | 0 | 1143 | 0 | 3200 | 0 | 0 | 3200 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.39 | 0.00 | 0.00 | 0.35 | 0.00 |
| Crit Moves: | | | | | | **** | | **** | | **** | | |

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Culver City Campus TIA (JN 4980)
Existing + Ambient + Cumulative (Related Projects) Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Inglewood Blvd (NS) / Washington Pl (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.901 |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 100 | Level Of Service: | E |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 0 | 1! 0 | 0 | 0 0 | 1! 0 | 0 | 1 0 | 1 | 0 | 1 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 28 | 324 | 62 | 42 | 467 | 55 | 42 | 817 | 44 | 114 | 817 | 57 |
| Growth Adj: | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 |
| Initial Bse: | 29 | 334 | 64 | 43 | 481 | 57 | 43 | 842 | 45 | 117 | 842 | 59 |
| Added Vol: | 0 | 25 | 3 | 2 | 7 | 19 | 16 | 83 | 0 | 3 | 138 | 2 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 29 | 359 | 67 | 45 | 488 | 76 | 59 | 925 | 45 | 120 | 980 | 61 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| PHF Volume: | 30 | 370 | 69 | 47 | 503 | 78 | 61 | 953 | 47 | 124 | 1010 | 63 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 30 | 370 | 69 | 47 | 503 | 78 | 61 | 953 | 47 | 124 | 1010 | 63 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 30 | 370 | 69 | 47 | 503 | 78 | 61 | 953 | 47 | 124 | 1010 | 63 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.06 | 0.79 | 0.15 | 0.07 | 0.81 | 0.12 | 1.00 | 1.91 | 0.09 | 1.00 | 1.88 | 0.12 |
| Final Sat.: | 102 | 1263 | 235 | 119 | 1282 | 199 | 1600 | 3050 | 150 | 1600 | 3013 | 187 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.29 | 0.29 | 0.03 | 0.39 | 0.39 | 0.04 | 0.31 | 0.31 | 0.08 | 0.34 | 0.34 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

Culver City Campus TIA (JN 4980)
Existing + Ambient + Cumulative (Related Projects) Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

**********

Intersection #6 Inglewood Blvd (NS) / Project Dwy 2 (EW)

**********

| | | | | |
|---|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.496 | |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx | |
| Optimal Cycle: | 33 | Level Of Service: | A | |

**********

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 0 | 1 | 0 0 | 0 0 | 1 | 0 0 | 0 0 | 1 | 0 0 | 0 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 377 | 0 | 0 | 568 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Adj: | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 |
| Initial Bse: | 0 | 388 | 0 | 0 | 585 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Added Vol: | 0 | 28 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 416 | 0 | 0 | 595 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 443 | 0 | 0 | 633 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 443 | 0 | 0 | 633 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 0 | 443 | 0 | 0 | 633 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 1600 | 0 | 0 | 1600 | 0 | 0 | 1600 | 0 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.28 | 0.00 | 0.00 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | | | | | | |

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Culver City Campus TIA (JN 4980)
Existing + Ambient + Cumulative (Related Projects) Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

**********

Intersection #7 Inglewood Blvd (NS) / Project Dwy 3 (EW)

**********

| | | | | |
|---|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.503 | |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx | |
| Optimal Cycle: | 34 | Level Of Service: | A | |

**********

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 0 | 1 | 0 0 | 0 0 | 1 | 0 1 | 0 0 | 0 | 0 1 | 0 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 379 | 0 | 0 | 566 | 4 | 0 | 0 | 38 | 0 | 0 | 0 |
| Growth Adj: | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 |
| Initial Bse: | 0 | 390 | 0 | 0 | 583 | 4 | 0 | 0 | 39 | 0 | 0 | 0 |
| Added Vol: | 0 | 28 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 418 | 0 | 0 | 593 | 4 | 0 | 0 | 39 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| PHF Volume: | 0 | 427 | 0 | 0 | 605 | 4 | 0 | 0 | 40 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 427 | 0 | 0 | 605 | 4 | 0 | 0 | 40 | 0 | 0 | 0 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 0 | 427 | 0 | 0 | 605 | 4 | 0 | 0 | 40 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 1600 | 0 | 0 | 1600 | 1600 | 0 | 0 | 1600 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.27 | 0.00 | 0.00 | 0.38 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | | | **** | | | |

**********

Culver City Campus TIA (JN 4980)
Existing + Ambient + Cumulative (Related Projects) Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Inglewood Blvd (NS) / Washington Blvd (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.932 |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 119 | Level Of Service: | E |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 2 0 | 1 | 1 0 | 2 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 125 | 326 | 122 | 88 | 526 | 57 | 38 | 699 | 255 | 121 | 711 | 34 |
| Growth Adj: | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 |
| Initial Bse: | 129 | 336 | 126 | 91 | 542 | 59 | 39 | 720 | 263 | 125 | 732 | 35 |
| Added Vol: | 44 | 24 | 33 | 2 | 8 | 0 | 0 | 90 | 24 | 12 | 86 | 4 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Initial Fut: | 173 | 360 | 159 | 93 | 550 | 59 | 39 | 810 | 287 | 137 | 819 | 39 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 182 | 379 | 167 | 98 | 579 | 62 | 41 | 853 | 302 | 144 | 862 | 41 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 182 | 379 | 167 | 98 | 579 | 62 | 41 | 853 | 302 | 144 | 862 | 41 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 182 | 379 | 167 | 98 | 579 | 62 | 41 | 853 | 302 | 144 | 862 | 41 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 3200 | 1600 | 1600 | 3200 | 1600 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.24 | 0.10 | 0.06 | 0.36 | 0.04 | 0.03 | 0.27 | 0.19 | 0.09 | 0.27 | 0.03 |
| Crit Moves: | **** | | | | **** | | | **** | | | **** | |

# APPENDIX E

EXISTING PLUS AMBIENT PLUS RELATED PROJECTS PLUS PROJECT
OPERATION ANALYSIS WORKSHEETS

Culver City Campus TIA (JN 4980)
Existing + Ambient + Project + Related Projects Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

**********

Intersection #1 Centinela Ave (NS) / Washington Blvd (EW)

**********

| | | | | |
|---|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 1.024 |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 180 | Level Of Service: | F |

**********

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 160 | 1320 | 145 | 89 | 705 | 34 | 75 | 618 | 124 | 86 | 541 | 101 |
| Growth Adj: | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 |
| Initial Bse: | 165 | 1360 | 149 | 92 | 726 | 35 | 77 | 637 | 128 | 89 | 557 | 104 |
| Added Vol: | 30 | 28 | 3 | 21 | 108 | 8 | 7 | 88 | 39 | 2 | 58 | 26 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 195 | 1388 | 152 | 113 | 834 | 43 | 84 | 725 | 167 | 91 | 615 | 130 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 203 | 1445 | 159 | 117 | 869 | 45 | 88 | 755 | 174 | 94 | 641 | 135 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 203 | 1445 | 159 | 117 | 869 | 45 | 88 | 755 | 174 | 94 | 641 | 135 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 203 | 1445 | 159 | 117 | 869 | 45 | 88 | 755 | 174 | 94 | 641 | 135 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.80 | 0.20 | 1.00 | 1.90 | 0.10 | 1.00 | 1.63 | 0.37 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1600 | 2883 | 317 | 1600 | 3043 | 157 | 1600 | 2601 | 599 | 1600 | 3200 | 1600 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.50 | 0.50 | 0.07 | 0.29 | 0.29 | 0.05 | 0.29 | 0.29 | 0.06 | 0.20 | 0.08 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |

**********

Culver City Campus TIA (JN 4980)
Existing + Ambient + Project + Related Projects Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Grand View Blvd (NS) / Washington Pl. (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.640 |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 43 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| 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: | 32 | 130 | 48 | 55 | 84 | 133 | 88 | 816 | 27 | 22 | 576 | 96 |
| Growth Adj: | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 |
| Initial Bse: | 33 | 134 | 49 | 57 | 87 | 137 | 91 | 840 | 28 | 23 | 593 | 99 |
| Added Vol: | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 133 | 0 | 1 | 48 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 33 | 134 | 49 | 58 | 87 | 137 | 95 | 973 | 28 | 24 | 641 | 99 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| PHF Volume: | 34 | 138 | 51 | 59 | 89 | 141 | 98 | 1004 | 29 | 24 | 661 | 102 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 34 | 138 | 51 | 59 | 89 | 141 | 98 | 1004 | 29 | 24 | 661 | 102 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 34 | 138 | 51 | 59 | 89 | 141 | 98 | 1004 | 29 | 24 | 661 | 102 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.15 | 0.62 | 0.23 | 0.20 | 0.31 | 0.49 | 1.00 | 1.94 | 0.06 | 1.00 | 1.73 | 0.27 |
| Final Sat.: | 244 | 990 | 366 | 328 | 492 | 780 | 1600 | 3111 | 89 | 1600 | 2773 | 427 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.14 | 0.14 | 0.04 | 0.18 | 0.18 | 0.06 | 0.32 | 0.32 | 0.02 | 0.24 | 0.24 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

Culver City Campus TIA (JN 4980)
Existing + Ambient + Project + Related Projects Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

**********

Intersection #3 Grand View Blvd. (NS) / Washington Blvd. (EW)

**********

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.500 |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 33 | Level Of Service: | A |

**********

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 0 | 1! 0 | 0 | 0 0 | 1! 0 | 0 | 1 0 | 2 0 | 1 | 1 0 | 1 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 28 | 36 | 15 | 61 | 4 | 33 | 55 | 752 | 25 | 32 | 675 | 57 |
| Growth Adj: | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 |
| Initial Bse: | 29 | 37 | 15 | 63 | 4 | 34 | 57 | 775 | 26 | 33 | 695 | 59 |
| Added Vol: | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 111 | 2 | 0 | 85 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 30 | 37 | 15 | 63 | 5 | 34 | 57 | 886 | 28 | 33 | 780 | 59 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 31 | 39 | 16 | 66 | 5 | 36 | 60 | 932 | 29 | 35 | 821 | 62 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 31 | 39 | 16 | 66 | 5 | 36 | 60 | 932 | 29 | 35 | 821 | 62 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 31 | 39 | 16 | 66 | 5 | 36 | 60 | 932 | 29 | 35 | 821 | 62 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.36 | 0.45 | 0.19 | 0.62 | 0.05 | 0.33 | 1.00 | 2.00 | 1.00 | 1.00 | 1.86 | 0.14 |
| Final Sat.: | 580 | 720 | 300 | 986 | 80 | 533 | 1600 | 3200 | 1600 | 1600 | 2976 | 224 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.05 | 0.05 | 0.04 | 0.07 | 0.07 | 0.04 | 0.29 | 0.02 | 0.02 | 0.28 | 0.28 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |

**********

Culver City Campus TIA (JN 4980)
Existing + Ambient + Project + Related Projects Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Project Dwy 1 (NS) / Washington Blvd (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.412 |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 29 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 0 | 0 | 0 0 | 0 0 | 1 | 0 0 | 0 1 | 1 | 0 0 | 0 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 827 | 0 | 0 | 755 | 3 |
| Growth Adj: | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 852 | 0 | 0 | 778 | 3 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 0 | 0 | 85 | 40 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 963 | 0 | 0 | 863 | 43 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 993 | 0 | 0 | 889 | 44 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 993 | 0 | 0 | 889 | 44 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 993 | 0 | 0 | 889 | 44 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.01 | 1.99 | 0.00 | 0.00 | 1.90 | 0.10 |
| Final Sat.: | 0 | 0 | 0 | 0 | 1600 | 0 | 17 | 3183 | 0 | 0 | 3048 | 152 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.31 | 0.00 | 0.00 | 0.29 | 0.29 |
| Crit Moves: | | | | | | | | **** | | **** | | |

Culver City Campus TIA (JN 4980)
Existing + Ambient + Project + Related Projects Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Inglewood Blvd (NS) / Washington Pl (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.903 |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 102 | Level Of Service: | E |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| 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: | 31 | 457 | 63 | 51 | 230 | 44 | 47 | 826 | 51 | 64 | 623 | 66 |
| Growth Adj: | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 |
| Initial Bse: | 32 | 471 | 65 | 53 | 237 | 45 | 48 | 851 | 53 | 66 | 642 | 68 |
| Added Vol: | 0 | 3 | 1 | 1 | 25 | 9 | 15 | 119 | 0 | 6 | 40 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 32 | 474 | 66 | 54 | 262 | 54 | 63 | 970 | 53 | 72 | 682 | 68 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 34 | 504 | 70 | 57 | 279 | 58 | 67 | 1032 | 56 | 77 | 725 | 72 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 34 | 504 | 70 | 57 | 279 | 58 | 67 | 1032 | 56 | 77 | 725 | 72 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 34 | 504 | 70 | 57 | 279 | 58 | 67 | 1032 | 56 | 77 | 725 | 72 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.06 | 0.83 | 0.11 | 0.14 | 0.71 | 0.15 | 1.00 | 1.90 | 0.10 | 1.00 | 1.82 | 0.18 |
| Final Sat.: | 89 | 1326 | 184 | 232 | 1133 | 235 | 1600 | 3036 | 164 | 1600 | 2910 | 290 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.38 | 0.38 | 0.04 | 0.25 | 0.25 | 0.04 | 0.34 | 0.34 | 0.05 | 0.25 | 0.25 |
| Crit Moves: | | **** | | | **** | | | **** | | | **** | |

Culver City Campus TIA (JN 4980)
Existing + Ambient + Project + Related Projects Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Inglewood Blvd (NS) / Project Dwy 2 (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.543 |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 36 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 1 | 0 0 | 0 | 0 1 | 0 0 | 0 | 0 0 | 0 1 | 0 | 0 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 577 | 0 | 0 | 410 | 0 | 0 | 0 | 57 | 0 | 0 | 0 |
| Growth Adj: | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 |
| Initial Bse: | 0 | 594 | 0 | 0 | 422 | 0 | 0 | 0 | 59 | 0 | 0 | 0 |
| Added Vol: | 0 | 4 | 0 | 0 | 30 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 598 | 0 | 0 | 452 | 0 | 0 | 0 | 69 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 637 | 0 | 0 | 481 | 0 | 0 | 0 | 73 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 637 | 0 | 0 | 481 | 0 | 0 | 0 | 73 | 0 | 0 | 0 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 0 | 637 | 0 | 0 | 481 | 0 | 0 | 0 | 73 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 1600 | 0 | 0 | 1600 | 0 | 0 | 0 | 1600 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.40 | 0.00 | 0.00 | 0.30 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | **** | | | | **** | | | |

Culver City Campus TIA (JN 4980)
Existing + Ambient + Project + Related Projects Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Inglewood Blvd (NS) / Project Dwy 3 (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.536 |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 35 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 0 | 1 | 0 0 | 0 0 | 1 | 0 1 | 0 0 | 0 | 0 1 | 0 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 583 | 0 | 0 | 367 | 92 | 0 | 0 | 6 | 0 | 0 | 0 |
| Growth Adj: | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 |
| Initial Bse: | 0 | 600 | 0 | 0 | 378 | 95 | 0 | 0 | 6 | 0 | 0 | 0 |
| Added Vol: | 0 | 4 | 0 | 0 | 31 | 10 | 0 | 0 | 31 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 604 | 0 | 0 | 409 | 105 | 0 | 0 | 37 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| PHF Volume: | 0 | 657 | 0 | 0 | 445 | 114 | 0 | 0 | 40 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 657 | 0 | 0 | 445 | 114 | 0 | 0 | 40 | 0 | 0 | 0 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 0 | 657 | 0 | 0 | 445 | 114 | 0 | 0 | 40 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 1600 | 0 | 0 | 1600 | 1600 | 0 | 0 | 1600 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.41 | 0.00 | 0.00 | 0.28 | 0.07 | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | | **** | | | |

Culver City Campus TIA (JN 4980)
Existing + Ambient + Project + Related Projects Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Inglewood Blvd (NS) / Washington Blvd (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.811 |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 69 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 2 0 | 1 | 1 0 | 2 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 146 | 509 | 245 | 61 | 255 | 62 | 52 | 636 | 154 | 88 | 545 | 60 |
| Growth Adj: | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 |
| Initial Bse: | 150 | 524 | 252 | 63 | 263 | 64 | 54 | 655 | 159 | 91 | 561 | 62 |
| Added Vol: | 32 | 3 | 9 | 20 | 30 | 12 | 10 | 61 | 40 | 34 | 71 | 1 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 182 | 527 | 261 | 83 | 293 | 76 | 64 | 716 | 199 | 125 | 632 | 63 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 190 | 549 | 272 | 86 | 305 | 79 | 66 | 746 | 207 | 130 | 659 | 65 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 190 | 549 | 272 | 86 | 305 | 79 | 66 | 746 | 207 | 130 | 659 | 65 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 190 | 549 | 272 | 86 | 305 | 79 | 66 | 746 | 207 | 130 | 659 | 65 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 3200 | 1600 | 1600 | 3200 | 1600 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.34 | 0.17 | 0.05 | 0.19 | 0.05 | 0.04 | 0.23 | 0.13 | 0.08 | 0.21 | 0.04 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |

Culver City Campus TIA (JN 4980)
Existing + Ambient + Project + Related Projects Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Centinela Ave (NS) / Washington Blvd (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 1.132 |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 180 | Level Of Service: | F |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 145 | 1047 | 95 | 109 | 1328 | 66 | 82 | 675 | 168 | 111 | 643 | 116 |
| Growth Adj: | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 |
| Initial Bse: | 149 | 1078 | 98 | 112 | 1368 | 68 | 84 | 695 | 173 | 114 | 662 | 119 |
| Added Vol: | 61 | 130 | 8 | 27 | 52 | 13 | 14 | 83 | 58 | 6 | 99 | 25 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 210 | 1208 | 106 | 139 | 1420 | 81 | 98 | 778 | 231 | 120 | 761 | 144 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 219 | 1259 | 110 | 145 | 1479 | 84 | 103 | 811 | 241 | 125 | 793 | 151 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 219 | 1259 | 110 | 145 | 1479 | 84 | 103 | 811 | 241 | 125 | 793 | 151 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 219 | 1259 | 110 | 145 | 1479 | 84 | 103 | 811 | 241 | 125 | 793 | 151 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.84 | 0.16 | 1.00 | 1.89 | 0.11 | 1.00 | 1.54 | 0.46 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1600 | 2942 | 258 | 1600 | 3027 | 173 | 1600 | 2467 | 733 | 1600 | 3200 | 1600 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.43 | 0.43 | 0.09 | 0.49 | 0.49 | 0.06 | 0.33 | 0.33 | 0.08 | 0.25 | 0.09 |
| Crit Moves: | **** | | | | **** | | | **** | | | **** | |

Culver City Campus TIA (JN 4980)
Existing + Ambient + Project + Related Projects Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Grand View Blvd (NS) / Washington Pl. (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.818 |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 71 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 0 | 1! 0 | 0 | 0 0 | 1! 0 | 0 | 1 0 | 1 | 0 | 1 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 23 | 87 | 36 | 85 | 204 | 169 | 88 | 797 | 52 | 30 | 832 | 64 |
| Growth Adj: | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 |
| Initial Bse: | 24 | 90 | 37 | 88 | 210 | 174 | 91 | 821 | 54 | 31 | 857 | 66 |
| Added Vol: | 0 | 0 | 2 | 2 | 0 | 0 | -1 | 95 | 0 | 2 | 153 | 2 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 24 | 90 | 39 | 90 | 210 | 174 | 90 | 916 | 54 | 33 | 1010 | 68 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| PHF Volume: | 24 | 91 | 40 | 91 | 214 | 178 | 91 | 935 | 55 | 34 | 1031 | 69 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 24 | 91 | 40 | 91 | 214 | 178 | 91 | 935 | 55 | 34 | 1031 | 69 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 24 | 91 | 40 | 91 | 214 | 178 | 91 | 935 | 55 | 34 | 1031 | 69 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.15 | 0.59 | 0.26 | 0.19 | 0.44 | 0.37 | 1.00 | 1.89 | 0.11 | 1.00 | 1.87 | 0.13 |
| Final Sat.: | 249 | 941 | 410 | 302 | 710 | 588 | 1600 | 3023 | 177 | 1600 | 2998 | 202 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.10 | 0.10 | 0.06 | 0.30 | 0.30 | 0.06 | 0.31 | 0.31 | 0.02 | 0.34 | 0.34 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

Culver City Campus TIA (JN 4980)
Existing + Ambient + Project + Related Projects Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Grand View Blvd. (NS) / Washington Blvd. (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.647 |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 44 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 0 | 1! 0 | 0 | 0 0 | 1! 0 | 0 | 1 0 | 2 0 | 1 | 1 0 | 1 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 20 | 12 | 15 | 150 | 36 | 79 | 50 | 826 | 22 | 30 | 811 | 52 |
| Growth Adj: | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 |
| Initial Bse: | 21 | 12 | 15 | 155 | 37 | 81 | 52 | 851 | 23 | 31 | 835 | 54 |
| Added Vol: | 3 | 2 | 0 | 0 | 2 | 0 | 0 | 116 | 2 | 0 | 127 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 24 | 14 | 15 | 155 | 39 | 81 | 52 | 967 | 25 | 31 | 962 | 54 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| PHF Volume: | 24 | 15 | 16 | 158 | 40 | 83 | 53 | 987 | 25 | 32 | 982 | 55 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 24 | 15 | 16 | 158 | 40 | 83 | 53 | 987 | 25 | 32 | 982 | 55 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 24 | 15 | 16 | 158 | 40 | 83 | 53 | 987 | 25 | 32 | 982 | 55 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.44 | 0.27 | 0.29 | 0.56 | 0.14 | 0.30 | 1.00 | 2.00 | 1.00 | 1.00 | 1.89 | 0.11 |
| Final Sat.: | 707 | 430 | 463 | 899 | 227 | 474 | 1600 | 3200 | 1600 | 1600 | 3031 | 169 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.03 | 0.03 | 0.10 | 0.18 | 0.18 | 0.03 | 0.31 | 0.02 | 0.02 | 0.32 | 0.32 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |

Culver City Campus TIA (JN 4980)
Existing + Ambient + Project + Related Projects Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Project Dwy 1 (NS) / Washington Blvd (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.499 |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 33 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 0 | 0 | 0 0 | 0 0 | 1! 0 | 0 | 0 1 | 1 | 0 0 | 0 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 4 | 0 | 10 | 0 | 1001 | 0 | 0 | 888 | 0 |
| Growth Adj: | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 |
| Initial Bse: | 0 | 0 | 0 | 4 | 0 | 10 | 0 | 1031 | 0 | 0 | 915 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 0 | 0 | 127 | 6 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 4 | 0 | 10 | 0 | 1147 | 0 | 0 | 1042 | 6 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| PHF Volume: | 0 | 0 | 0 | 4 | 0 | 11 | 0 | 1247 | 0 | 0 | 1132 | 7 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 4 | 0 | 11 | 0 | 1247 | 0 | 0 | 1132 | 7 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 0 | 0 | 0 | 4 | 0 | 11 | 0 | 1247 | 0 | 0 | 1132 | 7 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.29 | 0.00 | 0.71 | 0.00 | 2.00 | 0.00 | 0.00 | 1.99 | 0.01 |
| Final Sat.: | 0 | 0 | 0 | 457 | 0 | 1143 | 0 | 3200 | 0 | 0 | 3182 | 18 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.39 | 0.00 | 0.00 | 0.36 | 0.36 |
| Crit Moves: | | | | | | **** | | **** | | **** | | |

Culver City Campus TIA (JN 4980)
Existing + Ambient + Project + Related Projects Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Inglewood Blvd (NS) / Washington Pl (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.902 |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 101 | Level Of Service: | E |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 1! | 0 | 0 | 0 1! | 0 | 1 | 0 1 | 0 | 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 28 | 324 | 62 | 42 | 467 | 55 | 42 | 817 | 44 | 114 | 817 | 57 |
| Growth Adj: | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 |
| Initial Bse: | 29 | 334 | 64 | 43 | 481 | 57 | 43 | 842 | 45 | 117 | 842 | 59 |
| Added Vol: | 0 | 25 | 3 | 2 | 7 | 19 | 16 | 83 | 0 | 4 | 138 | 2 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 29 | 359 | 67 | 45 | 488 | 76 | 59 | 925 | 45 | 121 | 980 | 61 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| PHF Volume: | 30 | 370 | 69 | 47 | 503 | 78 | 61 | 953 | 47 | 125 | 1010 | 63 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 30 | 370 | 69 | 47 | 503 | 78 | 61 | 953 | 47 | 125 | 1010 | 63 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 30 | 370 | 69 | 47 | 503 | 78 | 61 | 953 | 47 | 125 | 1010 | 63 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.06 | 0.79 | 0.15 | 0.07 | 0.81 | 0.12 | 1.00 | 1.91 | 0.09 | 1.00 | 1.88 | 0.12 |
| Final Sat.: | 102 | 1263 | 235 | 119 | 1282 | 199 | 1600 | 3050 | 150 | 1600 | 3013 | 187 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.29 | 0.29 | 0.03 | 0.39 | 0.39 | 0.04 | 0.31 | 0.31 | 0.08 | 0.34 | 0.34 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

Culver City Campus TIA (JN 4980)
Existing + Ambient + Project + Related Projects Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Inglewood Blvd (NS) / Project Dwy 2 (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.496 |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 33 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 1 | 0 0 | 0 | 0 1 | 0 0 | 0 | 0 1 | 0 0 | 0 | 0 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 377 | 0 | 0 | 568 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Adj: | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 |
| Initial Bse: | 0 | 388 | 0 | 0 | 585 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Added Vol: | 0 | 28 | 0 | 0 | 11 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 416 | 0 | 0 | 596 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 443 | 0 | 0 | 634 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 443 | 0 | 0 | 634 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 443 | 0 | 0 | 634 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 1600 | 0 | 0 | 1600 | 0 | 0 | 1600 | 0 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.28 | 0.00 | 0.00 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | | | | | | |

Culver City Campus TIA (JN 4980)
Existing + Ambient + Project + Related Projects Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Inglewood Blvd (NS) / Project Dwy 3 (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.499 |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 33 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 1 | 0 0 | 0 | 0 1 | 0 1 | 0 | 0 0 | 0 1 | 0 | 0 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 379 | 0 | 0 | 566 | 4 | 0 | 0 | 38 | 0 | 0 | 0 |
| Growth Adj: | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 |
| Initial Bse: | 0 | 390 | 0 | 0 | 583 | 4 | 0 | 0 | 39 | 0 | 0 | 0 |
| Added Vol: | 0 | 28 | 0 | 0 | 8 | 2 | 0 | 0 | -5 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 418 | 0 | 0 | 591 | 6 | 0 | 0 | 34 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| PHF Volume: | 0 | 427 | 0 | 0 | 603 | 6 | 0 | 0 | 35 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 427 | 0 | 0 | 603 | 6 | 0 | 0 | 35 | 0 | 0 | 0 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 0 | 427 | 0 | 0 | 603 | 6 | 0 | 0 | 35 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 1600 | 0 | 0 | 1600 | 1600 | 0 | 0 | 1600 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.27 | 0.00 | 0.00 | 0.38 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | | | **** | | | |

Culver City Campus TIA (JN 4980)
Existing + Ambient + Project + Related Projects Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

**********

Intersection #8 Inglewood Blvd (NS) / Washington Blvd (EW)

**********

| | | | | |
|---|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.932 | |
| Loss Time (sec): | 10 | Average Delay (sec/veh): | xxxxxx | |
| Optimal Cycle: | 119 | Level Of Service: | E | |

**********

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 2 0 | 1 | 1 0 | 2 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 125 | 326 | 122 | 88 | 526 | 57 | 38 | 699 | 255 | 121 | 711 | 34 |
| Growth Adj: | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 |
| Initial Bse: | 129 | 336 | 126 | 91 | 542 | 59 | 39 | 720 | 263 | 125 | 732 | 35 |
| Added Vol: | 46 | 24 | 33 | -1 | 6 | -2 | 2 | 90 | 24 | 12 | 88 | 4 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Initial Fut: | 175 | 360 | 159 | 90 | 548 | 57 | 41 | 810 | 287 | 137 | 821 | 39 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 184 | 379 | 167 | 94 | 577 | 60 | 43 | 853 | 302 | 144 | 865 | 41 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 184 | 379 | 167 | 94 | 577 | 60 | 43 | 853 | 302 | 144 | 865 | 41 |
| PCE 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 |
| MLF 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 |
| FinalVolume: | 184 | 379 | 167 | 94 | 577 | 60 | 43 | 853 | 302 | 144 | 865 | 41 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 3200 | 1600 | 1600 | 3200 | 1600 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.24 | 0.10 | 0.06 | 0.36 | 0.04 | 0.03 | 0.27 | 0.19 | 0.09 | 0.27 | 0.03 |
| Crit Moves: | **** | | | | **** | | | **** | | | **** | |

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# APPENDIX F

TRAFFIC MANAGEMENT PROGRAM

**TRAFFIC MANAGEMENT PROGRAM**
**THE HELP GROUP WEST**
**12095 W. WASHINGTON BLVD.**
**Summit View School**
**Village Glen School**

The Help Group currently operates two schools, Village Glen School (4160 Grand View Blvd) and Summit View School (12101 W. Washington Blvd). Both schools are located at the corner of Grand View and Washington. The Help Group proposes to renovate the adjacent building at 12095 W. Washington Blvd in order to educate an additional 250 students. The total student capacity after completion of the project will be up to 650 students. See the summary below. Given a five-year rise time, the site will eventually serve approximately 200 students in Summit View School and 450 students at Village Glen School. At full capacity, The Help Group will employ a total of 177 employees for the two schools.

| | Existing | Proposed | Net New |
|---|---|---|---|
| Total number staff- Full and part time | 110 | 177 | 67 |
| Maximum student enrollment | 400 | 650 | 250 |

Summit View – staggered schedule:

| | |
|---|---|
| Hours of operation | 8:30 am - 2:40pm |
| Drop-off times | 8:15 – 8:30 am |
| Pick-up times | 2:30 – 3:00 pm |

Village Glen – staggered schedule:

| | |
|---|---|
| Hours of operation | 9:15am – 3:15pm |
| Drop-off times | 9:00 – 9:15 am |
| Pick-up times | 3:05 – 3:35 pm |

The two schools will operate under staggered schedules to accommodate pick up and drop off of students. Employees will be assigned parking spaces in the parking structure located on the east side of the campus. There will be a total of 16 visitor parking spaces, 5 located on the northern portion of the Grand View parking lot and 11 located on the upper level of the parking structure.

Transport to and from SUMMIT VIEW SCHOOL will be primarily provided by group transportation contracted by the school. This will consist of 28 **cab/vans** carrying an average of 6 students each. Taxi cabs shall not carry more students than there are seat belts for. The amount of parent drop-offs and pick-ups will be minimal, totaling 17 parent pick-ups and drop-offs per day. There will be a limited number of students driving themselves to school on a daily basis; student drivers limited to 15 students per day.

Transportation to and from VILLAGE GLEN SCHOOL will be primarily provided by group transportation contracted by the school. This will consist of 47 **cab/vans** carrying an average of 6 students each. Taxi cabs shall not carry more students than there are seat belts for. In addition to cab/vans, there will be 132 students transported by 11 busses which will transport an average of 12 students per bus. The amount of parent drop-offs and pick-ups will be minimal, totaling 36 parent drop-offs and pick-ups per day.

**Student Drivers**- Given the nature and extent of the challenges faced by Village Glen students, there will be no student drivers.

SUMMIT VIEW SCHOOL will be in session from 8:30 a.m. to 2:40 p.m. From 8:30 a.m. to 8:45 a.m. 28 Summit View **cab/van transports** will coalesce in the parking structure on the east side of the campus. The transports, making a right turn from the westbound lane of Washington Boulevard, will then make a right turn at the hammer head and then another right turn into the parking structure, and then proceed to the bottom level of the parking structure where they will make a Y-turn. (There is enough queuing space which will allow for adequate room for cabs at the bottom to make an unencumbered Y-turn. Therefore, queuing cabs will not be in the immediate vicinity of the cabs making the Y-turn). The cabs will then proceed to the ground level of the parking structure where students will disembark from the cabs and follow the pedestrian path [as exhibited on Sheet 0.1.1 Site plan- Student Pick-up and Drop-Off (PUDO)] to the school entrances as marked by arrows on the PUDO. There will be 12 staff stationed along the pedestrian path [as exhibited on the PUDO as S-1 through S-12]. They shall insure the safety of all students by directing students from the cab to the appropriate path, by monitoring the safe crossing of students across traffic lines, by making sure that students remain in the designated pedestrian paths, and in general insuring the safe movement of all students from the drop off area to the school entrances.

At the close of the school day, all Summit View transports will use the same right turn-only procedure off Washington Boulevard as in the morning; no vehicles shall double park or wait in the travel lanes on Washington Boulevard while queuing up to enter the site's driveway during drop-off or pick-up periods. The transports will then proceed to the bottom level of the parking structure, make a Y-turn and proceed to the ground level of the parking structure, where they will line up two cab/vans abreast of one another. Successive cab/vans will do the same, creating a line of transports waiting for the students to be dismissed. The cabs will be divided into two groups numbered 1-21 and 22-28; the first group will load all students assigned to them while the second group waits behind them in line and after the first group loads and leaves, then the second group shall pull forward to repeat the same process. The students will be dismissed at 2:40 p.m. and will follow the reverse path back to that section of the parking structure where S-4 and S-5 are stationed. All cabs and drivers will be within visual sight of students and staff at this location; staff will assist students locating and getting to the appropriate cab. This can be done quickly and efficiently because students have the same driver on a daily basis and can quickly locate the appropriate cab driver. After students are safely loaded onto the transports in the front of the line, those transports will depart the structure using the same right turn-only procedure onto Inglewood Boulevard, by 3 p.m. Each successive

transport in line shall follow the same procedure. After the first group of cabs has completed this process, the second group shall pull forward and repeat the same process.

The entire process, including the process of cab/vans lining up two abreast one another, above will be communicated to administrative staff at Yellow Cab who will in turn communicate the plan to all drivers. A Yellow Cab supervisor is onsite during the drop-off and pick-up times to address any issues that may arise and to oversee the operation of the cab/vans. Also, staff will be well-versed in the plan and will direct students and drivers accordingly.

The 17 **Parent Drop Offs and Pick-Ups,** making a right turn from the westbound lane of Washington Boulevard, will proceed to the hammer head where they will turn left into the playground where they will park in areas designated for parent pick-up and drop-off. Two Summit View staff (S10 and S-11) will be stationed in this area to ensure appropriate supervision of traffic flow and student movement from parent vehicle to school entrance. Parents leaving the drop off area will proceed east along the alleyway to Inglewood Boulevard where they will turn right only onto Inglewood Boulevard traveling south on Inglewood Boulevard. The15 **student drivers** will turn right into the parking structure and proceed to the upper level where they will park in one of the 15 marked Student Driver spaces. After parking, they will then walk down to the east side of the parking structure to the striped pedestrian path as marked on the PUDO and proceed to the school entrance. For cars traveling north, there will be no left turns allowed into the parking structure. Parents will be instructed to arrive no earlier than 10 minutes before designated pick-up times.

VILLAGE GLEN SCHOOL commences classes 35 minutes later than Summit View School. Village Glen will be in session from 9:15 a.m. to 3:15 p.m. and will utilize two separate portions of the campus for drop-off and pick-ups. 47 Village Glen **cab/van transports** will use the same access point and follow the same procedure as stated above for Summit View School. As stated above, the Village Glen cab/van transports will coalesce in the parking structure on the east side of the campus. The transports, making a right turn from the westbound lane of Washington Boulevard, will then make a right turn at the hammer head and then another right turn into the parking structure, and proceed to the bottom level of the parking structure where they will make a Y-turn. (There is enough queuing space which will allow for adequate room for cabs at the bottom to make an unencumbered Y-turn. Therefore, queuing cabs will not be in the immediate vicinity of the cabs making the Y-turn). The cabs will then proceed to the ground level of the parking structure where students will disembark from the cabs and follow the walking path [as exhibited on Sheet 0.1.1 Site plan- Student Pick-up and Drop-Off (PUDO)], to the school entrances as marked by arrows on the PUDO. There will be 21 staff stationed along the walking path of students [as exhibited on the PUDO as S-1 through S-21]. They shall insure the safety of all students by directing each student from the cab to the path, by monitoring safe crossing of students across lines traffic, by making sure that students remain in the designated pedestrian paths, and in general insuring the safe movement of all students from the drop off area to the school entrances.

On the west side of the Village Glen campus, Eleven **Busses** will coalesce in the Grand View Boulevard parking lot and drop area. Transports will enter this one way thoroughfare using a right hand turn only off of Washington Boulevard. No vehicles shall double park or wait in the travel lanes on Washington Boulevard while queuing up to enter the site's driveway during drop-off or pick-up periods. The busses will then proceed to the drop-off area, and will exit using a left turn only onto Grand View Boulevard. Approximately 10 staff will greet all students as they exit the busses and will closely supervise their movement into the school. At the close of the school day, the 11 busses, using the same right turn only procedure off Washington Boulevard, will arrive in the Grand View parking lot at 3:05p.m. The students will be dismissed at 3:15 p.m. and escorted to the transports by the staff. The transports will depart, using the same left turn only onto Grand View Boulevard procedure by 3:40p.m. **Student Drivers**- Given the nature and extent of the challenges faced by Village Glen students, there will be no student drivers.

At the close of the school day, all Village Glen transports will use the same right turn-only procedure off Washington Boulevard as in the morning; they will proceed to the bottom level of the parking structure, make a Y-turn and proceed to the ground level of the parking structure, where they will line up two cab/vans abreast one another. Successive cab/vans will do the same, creating a line of transports waiting for the students to be dismissed. The cabs will be divided into two groups numbered 1-21 and 22-47; the first group will load all students assigned to them while the second group waits behind them in line. After the first group loads and leaves, then the second group shall pull forward to repeat the same process. The students will be dismissed at 3:15 p.m. and will follow the reverse path back to that section of the parking structure where S-4 and S-5 are stationed. All cabs and drivers will be within visual sight of students and staff at this location; staff will assist students locating and getting to the appropriate cab. This can be done quickly and efficiently because students have the same driver on a daily basis and can therefore quickly locate the appropriate cab driver. After students are safely loaded onto the transports in the front of the line, those transports will depart the structure using the same right turn-only procedure onto Inglewood Boulevard, by 3:35 p.m. Each successive transport in line shall follow the same procedure. After the first group of cabs has completed this process, the second group shall pull forward and repeat the same process.

The entire process above will be communicated to administrative staff at Yellow Cab who will in turn communicate the plan to all drivers. A Yellow Cab supervisor is onsite during the drop-off and pick-up times to address any questions/issues that may arise and to provide supervision of all drivers. Also, staff will be well-versed in the plan and will direct students and drivers accordingly.

For both Summit View and Village Glen Schools, all drop-off and pick-up procedures will occur on school grounds only and no queuing of transports on public streets will be permitted. All transport vehicles will park in designated spaces and will not queue up along the driveway in preparation for student disembarkation and/or loading. Additionally, the minimal number of parent drop-offs and pick-ups will be located in the designated guest parking spaces in the northern portion of the Grand View lot and

assigned spots in the east parking structure. Parents will be instructed to arrive no earlier than 10 minutes before designated pick-up times.

Vendors for the school shall use the east parking lot for deliveries and are subject to the same right turn-only procedure from Washington Boulevard and when exiting the same right turn-only procedure onto Inglewood Boulevard. Hours of delivery for vendors shall be from 9:30 a.m. to 2:30 p.m. and from 3:45 p.m. to 5:30 p.m. Deliveries shall not be allowed during drop-off/ pick-up times.

RESPONSES FROM BANNICK ARCHITECTS FOR ARCHITECTURAL PLANS.

**Comments 6/29/11**

**Traffic Management Plan (written form):**

1. Please provide a copy of the Traffic Management Plan (written form) separate from the traffic study.

2. Please include the plans of the Traffic Management (pictorial form) to the traffic study and separately, attached to the written form. SEE SHEET A-0.2.1

3. When referring to "parent pick-ups" please add "drop-off" as well. SEE SHEET A-0.2.1

4. Please indicate on the Traffic Management (pictorial form) that the transports will be making a right turn from Washington Boulevard into the driveway accessing the parking structure. SEE SHEET A-0.2.1

5. Page F-1 - please indicate on the pick-up/drop-off plan how the transports "will make a u-turn and proceed to the ground level of the parking structure where students will be met by five staff..." Also indicate where staff members will be standing (on the plans) and the path of travel for kids.
   a. Is the u-turn a smooth u-turn with proper radius? Or will it require a Y-turn? How would that work if cabs are stacked behind each other? TURN AROUND IS PROVIDED IN HAMMER HEAD (Y-TURN) SPACE WITH THE ASSISTANCE OF A STAFF MEMBER - SEE A-0.2.1

6. Page F-2 – Where it is noted that "students will be met by 10 staff members who will enhance the safety of the parking structure," please demonstrate on the plans and give further details about in the written form of Traffic Management Plan. SEE STAFF MEMBER LOCATIONS (S#) ON SHEET A-0.2.1

7. Page F-2 - Where it is indicated that cab/vans will "line up two cab/vans abreast one another," please explain how that will be coordinated – by staff? How would vans line up properly "two vans abreast one another" without staff specifically directing them to do so? SEE SITE PLAN ON SHEET A-0.2.1

8. Page F-3 – please note what times do vendors generally come on campus? They should not be allowed during pick-up/drop-off times and that should be noted in the plan. TK SEE TABULATION ON SHEET A-0.2.1

**Traffic Management Plan (pictorial form on plans):**

1. Please remove Traffic Management Plan from the architectural plans. Only attach to the written form of the Traffic Management Plan and the traffic study. REMOVED

2. Per prior PPR comments, note that the hours of drop-off/ pick-up. SEE TABULATION ON SHEET A-0.2.1

**Architectural plans:**

1. 1. Page A-0.1, it is noted that 51 spaces are provided for the 4 story medical building. Please indicate the square footage calculated at a ratio of 1 per 350 to equal 51 spaces. Since the total building area of 25,408 S.F. does not equal 51 spaces based on the ratio above. (We know that some offices are used by the school, which should be clarified on the plans). SEE REVISED SHEET A-0.1

2. Page A-0.1 - under Project Summary Item #4, please include the 6 parking spaces near the play ground with some in front of the 121 Washington Bl. Building, inside the campus for the total provided parking spaces. SEE REVISED SHEET A-0.1

3. Per prior PPR comments, show sections of the parapet. SEE REVISED SHEET A-3.0

4. Per prior PPR comments, provide elevation of new pedestrian bridge.
    a. Should check that material matches existing building and parking structure. It should not be visible to the residence in the south. SEE REVISED SHEET A-2.1.1

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## FIRE DEPARTMENT NOTES:

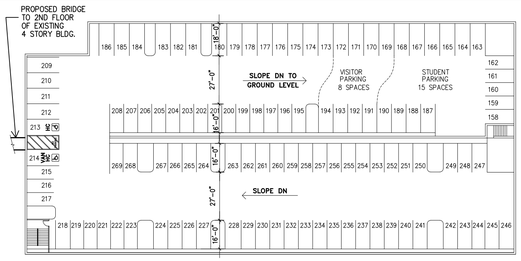
1. MEET ALL REQUIREMENTS OF THE CCMC 9.02, 2007 CA FIRE AND BUILDING CODES FOR AN "E" OCCUPANCY.
2. A PRE-FIRE PLAN SHALL BE APPROVED PRIOR TO OCCUPANCY, CONTACT CAPTAIN BILL BISCHOFF AT (310) 253-6810 FOR REQUIREMENTS, TEMPLATES & APPROVAL.
3. ALL FIRE LIFE SAFETY SYSTEMS AND COMPONENTS SHALL BE INSTALLED TO TO CURRENT CODE AND APPROVED BY CCFD PRIOR TO OCCUPANCY.
4. PROVIDE KNOX KEY SWITCHES AND KNOX KEY BOXES AS APPROVED BY THE FIRE MARSHALL FOR ACCESS AND PASSAGE THROUGH ANY SECURITY SYSTEMS INSTALLED ON THE PROPERTY AND WITHIN THE BUILDING.
5. FIRE ALARM SYSTEM REQUIRED FOR THIS STRUCTURE SHALL CONSIST OF FULL COVERAGE SMOKE/HEAT DETECTION SYSTEM, MANUAL PULL STATIONS WITH SECURITY COVERS, WATERFLOW AND TAMPERS AND OTHER EQIPMENT AS REQUIRED FOR AN "E" OCCUPANCY.
6. PROVIDE AN EMERGENCY EVACUATION PLAN, TO INCLUDE STUDENT SAFE REFUGE RELOCATION AREAS.
7. ALL ROOMS SHALL BE PROVIDED WITH SIGNAGE INDICATING USE AND ROOM NUMBER. FIRE ALARM ANNUNCIATION SHALL INCLUDE ROOM NUMBERS & USE.
8. ALL STAIRS SHALL BE PROVIDED WITH SIGNAGE TO INDICATE FLOOR, STAIR NUMBER AND ACCESS OR NO ACCESS TO ROOF.
9. ALL EXTERIOR DOORS SHALL HAVE HANDLES AND LOCKSETS.
10. ALL PARAPETS FIVE FEET AND HIGHER SHALL HAVE NON COMBUSTIBLE CATWALKS AND LADDERS.
11. ALL FASCIA WALLS AND TOP OF WALLS SHALL BE CONSTRUCTED OF SOLID CONSTRUCTION, NO FOAM OR SIMILAR MATERIALS SHALL BE USED.
12. PROVIDE AN ADDRESSS VIEWABLE AND LEGIBLE FROM THE PUBLIC WAY.
13. HVAC SYSTEM SHALL BE CONNECTED TO THE FIRE ALARM SYSYTEM FOR SHUT DOWN. THE REQUIREMENT FOR FULL COVERAGE SMOKE DETECTION SYSTEM REMOVES REQUIREMENTS FOR DUCT SMOKE DETECTORS. IF DUCT SMOKE DETECTORS ARE INSTALLED THEY SHALL BE SYSTEM TYPE DETECTORS, COMPATABLE WITH THE FIRE ALARM SYSTEM.
14. PER THE 207 CA FIRE CODE ALL LIFE SAFETY SYSTEMS SHALL MEET THE REQUIREMENTS OF CHAPTER 9 FOR INSTALLATION, TESTING AND MAINTENANCE. THE SCHOOL SHALL DESIGNATE AN IMPAIRMENT COORDINATOR TO OVERSEE ALL LIFE SAFETY SYSTEMS AND FOR COMPLIANCE WITH CHAPTER 9 REQUIREMENTS AND TITLE 19 IMPAIRMENT RECORD KEEPING.
15. MEET REQUIREMENTS OF RESOLUTION 99-P020, NUMBER 30, 31, 32, 33 AND 34.
16. AN OFFSITE FIRE REPORTING SYSTEM IS REQUIRED AND ALL SIGNALS SHALL BE RECEIVED IN THE SOUTERN CA REGION.
17. FIRE INSPECTIONS ARE REQUIRED.
18. ALL FIRE SPRINKLER PLANS SHALL BE SUBMITTED TO THE CULVER CITY FIRE DEPARTMENT, FIRE PREVENTION DIVISION FOR REVIEW AND PERMITS.
19. ALL CONSTRUCTIONS PLANS SUBMITTED TO THE FIRE DEPARTMENT SHALL HAVE A "FIRE DEPARTMENT NOTES:" SECTION TO INCLUDE THE NOTES AND ANY OTHER SPECIFIC FIRE LIFE SAFETY NOTES.

## PROJECT SUMMARY

| | | |
|---|---|---|
| 1) TOTAL SITE AREA | = | 173,369 S.F. (3.98 AC) |
| 2) TOTAL GROSS FLOOR AREA OF BLDGS.: | | |
| 1 STORY SCHOOL BLDG. | = | 61,108 S.F. |
| 4 STORY MEDICAL BLDG. | | |
| TENANT = 7,558 S.F. | | |
| SCHOOL = 17,850 S.F. | | |
| TOTAL = 25,408 S.F. | = | 25,408 S.F. |
| PARKING STRUCTURE | = | 69,680 S.F. |
| 2 STORY MEDICAL BLDG. PROPOSED INTO CLASSROOMS | = | 20,090 S.F. |
| TOTAL AREA | = | 176,286 S.F. |

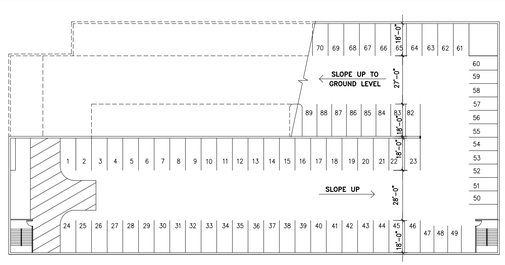
| | | |
|---|---|---|
| 3) PARKING REQUIRED: | | |
| 4 STORY MEDICAL BUILDING (17,850 S.F./350) | = | 51 PARKING SPACES |
| STAFF PARKING | = | 177 PARKING SPACES |
| VISITOR PARKING | = | 16 PARKING SPACES |
| STUDENT PARKING | = | 15 PARKING SPACES |
| TOTAL REQUIRED | = | 259 PARKING SPACES |

| | | |
|---|---|---|
| 4) PARKING PROVIDED: | | |
| PARKING STRUCTURE | = | 269 PARKING SPACES |
| SURFACE PARKING: | | |
| (9 @ GRANDVIEW) | = | 9 PARKING SPACES |
| (ADJACENT TO PLAYGROUND) | = | 8 PARKING SPACES |
| TOTAL | = | 286 PARKING SPACES |



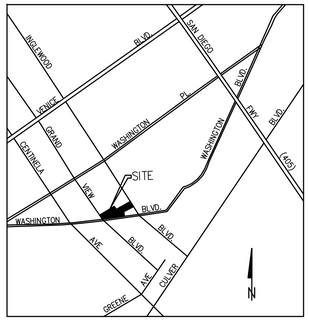

## UPPER LEVEL PARKING

SCALE: 1" = 40'



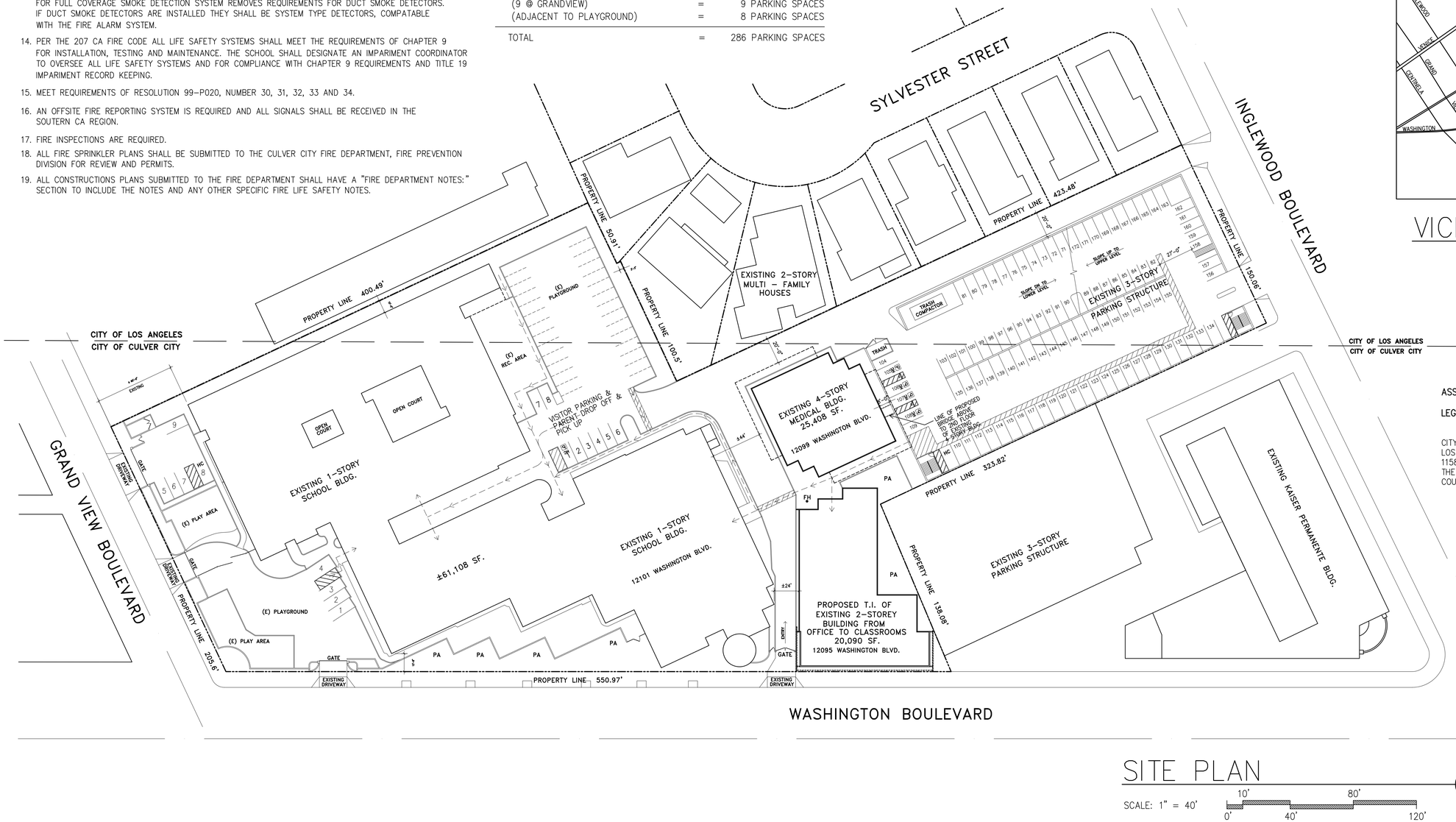

## LOWER LEVEL PARKING

SCALE: 1" = 40'




## VICINITY MAP

NOT TO SCALE




ASSESORS PARCEL NUMBER: 424-200-4033

LEGAL DESCRIPTION:
PARCEL 1:
LOT 1 OF TRACT 25914, PARTLY IN THE CITY OF CULVER CITY, PARTLY IN THE CITY OF LOS ANGELES, AS PER MAP RECORDED IN BOOK 1158 PAGES 35 TO 39 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

## SITE PLAN

SCALE: 1" = 40'

TRUE NORTH

0' 10' 40' 80' 120'

**JULY 07, 2011** F-9

| NO. | DATE | ISSUED / REVISION | APPVD |
|---|---|---|---|
| | 08/19/09 | CITY PLANNING MEETING | |
| | 01/05/10 | CITY MEETING (FILING) | |
| | 06/07/11 | MEETING WITH NANCY TAHVILI | |
| | 07/07/11 | REVISED PLANS PER NANCY TAHVILI COMMENTS | |


Arthur J. Bannick Architects
7141 Valjean Ave, Suite 100, VAN NUYS, CALIFORNIA 91406
Tel: (818) 988-9912 Fax: (818) 988-9913


# THE HELP GROUP "WEST" (WASHINGTON BLVD-CULVER CITY)

12099 W. WASHINGTON BLVD. - CULVER CITY, CA 90066

| | |
|---|---|
| JOB NO. | 07102B |
| DRAWN BY | SS |
| CHECKED BY | - |
| DATE | 10/01/08 |
| SHEET TITLE | SITE PLAN |
| SHEET | A-0.1 |

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URBAN CROSSROADS

41 Corporate Park | Suite 300 | Irvine, CA 92606 | (949) 660-1994
www.urbanXroads.com

November 8, 2011

Mr. Tom Komp
The Help Group
13130 Burbank Blvd
Sherman Oaks, CA. 91401

**Subject: Culver City Campus Response to Culver City Comments (October 27, 2011)**

Dear Mr. Komp:

The firm of Urban Crossroads, Inc. is pleased to submit the following response to comments provided by Culver City regarding the proposed Help Group's Culver City Campus. Culver City provided comments on October 27, 2011 via email on the traffic study prepared for the 250 student school expansion project. The comments and responses are provided below.

**Comment 1**
Pages 3-6 and 3-7, Exhibits 3-B and 3-C: At the Washington Bl./Inglewood Bl. intersection indicate the eastbound "U"- Turn move by an asterisk.

**Response 1**
Pages 3-6 and 3-7 (now pages 28 and 29), Exhibits 3-B and 3-C: At the Washington Bl./Inglewood Bl. Intersection, the eastbound "U"- Turn move has been indicated with an asterisk.

**Comment 2**
Page 4-1: Indicate the meaning of "TAZ".

**Response 2**
Page 4-1 (now page 31) and Table 4-1: TAZ has been explicitly defined in the text as a Traffic Analysis Zone (where projects are grouped together due to their similar travel patterns).

**Comment 3**
Page 4-20: Similar to the City of Los Angeles, the City of Culver City has an ATSAC-type traffic signal synchronization system at all signalized intersections in Culver City. As such, the LOS capacity analyses can show a 0.07 reduction in the levels of service at all signalized intersections. If the 0.07 reduction is not taken, then the report should indicate that the traffic analyses did not include the 0.07 reduction for advanced traffic signal synchronization. Therefore, the levels of service shown are more conservative.

**Response 3**
Page 4-20 (now page 49): Added text has been included to reflect a conservative, worst-case analysis since the 0.07 reduction has not been taken into consideration.

**Comment 4**
Page 5-3, Exhibit 5-B: The parking restrictions recommended in the exhibit along Washington Boulevard east of the project's driveway should agree with the text on Page 5-1, that parking should be restricted between 7:00 AM to 9:30 AM and between 2:30 PM to 4:00 PM.

**Response 4**
Page 5-3 (now page 53), Exhibit 5-B has been revised to indicate that the project's driveway on Washington Blvd. should agree with the text on Page 5-1, that parking should be restricted between 7:00 AM to 9:30 AM and between 2:30 PM to 4:00 PM.

**Comment 5**
Page 6-3, second bullet: Change the word "…vehicular stopping…" to vehicular **parking**…" Change the sentence, "This will result in the elimination of 5 on-street parking spaces." to "This will not allow parking in five metered parking spaces during the hours of 7:00 AM to 9:30 AM and 2:30 PM to 4:00 PM on school days only.

**Response 5**
Page 6-3 (now page 54) has been modified to reflect the aforementioned changes.

**Comment 6**
Page 6-2: Replace the word "unacceptable" level of service with "undesirable" level of service where ever it is used in the report.

**Response 6**
The text has been modified to reflect the requested change (pages 21, 37, 43, 58 [twice]).

**Comment 7**
The developer shall be responsible for all costs to restripe Inglewood Boulevard from Washington Boulevard to the project's northerly driveway, and for the cost to place appropriate signage on Inglewood Boulevard and Washington Boulevard to restrict the turn movements at all the project's driveways.

In an October 20, 2011 letter from the City of Los Angeles Department of Transportation, the City recommends that in order to insure that the goals of the Traffic Management Program (TMP) are satisfactorily achieved, some form of follow-up review be assigned to the project so that corrective actions can be implemented, if necessary. Therefore, as a condition of approval, the applicant shall provide two follow-up review reports to the cities of Culver City and Los Angeles on the operation of the TMP. The reports shall be provided after six months and after one year of full operation. If the goals of the TMP are not achieved, the City of Culver City may impose additional requirements.

**Response 7**
Comment noted.

**Comment 8**
Include in the TMP that no vehicles shall double park or wait in the travel lanes on Washington Boulevard while queuing up to enter the site's driveway during drop-off or pick-up periods.

**Response 8**
The TMP has been modified to reflect the aforementioned changes. Please refer to lines 61-63 and 127-129.

**CLOSING**

Urban Crossroads, Inc. is pleased to provide this response to comments letter summarizing how each comment from the City of Culver City has been addressed. Please feel free to contact me at (949) 660-1994 x 210 if you should have any questions regarding these responses.

Sincerely,

URBAN CROSSROADS, INC.

Carleton Waters, P.E.
Principal

Veneklasen Associates
*Consultants in Acoustics | AV | IT | Environmental Noise*



June 6, 2011

**Ruggieri Construction Inc.**
13700 Chandler Blvd.
Sherman Oaks, CA 90231

Attention: Mr. Vinnie Ruggieri

**Subject:** **Noise Impact Study for School Playground**
**The Help Group West, Culver City**
**Acoustical Analysis Report**
**VA Project Number 4727-001**

Dear Mr. Ruggieri:

On June 2, 2011 Veneklasen Associates, Inc. (VA) visited The Help Group West facilities in Culver City, California and observed the children's playground area. The purpose of this visit was to assess the existing impact of the sound produced at the playground on the adjacent residential area to the east of the site. The existing wall between the playground and the residential area will be demolished and replaced with a 14 feet high masonry wall. This extension of the wall height is intended to reduce the impact of playground noise at the residential areas next door.

Noise measurements were performed at the playground areas during recess periods when there were no activities. These measurements represent the ambient conditions at this location. Measurements were also performed during typical activities in the playground.

The ambient noise level in this area is controlled by general urban activities and also by the street traffic around the facility. When activities are in progress the ambient noise levels are impacted at the adjacent areas to the playground.

The general ambient noise levels at the playground area were measured at about 53 dBA. During activities in the playground, the noise levels increase to about 63 to 65 dBA. The existing ambient levels at the residential area are estimated at 46 dBA which is increased to 54 dBA during playground activities. When the construction of wall is completed the noise levels at the residential area will be reduced to about 44 dBA.

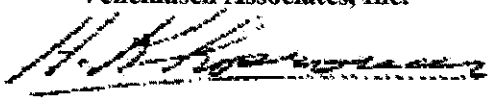
Based on the proposed construction of the wall and analysis of noise data it may be concluded that a noise reduction of about 10 dBA will be attained by the extension of the wall height. The noise levels due to

playground activities will be about the same levels as the existing ambient noise levels and any impacts will be minimal.

If you have any questions concerning information contained in this report please do not hesitate to contact me.

Sincerely,

**Veneklasen Associates, Inc.**



Hooshang Khosrovani, Ph.D., P.E.

Associate Principal

G:\ruggieri\thehelpgroup\l lhk001

# Playground Activities Noise Impact Study
# At Neighboring Residential Locations
# V. A. Project No. 4827-002

**Prepared for:**

**Help Group West**
**Culver City, California**

**By**

**Hooshang Khosrovani, Ph.D., P.E.**

**Veneklasen Associates, Inc.**
**1711 Sixteenth Street**
**Santa Monica, California 90404**

## 1.0 Summary

Long term noise measurements have been performed at three residential locations behind the existing wall on the property line of the site which separates The Help Group West's Summit View School and Village Glen School playground from the residential area. Concurrent with these measurements noise levels were also measured in the playground. Additionally short term noise measurements have been performed in the playground area during various student activities. According to the school records normal playground activities were scheduled for this period which was also confirmed by field observations. These activities include basketball, soccer, group exercise and physical education and training classes.

Based on the collected information, it is concluded that the existing noise levels in the residential areas, due to activities in the playground are below the threshold of CNEL 65 as recommended in the Noise Element part of City of Culver City General Plan.

## 2.0 The Playground Site and Residential Area

The playground is located on the north portion of The Help Group West campus, in the rear of the property. A masonry wall separates the playgrounds from the residential area. The residential area is located in the City of Los Angeles. Figure 1 shows the playgrounds and the residential area.

## 3.0 Existing Noise Environment and School Schedules

Local street traffic and urban community activities are the primary sources of background noise which control the ambient conditions in the general area of the school and residential area. Various school activities also contribute to the noise levels during the periods when the school is in session.

School hours for Summit View School are from 8:30 am to 2:40 pm and from 9:15 am to 3:15 pm for Village Glen School. The drop offs are typically from 8:15 am to 9:15 am. The pickups are usually from 2:40 pm to 3:30 pm. The traffic due to drop offs and pickups also contribute to the noise levels.

Sport activities and PE classes which are also contributors, occur at varying times during the regular school hours. These activities are typically scheduled for periods of 9:00 am to 12:00 pm and 1:00 pm to 3:00 pm.

## 4.0 Noise Standards

The City's Noise Element as part of City's General Plan includes noise standards for exterior and interior spaces of residential areas and also for noise impacts due to stationary noise sources. The Community Noise Equivalent Level (CNEL) metric is used for assessment of exterior noise impacts. The recommended value is CNEL 65 for exterior locations of residential units. The recommended CNEL value for interiors is 45.The value of CNEL is calculated from averaging the measured hourly noise levels over a 24 hour period. The evening hours (7:00 pm to 10:00 pm) and nighttime hours (10:00 pm to 7:00 am) are considered sensitive periods when quieter environments are required in the interior spaces of the residences. Therefore in the calculation of CNEL the measured noise levels in these two periods are adjusted to provide a more objective assessment of any intrusive noise impact. The CNEL values are calculated by adding 5 decibels to the measured levels for the hours of 7:00 pm to 10:00 pm and 10 decibels to the measured levels for the hours of 10:00 pm to 7:00 am.

The standards for stationary noise sources are prescribed in terms of statistical levels, $L_x$ for various time durations when noise levels exceed certain levels. The following table includes these values. The $L_x$ values are the noise levels which are exceeded "x" minutes during each hour.

| Time Duration, Minutes In Each Hour | 30 | 15 | 5 | 1 | Never |
|---|---|---|---|---|---|
| Day/Night $L_x$ Levels,dBA | 55/50 | 60/55 | 65/60 | 70/65 | 75/70 |

## 5.0 Noise Measurements

Noise monitors were located at the backyards of three residences for long term noise measurements as shown in Figure 1. Larson –Davis noise monitors, Model 820 were used for the survey. The monitors were calibrated prior to the start of the measurements. Another noise monitor was located in the playground area for concurrent noise survey of playground activities during the residential surveys.

Continuous noise measurements were performed from 8:00 am on Monday June 13, 2011 to 8:00 am on Wednesday June 15, 2011. During this period average hourly noise levels, including maximum and minimum and statistical levels were continuously measured and recorded. Short term noise measurements and physical observations were also performed during the survey period at residential areas and also at the playground.

Short term measurements were performed during the recess periods and also during the periods of activity in the playground. Using this information and the long term data log, the periods during which the playground was in use were identified and the total times of playground activities were estimated.

## 6.0 Results of Noise Measurements

1. Ambient Noise Levels:

   The log of measured hourly noise level measurements at locations A, B and C are enclosed in the appendix. The log of noise measurements in the playground is also enclosed. The table below includes the measured CNEL values at all measurement locations. The period for which the CNEL values were calculated included six hours of student activities in the playground area.

| Location | Measured CNEL | Standard |
|---|---|---|
| **A** | 56.9 | 65 |
| **B** | 54.5 | 65 |
| **C** | 55.5 | 65 |
| **P-(Playground )** | 60.8 | NA |

2. Statistical Noise Levels

The table below contains the measured statistical values, "$L_x$ "at the residential locations. The" $L_x$ "values are the noise levels that are exceeded "x "percent of time during each hour. For example $L_{30}$ is the level which is exceeded 30 minutes in one hour. The values in the table below are the maximum measured values during the survey period.

| Location | Statistical Levels, $L_x$ | | | |
|---|---|---|---|---|
| | 30 Minutes | 15 Minutes | 5 Minutes | 1 Minute |
| A | 49 | 52 | 76* | 80* |
| B | 51 | 55 | 58 | 63 |
| C | 51 | 55 | 58 | 63 |

*Note: The short term measured levels (less than 1 and 5 minutes) at location A, included in the table above at 12:00 pm on June 13, 2011were abnormally high. This anomaly was not due to playground activities as data log at the playground survey location shows no abnormality at this time. The source of this noise is not known which had been caused by other sources in the school driveway, close to location A. During field observations it was noted that some service vehicles park close to this location with engines running. Therefore it may be concluded that vehicular activities had been the cause of this high noise level at this point.

3. Interior Noise Levels

No noise surveys were performed in the interiors of the residences. The interior noise levels were estimated by using the acoustical properties of various parts of the structures; i.e. noise reductions afforded by walls, doors and windows. The following table includes the estimated interior noise levels.

| Location | Estimated Interior CNEL | Standard |
|---|---|---|
| A | 36 | 45 |
| B | 34 | 45 |
| C | 35 | 45 |

## 7.0 Conclusions

The results of the noise survey performed at the residential area show that the produced noise levels due to playground activities are below the City of Culver City's exterior noise threshold of CNEL 65. The calculated interior noise levels will also be below the recommended threshold of CNEL 45 for interior spaces.

# APPENDIX


LEGEND:

RESIDENTIAL LOCATION: A, B, C
SCHOOL PLAYGROUND: P

N

SCALE: NTS

# The Help Group West - Measurement Locations

**Veneklasen Associates**
Consultants in Acoustics | AV | IT | Environmental Noise
1711 Sixteenth Street, Santa Monica, CA 90404 (310) 450-1733

| JULY 2011 | #4227-002 | FIGURE 1 |
|---|---|---|

Unit: 1

HOURLY DATA
Help Group
Playground



| Date | Day | Hour | Leq | Lmin | Lmax | L(1) | L(2) | L(8) | L(9) | L(25) | L(50) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 06-13-11 | Monday | 1 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 2 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 3 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 4 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 5 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 6 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 7 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 8 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 9 | 54.9 | 41.5 | 80.1 | 64.8 | 63.3 | 59.6 | 59.2 | 54.2 | 49.3 |
| | | 10 | 66.6 | 42.7 | 101.6 | 72.0 | 68.0 | 61.7 | 61.1 | 55.9 | 51.2 |
| | | 11 | 68.1 | 44.7 | 93.5 | 79.2 | 75.3 | 69.4 | 68.9 | 64.4 | 59.2 |
| | | 12 | 66.1 | 46.1 | 96.5 | 77.1 | 72.5 | 65.0 | 64.4 | 58.3 | 54.3 |
| | | 13 | 67.6 | 47.4 | 96.5 | 79.3 | 76.3 | 69.8 | 69.3 | 64.7 | 60.6 |
| | | 14 | 60.2 | 47.9 | 80.1 | 70.1 | 68.2 | 63.9 | 63.6 | 59.9 | 56.5 |
| | | 15 | 61.8 | 48.0 | 81.8 | 71.3 | 69.8 | 66.2 | 65.8 | 62.0 | 57.7 |
| | | 16 | 56.6 | 47.8 | 81.0 | 66.5 | 64.5 | 59.6 | 59.2 | 55.4 | 53.0 |
| | | 17 | 53.6 | 47.9 | 69.4 | 61.0 | 59.3 | 56.0 | 55.7 | 53.7 | 52.4 |
| | | 18 | 53.1 | 47.2 | 73.0 | 60.8 | 58.8 | 55.4 | 55.1 | 53.3 | 51.7 |
| | | 19 | 53.8 | 47.3 | 71.3 | 63.1 | 60.8 | 55.6 | 55.3 | 53.3 | 51.8 |
| | | 20 | 52.0 | 45.3 | 70.9 | 60.1 | 58.6 | 54.9 | 54.6 | 51.9 | 50.4 |
| | | 21 | 50.8 | 43.3 | 73.9 | 58.3 | 56.9 | 53.5 | 53.1 | 50.9 | 49.2 |
| | | 22 | 48.3 | 41.7 | 62.7 | 54.6 | 53.8 | 51.4 | 51.1 | 48.8 | 47.1 |
| | | 23 | 48.6 | 40.6 | 62.8 | 56.0 | 55.1 | 53.5 | 53.4 | 48.6 | 45.7 |
| | | 24 | 49.8 | 38.2 | 68.3 | 58.9 | 58.8 | 57.8 | 55.8 | 46.8 | 44.2 |
| 06-14-11 | Tuesday | 1 | 45.8 | 36.9 | 72.0 | 56.3 | 50.0 | 46.0 | 45.7 | 42.9 | 41.2 |
| | | 2 | 41.0 | 35.8 | 57.3 | 49.9 | 47.6 | 43.6 | 43.3 | 40.7 | 39.1 |
| | | 3 | 42.1 | 34.6 | 62.7 | 55.0 | 51.9 | 42.1 | 41.5 | 38.0 | 37.0 |
| | | 4 | 37.9 | 34.1 | 54.5 | 47.0 | 43.7 | 39.0 | 38.8 | 37.3 | 36.6 |
| | | 5 | 40.7 | 34.1 | 61.8 | 51.9 | 48.8 | 42.1 | 41.5 | 37.9 | 36.9 |
| | | 6 | 41.1 | 35.3 | 65.4 | 50.0 | 45.9 | 41.9 | 41.7 | 39.6 | 38.3 |
| | | 7 | 45.2 | 36.9 | 66.5 | 55.4 | 52.8 | 47.7 | 47.3 | 44.1 | 41.7 |
| CNEL 60.8 | LDN 60.7 | 8 | 46.5 | 38.4 | 66.8 | 53.9 | 52.8 | 49.9 | 49.7 | 46.9 | 44.6 |
| | | 9 | 58.6 | 40.6 | 83.3 | 68.4 | 66.4 | 62.4 | 62.0 | 58.0 | 53.7 |
| | | 10 | 63.3 | 43.1 | 84.5 | 74.1 | 72.3 | 68.0 | 67.5 | 59.3 | 54.1 |
| | | 11 | 59.6 | 44.3 | 80.2 | 69.7 | 67.9 | 63.9 | 63.5 | 59.0 | 54.5 |
| | | 12 | 56.1 | 44.9 | 76.6 | 67.3 | 65.4 | 59.6 | 58.9 | 54.3 | 51.3 |
| | | 13 | 65.2 | 45.5 | 93.3 | 73.5 | 71.5 | 68.0 | 67.7 | 64.3 | 60.6 |
| | | 14 | 59.2 | 46.7 | 83.9 | 70.2 | 68.1 | 62.9 | 62.4 | 57.3 | 53.6 |
| | | 15 | 56.4 | 48.3 | 79.6 | 66.1 | 63.8 | 59.2 | 58.8 | 55.6 | 53.5 |
| | | 16 | 55.0 | 47.1 | 78.8 | 63.6 | 61.6 | 58.0 | 57.7 | 55.0 | 52.9 |
| | | 17 | 51.7 | 46.5 | 65.4 | 58.3 | 56.9 | 54.3 | 54.0 | 52.0 | 50.8 |
| | | 18 | 51.4 | 45.5 | 70.9 | 56.9 | 55.5 | 53.4 | 53.2 | 51.8 | 50.4 |
| | | 19 | 50.3 | 43.8 | 67.9 | 57.7 | 55.3 | 52.5 | 52.3 | 50.8 | 49.3 |
| | | 20 | 48.3 | 41.3 | 66.6 | 55.0 | 53.7 | 50.7 | 50.5 | 48.8 | 47.3 |
| | | 21 | 50.0 | 39.9 | 80.7 | 57.9 | 53.8 | 49.5 | 49.3 | 47.1 | 45.5 |
| | | 22 | 50.6 | 39.3 | 75.9 | 63.0 | 58.0 | 50.0 | 49.6 | 47.2 | 45.4 |
| | | 23 | 45.0 | 37.8 | 60.6 | 53.5 | 51.1 | 47.8 | 47.5 | 44.8 | 43.2 |
| | | 24 | 42.4 | 37.2 | 58.8 | 50.1 | 47.8 | 44.3 | 44.0 | 42.6 | 41.3 |

HOURLY DATA
Help Group
Playground



| Date | Day | Hour | Leq | Lmin | Lmax | L(1) | L(2) | L(8) | L(9) | L(25) | L(50) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 06-15-11 | Wednesday | 1 | 40.4 | 35.4 | 53.1 | 46.9 | 45.3 | 42.9 | 42.7 | 40.9 | 39.5 |
| | | 2 | 39.3 | 34.4 | 54.1 | 44.4 | 43.3 | 41.6 | 41.4 | 39.8 | 38.6 |
| | | 3 | 38.8 | 33.9 | 55.4 | 49.7 | 47.2 | 39.6 | 39.3 | 37.4 | 36.6 |
| | | 4 | 37.7 | 34.3 | 53.1 | 45.8 | 43.9 | 39.7 | 39.4 | 37.3 | 36.6 |
| | | 5 | 40.1 | 34.6 | 55.8 | 50.3 | 48.1 | 43.1 | 42.7 | 38.8 | 37.6 |
| | | 6 | 41.1 | 36.0 | 62.0 | 50.0 | 47.5 | 43.4 | 43.0 | 40.5 | 38.9 |
| | | 7 | 44.7 | 36.6 | 67.6 | 53.2 | 51.2 | 47.8 | 47.4 | 44.1 | 41.7 |
| | | 8 | 52.1 | 38.5 | 82.2 | 63.6 | 60.6 | 52.1 | 51.5 | 47.5 | 44.5 |
| | | 9 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 10 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 11 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 12 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 13 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 14 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 15 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 16 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 17 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 18 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 19 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 20 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 21 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 22 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 23 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 24 | -- | -- | -- | -- | -- | -- | -- | -- | -- |

Unit: 3

HOURLY DATA
Help Group
Location A



| Date | Day | Hour | Leq | Lmin | Lmax | L(1) | L(2) | L(8) | L(9) | L(25) | L(50) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 06-13-11 | Monday | 1 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 2 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 3 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 4 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 5 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 6 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 7 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 8 | 49.8 | 41.3 | 73.4 | 58.6 | 56.6 | 52.5 | 52.2 | 49.3 | 46.8 |
| | | 9 | 49.9 | 40.9 | 69.3 | 58.8 | 57.0 | 53.0 | 52.8 | 50.2 | 47.9 |
| | | 10 | 49.4 | 39.9 | 72.8 | 57.7 | 56.1 | 52.6 | 52.3 | 49.5 | 47.2 |
| | | 11 | 60.1 | 41.5 | 90.1 | 70.9 | 65.5 | 56.5 | 56.0 | 52.5 | 49.7 |
| | | 12 | 68.0 | 42.4 | 85.6 | 80.1 | 79.3 | 76.0 | 74.6 | 51.8 | 49.0 |
| | | 13 | 52.4 | 43.7 | 74.7 | 60.1 | 58.7 | 55.5 | 55.2 | 52.8 | 50.4 |
| | | 14 | 52.6 | 43.6 | 74.9 | 61.4 | 59.3 | 55.5 | 55.1 | 52.5 | 50.1 |
| | | 15 | 52.6 | 44.3 | 74.5 | 60.2 | 58.5 | 55.5 | 55.2 | 52.9 | 50.8 |
| | | 16 | 52.0 | 44.8 | 76.7 | 59.4 | 57.6 | 54.6 | 54.3 | 51.8 | 50.0 |
| | | 17 | 51.9 | 44.7 | 76.9 | 59.4 | 57.3 | 54.2 | 53.9 | 51.7 | 50.0 |
| | | 18 | 51.3 | 44.1 | 68.1 | 59.7 | 58.0 | 54.1 | 53.8 | 51.5 | 49.6 |
| | | 19 | 52.6 | 43.3 | 76.4 | 61.9 | 59.3 | 54.3 | 54.0 | 51.6 | 49.7 |
| | | 20 | 50.0 | 42.8 | 71.6 | 58.9 | 57.6 | 52.6 | 52.2 | 49.7 | 47.8 |
| | | 21 | 49.1 | 40.9 | 65.2 | 57.6 | 56.4 | 52.4 | 52.0 | 49.4 | 47.3 |
| | | 22 | 47.3 | 40.2 | 60.3 | 54.7 | 53.7 | 50.9 | 50.6 | 47.8 | 45.5 |
| | | 23 | 46.7 | 40.7 | 61.0 | 54.6 | 53.1 | 49.9 | 49.7 | 46.9 | 44.8 |
| | | 24 | 45.3 | 39.7 | 65.2 | 54.0 | 51.5 | 47.7 | 47.4 | 45.1 | 43.2 |
| 06-14-11 | Tuesday | 1 | 43.4 | 37.3 | 63.0 | 54.2 | 48.7 | 44.8 | 44.5 | 41.8 | 40.1 |
| | | 2 | 40.2 | 36.5 | 52.5 | 47.1 | 45.9 | 42.9 | 42.6 | 40.1 | 38.9 |
| | | 3 | 42.8 | 36.2 | 63.8 | 56.1 | 51.8 | 42.6 | 41.9 | 38.7 | 37.8 |
| | | 4 | 39.1 | 35.8 | 63.3 | 48.1 | 45.4 | 39.4 | 39.0 | 38.0 | 37.6 |
| | | 5 | 41.4 | 35.9 | 60.8 | 52.7 | 49.7 | 43.1 | 42.3 | 38.7 | 37.9 |
| | | 6 | 40.9 | 36.7 | 61.7 | 49.5 | 47.2 | 42.7 | 42.2 | 39.9 | 38.8 |
| CNEL 56.9 | LDN 56.7 | 7 | 47.2 | 39.5 | 72.8 | 58.2 | 55.4 | 49.2 | 48.8 | 45.6 | 43.2 |
| | | 8 | 49.2 | 40.4 | 74.0 | 58.8 | 56.0 | 51.5 | 51.0 | 48.1 | 45.5 |
| | | 9 | 50.7 | 40.3 | 70.9 | 59.0 | 57.4 | 54.0 | 53.7 | 51.0 | 48.4 |
| | | 10 | 56.0 | 41.7 | 78.9 | 68.0 | 66.2 | 59.3 | 58.8 | 54.2 | 49.5 |
| | | 11 | 50.2 | 42.1 | 65.8 | 58.1 | 56.6 | 53.6 | 53.4 | 50.8 | 48.4 |
| | | 12 | 50.2 | 42.6 | 74.1 | 58.2 | 56.9 | 53.3 | 52.9 | 49.9 | 47.8 |
| | | 13 | 52.9 | 43.5 | 71.4 | 60.9 | 59.5 | 56.3 | 56.0 | 53.1 | 50.9 |
| | | 14 | 52.7 | 44.0 | 81.1 | 61.7 | 59.0 | 54.4 | 54.0 | 51.2 | 49.1 |
| | | 15 | 53.1 | 45.2 | 79.0 | 62.9 | 60.6 | 55.6 | 55.1 | 52.1 | 50.1 |
| | | 16 | 51.8 | 44.2 | 70.5 | 60.0 | 58.0 | 54.5 | 54.2 | 51.8 | 49.9 |
| | | 17 | 50.2 | 43.6 | 71.4 | 57.9 | 56.5 | 53.1 | 52.8 | 50.5 | 48.5 |
| | | 18 | 50.1 | 42.9 | 69.5 | 58.4 | 56.3 | 52.5 | 52.3 | 50.3 | 48.5 |
| | | 19 | 49.1 | 41.5 | 71.3 | 56.6 | 54.4 | 51.6 | 51.4 | 49.6 | 47.5 |
| | | 20 | 47.8 | 39.4 | 68.7 | 56.3 | 53.8 | 50.5 | 50.3 | 48.2 | 46.1 |
| | | 21 | 49.2 | 39.2 | 75.2 | 58.3 | 54.3 | 50.1 | 49.8 | 47.3 | 45.0 |
| | | 22 | 48.8 | 38.6 | 79.5 | 57.9 | 55.4 | 49.5 | 49.1 | 46.4 | 44.1 |
| | | 23 | 45.6 | 38.8 | 61.7 | 55.3 | 52.5 | 48.4 | 48.1 | 45.3 | 43.1 |
| | | 24 | 43.3 | 38.5 | 66.4 | 51.9 | 49.9 | 45.9 | 45.5 | 42.8 | 41.4 |

Help Group
Location A

| Date | Day | Hour | Leq | Lmin | Lmax | L(1) | L(2) | L(8) | L(9) | L(25) | L(50) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 06-15-11 | Wednesday | 1 | 40.7 | 36.3 | 55.8 | 48.7 | 47.2 | 43.5 | 43.2 | 40.5 | 39.0 |
| | | 2 | 39.8 | 36.2 | 60.8 | 47.3 | 45.5 | 41.7 | 41.4 | 39.4 | 38.5 |
| | | 3 | 40.4 | 36.1 | 63.6 | 51.7 | 48.8 | 40.8 | 40.4 | 38.5 | 37.8 |
| | | 4 | 39.3 | 36.0 | 63.0 | 47.6 | 45.5 | 40.1 | 39.8 | 38.4 | 37.7 |
| | | 5 | 41.4 | 36.4 | 65.1 | 51.3 | 49.6 | 44.4 | 43.9 | 39.9 | 38.8 |
| | | 6 | 42.5 | 37.3 | 69.4 | 52.2 | 50.2 | 44.9 | 44.4 | 40.8 | 39.5 |
| | | 7 | 45.5 | 38.8 | 69.8 | 53.2 | 51.7 | 48.6 | 48.2 | 45.0 | 42.8 |
| | | 8 | 48.9 | 41.2 | 74.8 | 57.8 | 55.2 | 51.2 | 50.9 | 48.3 | 45.8 |
| | | 9 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 10 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 11 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 12 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 13 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 14 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 15 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 16 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 17 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 18 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 19 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 20 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 21 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 22 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 23 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 24 | -- | -- | -- | -- | -- | -- | -- | -- | -- |

Unit: 4

HOURLY DATA
Help Group
Location B



| Date | Day | Hour | Leq | Lmin | Lmax | L(1) | L(2) | L(8) | L(9) | L(25) | L(50) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 06-13-11 | Monday | 1 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 2 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 3 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 4 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 5 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 6 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 7 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 8 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 9 | 48.9 | 40.1 | 67.4 | 56.2 | 54.9 | 52.2 | 51.9 | 49.5 | 47.2 |
| | | 10 | 50.3 | 40.2 | 72.7 | 59.7 | 57.9 | 53.9 | 53.6 | 50.1 | 47.4 |
| | | 11 | 54.8 | 41.6 | 76.4 | 63.8 | 62.1 | 58.5 | 58.2 | 54.8 | 51.2 |
| | | 12 | 52.0 | 42.0 | 68.7 | 60.7 | 59.3 | 55.8 | 55.5 | 52.5 | 49.1 |
| | | 13 | 54.4 | 43.9 | 71.3 | 63.5 | 61.7 | 58.1 | 57.8 | 54.7 | 51.8 |
| | | 14 | 51.8 | 43.9 | 69.0 | 59.9 | 58.3 | 54.7 | 54.4 | 52.0 | 50.0 |
| | | 15 | 54.8 | 45.5 | 74.5 | 61.8 | 60.5 | 57.7 | 57.4 | 55.1 | 53.2 |
| | | 16 | 52.4 | 48.4 | 69.8 | 57.5 | 56.2 | 54.1 | 53.9 | 52.8 | 51.8 |
| | | 17 | 51.3 | 44.6 | 73.9 | 58.4 | 56.6 | 53.6 | 53.3 | 51.5 | 49.9 |
| | | 18 | 50.8 | 44.0 | 70.2 | 58.2 | 56.7 | 53.5 | 53.3 | 51.1 | 49.3 |
| | | 19 | 51.9 | 43.6 | 73.8 | 62.3 | 58.5 | 53.4 | 53.1 | 50.8 | 49.0 |
| | | 20 | 49.4 | 42.2 | 70.5 | 57.2 | 55.7 | 52.0 | 51.7 | 49.4 | 47.7 |
| | | 21 | 48.7 | 41.5 | 66.9 | 55.9 | 54.9 | 51.9 | 51.6 | 49.0 | 47.2 |
| | | 22 | 47.9 | 41.8 | 59.9 | 54.3 | 53.2 | 50.9 | 50.8 | 48.5 | 46.6 |
| | | 23 | 51.0 | 43.0 | 60.7 | 56.1 | 55.3 | 53.0 | 52.8 | 51.3 | 50.3 |
| | | 24 | 50.3 | 48.5 | 69.0 | 53.5 | 52.8 | 51.6 | 51.5 | 50.7 | 50.0 |
| 06-14-11 | Tuesday | 1 | 44.0 | 36.5 | 59.1 | 54.9 | 51.5 | 47.2 | 46.7 | 42.9 | 40.9 |
| | | 2 | 40.9 | 35.8 | 57.1 | 49.4 | 47.7 | 43.8 | 43.4 | 40.4 | 38.8 |
| | | 3 | 41.4 | 35.2 | 65.5 | 54.1 | 50.4 | 41.9 | 41.4 | 38.0 | 37.3 |
| | | 4 | 37.9 | 34.4 | 53.0 | 46.0 | 43.5 | 38.8 | 38.6 | 37.5 | 36.8 |
| | | 5 | 40.5 | 34.8 | 60.9 | 50.8 | 47.8 | 41.8 | 41.3 | 37.9 | 37.0 |
| | | 6 | 40.1 | 35.6 | 61.2 | 49.0 | 46.2 | 41.6 | 41.3 | 38.9 | 37.9 |
| | | 7 | 49.1 | 36.6 | 69.8 | 55.1 | 54.1 | 50.8 | 50.6 | 48.9 | 48.1 |
| CNEL 54.5 | LDN 54.1 | 8 | 49.9 | 46.7 | 68.8 | 55.2 | 53.9 | 51.8 | 51.6 | 50.0 | 49.0 |
| | | 9 | 50.1 | 39.6 | 70.6 | 57.9 | 56.4 | 53.4 | 53.1 | 50.6 | 48.2 |
| | | 10 | 53.9 | 41.6 | 68.9 | 63.0 | 61.9 | 58.8 | 58.4 | 53.6 | 49.9 |
| | | 11 | 51.1 | 41.7 | 66.8 | 59.3 | 58.1 | 55.0 | 54.7 | 51.6 | 48.8 |
| | | 12 | 50.3 | 42.8 | 65.9 | 58.7 | 57.3 | 53.9 | 53.6 | 50.2 | 48.2 |
| | | 13 | 54.7 | 43.0 | 72.9 | 62.8 | 61.5 | 58.6 | 58.3 | 55.4 | 52.6 |
| | | 14 | 51.7 | 44.4 | 70.5 | 60.0 | 58.0 | 54.5 | 54.2 | 51.6 | 49.6 |
| | | 15 | 53.0 | 45.6 | 65.7 | 58.0 | 56.8 | 54.8 | 54.7 | 53.4 | 52.4 |
| | | 16 | 53.1 | 49.3 | 68.3 | 58.3 | 57.0 | 54.9 | 54.7 | 53.5 | 52.4 |
| | | 17 | 49.5 | 44.0 | 65.6 | 56.0 | 54.8 | 52.3 | 52.0 | 50.2 | 48.4 |
| | | 18 | 49.6 | 43.1 | 71.4 | 56.3 | 54.5 | 52.0 | 51.8 | 50.1 | 48.4 |
| | | 19 | 48.9 | 41.6 | 72.0 | 55.2 | 53.7 | 51.6 | 51.4 | 49.6 | 47.6 |
| | | 20 | 47.1 | 39.3 | 68.2 | 54.3 | 52.5 | 49.9 | 49.7 | 47.8 | 45.9 |
| | | 21 | 48.6 | 38.3 | 72.5 | 57.1 | 52.9 | 49.2 | 48.9 | 46.5 | 44.5 |
| | | 22 | 48.4 | 38.1 | 72.9 | 59.7 | 54.9 | 48.9 | 48.5 | 45.8 | 43.9 |
| | | 23 | 49.7 | 39.6 | 59.8 | 54.9 | 53.6 | 51.0 | 50.9 | 49.8 | 49.2 |
| | | 24 | 49.2 | 47.1 | 62.8 | 52.3 | 51.4 | 50.0 | 49.9 | 49.5 | 48.9 |

Unit: 4

HOURLY DATA
Help Group
Location B



| Date | Day | Hour | Leq | Lmin | Lmax | L(1) | L(2) | L(8) | L(9) | L(25) | L(50) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 06-15-11 | Wednesday | 1 | 40.9 | 35.1 | 55.0 | 49.8 | 49.3 | 43.5 | 43.1 | 40.3 | 38.6 |
| | | 2 | 39.0 | 35.0 | 58.7 | 45.7 | 44.0 | 41.0 | 40.9 | 39.0 | 37.8 |
| | | 3 | 38.9 | 34.7 | 60.1 | 49.1 | 47.0 | 39.8 | 39.4 | 37.5 | 36.7 |
| | | 4 | 38.2 | 34.8 | 61.7 | 45.9 | 43.8 | 39.5 | 39.2 | 37.7 | 36.8 |
| | | 5 | 39.7 | 35.3 | 62.0 | 49.5 | 47.5 | 42.3 | 41.8 | 38.4 | 37.5 |
| | | 6 | 40.5 | 36.1 | 57.3 | 49.3 | 47.3 | 43.2 | 42.8 | 39.7 | 38.4 |
| | | 7 | 48.6 | 36.1 | 65.2 | 54.6 | 53.5 | 50.5 | 50.2 | 48.7 | 47.8 |
| | | 8 | 50.3 | 46.7 | 78.1 | 56.6 | 54.6 | 51.7 | 51.5 | 49.9 | 48.8 |
| | | 9 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 10 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 11 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 12 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 13 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 14 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 15 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 16 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 17 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 18 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 19 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 20 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 21 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 22 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 23 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 24 | -- | -- | -- | -- | -- | -- | -- | -- | -- |

Unit: 5

HOURLY DATA
Help Group
Location C



| Date | Day | Hour | Leq | Lmin | Lmax | L(1) | L(2) | L(8) | L(9) | L(25) | L(50) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 06-13-11 | Monday | 1 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 2 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 3 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 4 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 5 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 6 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 7 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 8 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 9 | 45.0 | 38.1 | 63.1 | 52.6 | 51.1 | 47.9 | 47.6 | 45.0 | 43.4 |
| | | 10 | 50.4 | 38.7 | 71.6 | 60.5 | 58.7 | 54.7 | 54.3 | 49.8 | 45.6 |
| | | 11 | 54.4 | 40.6 | 77.4 | 63.4 | 62.0 | 58.5 | 58.1 | 54.9 | 51.4 |
| | | 12 | 50.3 | 40.6 | 70.3 | 59.4 | 57.7 | 53.9 | 53.5 | 50.3 | 47.4 |
| | | 13 | 53.1 | 41.0 | 76.0 | 62.6 | 60.8 | 57.1 | 56.8 | 53.1 | 49.4 |
| | | 14 | 52.4 | 42.9 | 72.3 | 62.3 | 60.0 | 55.6 | 55.2 | 52.2 | 49.5 |
| | | 15 | 53.1 | 42.3 | 73.5 | 63.0 | 61.2 | 56.9 | 56.5 | 52.9 | 49.4 |
| | | 16 | 47.8 | 42.3 | 64.2 | 53.8 | 52.7 | 50.4 | 50.2 | 48.3 | 46.8 |
| | | 17 | 48.9 | 43.1 | 66.8 | 56.7 | 55.1 | 51.9 | 51.6 | 49.0 | 47.3 |
| | | 18 | 49.1 | 42.7 | 69.1 | 57.3 | 55.5 | 52.0 | 51.8 | 49.0 | 47.2 |
| | | 19 | 50.5 | 42.6 | 71.9 | 61.4 | 58.5 | 52.3 | 52.0 | 49.2 | 47.3 |
| | | 20 | 47.8 | 41.5 | 67.0 | 56.7 | 54.9 | 50.7 | 50.3 | 47.5 | 45.8 |
| | | 21 | 52.8 | 39.5 | 72.7 | 68.5 | 58.8 | 51.6 | 51.2 | 47.9 | 45.5 |
| | | 22 | 46.4 | 39.3 | 68.1 | 54.4 | 53.1 | 49.6 | 49.3 | 46.5 | 44.3 |
| | | 23 | 45.8 | 39.0 | 63.8 | 54.7 | 53.2 | 49.1 | 48.8 | 45.6 | 43.3 |
| | | 24 | 56.8 | 36.1 | 84.2 | 68.8 | 60.5 | 56.5 | 56.3 | 53.6 | 43.8 |
| 06-14-11 | Tuesday | 1 | 42.1 | 34.1 | 62.0 | 52.7 | 48.4 | 43.8 | 43.5 | 40.4 | 38.6 |
| | | 2 | 39.2 | 33.1 | 58.5 | 48.5 | 46.5 | 42.0 | 41.7 | 38.9 | 36.7 |
| | | 3 | 41.4 | 32.5 | 63.5 | 53.8 | 51.0 | 40.5 | 39.8 | 35.9 | 34.9 |
| | | 4 | 35.7 | 31.9 | 54.4 | 46.0 | 42.9 | 35.9 | 35.7 | 34.3 | 33.7 |
| | | 5 | 40.6 | 32.2 | 63.5 | 52.4 | 48.4 | 40.9 | 40.0 | 35.6 | 34.4 |
| | | 6 | 40.9 | 33.5 | 65.7 | 47.6 | 43.5 | 39.0 | 38.8 | 37.0 | 36.0 |
| | | 7 | 43.2 | 34.7 | 65.9 | 54.0 | 50.8 | 45.5 | 45.0 | 41.5 | 39.2 |
| CNEL 55.5 | LDN 55.1 | 8 | 44.7 | 36.2 | 68.2 | 53.3 | 51.4 | 47.5 | 47.2 | 44.1 | 42.1 |
| | | 9 | 46.3 | 38.2 | 68.3 | 53.5 | 52.1 | 49.2 | 48.9 | 46.6 | 44.6 |
| | | 10 | 51.4 | 41.1 | 72.6 | 59.8 | 58.2 | 55.2 | 54.9 | 51.9 | 48.5 |
| | | 11 | 49.7 | 40.8 | 67.6 | 58.2 | 57.0 | 53.7 | 53.4 | 49.9 | 47.0 |
| | | 12 | 50.3 | 42.1 | 68.4 | 59.6 | 57.8 | 54.0 | 53.6 | 49.9 | 47.2 |
| | | 13 | 54.1 | 42.1 | 79.6 | 63.9 | 62.3 | 58.3 | 57.9 | 53.8 | 49.9 |
| | | 14 | 51.4 | 42.7 | 75.4 | 60.1 | 57.6 | 52.9 | 52.5 | 49.5 | 47.5 |
| | | 15 | 48.7 | 43.4 | 66.9 | 56.0 | 54.6 | 51.6 | 51.3 | 48.9 | 47.3 |
| | | 16 | 48.9 | 42.9 | 66.9 | 56.5 | 54.8 | 51.7 | 51.4 | 49.0 | 47.2 |
| | | 17 | 47.5 | 42.3 | 60.9 | 55.7 | 54.0 | 50.1 | 49.8 | 47.3 | 45.9 |
| | | 18 | 47.1 | 40.9 | 66.6 | 54.2 | 52.7 | 49.6 | 49.3 | 47.2 | 45.8 |
| | | 19 | 45.6 | 39.5 | 62.2 | 51.7 | 50.3 | 47.9 | 47.8 | 46.0 | 44.5 |
| | | 20 | 44.4 | 37.4 | 61.1 | 51.9 | 50.3 | 47.2 | 46.9 | 44.6 | 43.0 |
| | | 21 | 45.8 | 36.8 | 71.6 | 56.1 | 52.0 | 47.5 | 47.1 | 44.1 | 42.1 |
| | | 22 | 45.1 | 36.6 | 67.3 | 55.9 | 53.6 | 46.8 | 46.4 | 43.0 | 41.4 |
| | | 23 | 42.7 | 35.7 | 61.5 | 51.2 | 49.3 | 45.6 | 45.2 | 41.8 | 39.9 |
| | | 24 | 39.8 | 35.1 | 55.9 | 48.4 | 45.4 | 41.4 | 41.2 | 39.5 | 38.4 |

Help Group
Location C

| Date | Day | Hour | Leq | Lmin | Lmax | L(1) | L(2) | L(8) | L(9) | L(25) | L(50) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 06-15-11 | Wednesday | 1 | 37.6 | 33.4 | 58.9 | 43.6 | 41.7 | 39.5 | 39.3 | 37.9 | 36.8 |
| | | 2 | 35.8 | 31.8 | 54.5 | 41.2 | 40.2 | 38.4 | 38.2 | 36.4 | 34.7 |
| | | 3 | 37.4 | 31.6 | 55.6 | 48.6 | 46.4 | 38.8 | 38.0 | 35.4 | 34.3 |
| | | 4 | 35.5 | 31.7 | 52.1 | 43.9 | 42.1 | 37.1 | 36.8 | 34.9 | 34.0 |
| | | 5 | 39.1 | 32.7 | 56.0 | 49.7 | 47.2 | 42.0 | 41.5 | 37.2 | 35.9 |
| | | 6 | 39.9 | 33.2 | 64.6 | 50.0 | 47.2 | 41.4 | 40.9 | 37.9 | 36.5 |
| | | 7 | 41.6 | 33.7 | 64.5 | 49.9 | 48.5 | 44.9 | 44.6 | 41.6 | 39.3 |
| | | 8 | 45.9 | 37.3 | 74.9 | 53.6 | 51.2 | 46.9 | 46.7 | 44.4 | 42.8 |
| | | 9 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 10 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 11 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 12 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 13 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 14 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 15 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 16 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 17 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 18 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 19 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 20 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 21 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 22 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 23 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | 24 | -- | -- | -- | -- | -- | -- | -- | -- | -- |

## Outline of Noise Study Sections

- State the description of the school including hours, pick-up/drop-off times, recess and lunch times and duration, sports activities and other special activities held on the playground.
- Site Description
- Noise element requirement – not to exceed 45 DB CNEL inside and 65 DB CNEL outside residential homes.
- CNEL is the average equivalent sound level during a 24-hours day, obtained after addition of approximately five decibels to sound levels I the evening from 7 P.M. to 10 P.M. and ten decibels to sound levels in the night after 10 P.M. and before 7 A.M.
- The Noise Element also recommend limits of noise levels and the time that noise may occur in any hour of the day from stationary sources, such as the playground noise.
- Place stationary noise chart on page N-23 and provide an explanation of the chart in a few words below.
    - Explanation of playground noise (results from collected noise) against stationary noise standards.
- Existing noise Environment
- Ambient Noise Survey – include explanation of locations for measuring the sound. Include the type of noise measurement equipment.
    - Table of results and explanation for ambient noise measurements at different sites.
- Explanation of sound reduction with addition of a 14' high wall. Include material of wall and the measurement of the height as there is an elevation different from the school property versus the residential properties in the rear.
- Conclusion
- Appendix
    - Diagram of site with location of sound measuring devices.
    - Actual noise measurement

| Noise Study Information For the week of June 13-17 | | |
|---|---|---|
| **Info Requested** | **Summit View School** | **Village Glen School** |
| | | |
| School Hours | 8:30-2:40 | 9:15-3:15 |
| | | |
| Drop off times and P/U | D/O 8:15-8:30 P/u= 2:40- 2:55 | D/o 9-9:15, P/U 3:15-3:30 |
| | | |
| recess/lunch | lunch- Elem- Noon-12:30, HS- 12:30-1pm | Lunch 12:15-12:45 |
| | | |
| Sport activities and PE | PE- During most of the school day. | PE- During most of the school day. |
| | | |
| Graduation days(s) and times | Summit View Valley 6th Grade- 6-15, 10am-11:30 | In Gym |
| and duration | Summit View Valley 8th Grade - 6-15, 1-2:30pm | Elem. School Graduation 6-17, 10-11:30am- In Gym |
| | Summit View Valley Seniors - 6-16, 5-7pm | Middle School Graduation - 6-17, 1-3pm |
| Awards Ceremony | 6-14, 11-noon | Does not apply |
| Carnival | 6-17, 11am-1pm | Does not apply |
| | | |
| | | |
| Maintainence Activities | Gardening/ blowers X 1 per week starting at 8am on Fridays | Same day both schools |
| | Recycling bin, once per week by Culver City, day and time vary | One bin for both schools |
| | Trash compactor- Approx. once per 3 weeks by Culver City | One bin for both schools |
| | | |
| Misc. | Does not apply | Field Trip- Tuesday there will be a fieds trip for Village Glen seniors. This represents 30 |
| | | of the 400 students enrolled |

## Williams, Joshua

**From:** Diana Drake <diana@DrakesCarpetAndFlooring.com>
**Sent:** Monday, March 26, 2012 10:44 AM
**To:** Williams, Joshua
**Subject:** planned school at 12095 Washington blvd.

Assuming this is not an elementary school, PLEASE DO NOT turn this property into a middle or high school...there is so much "questionable" activity already within a one block radius...we don't need more kids in the neighborhood tagging and vandalizing our properties. It is an ongoing battle with teenagers damaging our neighborhood, not to mention the noise, the additional traffic this will bring, and mostly their inevitable bad behavior.

Respectfully, Diana Drake

Diana Drake, Owner: DRAKES
(310) 351-1286
**DRAKES Carpet & Flooring - Sales & Installation**
Carpet, Wood, Tile, Stone, Laminates, Alternative flooring, *GREEN* flooring, and more!
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Snail Mail: 4136 Inglewood Blvd., #1, Los Angeles, CA 90066
California State Contractor's License No.: 917169
Diana@DrakesCarpetAndFlooring.com
www.DrakesCarpetAndFlooring.com

Telephone 310-390-9829 Fax 310-571-1270

March 23, 2012

To

The Planning Division

Culver City Hall

9770 Culver Blvd.

Culver City, CA 90232

Sent via Fax-310-253-5721. & E-Mail<Joshua.williams@culvercity.org>

Dear Sir/Madam:

Re: Conditional Use Permit# P 2011175

Project at 12095 Washington Blvd., Culver City, CA

Hearing Date: April 11, 2012 @ 7.00pm

## WE STRONGLY OBJECT THIS DEVELOPMENT IN CULVER CITY

#1- I have been in Medical Practice, along with several other M.Ds. at the location of 11735 W. Washington Blvd., in Culver Cit ,CA since 1981. We own this property.

**I speak for the owners and hundreds of patients who come to our offices.**

#2-I also own the two apartment buildings at #11729 and 11741 Washington Blvd in Culver City comprising 10-units and representing almost 20 voting adults and many children. I am also the manager of these units and I am aware of the day to day problems due to traffic and parking.

All of us strongly **OPPOSE** this modification of a conditional permit for the proposed development. Actually, even the conditional use Permit was a "hood-wink" for the general the general public and sneaked-in unfairly. The whole project should be rejected and moved to the Valley where the Help Group has lots of property and resources.

*Culver City does not need extra financial burden.*

1. I pay my full Property Taxes as well as Business Licenses for which Culver City gets its share
2. We have owned these properties since 1984 and 1995 respectively, and have a vested interest to protect our personal, private property rights, granted under the Constitution of U.S.A.
3. I do not believe that CEQA was done properly or thoroughly by competent "neutral" professionals. I have reviewed it and I do not agree with the conclusions.
4. The real problem is the TRAFFIC jams we already experience in this section as the Washington Blvd. We do not need more headaches.
5. There will be increased noise-pollution during the day as well as at night.
6. This will bring in new students, families and numerous retail customers.
7. There is not sufficient street parking. Or that has been exempted?

**THIS IS A VIOLATION OF CEQA GUIDE LINES.**

If I am able to come, I will do my best and I will ask other residents to attend .

Thank you for your time and consideration.

Respectfully submitted.

Sincerely,

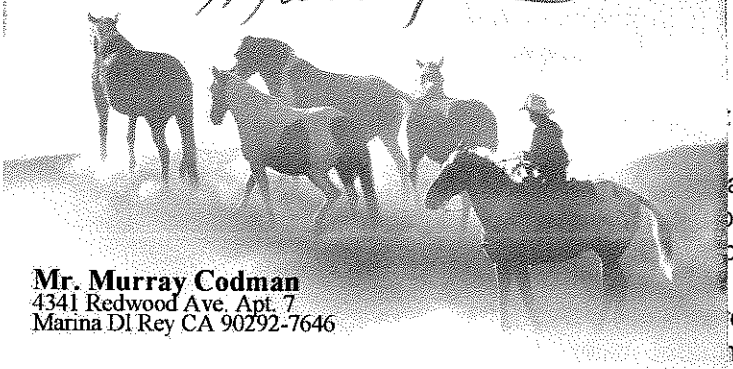
Baldev K. Devgan

Planning Commission
Culver City

RECEIVED
APR 02 2012
Culver City
Planning Division

Subject
Health Groups

It is a great service to add 250 students to the Help Groups. this project must be approved.
Respectfully
Murray Codman



Mr. Murray Codman
4341 Redwood Ave. Apt. 7
Marina Dl Rey CA 90292-7646

# f Culver City
# l Notification

**mmission Agenda Item**

**for The Help Group School**
**Vashington Boulevard**

your participation in a Public Hearing concerning:

kisting Conditional Use Permit to allow for the conversion
al office building on the Help Group campus into school
) students.

ngton Boulevard (see attached project Site Map)
mit Modification, P2011175
CG)
eral Corridor

**ncil Chambers**

Must be passed

MR MURRAY CODMAN
4341 REDWOOD AVE UNIT 7
MARINA DEL REY, CA 90292

**: 7:00 PM**

aring is for the Planning Commission to review and to
posed project. All members of the public are welcome to
blic hearing.

onmental Quality Act (CEQA) guidelines, an Initial Study
ined that the project will not have a significant adverse
l that a Negative Declaration finding is appropriate. A
Declaration as well as other documents concerning the project is available for public review from March 22, 2012 through April 11, 2012, at the Planning Counter in City Hall.

**More Info:** The Planning Commission staff report will be available for viewing on the City's website **on or after April 5, 2012** at www.culvercity.org/agendas, or at the City Hall Planning Division, or the Julian Dixon Library, 4975 Overland Avenue, Culver City. Persons unable to attend the meeting but wish to submit comments may do so to the attention of Joshua Williams by any of the following means **BEFORE 5:30 PM on April 11, 2012.**

1. By LETTER to Planning Division at Culver City City Hall, Planning Division, 9770 Culver Blvd., Culver City, CA 90232
2. By FAX at 310-253-5721
3. By E-MAIL to joshua.williams@culvercity.org
4. By Phone, at (310) 253-5706

You may sign up for the City's E-Mail Notification System by logging on to www.culvercity.org or calling the City Clerk's Office at 310-253-5851. A USPS notification system is also available. They are both FREE!

Notice Mailed on March 22, 2012

RESOLUTION NO. 2012-P005

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CULVER CITY, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT MODIFICATION, CUP/M P-2011175, FOR THE ADDITION OF 250 STUDENTS TO A 400-STUDENT PRIVATE SCHOOL FOR SPECIAL NEEDS STUDENTS AT 12095-12101 WASHINGTON BOULEVARD IN THE COMMERCIAL GENERAL (CG) ZONE.

(Conditional Use Permit Modification, CUP/M P-2011175)

WHEREAS, on October 13, 1999 the Planning Commission adopted Resolution No. 99-P020 approving a conditional use permit (CUP P-1999017) for a 400 student private school for special needs students at 12095-12101 Washington Boulevard; and

WHEREAS, on December 13, 2011, The Help Group filed an application for a modification to an existing conditional use permit (CUP P-1999017) to add 250 students to the previously approved 400-student private school campus – comprised of the Summit View School and the Village Glen School. The project also includes tenant improvements and façade work on the two-story building at 12095 Washington Boulevard, converting the building from medical office uses to school uses. The project site is described more fully as Portions of Lots 148, 149, 150, 151 of the East Ocean Park Tract, in the City of Culver City, County of Los Angeles, State of California; and,

WHEREAS, in order to implement the proposed project, approval of the following applications is required:

Conditional Use Permit Modification: To modify CUP P-1999017, which allowed for the operation of a 400-student private school for special needs students at 12095-12101 Washington Boulevard, thereby allowing for the addition of 250 students for a total of 650 students.

WHEREAS, on April 11, 2011, after conducting a duly noticed public hearing on the subject applications, including full consideration of the application, plans, staff report, environmental information and all testimony presented, the Planning Commission (i) by a vote of _ **to** _, adopted a Negative Declaration, in accordance with the California Environmental Quality Act (CEQA), finding the Project will not result in significant adverse environmental impacts; and (ii) by a vote of _ **to** _ conditionally approved Conditional Use Permit Modification, CUP/M P-2011175.

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

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

**Conditional Use Permit:**

As outlined in CCMC Title 17, Section 17.530.020, the following required findings for 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 or Conditional Use Permit and complies with all applicable provision of this Title and CCMC.**

The Commercial General (CG) zoning designation allows the existing use of a private school subject to a Conditional Use Permit as outlined in CCMC Section 17.220.015, Table 2-5 "Allowed Uses and Permit Requirements for Commercial Zoning Districts." The private school use on the project site was originally permitted under Conditional Use Permit, CUP P-1999017, adopted on October 13, 1999. The request to add 250 students to the private school use complies with all applicable provisions of this Title and the CCMC.

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

The existing use of the project site for a private school use is consistent with the "General Corridor" General Plan Land Use Designation. The General Corridor

designation encourages a range of uses including an emphasis on neighborhood and community serving commercial uses and the Commercial General zoning designations allows private schools subject to approval of a conditional use permit. The project site is not subject to any specific plan.

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

The design, location, size and operating characteristics of the existing private school use and the proposed addition of 250 students will not have an impact on adjacent uses and is therefore found to be compatible with the existing and future residential and commercial land uses in the vicinity of the subject site. The proposed addition of students will not adversely affect nearby properties because all school activities will be located within the approved project campus area, per the original conditional use entitlement. In addition, the project will be subject to conditions of approval in order to enforce compatibility with adjacent residential and commercial uses.

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

The project will not involve the construction of any additional floor area. The addition of 250 students to the private school campus will be accommodated in the existing two-story building at 12095 Washington Boulevard, which was previously approved for private school uses pursuant to conditional use permit, CUP P-1999017. As part of its request, the Applicant has submitted an updated Traffic Management Program, incorporating staggered drop-off and pick-up times for students at The Help Group Campus and a new queuing plan which utilizes the school's multilevel parking structure along the east side of the campus. The City's Traffic Engineer has reviewed the proposed ingress and egress plan to the site utilizing Washington Boulevard and Grand View Boulevard to ensure that access to the site and surrounding streets will not adversely affect traffic patterns on surrounding streets.

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

The addition of 250 students to the existing 400 student private school through this approval subject to the conditions of approval will not be detrimental to the public interest, health, safety or general welfare or injurious to persons, property or improvements in the surrounding commercial zoning district or vicinity.

SECTION 2. Pursuant to the foregoing recitations and findings, the Planning Commission of the City of Culver City, California, hereby approves Conditional Use Permit, CUP P-2011175, subject to the conditions of approval set forth in Exhibit A attached hereto and incorporated in herein by this reference.

APPROVED and ADOPTED this 11th day of April 2012.

ANTHONY PLESKOW - CHAIRPERSON
PLANNING COMMISSION
CITY OF CULVER CITY, CALIFORNIA

Attested by:

Yvonne Hunt
Administrative Secretary

| NO. | CONDITIONS OF APPROVAL | Agency | Source | Compliance Verification |
|---|---|---|---|---|
| | **GENERAL** | | | |
| **1.** | These Conditions of Approval are being imposed on **the addition of 250 students to the existing private school use, and the concurrent conversion of an existing two-story medical office/retail building into school facilities** (the "Project"), for the property located at **12095 Washington Boulevard** (the "Property"). | All | Standard | |
| **2.** | A copy of the Resolution approving the Project, and a copy of these Conditions of Approval, shall be printed on the plans submitted as part of any building permit application for the Project. | Planning | Standard | |
| **3.** | All building permit applications for the Project shall include sufficient information and detail to clearly reflect compliance with all applicable requirements of the Culver City Municipal Code (the "CCMC") and with these Conditions of Approval. | Planning | Standard | |
| **4.** | The land use permit to which these Conditions of Approval apply (the "Land Use Permit') shall expire one year from the date of final approval of said Land Use Permit, if the use has not been exercised. As provided in CCMC Section 15.595.030 –"Time Limits and Extensions", an applicant may request an extension of said expiration date by filing a written request with the Planning Division prior to the expiration of the land use permit. | Planning | Standard | |
| **5.** | The Project shall be developed pursuant to CCMC Chapter 17.300 – "General Property Development and Use Standards". | Planning | Standard | |

| NO. | CONDITIONS OF APPROVAL | Agency | Source | Compliance Verification |
|---|---|---|---|---|
| | **GENERAL** | | | |
| **6.** | All planted areas on the Property shall be landscaped and irrigated pursuant to CCMC Chapter 17.310 - "Landscaping". | Planning | Standard | |
| **7.** | All parking areas on the Property shall be developed pursuant to CCMC Chapter 17.320 - "Off-Street Parking and Loading". | Planning | Standard | |
| **8.** | Signs proposed for the Project shall meet all applicable requirements of CCMC Chapter 17.330 - "Signs". All signs require a separate permit and approval. | Planning | Standard | |
| **9.** | All permits and licenses required in connection with the development or use of the Project shall be applied for and obtained separately. | All | Standard | |
| **10.** | All work within the public right-of-way (including but not limited to curb, gutter, sidewalk, and driveways) shall be designed and completed to the satisfaction of the City Engineer. | Public Works | Standard | |
| **11.** | Drainage devices, concrete curbs and gutters, sidewalks, drive approaches, and roadway pavement shall be designed in conformity with all provisions of the latest edition of the American Public Works Association Standard Plans ("APWA Standards"). | Public Works | Standard | |

| NO. | CONDITIONS OF APPROVAL | Agency | Source | Compliance Verification |
|---|---|---|---|---|
| | **GENERAL** | | | |
| **12.** | At the sole cost and expense of the Property Owner, any broken or damaged curbs, gutters, sidewalks, and street pavement resulting from construction of the Project shall be repaired and reconstructed in conformity with APWA Standards. | Public Works | Standard | |
| **13.** | Trash enclosures shall be provided and shall each have a minimum inside dimension of 10 feet x 12 feet, a gated opening that is at least 8 feet wide, and a 6 inch high by 6 inch wide concrete curb along the inside perimeter wall. Each enclosure shall also have at least a 6 inch thick concrete slab that drains at a one percent gradient out of the enclosure. Final approval for the size, location, and type of equipment needed for the adequate storage and disposal of all solid and recyclable waste generated by the Project shall be obtained from the City's Environmental Programs and Operations Manager. A fire suppression sprinkler system shall be provided within any covered trash enclosure area as required by the Fire Marshal. All refuse containers assigned to or otherwise used by the Project shall be stored on-site in the trash enclosures. | Public Works/ Fire/ Planning | Standard | |
| **14.** | All Project related solid and recyclable waste material handling shall be in accordance with CCMC Section 5.01.010 – "Solid Waste Management", which outlines the Sanitation Division's exclusive franchise for this service. | Public Works | Standard | |

| NO. | CONDITIONS OF APPROVAL | Agency | Source | Compliance Verification |
|---|---|---|---|---|
| | **GENERAL** | | | |
| **15.** | All buildings and structures to be constructed as part of the Project shall be designed and constructed in accordance with all applicable regulations and standards of the City's Building Code, Fire Code and any related codes as determined by the Building Official and Fire Marshal; and all other applicable provisions of the CCMC which are adopted and in effect at the time of issuance of a building permit. | Building/ Fire | Standard | |
| **16.** | Any new utilities shall be placed underground or enclosed within the building construction; no new overhead utilities shall be permitted. | Building/ Planning | Standard | |
| **17.** | The Project shall comply with all applicable requirement of the Culver City Green Building Program as set forth in CCMC Section 15.02.1100, et.seq. | Building | Standard | |
| **18.** | The Project shall comply with the all applicable requirements relating to solar photovoltaic requirements as set forth in CCMC Section 15.02.100, et. seq. | Building | Standard | |
| **19.** | Changes to the Project or use approved as part of the Land Use Permit may only be made in accordance with the provisions of CCMC Section 17.595.035 – "Changes to an Approved Project". | Planning | Standard | |

| NO. | CONDITIONS OF APPROVAL | Agency | Source | Compliance Verification |
|---|---|---|---|---|
| **PRIOR TO BUILDING PERMIT ISSUANCE** | | | | |
| **20.** | A covenant and agreement, on a form provided by the Planning Division and in form and substance acceptable to the City Attorney, acknowledging and agreeing to comply with all terms and conditions established herein, shall be signed by the Property Owner and recorded in the County Recorder's Office. The covenant and agreement shall run with the land and shall be binding on any subsequent owners, and tenants or occupants of the Property. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Planning Division. | Planning/ City Attorney | Standard | |
| **21.** | The Applicant and Property Owner shall indemnify and agree to defend (at the Applicant's and Property Owner's sole expense, with legal counsel approved by the City) and hold harmless the City, and its elected and appointed officials, officers, employees, agents, contractors and consultants from and against any and all loss, damages, injuries, costs, expenses, liabilities, claims, demands, lawsuits, attorneys' fees and judgments, arising from or in any manner connected to any third party challenge to the City's approval of the Project. The obligations required by this Condition shall be set forth in a written instrument in form and substance acceptable to the City Attorney and signed by the Applicant and the Property Owner. | City Attorney | Standard | |
| **22.** | A minimum of three sets of final landscaping and irrigation plans (separate from the plans submitted for the building permit) shall be submitted to the Planning Division for review and approval. | Planning/ Parks & Rec. | Standard | |

| NO. | CONDITIONS OF APPROVAL | Agency | Source | Compliance Verification |
|---|---|---|---|---|
| **PRIOR TO BUILDING PERMIT ISSUANCE** | | | | |
| **23.** | A Construction Management Plan prepared by the construction contractor, which identifies the areas of construction staging, temporary power, portable toilet, and trash and material storage locations, shall be submitted to and approved by the Building Official. Prior to commencement of work the construction contractor shall advise the Public Works Inspector and the Building Inspector ('Inspectors") of the construction schedule and shall meet with the Inspectors. | Building/ Public Works | Standard | |
| **24.** | A Pedestrian Protection Plan shall be submitted to and approved by the Building Official. Such plan shall identify all areas of pedestrian protection and indicate the method of pedestrian protection or pedestrian diversion when required. When pedestrian diversion is required, the Pedestrian Protection Plan must also be approved by the Public Works Director. | Building/ Public Works | Standard | |
| **25.** | Plans submitted as part of the building permit application shall include a schedule of the special inspections anticipated, the firm proposed for the special inspections, and the resumes of all proposed special inspectors. The Building Official reserves the right to reject any special inspector at any time for the duration of the Project. All special inspection reports shall be made available to the Building Official and to any Culver City Building Safety inspector as required by the Building Official No work shall be covered without a Culver City Building Safety inspection, whether or not a special inspection was performed on such work. | Building | Standard | |

| NO. | CONDITIONS OF APPROVAL | Agency | Source | Compliance Verification |
|---|---|---|---|---|
| | **PRIOR TO BUILDING PERMIT ISSUANCE** | | | |
| **26.** | A Construction Traffic Management Plan shall be prepared by a traffic or civil engineer registered in the State of California. The Construction Traffic Management Plan shall be submitted to the City Engineer and Planning Manager for review and approval prior to the issuance of any Project demolition, grading, or excavation permit. The Construction Traffic Management Plan shall also be reviewed and approved by the City's Fire and Police Departments. The City Engineer and Planning Manager reserve the right to reject any engineer at any time and to require that the Plan be prepared by a different engineer. The Construction Traffic Management Plan shall contain, but not be limited to, the following:<br><br>A. The name and telephone number of a contact person who can be reached 24 hours a day regarding construction traffic complaints or emergency situations.<br>B. An up-to-date list of local police, fire, and emergency response organizations and procedures for the continuous coordination of construction activity, potential delays, and any alerts related to unanticipated road conditions or delays, with local police, fire, and emergency response agencies. Coordination shall include the assessment of any alternative access routes that might be required through the Property, and maps showing access to and within the Property and to adjacent properties.<br>C. Procedures for the training and certification of the flag persons used in implementation of the Construction Traffic Management Plan.<br>D. The location, times, and estimated duration of any roadway closures, traffic detours, use of protective devices, warning signs, and staging or queuing areas.<br>E. The location and travel routes of off-site staging and parking locations. | Planning/ Public Works | Standard | |

| NO. | CONDITIONS OF APPROVAL | Agency | Source | Compliance Verification |
|---|---|---|---|---|
| **PRIOR TO BUILDING PERMIT ISSUANCE** | | | | |
| **27.** | Reasonable efforts shall be used to reuse and recycle construction and demolition debris, to use environmentally friendly materials, and to provide energy efficient buildings, equipment and systems. A Demolition Debris Recycling Plan that indicates where select demolition debris is to be sent shall be provided to the Building Official prior to the issuance of a demolition permit. The Plan shall list the material to be recycled and the name, address, and phone number of the facility of organization accepting the materials. | Building | Standard | |
| **28.** | A vector/pest control abatement plan prepared by a pest control specialist licensed or certified by the State of California shall be submitted for review and approval by the Planning Manager and the Building Official. Said plan shall outline all steps to be taken prior to the commencement of any demolition or construction activity in order to ensure that any and all pests (including, but not limited to, rodents, bees, ants and mosquitoes) that may populate the Property do not relocate to or impact adjoining properties. | Building/ Planning | Standard | |
| **29.** | Prior to issuance of a building permit, notice of the Project construction schedule shall be provided to all abutting property owners and occupants. Evidence of such notification shall be provided to the Building Division. The notice shall identify the commencement date and proposed timing for all construction phases (demolition, grading, excavation/shoring, foundation, rough frame, plumbing, roofing, mechanical and electrical, and exterior finish). | Building | Standard | |
| **30.** | The building shall be structurally upgraded to the current, 2010 California Building Code. An outside structural review will be required at an additional cost to the Applicant. | Building | Special | |

| NO. | CONDITIONS OF APPROVAL | Agency | Source | Compliance Verification |
|---|---|---|---|---|
| | **DURING CONSTRUCTION** | | | |
| **31.** | During all phases of construction, a "Construction Rules Sign" that includes contact names and telephone numbers of the Applicant, Property Owner, construction contractor(s), and the City, shall be posted on the Property in a location that is visible to the public. These names and telephone numbers shall also be made available to adjacent property owners and occupants to the satisfaction of the Planning Manager and Building Official. | Building/ Planning | Standard | |
| **32.** | The Property shall be maintained daily so that it is free of trash and litter. | Building | Standard | |
| **33.** | During construction, dust shall be controlled by regular watering or other methods as determined by the Building inspector. | Building | Standard | |
| **34.** | The Building Division may apply administrative assessments and/ or post general stop work notices for any violations of the Conditions of Approval for the Project, and any violations of the CCMC. | Building | Standard | |
| **35.** | During all phases of construction, best efforts shall be used to ensure that all construction workers, contractors and others involved with the Project park on the Property or at designated offsite locations approved by the City, and not in the surrounding neighborhood. | Building | Standard | |
| **36.** | When foundation shoring and/or foundation piles will be part of the Project, the engineer of record shall use noise dampening measures such as the drilling of shoring supports and piles as determined by the Building Official and Planning Manager. | Building/ Planning | Standard | |

| NO. | CONDITIONS OF APPROVAL | Agency | Source | Compliance Verification |
|---|---|---|---|---|
| | **DURING CONSTRUCTION** | | | |
| **37.** | Prior to the commencement of any excavation, a temporary construction fence shall be installed around the site. The height and fence material is subject to approval by the City Engineer and the Planning Manager. | Building/ Planning/ Public Works | Standard | |
| **38.** | Hours of construction shall be limited to the following: 8:00 AM to 8:00 PM Monday through Friday; 9:00 AM to 7:00 PM Saturday; and 10:00 AM to 7:00 PM Sunday and National holidays. Dirt hauling and construction material deliveries or removal are prohibited during the morning (7:00 AM to 9:00 AM) and afternoon (4:00 PM to 6:00 PM) peak traffic periods. All construction workers shall be respectful of the surrounding neighborhood and keep non-construction related noise to a minimum prior to, during, and after permissible construction hours. | Building/ Public Works | Standard | |
| **39.** | All staging and storage of construction equipment and materials, including the construction dumpster, shall be on-site only. The Property Owner must obtain written permission from adjacent property owners for any construction staging occurring on adjacent property. | Building/ Public Works | Standard | |

| NO. | CONDITIONS OF APPROVAL | Agency | Source | Compliance Verification |
|---|---|---|---|---|
| | **DURING CONSTRUCTION** | | | |
| **40.** | Compliance with the following noise standards shall be required with at all times:<br><br>A. No construction equipment shall be operated without an exhaust muffler, and all such equipment shall have mufflers and sound control devices (i.e., intake silencers and noise shrouds) that are no less effective than those provided on the original equipment;<br>B. All construction equipment shall be properly maintained to minimize noise emissions;<br>C. If any construction vehicles are serviced at a location onsite, the vehicle(s) shall be setback from any street and other property lines so as to maintain the greatest distance from the public right-of-way and from Noise Sensitive Receptors;<br>D. Noise impacts from stationary sources (i.e., mechanical equipment, ventilators, and air conditioning units) shall be minimized by proper selection of equipment and the installation of acoustical shielding as approved by the Planning Manager and the Building Official in order to comply with the City's Noise Regulations and Standards as set forth in CCMC Chapter 9.07; and<br>E. Stationary source equipment (i.e., compressors) shall be located so as to maintain the greatest distance from the public right-of-way and from Noise Sensitive Receptors. | Building/ Planning | Standard | |

| NO. | CONDITIONS OF APPROVAL | Agency | Source | Compliance Verification |
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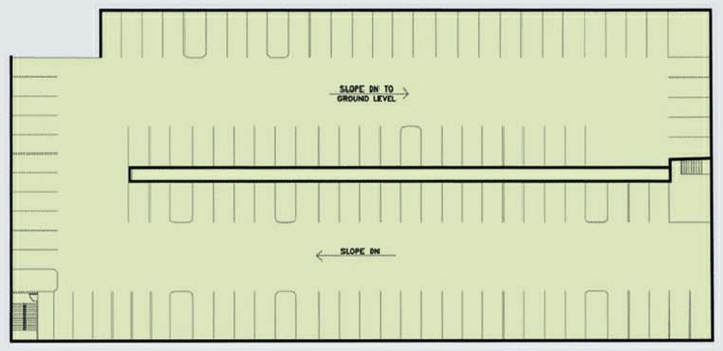
| | **DURING CONSTRUCTION** | | | |
| **41.** | In the event three citations are issued in connection with the Project for violations of these Conditions of Approval or for other violations of the CCMC, Project construction shall be stopped until such time that it is determined to the satisfaction of the Community Development Director, that causes of such violations have been eliminated or corrected and that the Project will be able to proceed in full compliance with these Conditions of Approval and the CCMC. | Building/ Planning | Standard | |
| **42.** | Flag persons with certified training shall be provided for work site traffic control to minimize impacts to traffic flow and to ensure the safe movement of vehicles into and out of the Property. | Building/ Public Works | Standard | |
| **43.** | During construction, trucks and other vehicles in loading and unloading queues must be parked with their engines off to reduce vehicle emissions. Construction deliveries shall be phased and scheduled to avoid emissions peaks as determined by the Building Official and discontinued during second-stage smog alerts. | Building | Standard | |
| **44.** | Construction vehicles shall not be permitted to stage or queue where they would interfere with vehicular and pedestrian traffic or block access to adjacent properties. Off-site staging shall be at locations approved by the City Engineer and shall be of sufficient length to accommodate large trucks without being unduly disruptive to traffic operations. The drivers of these trucks shall be in radio or phone communication with on-site personnel who shall advise the drivers when to proceed from the staging location to the Property. Construction-related vehicles shall not be permitted to park on public streets. | Building/ Public Works | Standard | |

| NO. | CONDITIONS OF APPROVAL | Agency | Source | Compliance Verification |
|---|---|---|---|---|
| **PRIOR TO CERTIFICATE OF OCCUPANCY OR FINAL INSPECTION** | | | | |
| **45.** | All provisions, and requirements set forth in these Conditions of Approval, in the Resolution approving the project, in the CCMC, or in any applicable written comments as provided by City representatives on **January 5, 2012** at the Project Review Committee meeting on the Land Use Permit application, shall be fulfilled and satisfied to the satisfaction of all City departments before the use may be established or the Project occupied. | All | Standard | |
| **46.** | All requirements of the City's Art in Public Places Program, as set forth in CCMC Section 15.06.100, et. seq., shall be fully satisfied prior to the issuance of a certificate of occupancy; provided, that if such requirements will be satisfied by the payment of the public art in-lieu fee, the same shall be paid prior to the issuance of a building permit. | Cultural Affairs | Standard | |

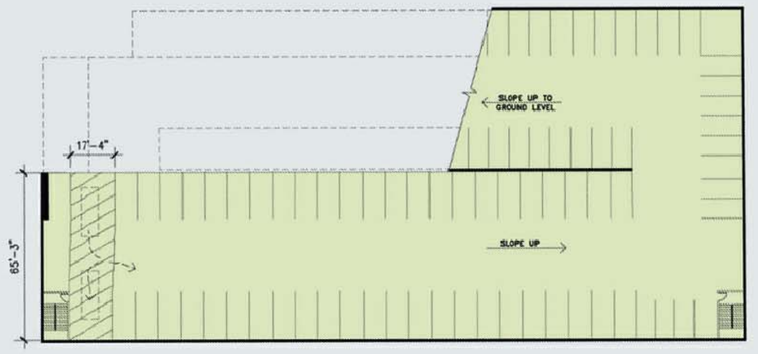
| NO. | CONDITIONS OF APPROVAL | Agency | Source | Compliance Verification |
|---|---|---|---|---|
| **PRIOR TO CERTIFICATE OF OCCUPANCY OR FINAL INSPECTION** | | | | |
| **47.** | All onsite and offsite improvements and all conditions of approval except those which are deferred pursuant to a bond or letter of credit as determined and approved by the Building Official, Fire Marshal, Planning Manager, and/or City Engineer shall be completed prior to issuance of any certificate of occupancy. Prior to issuance of any certificate of occupancy the following shall be provided to and approved by the City:<br>A. Five full sets of as-built plans that shall include at a minimum the site plan, grading and utility plan, landscape and irrigation plan, floor plan for each level of the Project, parking structure plan, roof plan with all mechanical equipment identified as to purpose and source and all offsite improvements; and<br>B. One set of as-built plans as described above in a digital format compatible with the City's computer system. | All | Standard | |
| **48.** | The existing drive approach on Washington Boulevard west of Inglewood Boulevard shall be removed and replaced with an ADA compliant, high-speed drive approach. Obtain a separate permit form from the Engineering Division. | Public Works | Special | |
| **ON-GOING** | | | | |
| **49.** | The use and development of the Property shall be in substantial conformance with the plans and materials submitted with the application for the Land Use Permit as reviewed by the Planning Commission at its meeting on **April 11, 2012**, excepted as modified by these Conditions of Approval. | Planning | Standard | |

| NO. | CONDITIONS OF APPROVAL | Agency | Source | Compliance Verification |
|---|---|---|---|---|
| | **ON-GOING** | | | |
| **50.** | Pursuant to CCMC Section 17.650.020 - "Inspection", the Property Owner and Applicant shall allow authorized City officials, or their designees, access to the Property where there is reasonable cause to believe the Property is not in compliance with these Conditions of Approval or other requirements of the CCMC. | All | Standard | |
| **51.** | Follow-up review reports of the Traffic Management Program (TMP) as determined by the City's Traffic Engineer shall be provided after six months and after one year of full operation of the TMP. If it is determined that the TMP is not operating to the satisfaction of the Planning Manager and City's Traffic Engineer, additional requirements may be imposed. | Planning/ Public Works | Special | |
| **52.** | No more than 15 permits shall be issued for students to drive to the Summit View School. | Planning | Special | |
| **53.** | The maximum number of staff for the combined Village Glen School and Summit View School shall not exceed 177. A list of all staff shall be submitted to the Planning Manager annually 14 days prior to the commencement of the school year. | Planning | Special | |
| **54.** | A combination of additional staff and/or student drivers up to a total of 27 may be permitted if it can be demonstrated to the satisfaction of the Planning Manager that adequate parking is provided to accommodate the increase. A written request for such increase shall be submitted to the Planning Manager for review and approval. | Planning | Special | |

| NO. | CONDITIONS OF APPROVAL | Agency | Source | Compliance Verification |
|---|---|---|---|---|
| | **ON-GOING** | | | |
| **55.** | The use and development of the Property shall comply with these Conditions of Approval and all applicable local, special district or authority, county, state and federal statutes, codes, standards, and regulations including, but not limited to, Building Division, Fire Department, Planning Division and Public Works Department requirements, and shall comply with all applicable CCMC requirements and all comments made during the City's building permit plan check review process. Failure to comply with said Conditions, statutes, codes, standards, and regulations may result in reconstruction work, demolition, stop work orders, withholding of certificate of occupancy, revocation of land use permit approval and/or any other lawful action the City might deem reasonable and appropriate to bring about compliance. | All | Standard | |
| **56.** | All graffiti shall be removed from the Property within 48 hours of its application. | Building/ Planning/ Public Works | Standard | |
| **57.** | The Property Owner shall maintain all street trees along the property frontage at his/her sole cost and expense. | Public Works | Standard | |
| **58.** | All mitigation measures set forth in any environmental document relating to the Project (including any reports of the type contemplated by the California Environmental Quality Act) shall be completed as specified therein. | Planning | Standard | |




UPPER LEVEL PARKING




LOWER LEVEL PARKING


SITE PLAN

SCALE: 1" = 40'

10' 30' 50'
0' 20' 40' 60'

TRUE NORTH



| NO. | DATE | ISSUED / REVISION | APRVD. |
|---|---|---|---|
| | 08/19/09 | CITY PLANNING MEETING | |
| | 01/05/10 | CITY MEETING (FILING) | |
| | 06/07/11 | MEETING WITH NANCY TAHVILI | |
| | 07/07/11 | REVISED PLANS PER NANCY TAHVILI COMMENTS | |
| | 12/13/11 | PLANNING SUBMITTAL | |

Arthur J. Balnick Architects
7141 Valjean Ave., Suite 100, VAN NUYS, CALIFORNIA 91406
Tel: (818) 988-9912 Fax: (818) 988-9913

# THE HELP GROUP "WEST"
## (WASHINGTON BLVD-CULVER CITY)

12095 W. WASHINGTON BLVD. - CULVER CITY, CA 90066

| | |
|---|---|
| JOB NO. | 07102B |
| DRAWN BY | AS |
| CHECKED BY | – |
| DATE | 10/01/08 |
| SHEET TITLE | SITE PLAN |
| SHEET | 1 |

PLOTTED, STATION #107 03/17/2000 8:47 AM B_XX_A21.dwg

**DECEMBER 13, 2011**

## FIRE DEPARTMENT NOTES:

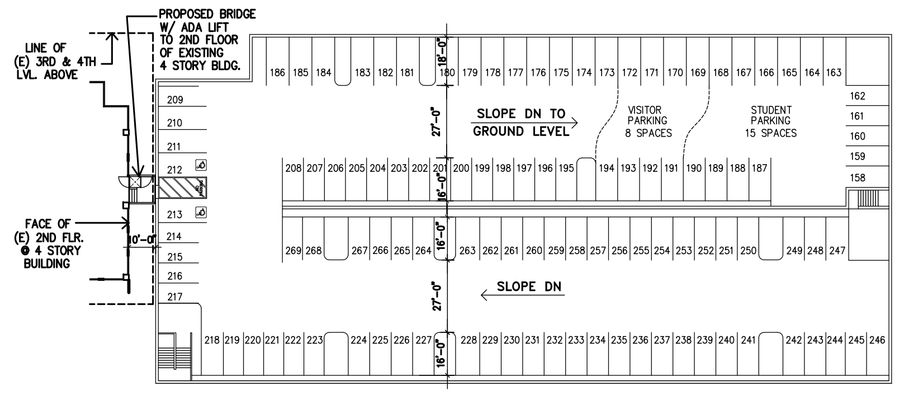
1. MEET ALL REQUIREMENTS OF THE CCMC 9.02, 2007 CA FIRE AND BUILDING CODES FOR AN "E" OCCUPANCY.
2. A PRE-FIRE PLAN SHALL BE APPROVED PRIOR TO OCCUPANCY, CONTACT CAPTAIN BILL BISCHOFF AT (310) 253-6810 FOR REQUIREMENTS, TEMPLATES & APPROVAL.
3. ALL FIRE LIFE SAFETY SYSTEMS AND COMPONENTS SHALL BE INSTALLED TO TO CURRENT CODE AND APPROVED BY CCFD PRIOR TO OCCUPANCY.
4. PROVIDE KNOX KEY SWITCHES AND KNOX KEY BOXES AS APPROVED BY THE FIRE MARSHALL FOR ACCESS AND PASSAGE THROUGH ANY SECURITY SYSTEMS INSTALLED ON THE PROPERTY AND WITHIN THE BUILDING.
5. FIRE ALARM SYSTEM REQUIRED FOR THIS STRUCTURE SHALL CONSIST OF FULL COVERAGE SMOKE/HEAT DETECTION SYSTEM, MANUAL PULL STATIONS WITH SECURITY COVERS, WATERFLOW AND TAMPERS AND OTHER EQIPMENT AS REQUIRED FOR AN "E" OCCUPANCY.
6. PROVIDE AN EMERGENCY EVACUATION PLAN, TO INCLUDE STUDENT SAFE REFUGE RELOCATION AREAS.
7. ALL ROOMS SHALL BE PROVIDED WITH SIGNAGE INDICATING USE AND ROOM NUMBER. FIRE ALARM ANNUNCIATION SHALL INCLUDE ROOM NUMBERS & USE.
8. ALL STAIRS SHALL BE PROVIDED WITH SIGNAGE TO INDICATE FLOOR, STAIR NUMBER AND ACCESS OR NO ACCESS TO ROOF.
9. ALL EXTERIOR DOORS SHALL HAVE HANDLES AND LOCKSETS.
10. ALL PARAPETS FIVE FEET AND HIGHER SHALL HAVE NON COMBUSTIBLE CATWALKS AND LADDERS.
11. ALL FASCIA WALLS AND TOP OF WALLS SHALL BE CONSTRUCTED OF SOLID CONSTRUCTION, NO FOAM OR SIMILAR MATERIALS SHALL BE USED.
12. PROVIDE AN ADDRESSS VIEWABLE AND LEGIBLE FROM THE PUBLIC WAY.
13. HVAC SYSTEM SHALL BE CONNECTED TO THE FIRE ALARM SYSYTEM FOR SHUT DOWN. THE REQUIREMENT FOR FULL COVERAGE SMOKE DETECTION SYSTEM REMOVES REQUIREMENTS FOR DUCT SMOKE DETECTORS. IF DUCT SMOKE DETECTORS ARE INSTALLED THEY SHALL BE SYSTEM TYPE DETECTORS, COMPATABLE WITH THE FIRE ALARM SYSTEM.
14. PER THE 207 CA FIRE CODE ALL LIFE SAFETY SYSTEMS SHALL MEET THE REQUIREMENTS OF CHAPTER 9 FOR INSTALLATION, TESTING AND MAINTENANCE. THE SCHOOL SHALL DESIGNATE AN IMPAIRMENT COORDINATOR TO OVERSEE ALL LIFE SAFETY SYSTEMS AND FOR COMPLIANCE WITH CHAPTER 9 REQUIREMENTS AND TITLE 19 IMPAIRMENT RECORD KEEPING.
15. MEET REQUIREMENTS OF RESOLUTION 99-P020, NUMBER 30, 31, 32, 33 AND 34.
16. AN OFFSITE FIRE REPORTING SYSTEM IS REQUIRED AND ALL SIGNALS SHALL BE RECEIVED IN THE SOUTERN CA REGION.
17. FIRE INSPECTIONS ARE REQUIRED.
18. ALL FIRE SPRINKLER PLANS SHALL BE SUBMITTED TO THE CULVER CITY FIRE DEPARTMENT, FIRE PREVENTION DIVISION FOR REVIEW AND PERMITS.
19. ALL CONSTRUCTIONS PLANS SUBMITTED TO THE FIRE DEPARTMENT SHALL HAVE A "FIRE DEPARTMENT NOTES:" SECTION TO INCLUDE THE NOTES AND ANY OTHER SPECIFIC FIRE LIFE SAFETY NOTES.

## PROJECT SUMMARY

| | | |
|---|---|---|
| 1) TOTAL SITE AREA | = | 173,369 S.F. (3.98 AC) |
| 2) TOTAL GROSS FLOOR AREA OF BLDGS.: | | |
| 1 STORY SCHOOL BLDG. | = | 61,108 S.F. |
| 4 STORY MEDICAL BLDG. | | |
| TENANT = 7,558 S.F. | | |
| SCHOOL = 17,850 S.F. | | |
| TOTAL = 25,408 S.F. | = | 25,408 S.F. |
| PARKING STRUCTURE | = | 69,680 S.F. |
| 2 STORY MEDICAL BLDG. PROPOSED INTO CLASSROOMS | = | 20,090 S.F. |
| TOTAL AREA | = | 176,286 S.F. |

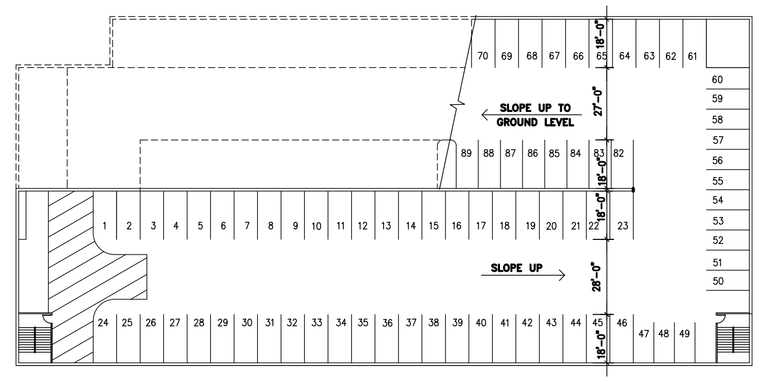
| | | |
|---|---|---|
| 3) PARKING REQUIRED: | | |
| 4 STORY MEDICAL BUILDING (17,850 S.F./350) | = | 51 PARKING SPACES |
| STAFF PARKING | = | 177 PARKING SPACES |
| VISITOR PARKING | = | 16 PARKING SPACES |
| STUDENT PARKING | = | 15 PARKING SPACES |
| TOTAL REQUIRED | = | 259 PARKING SPACES |

| | | |
|---|---|---|
| 4) PARKING PROVIDED: | | |
| PARKING STRUCTURE | = | 269 PARKING SPACES |
| SURFACE PARKING: | | |
| (9 @ GRANDVIEW) | = | 9 PARKING SPACES |
| (ADJACENT TO PLAYGROUND) | = | 8 PARKING SPACES |
| TOTAL | = | 286 PARKING SPACES |



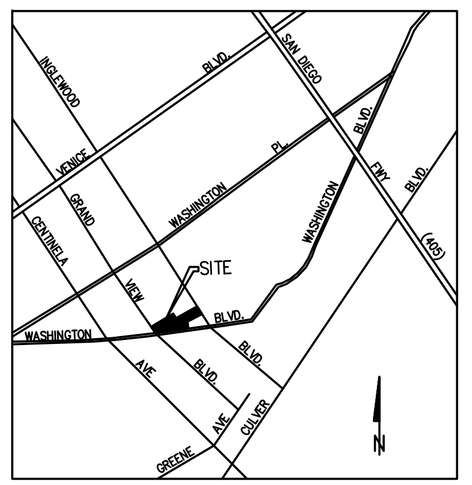

## (E) UPPER LEVEL PARKING

SCALE: 1" = 40'




## (E) LOWER LEVEL PARKING

SCALE: 1" = 40'




## VICINITY MAP

NOT TO SCALE




## SITE PLAN

SCALE: 1" = 40'

0' 10' 40' 80' 120'

ASSESORS PARCEL NUMBER: 424-200-4033

LEGAL DESCRIPTION:
PARCEL 1:
LOT 1 OF TRACT 25914, PARTLY IN THE CITY OF CULVER CITY, PARTLY IN THE CITY OF LOS ANGELES, AS PER MAP RECORDED IN BOOK 1158 PAGES 35 TO 39 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

**DECEMBER 13, 2011**



| NO. | DATE | ISSUED / REVISION | APPVD. |
|---|---|---|---|
| | 10/01/08 | CITY PLANNING MEETING | |
| | 01/05/10 | CITY MEETING (FILING) | |
| | 06/07/11 | MEETING WITH NANCY TAHVILI | |
| | 07/07/11 | REVISED PLANS PER NANCY TAHVILI COMMENTS | |
| | 12/13/11 | PLANNING SUBMITTAL | |

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Tel: (818) 988-9912 Fax: (818) 988-9913

# THE HELP GROUP "WEST"
## (WASHINGTON BLVD-CULVER CITY)

12095 W. WASHINGTON BLVD. - CULVER CITY, CA 90066

| | |
|---|---|
| JOB NO. | 07102B |
| DRAWN BY | SS / LT |
| CHECKED BY | A.B. / A.V. |
| DATE | 10/01/08 |
| SHEET TITLE | SITE PLAN |
| SHEET | A-0.1 |

## PICK UP AND DROP OFF SUMMARY FOR LARGEST OF 2 PICK UP/ DROP OFF SHIFTS

| | | | |
|---|---|---|---|
| 1) GRAND VIEW BLVD. | = 11 BUSES | X 12 STUDENTS | = 132 STUDENTS |
| 2) MIDDLE PLAY AREA | = 36 PARENT SPACES | X 1 STUDENT | = 36 " |
| 3) PARKING STRUCTURE | = 47 CABS | X 6 STUDENTS | = 282 " |

TOTAL: = 450 STUDENTS
=(200 STUDENTS IN SECOND SHIFT)

OVERALL TOTAL = 650 STUDENTS

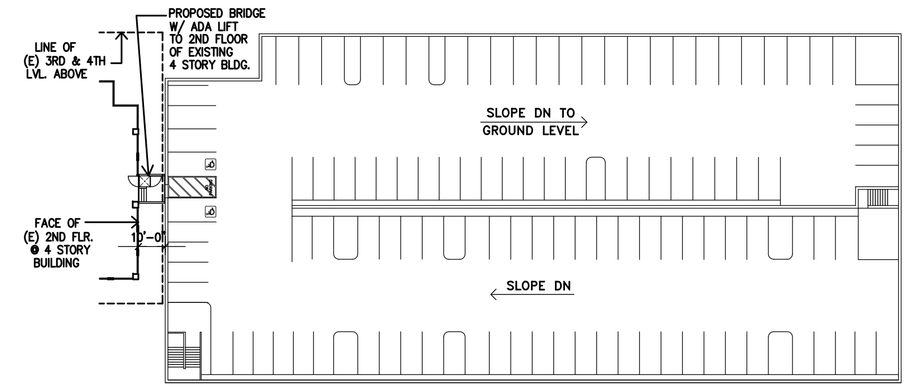
## DROP OFF & PICK UP SCHEDULES

SUMMIT VIEW – STAGGERED SCHEDULE:

| | |
|---|---|
| HOURS OF OPERATION | 8:30AM – 2:40PM |
| DROP OFF TIMES | 8:15AM – 8:30AM |
| PICK UP TIMES | 2:30PM – 3:00PM |

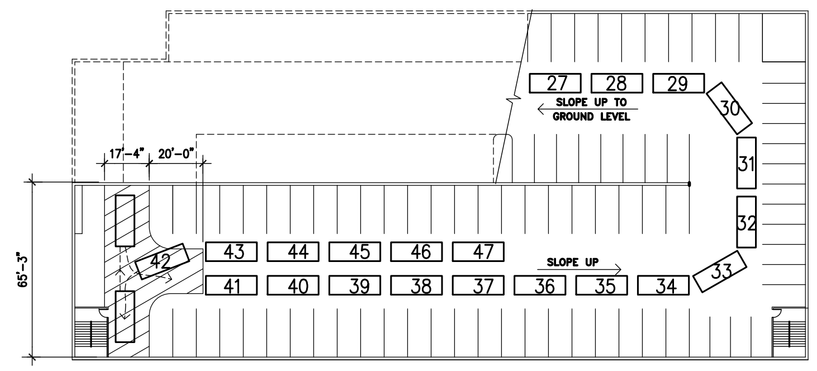
VILLAGE GLEN – STAGGERED SCHEDULE:

| | |
|---|---|
| HOURS OF OPERATION | 9:15AM – 3:15PM |
| DROP OFF TIMES | 9:00AM – 9:15AM |
| PICK UP TIMES | 3:05PM – 3:35PM |



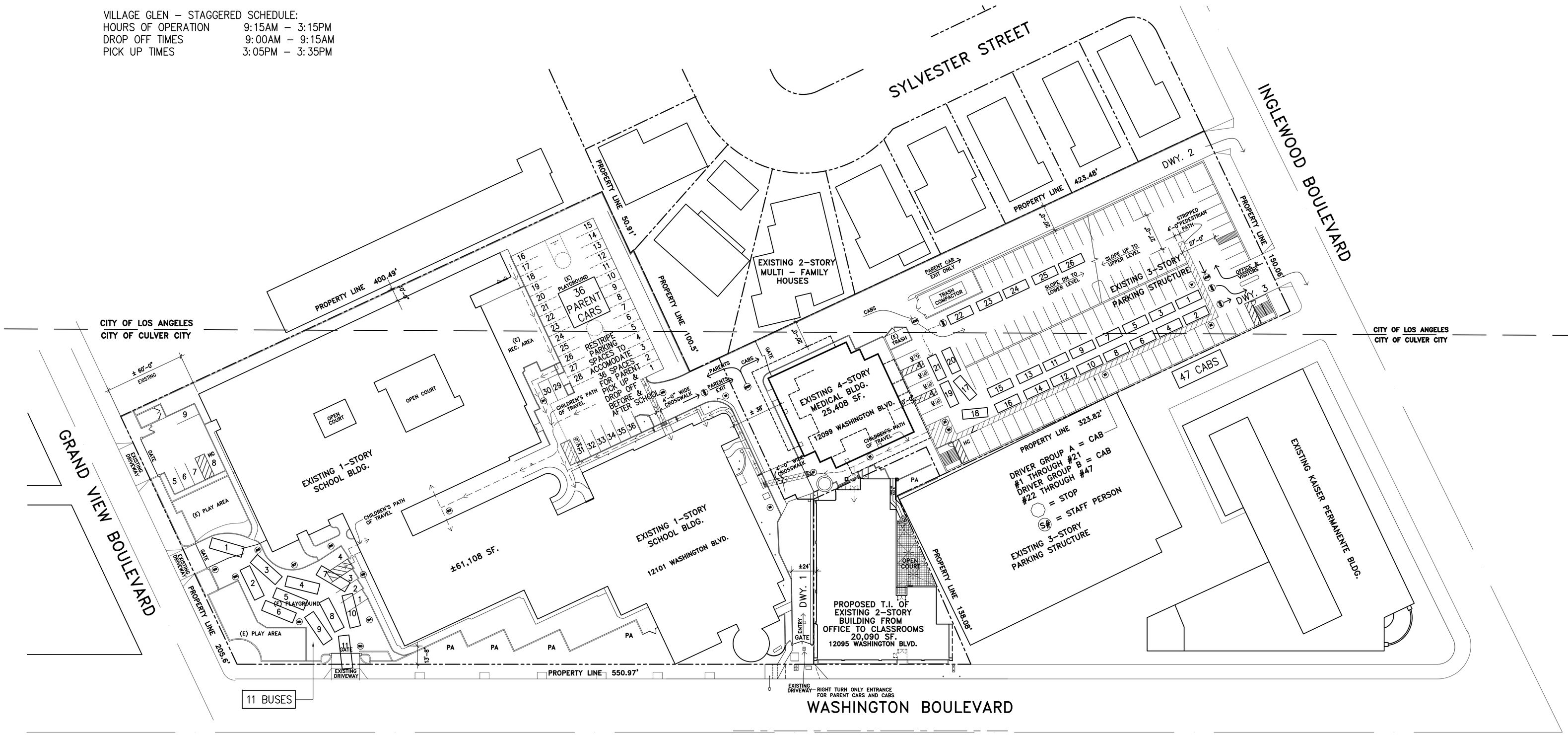

## UPPER LEVEL PARKING

SCALE: 1" = 40'




## LOWER LEVEL PARKING

SCALE: 1" = 40'




## SITE PLAN – STUDENT PICK UP & DROP OFF

SCALE: 1" = 40'

10' 0' 40' 80' 120'

TRUE NORTH

**DECEMBER 13, 2011**

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| NO. | DATE | ISSUED / REVISION | APPVD. |
|---|---|---|---|
| | 10/01/08 | SCHEMATIC DESIGN | |
| | 08/19/09 | CITY PLANNING MEETING | |
| | 01/05/10 | CITY MEETING (FILING) | |
| | 06/07/11 | MEETING WITH NANCY TAHVILI | |
| | 07/07/11 | REVISED PLANS PER NANCY TAHVILI COMMENTS | |
| | 12/13/11 | PLANNING SUBMITTAL | |


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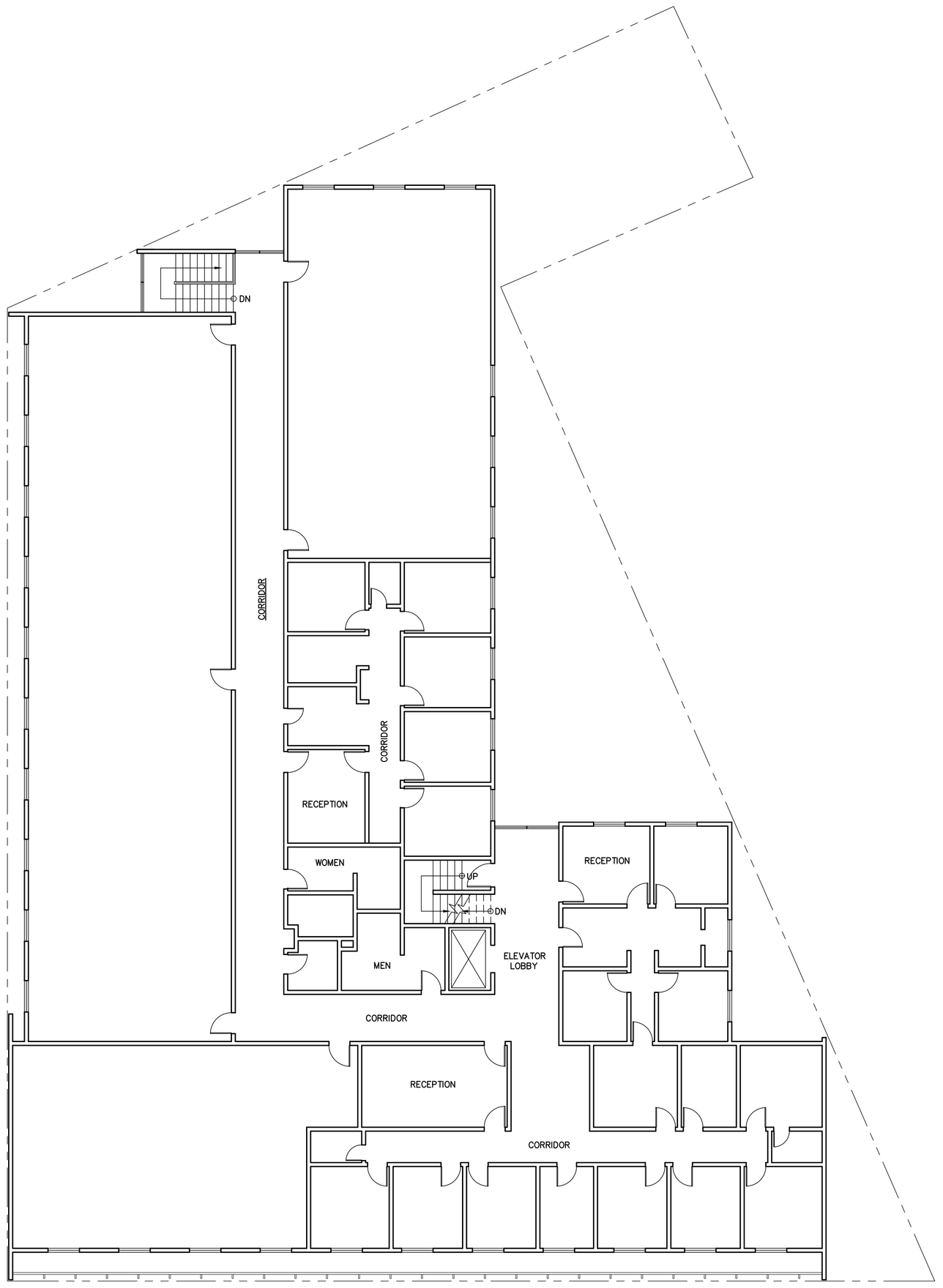
# THE HELP GROUP "WEST"
## (WASHINGTON BLVD–CULVER CITY)

12099 W. WASHINGTON BLVD. – CULVER CITY, CA 90066

| | |
|---|---|
| JOB NO. | 07102B |
| DRAWN BY | SS |
| CHECKED BY | – |
| DATE | 10/01/08 |
| SHEET TITLE | SITE PLAN–STUDENT PICK UP & DROP OFF |
| SHEET | A–0.1.1 |




# EXISTING SECOND FLOOR PLAN

SCALE: 1" = 10'

0' 10' 40'


12095 WASHINGTON BOULEVARD

# EXISTING FIRST FLOOR PLAN

SCALE: 1" = 10'

0' 10' 40'

TRUE NORTH



| NO. | DATE | ISSUED / REVISION | APRVD. |
|---|---|---|---|
| | 08/19/09 | CITY PLANNING MEETING | |
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(WASHINGTON BLVD–CULVER CITY)
12095 W. WASHINGTON BLVD. - CULVER CITY, CA 90066

| | |
|---|---|
| JOB NO. | 07102B |
| DRAWN BY | SS/LT |
| CHECKED BY | AB/LS |
| DATE | 10/01/08 |
| SHEET TITLE | EXISTING FIRST & SECOND FP |
| SHEET | A–2.0 |

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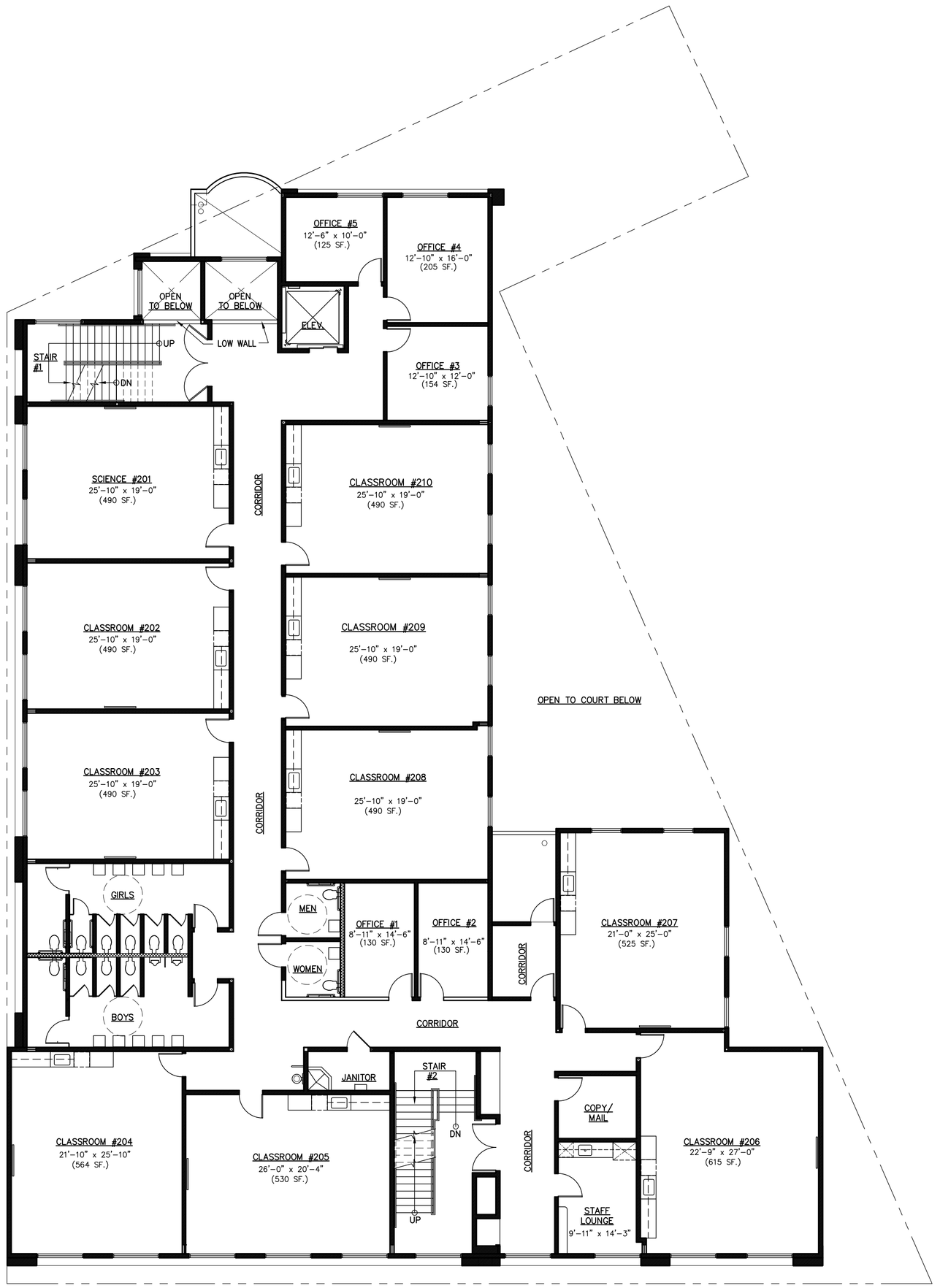
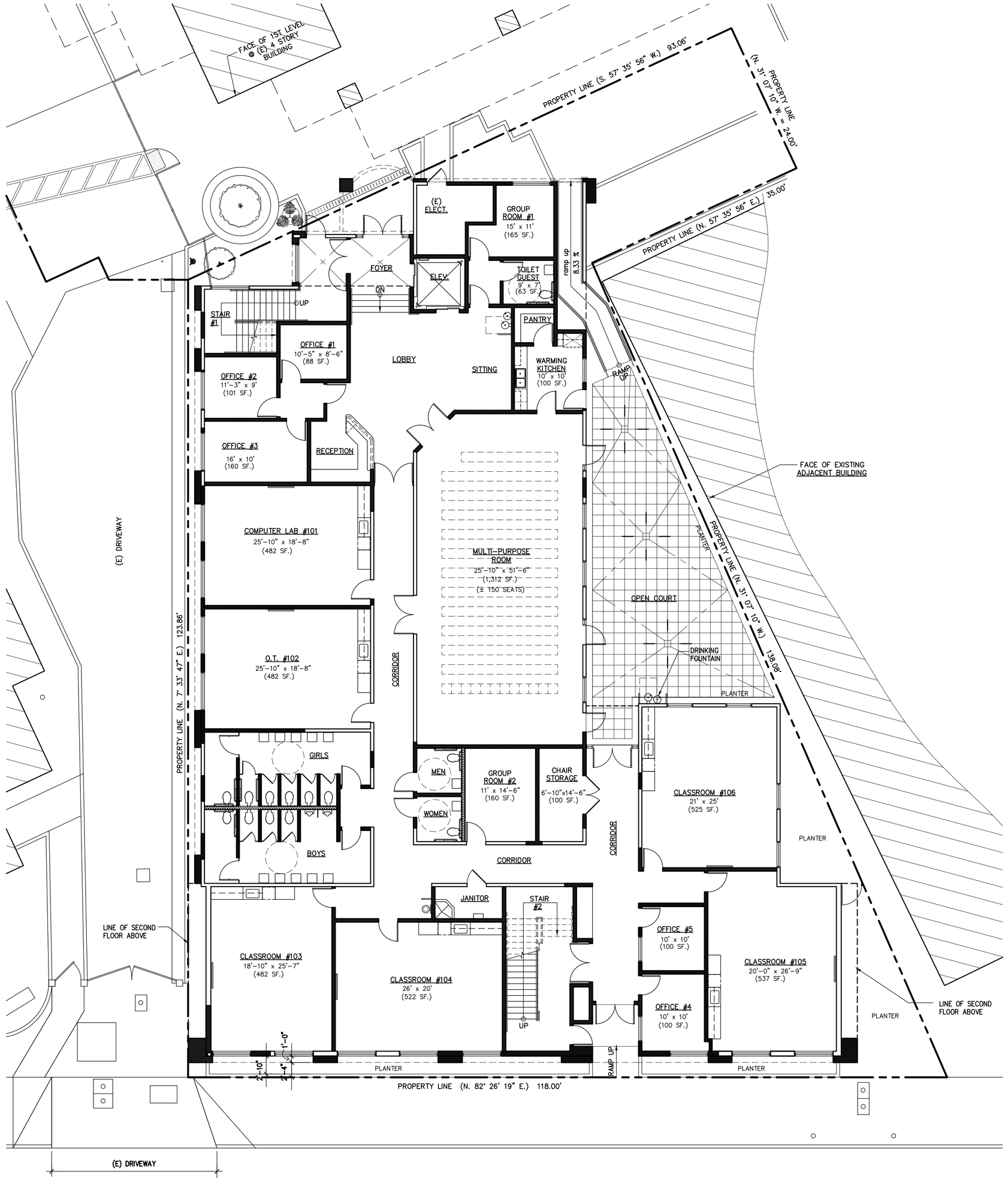
**DECEMBER 13, 2011**




WASHINGTON BOULEVARD




12095 WASHINGTON BOULEVARD, CULVER CITY, CA. 90231

## FIRST FLOOR

| | | |
|---|---|---|
| 6 CLASSROOMS | = | 3,030 S.F. |
| 5 OFFICES | = | 549 S.F. |
| 2 GROUP ROOMS | = | 325 S.F. |
| MULTI PURPOSE ROOM | = | 1,312 S.F. |

## SECOND FLOOR

| | | |
|---|---|---|
| 10 CLASSROOMS | = | 5,174 S.F. |
| 5 OFFICES | = | 744 S.F. |
| STAFF LOUNGE | = | 141 S.F. |
| COPY/MAIL | = | 80 S.F. |

# PROPOSED SECOND FLOOR PLAN

SCALE: 1" = 10'

5' 20' 60'
0' 10' 40'

TRUE NORTH

# PROPOSED FIRST FLOOR PLAN

SCALE: 1" = 10'

5' 20' 60'
0' 10' 40'

TRUE NORTH



| NO. | DATE | ISSUED / REVISION | APPVD. |
|---|---|---|---|
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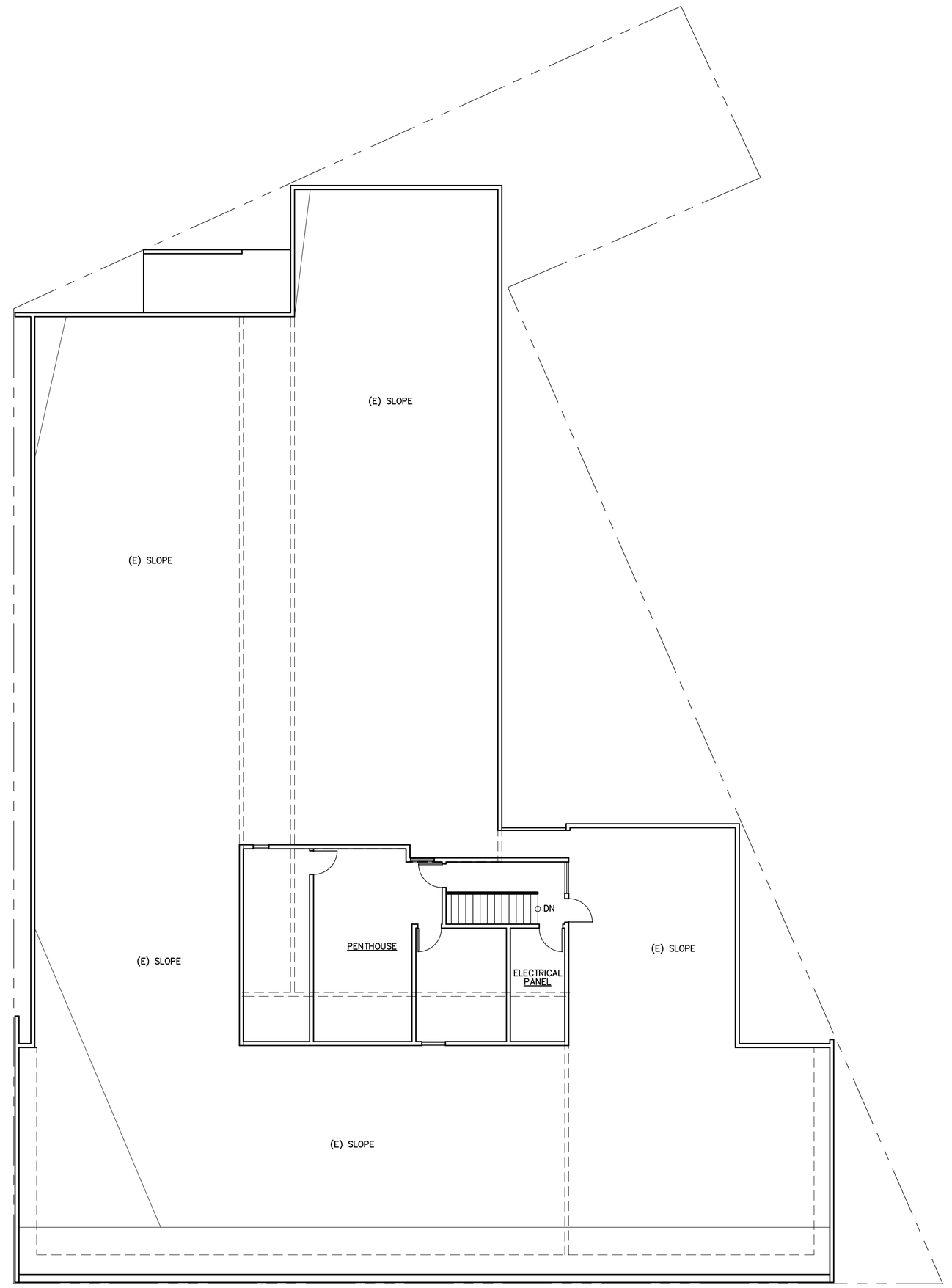
## (WASHINGTON BLVD–CULVER CITY)

12095 W. WASHINGTON BLVD. - CULVER CITY, CA 90066

| | |
|---|---|
| JOB NO. | 07102B |
| DRAWN BY | SS/LT |
| CHECKED BY | AB/LS |
| DATE | 10/01/08 |
| SHEET TITLE | PROPOSED FIRST & SECOND FP |
| SHEET | A–2.1 |

**DECEMBER 13, 2011**




WASHINGTON BOULEVARD

# EXISTING ROOF/ PENTHOUSE FLOOR PLAN

SCALE: 1" = 10'

0' 5' 10' 20' 40' 60'

N TRUE NORTH

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|---|---|---|---|
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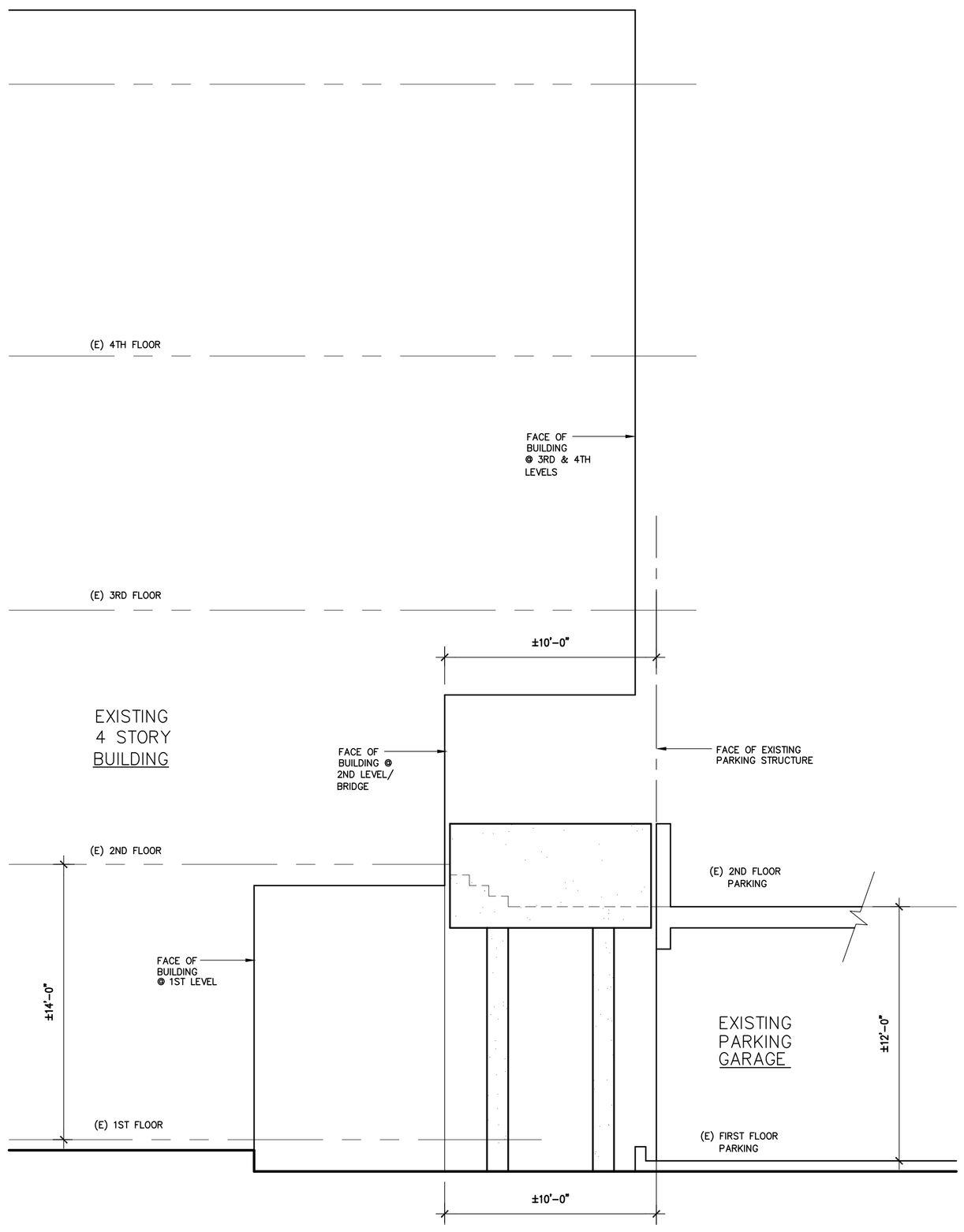
(WASHINGTON BLVD-CULVER CITY)
12095 W. WASHINGTON BLVD. - CULVER CITY, CA 90066

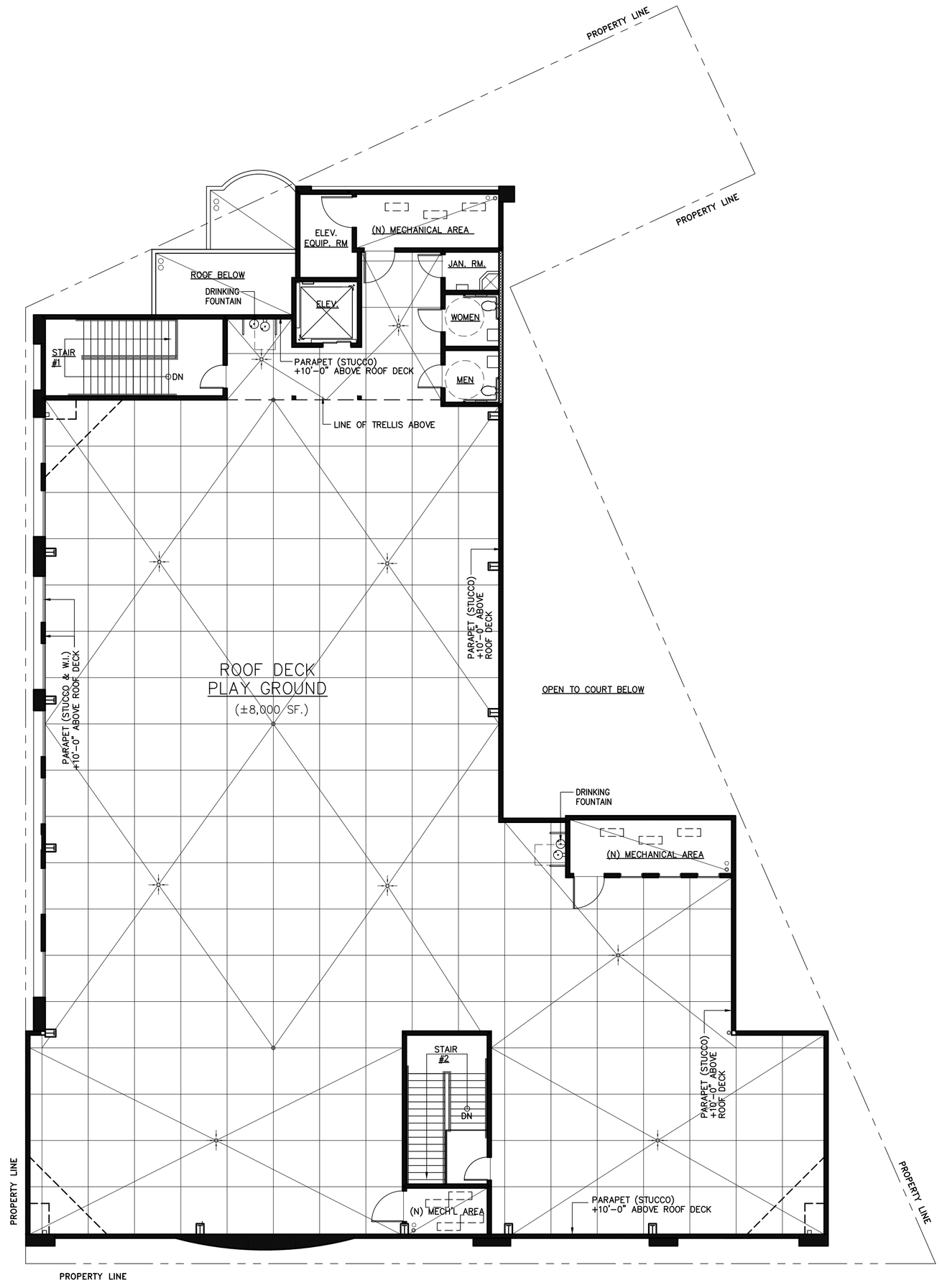
| | |
|---|---|
| JOB NO. | 07102B |
| DRAWN BY | SS/LT |
| CHECKED BY | AB/LS |
| DATE | 10/01/08 |
| SHEET TITLE | EXISTING ROOF/ PENTHOUSE FP |
| SHEET | A-2.0.1 |

**DECEMBER 13, 2011**




## PROPOSED BRIDGE ELEVATION (A)

SCALE: 1/4" = 1'-0"




WASHINGTON BOULEVARD

## PROPOSED ROOF DECK FLOOR PLAN

SCALE: 1" = 10'

0' 10' 40' 5' 20' 60'

TRUE NORTH



| NO. | DATE | ISSUED / REVISION | APRVD. |
|---|---|---|---|
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| | 01/05/10 | CITY MEETING (FILING) | |
| | 06/07/11 | MEETING WITH NANCY TAHVILI | |
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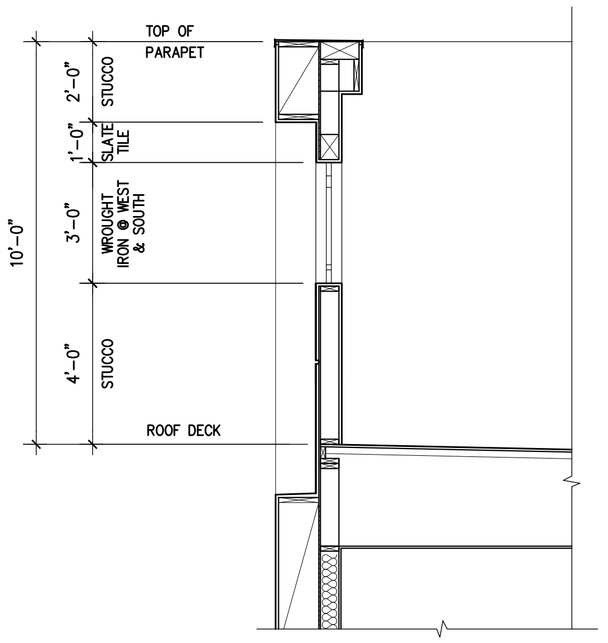
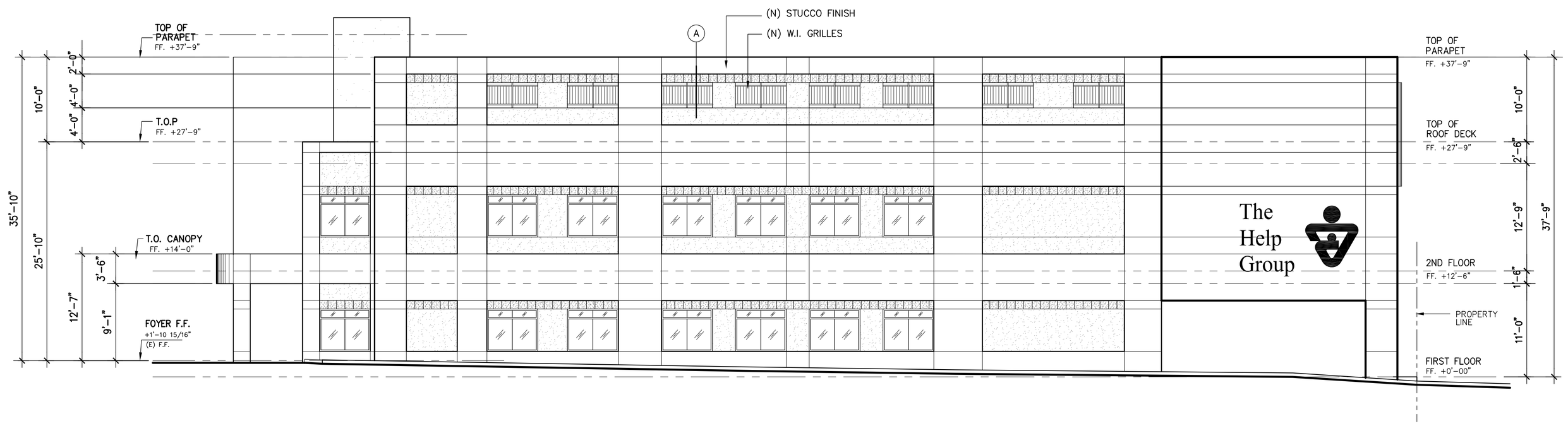
|---|---|
| JOB NO. | 07102B |
| DRAWN BY | LT/SS |
| CHECKED BY | AB/LS |
| DATE | 10/01/08 |
| SHEET TITLE | ROOF PLAN |
| SHEET | A-2.1.1 |

**DECEMBER 13, 2011**



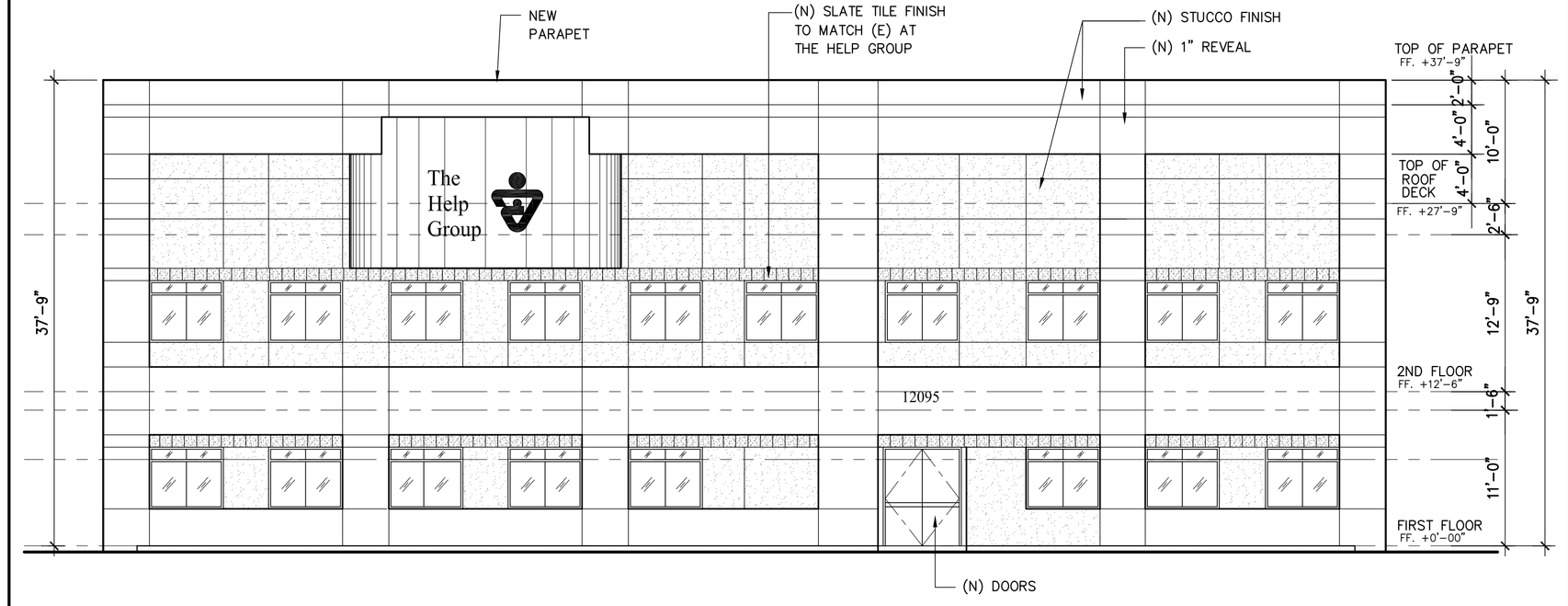

ROOF DECK PARAPET SECTION (A)

SCALE 3/8"=1'-0"




PROPOSED WEST (LEFT SIDE) ELEVATION | SCALE 1/8"=1'-0" | (1)


PROPOSED NORTH (REAR) ELEVATION | SCALE 1/8"=1'-0" | (3)




PROPOSED SOUTH (FRONT) ELEVATION | SCALE 1/8"=1'-0" | (2)

(E) NORTH (REAR) ELEVATION

(E) WEST (LEFT SIDE) ELEVATION


(E) SOUTH (FRONT) ELEVATION | (4)

| NO. | DATE | ISSUED / REVISION | APRVD. |
|---|---|---|---|
| | 10/01/08 | PLANNING MEETING | |
| | 08/10/09 | CITY MEETING (FILING) | |
| | 01/05/10 | MEETING WITH NANCY TAHVILI | |
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| | 12/13/11 | | |

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12095 W. WASHINGTON BLVD. – CULVER CITY, CA 90066

| | |
|---|---|
| JOB NO. | 07102B |
| DRAWN BY | LT/SS |
| CHECKED BY | AB/LS |
| DATE | 10/01/08 |
| SHEET TITLE | PROPOSED & EXISTING EXTERIOR ELEVATIONS |
| SHEET | A–3.0 |



**DECEMBER 13, 2011**

NORTH (REAR) ELEVATION | SCALE 1/8"=1'-0" | 3


SOUTH (FRONT) ELEVATION | SCALE 1/8"=1'-0" | 1


WEST (LEFT SIDE) ELEVATION | SCALE 1/8"=1'-0" | 2

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| NO. | DATE | ISSUED / REVISION | APRVD. |
|---|---|---|---|
| | 08/19/09 | CITY PLANNING MEETING | |
| | 01/05/10 | CITY MEETING FILING | |
| | 06/07/11 | MEETING WITH NANCY TAHVILI | |
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## (WASHINGTON BLVD-CULVER CITY)

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| | |
|---|---|
| JOB NO. | 07102B |
| DRAWN BY | AS |
| CHECKED BY | – |
| DATE | 10/01/08 |
| SHEET TITLE | EXTERIOR ELEVATIONS |
| SHEET | 2 |

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**DECEMBER 13, 2011**

# APPENDIX F

TRAFFIC MANAGEMENT PROGRAM

# TRAFFIC MANAGEMENT PROGRAM
# THE HELP GROUP WEST
# 12095 W. WASHINGTON BLVD.
## Summit View School
## Village Glen School

The Help Group currently operates two schools, Village Glen School (4160 Grand View Blvd) and Summit View School (12101 W. Washington Blvd). Both schools are located at the corner of Grand View and Washington. The Help Group proposes to renovate the adjacent building at 12095 W. Washington Blvd in order to educate an additional 250 students. The total student capacity after completion of the project will be up to 650 students. See the summary below. Given a five-year rise time, the site will eventually serve approximately 200 students in Summit View School and 450 students at Village Glen School. At full capacity, The Help Group will employ a total of 177 employees for the two schools.

| | Existing | Proposed | Net New |
|---|---|---|---|
| Total number staff- Full and part time | 110 | 177 | 67 |
| Maximum student enrollment | 400 | 650 | 250 |

Summit View – staggered schedule:

| | |
|---|---|
| Hours of operation | 8:30 am - 2:40pm |
| Drop-off times | 8:15 – 8:30 am |
| Pick-up times | 2:30 – 3:00 pm |

Village Glen – staggered schedule:

| | |
|---|---|
| Hours of operation | 9:15am – 3:15pm |
| Drop-off times | 9:00 – 9:15 am |
| Pick-up times | 3:05 – 3:35 pm |

The two schools will operate under staggered schedules to accommodate pick up and drop off of students. Employees will be assigned parking spaces in the parking structure located on the east side of the campus. There will be a total of 16 visitor parking spaces, 5 located on the northern portion of the Grand View parking lot and 11 located on the upper level of the parking structure.

Transport to and from SUMMIT VIEW SCHOOL will be primarily provided by group transportation contracted by the school. This will consist of 28 **cab/vans** carrying an average of 6 students each. Taxi cabs shall not carry more students than there are seat belts for. The amount of parent drop-offs and pick-ups will be minimal, totaling 17 parent pick-ups and drop-offs per day. There will be a limited number of students driving themselves to school on a daily basis; student drivers limited to 15 students per day.

Transportation to and from VILLAGE GLEN SCHOOL will be primarily provided by group transportation contracted by the school. This will consist of 47 **cab/vans** carrying an average of 6 students each. Taxi cabs shall not carry more students than there are seat belts for. In addition to cab/vans, there will be 132 students transported by 11 busses which will transport an average of 12 students per bus. The amount of parent drop-offs and pick-ups will be minimal, totaling 36 parent drop-offs and pick-ups per day.

**Student Drivers**- Given the nature and extent of the challenges faced by Village Glen students, there will be no student drivers.

SUMMIT VIEW SCHOOL will be in session from 8:30 a.m. to 2:40 p.m. From 8:30 a.m. to 8:45 a.m. 28 Summit View **cab/van transports** will coalesce in the parking structure on the east side of the campus. The transports, making a right turn from the westbound lane of Washington Boulevard, will then make a right turn at the hammer head and then another right turn into the parking structure, and then proceed to the bottom level of the parking structure where they will make a Y-turn. (There is enough queuing space which will allow for adequate room for cabs at the bottom to make an unencumbered Y-turn. Therefore, queuing cabs will not be in the immediate vicinity of the cabs making the Y-turn). The cabs will then proceed to the ground level of the parking structure where students will disembark from the cabs and follow the pedestrian path [as exhibited on Sheet 0.1.1 Site plan- Student Pick-up and Drop-Off (PUDO)] to the school entrances as marked by arrows on the PUDO. There will be 12 staff stationed along the pedestrian path [as exhibited on the PUDO as S-1 through S-12]. They shall insure the safety of all students by directing students from the cab to the appropriate path, by monitoring the safe crossing of students across traffic lines, by making sure that students remain in the designated pedestrian paths, and in general insuring the safe movement of all students from the drop off area to the school entrances.

At the close of the school day, all Summit View transports will use the same right turn-only procedure off Washington Boulevard as in the morning; no vehicles shall double park or wait in the travel lanes on Washington Boulevard while queuing up to enter the site's driveway during drop-off or pick-up periods. The transports will then proceed to the bottom level of the parking structure, make a Y-turn and proceed to the ground level of the parking structure, where they will line up two cab/vans abreast of one another. Successive cab/vans will do the same, creating a line of transports waiting for the students to be dismissed. The cabs will be divided into two groups numbered 1-21 and 22-28; the first group will load all students assigned to them while the second group waits behind them in line and after the first group loads and leaves, then the second group shall pull forward to repeat the same process. The students will be dismissed at 2:40 p.m. and will follow the reverse path back to that section of the parking structure where S-4 and S-5 are stationed. All cabs and drivers will be within visual sight of students and staff at this location; staff will assist students locating and getting to the appropriate cab. This can be done quickly and efficiently because students have the same driver on a daily basis and can quickly locate the appropriate cab driver. After students are safely loaded onto the transports in the front of the line, those transports will depart the structure using the same right turn-only procedure onto Inglewood Boulevard, by 3 p.m. Each successive

transport in line shall follow the same procedure. After the first group of cabs has completed this process, the second group shall pull forward and repeat the same process.

The entire process, including the process of cab/vans lining up two abreast one another, above will be communicated to administrative staff at Yellow Cab who will in turn communicate the plan to all drivers. A Yellow Cab supervisor is onsite during the drop-off and pick-up times to address any issues that may arise and to oversee the operation of the cab/vans. Also, staff will be well-versed in the plan and will direct students and drivers accordingly.

The 17 **Parent Drop Offs and Pick-Ups,** making a right turn from the westbound lane of Washington Boulevard, will proceed to the hammer head where they will turn left into the playground where they will park in areas designated for parent pick-up and drop-off. Two Summit View staff (S10 and S-11) will be stationed in this area to ensure appropriate supervision of traffic flow and student movement from parent vehicle to school entrance. Parents leaving the drop off area will proceed east along the alleyway to Inglewood Boulevard where they will turn right only onto Inglewood Boulevard traveling south on Inglewood Boulevard. The15 **student drivers** will turn right into the parking structure and proceed to the upper level where they will park in one of the 15 marked Student Driver spaces. After parking, they will then walk down to the east side of the parking structure to the striped pedestrian path as marked on the PUDO and proceed to the school entrance. For cars traveling north, there will be no left turns allowed into the parking structure. Parents will be instructed to arrive no earlier than 10 minutes before designated pick-up times.

VILLAGE GLEN SCHOOL commences classes 35 minutes later than Summit View School. Village Glen will be in session from 9:15 a.m. to 3:15 p.m. and will utilize two separate portions of the campus for drop-off and pick-ups. 47 Village Glen **cab/van transports** will use the same access point and follow the same procedure as stated above for Summit View School. As stated above, the Village Glen cab/van transports will coalesce in the parking structure on the east side of the campus. The transports, making a right turn from the westbound lane of Washington Boulevard, will then make a right turn at the hammer head and then another right turn into the parking structure, and proceed to the bottom level of the parking structure where they will make a Y-turn. (There is enough queuing space which will allow for adequate room for cabs at the bottom to make an unencumbered Y-turn. Therefore, queuing cabs will not be in the immediate vicinity of the cabs making the Y-turn). The cabs will then proceed to the ground level of the parking structure where students will disembark from the cabs and follow the walking path [as exhibited on Sheet 0.1.1 Site plan- Student Pick-up and Drop-Off (PUDO)], to the school entrances as marked by arrows on the PUDO. There will be 21 staff stationed along the walking path of students [as exhibited on the PUDO as S-1 through S-21]. They shall insure the safety of all students by directing each student from the cab to the path, by monitoring safe crossing of students across lines traffic, by making sure that students remain in the designated pedestrian paths, and in general insuring the safe movement of all students from the drop off area to the school entrances.

On the west side of the Village Glen campus, Eleven **Busses** will coalesce in the Grand View Boulevard parking lot and drop area. Transports will enter this one way thoroughfare using a right hand turn only off of Washington Boulevard. No vehicles shall double park or wait in the travel lanes on Washington Boulevard while queuing up to enter the site's driveway during drop-off or pick-up periods. The busses will then proceed to the drop-off area, and will exit using a left turn only onto Grand View Boulevard. Approximately 10 staff will greet all students as they exit the busses and will closely supervise their movement into the school. At the close of the school day, the 11 busses, using the same right turn only procedure off Washington Boulevard, will arrive in the Grand View parking lot at 3:05p.m. The students will be dismissed at 3:15 p.m. and escorted to the transports by the staff. The transports will depart, using the same left turn only onto Grand View Boulevard procedure by 3:40p.m. **Student Drivers**- Given the nature and extent of the challenges faced by Village Glen students, there will be no student drivers.

At the close of the school day, all Village Glen transports will use the same right turn-only procedure off Washington Boulevard as in the morning; they will proceed to the bottom level of the parking structure, make a Y-turn and proceed to the ground level of the parking structure, where they will line up two cab/vans abreast one another. Successive cab/vans will do the same, creating a line of transports waiting for the students to be dismissed. The cabs will be divided into two groups numbered 1-21 and 22-47; the first group will load all students assigned to them while the second group waits behind them in line. After the first group loads and leaves, then the second group shall pull forward to repeat the same process. The students will be dismissed at 3:15 p.m. and will follow the reverse path back to that section of the parking structure where S-4 and S-5 are stationed. All cabs and drivers will be within visual sight of students and staff at this location; staff will assist students locating and getting to the appropriate cab. This can be done quickly and efficiently because students have the same driver on a daily basis and can therefore quickly locate the appropriate cab driver. After students are safely loaded onto the transports in the front of the line, those transports will depart the structure using the same right turn-only procedure onto Inglewood Boulevard, by 3:35 p.m. Each successive transport in line shall follow the same procedure. After the first group of cabs has completed this process, the second group shall pull forward and repeat the same process.

The entire process above will be communicated to administrative staff at Yellow Cab who will in turn communicate the plan to all drivers. A Yellow Cab supervisor is onsite during the drop-off and pick-up times to address any questions/issues that may arise and to provide supervision of all drivers. Also, staff will be well-versed in the plan and will direct students and drivers accordingly.

For both Summit View and Village Glen Schools, all drop-off and pick-up procedures will occur on school grounds only and no queuing of transports on public streets will be permitted. All transport vehicles will park in designated spaces and will not queue up along the driveway in preparation for student disembarkation and/or loading. Additionally, the minimal number of parent drop-offs and pick-ups will be located in the designated guest parking spaces in the northern portion of the Grand View lot and

assigned spots in the east parking structure. Parents will be instructed to arrive no earlier than 10 minutes before designated pick-up times.

Vendors for the school shall use the east parking lot for deliveries and are subject to the same right turn-only procedure from Washington Boulevard and when exiting the same right turn-only procedure onto Inglewood Boulevard. Hours of delivery for vendors shall be from 9:30 a.m. to 2:30 p.m. and from 3:45 p.m. to 5:30 p.m. Deliveries shall not be allowed during drop-off/ pick-up times.