

APPENDICES

APPENDIX A - PUBLIC COMMENT LETTERS

Letter No. 1



Arnold Schwarzenegger
Governor

STATE OF CALIFORNIA

Governor's Office of Planning and Research State Clearinghouse and Planning Unit



Sean Walsh
Director

December 19, 2006

Jimmy C. Liao
Los Angeles City Planning Department
200 No. Spring Street, Room 750
Los Angeles, CA 90012

Subject: The Buckley School Campus Enhancement Plan
SCH#: 2005011055

Dear Jimmy C. Liao:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on December 18, 2006, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts
Director, State Clearinghouse

Enclosures

cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report State Clearinghouse Data Base

SCH# 2005011055
Project Title The Buckley School Campus Enhancement Plan
Lead Agency Los Angeles City Planning Department

Type EIR Draft EIR

Description The proposed Buckley School Campus Enhancement Plan is intended to address the needs of existing and future school programs, including the provision of adequate teaching space for all educational levels, specialty teaching spaces, and multipurpose spaces for educational gatherings that cannot occur in a standard classroom. The project also provides for the modernization of existing facilities, improved disabled access, and energy efficiency upgrades. Included within the Campus Enhancement Plan are vehicular circulations and queuing improvements, increased parking within a new enclosed parking facility, the demolition of six buildings, construction of five new/replacement buildings, a central plant, and addition to and/or renovation of several existing buildings.

Lead Agency Contact

Name Jimmy C. Liao
Agency Los Angeles City Planning Department
Phone (213) 978-1331 **Fax**
email
Address 200 No. Spring Street, Room 750
City Los Angeles **State** CA **Zip** 90012

Project Location

County Los Angeles
City Los Angeles, City of
Region
Cross Streets Ventura Boulevard and Beverly Glen Boulevard
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways 101
Airports
Railways
Waterways
Schools
Land Use Educational Facility / RE-40-1-H / Minimum Density Residential and Very Low Density Residential

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Cumulative Effects; Drainage/Absorption; Geologic/Seismic; Landuse; Noise; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Water Quality; Wetland/Riparian; Wildlife

Reviewing Agencies Resources Agency; Regional Water Quality Control Board, Region 4; Department of Parks and Recreation; Native American Heritage Commission; Integrated Waste Management Board; Office of Historic Preservation; Department of Health Services; Department of Fish and Game, Region 5; Department of Water Resources; California Highway Patrol; Caltrans, District 7; Department of Toxic Substances Control

Date Received 11/02/2006 **Start of Review** 11/02/2006 **End of Review** 12/18/2006

Letter No. 2STATE OF CALIFORNIAArnold Schwarzenegger, Governor**NATIVE AMERICAN HERITAGE COMMISSION**

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 663-4082
Fax (916) 657-6390
Web Site www.nahc.ca.gov
e-mail: da_nahc@pacbell.net



November 6, 2006

Mr. Jimmy C. Liao, Project Coordinator

City of Los Angeles Department of City Planning
200 North Spring Street
Los Angeles, CA 90012

RECEIVED
CITY OF LOS ANGELES

NOV 13 2006

ENVIRONMENTAL
UNIT

Dear Mr. Liao:

Re: SCH2006011055; Buckley School Campus Enhancement Plan (ENV-2004-7171-EIR)

The Native American Heritage Commission has examined the Draft Environmental Impact Report on the above-referenced project. It has no comments in addition to those presented to you in our letter of February 8, 2005 after the review by Rob Wood of the NAHC staff, attached.

Thank you for the opportunity to review the document again. If you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Dave Singleton".

Dave Singleton
Program Analyst

Attachment

Letter No. 3

STATE OF CALIFORNIA

Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
 SACRAMENTO, CA 95814
 (916) 653-4082
 Fax (916) 657-5390
 Web Site www.nahc.ca.gov
 e-mail: ds_nahc@pacbell.net



RECEIVED
 CITY OF LOS ANGELES

November 8, 2006

NOV 15 2006

Mr. Jimmy C. Liao, Project Coordinator

CITY OF LOS ANGELES

200 North Spring Street; Room 750, City Hall
 Los Angeles, CA 90012

ENVIRONMENTAL
 UNIT

Re: SCH#2005011055; CEQA Notice of Completion; draft Environmental Impact Report (EIR); Specific Plan Exception for Buckley School Campus Enhancement Plan; City Planning Department; City of Los Angeles; Los Angeles County, California

Dear Mr. Liao:

I know in a previous letter we stated that we had no further comments on this project; however, we will take the opportunity to comment on the above-referenced document. The Native American Heritage Commission is the state's Trustee Agency for Native American Cultural Resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR per CEQA guidelines § 15064.5(b)(c)). In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

- ✓ Contact the appropriate California Historic Resources Information Center (CHRIS). The record search will determine:
 - If a part or the entire APE has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded in or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological information center.
- ✓ Contact the Native American Heritage Commission (NAHC) for:
 - * A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity who may have additional cultural resource information. Please provide this office with the following citation format to assist with the Sacred Lands File search request: USGS 7.5-minute quadrangle citation with name, township, range and section.
 - The NAHC advises the use of Native American Monitors to ensure proper identification and care given cultural resources that may be discovered. The NAHC recommends that contact be made with Native American Contacts on the attached list to get their input on potential project impact, particularly the contacts of the on the list.
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

✓ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans.

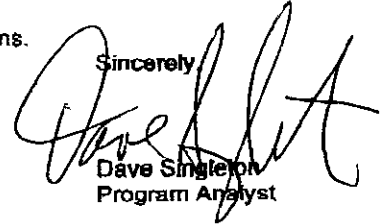
* CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the Initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.

✓ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the CEQA Guidelines mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

✓ Lead agencies should consider avoidance, as defined in § 15370 of the CEQA Guidelines, when significant cultural resources are discovered during the course of project planning.

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,



Dave Singleton
Program Analyst

Cc: State Clearinghouse

Attachment: List of Native American Contacts

**Native American Contacts
Los Angeles County
November 8, 2006**

Fernandeno Tataviam Band of Mission Indians
Randy Guzman-Folkes, Dir. Cultural and Environmental Department
601 South Brand Boulevard, Suite 102 **Fernandeno**
San Fernando , CA 91340 **Tataviam**
ced@tataviam.org
(818) 837-0794 Office
(818) 581-9294 Cell
(818) 837-0796 Fax

LA City/County Native American Indian Comm
Ron Andrade, Director
3175 West 6th Street, Rm. 403
Los Angeles , CA 90020

(213) 351-5324

(213) 386-3995 FAX

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Administrator
4712 Admiralty Way, Suite 172
Marina Del Rey , CA 90292

310-570-6567

San Fernando Band of Mission Indians
John Valenzuela, Chairperson
P.O. Box 221838 **Fernandeno**
Newhall , CA 91322 **Tataviam**
tsen2u@msn.com
(661) 753-9833 **Serrano**
Office
(760) 949-1604 Fax **Vanyume**

Kitanemuk

Gabrielino/Tongva Tribal Council
Anthony Morales, Chairperson
PO Box 693
San Gabriel , CA 91778

(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 Fax

Gabrielino Tongva **Richard Angulo**
1222 Potter Avenue **Chumash**
Thousand Oaks , CA 91360

(805) 493-2863
(Work)
(805) 493-2163 Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Sec. 7050.5 of the Health & Safety Code, Sec. 5097.94 of the Public Resources Code and Sec. 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2005011055; CEQA Notice of Completion; draft Environmental Impact Report (EIR); Specific Plan Exception for Buckley School Campus Enhancement Plan; City Planning Department; City of Los Angeles; Los Angeles County, California.

**Native American Contacts
Los Angeles County
November 8, 2006**

Gabrielino Tongva Indians of California Tribal Council

Mercedes Dorame, Tribal Administrator

20990 Las Flores Mesa Drive

Gabrielino Tongva

Malibu , CA 90265

Pluto05@hotmail.com

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Sec. 7050.5 of the Health & Safety Code, Sec. 5097.94 of the Public Resources Code and Sec. 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2005011055; CEQA Notice of Completion; draft Environmental Impact Report (EIR); Specific Plan Exception for Buckley School Campus Enhancement Plan; City Planning Department; City of Los Angeles; Los Angeles County, California.

Letter No. 4**Department of Water and Power****the City of Los Angeles**ANTONIO R. VILLARAIGOSA
MayorCommission
H. DAVID NAHAL, *President*
EDITH RAMIREZ, *Vice President*
MARY D. NICHOLS
NICK PATSAOURAS
FORESCEE HOGAN-ROWLES
BARBARA B. MOSCHOS, *Secretary*RONALD F. DEATON, *General Manager*

December 12, 2006

Mr. Jimmy C. Liao, Project Coordinator
Room 750, City Hall
Department of City Planning
200 North Spring Street
Los Angeles, CA 90012

Dear Mr. Liao:

Subject: The Buckley School Campus Enhancement Plan
Draft EIR Comments

The Los Angeles Department of Water and Power (LADWP) is hereby providing comments to the above-referenced Draft EIR, as requested in your letter dated November 2, 2006.

We are providing information for consideration and incorporation into the planning, design, and development efforts for the proposed project. Regarding water needs for the proposed project, this letter does not constitute a response to a water supply assessment due to recent state legislative activity (i.e., SB 901, SB 610, and SB 221) for development projects to determine the availability of long-term water supply. Our understanding is that a water supply assessment by the water supply agency needs to be requested and completed prior to issuing a draft Negative Declaration of draft EIR.

Before investing resources in preparation of a water supply assessment, we recommend that you contact LADWP, Mr. Alvin Bautista, (213) 367-0800 or by e-mail at alvin.bautista@water.ladwp.com, and provide specific project details as requested to help staff make a determination on whether or not the proposed project meets the criteria for compliance with this legislation.

If proposed project parameters (e.g., development details such as type, square footage, anticipated water demand by 2020, population increase, etc.) are such that they are subject to state law requiring a water availability assessment, a separate request must be made in writing to:

Mr. James B. McDaniel
Chief Operating Officer – Water System
Los Angeles Department of Water and Power
111 North Hope Street, Room 1455
Los Angeles, CA 90012**Water and Power Conservation ... a way of life**111 North Hope Street, Los Angeles, California 90012-2607 Mailing address: Box 51111, Los Angeles 90051-5700
Telephone: (213) 367-4211 Cable address: DEWAPOLA

Recyclable and made from recycled waste.



Mr. Jimmy C. Liao, Project Coordinator

Page 2

December 12, 2006

The following are our preliminary comments on the proposed project.

Water Needs

The Los Angeles Department of Water and Power (LADWP) owns, maintains, and operates an 8-inch water main in Camino De La Cumbre, an 8-inch/6-inch water main in Stansbury Avenue, and an 8-inch water main in an easement within the Buckley School Campus. There are several water services and public fire hydrants serving the Buckley School from aforementioned water mains.

The Water Distribution System can adequately supply water for domestic use. Available fire flow for private on-site fire protection can be determined by filing a Service Advisory Request(s) from our New Business Office at (213) 367-2130. Public fire hydrant requirements, including fire flow, are set by the Los Angeles Fire Department (LAFD). Public fire flow can be analyzed at the request of the LAFD.

As the project proceeds further in the design phase, we recommend the project applicant or designated Project Management Engineer contact Mr. Hugo Torres at (213) 367-1178 or by e-mail at hugo.torres@water.ladwp.com to make arrangements for water supply service needs.

Water Conservation

LADWP has a number of energy efficiency and water conservation programs. Since the proposed project is in the planning and design phase, it may be an opportunity to incorporate some of these measures in the design and operations of the proposed facilities.

LADWP is always looking for means to assist its customers to use water resources more efficiently and welcomes the opportunity to work with new developments to identify water conservation opportunities. Some water conservation measures are enclosed. Mr. Thomas Gackstetter is the Water Conservation Program Manager and can be reached at (213) 367-0936 or by e-mail at thomas.gackstetter@water.ladwp.com.

Please note that this letter pertains to the Water System only. Issues related to power needs can be addressed to Mr. Wayne Hinkson at (818) 771-4059 or by e-mail at wayne.hinkson@ladwp.com. Issues related to energy efficiency and "Trees for a Green LA" can be addressed to Mr. Stephan Matsuda at (213) 367-4947 or by e-mail at steve.matsuda@ladwp.com. Issues related to green power and electric transportation can be addressed to Mr. William Glauz at (213) 367-0410 or by e-mail at william.glauz@ladwp.com. Issues related to solar energy can be addressed to Ms. Josephine Gonzalez at (213) 367-0414 or by e-mail at josephine.gonzalez@ladwp.com.

Please include LADWP in your mailing list and address it to:

Mr. Charles C. Holloway
Supervisor of Environmental Assessment
Los Angeles Department of Water and Power
111 North Hope Street, Room 1044
Los Angeles, CA 90012

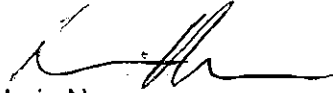
Mr. Jimmy C. Liao, Project Coordinator

Page 3

December 12, 2006

If there are any additional questions, please contact me at (213) 367-1235 or by e-mail at luis.nuno@water.ladwp.com.

Sincerely,



Luis Nuno

Engineer of East Valley District
Water Distribution Engineering

LN:vh

Enclosure

c: James B. McDaniel
Charles C. Holloway
Alvin Z. Bautista
Hugo A. Torres
Wayne E. Hinkson
Thomas L. Gackstetter
Stephan H. Matsuda
William W. Glauz
Josephine A. Gonzalez

IMPACT OF THE PROPOSED PROJECT ON THE
WATER SYSTEM AND METHODS OF CONSERVING WATER
DEPARTMENT OF WATER AND POWER

IMPACT ON THE WATER SYSTEM

If the estimated water requirements for the proposed project can be served by existing water mains in the adjacent street(s), water service will be provided routinely in accordance with the Department's Rules and Regulations. If the estimated water requirements are greater than the available capacity of the existing distribution facilities, special arrangements must be made with the Department to enlarge the supply line(s). Supply main enlargement will cause short-term impacts on the environment due to construction activities.

In terms of the City's overall water supply condition, the water requirement for any project which is consistent with the City's General Plan has been taken into account in the planned growth of the Water System. Together with local groundwater sources, the City operates the Los Angeles-Owens River Aqueduct and is a member of the Metropolitan Water District of Southern California (MWD). These three sources will supply the City's water needs for many years to come.

Statewide drought conditions in 1987 through 1991 dramatically illustrated the need for water conservation in periods of water shortage. However, water should be conserved in Southern California even in years of normal climate because electrical energy is required to deliver supplemental MWD water supplies to the City and the rest of Southern California. Conserving water will minimize purchases from MWD and contribute to the national need for energy conservation.

WATER CONSERVATION

The Water System will assist residential, commercial and industrial customers in their efforts to conserve water. Recommendations listed below are examples of steps which would conserve water in both new and old construction.

1. Automatic sprinkler systems should be set to irrigate landscaping during early morning hours or during the evening to reduce water losses from evaporation. However, care must be taken to reset sprinklers to water less often in cooler months and during the rainfall season so that water is not wasted by excessive landscape irrigation.

- 2 -

2. Reclaimed water should be investigated as a source to irrigate large landscaped areas.
3. Selection of drought-tolerant, low water consuming plant varieties should be used to reduce irrigation water consumption.
4. Recirculating hot water systems could reduce water waste in long piping systems where water must be run for considerable periods before hot water is received at the outlet.
5. Ultra-Low-Flush toilets and water saving showerheads must be installed in new construction and when remodeling.
6. Plumbing fixtures should be selected which reduce potential water loss from leakage due to excessive wear of washers.

In addition, the provisions contained in the Water Conservation Ordinance of April 1988 must be adhered to.

More detailed information regarding these and other water conservation measures can be obtained from the Department's Conservation Center by calling (800) 827-5397.

Letter No. 5

From: Sherman Oaks Homeowners Association
Post Office Box 5223, Sherman Oaks, CA 91413
Telephone Number: 818 905-9768 (Ellen Vukovich)
Via Fax: 213/978-1343 and U.S. Mail (First Class)

December 16, 2006

Mr. Jimmy Liao
Room 750, City Hall
Department of City Planning
200 North Spring Street
Los Angeles, CA 90012

Re: ENV-2004-7171-EIR, State Clearinghouse No. 2005011055.

Dear Mr. Liao:

We are writing you on behalf of Sherman Oaks Homeowners Association, in our organized capacity as representatives of the Concerned Neighbors of Buckley Committee, with our concerns and issues about Buckley School's Expansion Plan.

Size of project: The sheer size of the project is too large for the neighborhood. The school is located at the end on a cul-de-sac on an entirely residential street and partially surrounded by property of the Santa Monica Mountains Conservancy. Although the school declares their students have less square footage per student than other private schools, that is misleading considering commercial streets or much larger streets border the other schools. Consider that the Plans call for additional square footage equivalent to building a large supermarket into a (our!) residential neighborhood. The School claims that it has not added space in 40 years. However, when the Buckley School eliminated its Nursery School several years ago, they gained additional classroom space for their older students. The additional square footage therefore enables them increase their enrollment which will create more traffic, and pollution to nearby homes as well as add to Ventura Boulevard's serious traffic congestion. Further, the Sherman Oaks community is about to undergo a series of major land development projects which will also compound our neighborhood's traffic problems.

Number of Students: The school is asking for 80 more students with a 15-year cap on enrollment. The additional 80 students will require more staff and all of these people will need to travel through the City and residential streets to reach their school and place of employment. We find that this creates an undue burden on the residential community. Buckley is, after all, a business operating in a unique environment. Needless to say, the traffic is bad during the peak hours now, and the EIR says the traffic will worsen with the construction. In fact, as reported in the EIR on pages 347 and 348, the Buckley School already has a higher trip generation values than the reported national ITE trip-generation values at other private schools. Clearly, that must be addressed by the City.

Traffic Study Inconsistency: We question the validity of the numbers included in the EIR. On December 14, 2006 from 7:15 a.m. to 8:45 a.m., Vivian Gumbiner, a member of our Committee, counted the cars that crossed Valley Vista and Stansbury and headed south onto the Buckley School as well as the cars that turned onto Stansbury and headed south onto the Buckley campus. A hand held counter was used to count the trips, the same method, we believe, that the counters used in the study quoted in the EIR. During that time period, Ms. Gumbiner counted 910 trips in bound and outbound for the Buckley School. This number is adjusted for the number of cars that remained on the campus using the same percentage adjustment that was used in the reports issued by Crain & Associates (see page 361 of the DEIR). The figures in the DEIR in of 686 and 702 INCLUDED the trips generated at the 100 space-parking site leased by the Buckley School off-campus at Fashion Square (Riverside and Woodman Avenues). The Concerned Neighbors of Buckley study count of 910 DID NOT include any trips made into the Fashion Square lot. Therefore, the traffic numbers in the DEIR are grossly inaccurate. This then raises an important question that must be addressed by the City. Why would the school rely upon lower traffic counts? Could it be that they didn't want them to be higher than the other private schools shown in the DEIR? If the figures for the morning traffic were inaccurate, than one can only wonder about the commuter peak and afternoon peak figures given in the DEIR. In any event, we believe that the traffic conclusions made in the DEIR are based on inaccurate figures/counts, thus requiring the need for new traffic studies.

Building Height: Why do these buildings need to be so high? Why can't architectural changes be made so they do not need to exceed current building limits? Can the ceilings be lowered inside the buildings so the building height can also be lowered? The height limits are made into law for a reason, and we cannot understand why the proposed buildings need to be taller than most buildings on the busy commercial street of Ventura Boulevard. The approval of the exceptions for building height will serve as a precedent that will have a major impact on hillside and residential neighborhoods. These buildings will be visible from the view shed of Fossil Ridge Park. Although the DEIR says that the park is not useful because of overgrown brush and a lack of paths, just as Buckley is seeking to improve its facilities, we hope that one day the park will receive the funding it deserves to become a more viable park. When that happens, it would be a shame if the view shed were already ruined by large, looming buildings below.

Noise: The noise from the construction will be an annoyance and danger to neighbors. The school intends to do construction six days a week! The noise levels in the DEIR are termed unacceptable and we believe that those numbers are also not accurate. When a member of our committee spoke to a consultant from PCR Services Corporation about the placement of the sound meters, he admitted that the placement of one of the five sound meters was placed such that it did not accurately reflect the ambient sound levels. The sound levels will actually be much higher because it was not placed near the retaining wall that will amplify the noise at the area. They were supposed to place the meter near the wall, but never made the proper arrangements with the property owner. It is hard to imagine living with unacceptable sound levels for about 7 years. We find it interesting that the Buckley School told a neighborhood meeting audience that

construction would be timed around the students' summer vacations. If they don't want their students affected by the excess noise, then why should the neighbors suffer with it?

School Neighborhood Barrier: Currently the barrier between the Buckley School and the residences on Camino de la Cumbre consists of a rusted chain-link fence topped by three rows of barbed-wire, also rusted. This fence, along with being an eyesore, exceeds the municipal code height of 6 feet in several areas and in fact, is at least 7 feet in many areas. Mind you, the direction the barbed-wire is facing is designed to keep their students in, not strangers out. It is not fair to neighbors to have to look at this horrible view daily. Certainly they do not have any building or fencing directly visible by students or staff on their campus that looks so bad. In the DEIR, the school states that the fence is 'grandfathered' in and they have no plans to change it. For years the neighbors have asked the school to make the fence more appropriate for the neighborhood, and they have declined to do so. A visual survey done by the Concerned Neighbors of Buckley has found several other private schools that blend into their neighborhoods. The fencing needs to be replaced so the school blends into the neighborhood and is not an eyesore.

The School likes to tout that they have been responsive to neighbors' requests, and this is a perfect example of a request that has been declined. Instead, they want to install a 10 foot fence at the Camino de la Cumbre gate, to which we are opposed. Again, this would be completely out of character in this residential neighborhood and they should not be granted this exemption in fence height.

Duration of Construction: Although the City has no mandate to require when construction is to commence and conclude on a project, we respectfully request that you consider when finalizing your findings that the consequences of your decisions will impact a community (and our neighborhood) for an extended period of time (5 to 7 years). Clearly, this points to the underlying point about this Expansion Proposal – it is excessive; it asks a large residential neighborhood to endure an exceedingly long construction period in order to further its ambitious expansion plans; it exposes children to a protracted, and potentially dangerous environment during construction, it creates an unprecedented six- day a week construction nightmare in a quiet residential neighborhood; and it raises the ultimate question: will traffic, congestion, pollution be mitigated or not - especially if the City relies on faulty and questionable data as explained in this letter?

Thank you for your consideration.

By Concerned Neighbors of Buckley School, a Committee of Sherman Oaks Homeowners Association

Vivian Gumbiner, Chair

Ellen Vukovich, Member, Board of Directors, Sherman Oaks Homeowners Association

Letter No. 6

VDA

MANAGEMENT SERVICES, INC.

November 28, 2006

Mr. Jimmy C. Liao
Room 750, City Hall
Department of City Planning
200 North Spring Street
Los Angeles, CA 90012

RECEIVED
CITY OF LOS ANGELES

DEC 06 2006

**ENVIRONMENTAL
UNIT**

Re: The Buckley School
ENV- 2004-7171-EIR
State Clearinghouse NO. 2005011055

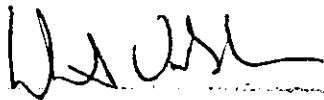
Dear Mr. Liao,

As a member of the Sherman Oaks business community, 14140 Investments, Inc. would like to add its support to The Buckley School's proposed Campus Enhancement Plan.

The Buckley School and the members of its community support local businesses and contribute to the community on many levels. They participate in community service projects. The school is a large employer and many of its employees and students live locally. In addition, we believe that strong schools in our community are important to its overall economic health and are an important element of its social network.

We support Buckley's plan and goal to maintain its status as an outstanding school and as an important part of the fabric of Sherman Oaks.

Sincerely,



Will Von Der Ahe
14140 Investments, Inc.

cc: Councilman Jack Weiss
14310 Ventura Blvd Suite 100
Sherman Oaks, CA 91423
(fax) 818-788-9210

Letter No. 7

From: Madeline Bailey <madsteve@pacbell.net>
To: <Jimmy.Liao@lacity.org>
Date: 12/2/2006 9:53:36 PM
Subject: Buckley School Expansion

December 2, 2006

Jimmy Liao
Room 750, City Hall
Department of City Planning
200 North Spring Street
Los Angeles, CA 90012

Dear Mr. Liao:

My husband and I live on Valley Vista Blvd., .3 mile east of the Buckley School. We object to Buckley's expansion plans for so many reasons:

1. This is a residential area. The mansionization going on in our neighborhood is bad enough. We don't wish to have school buildings towering over our homes.
2. I commute to Century City for work. The longest leg of my 9-mile commute is the .8-mile from my house to Beverly Glen Blvd., primarily because of the difficulty in crossing Stansbury due to the traffic generated by the school. The proposed addition of 100 students and requisite staff will make the traffic even worse.
3. The quality of life in the neighborhood will suffer because of the anticipated seven years of construction required for the expansion to be completed.
4. The Buckley school already conducts several weekend functions, which are disruptive to us and our neighbors. We do not want to be inconvenienced further due to the requests that Buckley is making to their Conditional Use Permit.

We support improving the quality of education for our community's youth. The Buckley School is a for profit institution. We believe that the benefit that Buckley students will achieve from the school's expansion comes at the expense of the Sherman Oaks residents.

Please consider the Sherman Oaks residents' concerns when making your decisions regarding the Buckley School.

Sincerely,

Madeline Bailey
13914 Valley Vista Blvd.
Sherman Oaks

December 9, 2006

Jimmy Liao
Room 750, City Hall
Department of City Planning
200 North Spring Street
Los Angeles, CA 90012

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ENVIRONMENTAL
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Dear Mr. Liao:

I attended a meeting on 12/4 where Buckley's expansion plans were discussed in greater detail. My concerns are shared by every Sherman Oaks resident who attended this meeting:

1. The residents on Stansbury and neighboring streets are imprisoned daily because of the traffic generated by the Buckley School. While Buckley isn't responsible for all the traffic in the area, it certainly contributes to the daily gridlock at Stansbury and Valley Vista. Increasing enrollment, eliminating what offsite parking they currently have, and years of construction required for Buckley to expand will surely worsen a situation that is currently unacceptable.
2. Excessive noise and dirt levels expected for the next 7 years due to required construction that may legally begin at 6:30 AM six days a week.
3. The approximately 20 foot building height variance Buckley is requesting to build a FIVE STORY building in our RESIDENTIAL neighborhood. By the way, Sherman Oaks residents represent only 20% of Buckley's student enrollment.
4. Buckley currently holds two events that restricts parking in front of our homes. Buckley wants to increase the number of evening and weekend events to as many as 24.
5. SAFETY. Buckley has consistently refused to address the potential problem of emergency evacuation. In case of earthquake or fire, residents on Stansbury, Camino de la Cumbre, et al, are at risk because access out is limited to only three streets and two of them have only one lane.
6. Buckley has earned the reputation for not honoring its Conditional Use Permit. Residents have no reason to believe that they will honor the new one being requested.

My husband and I and all the other Sherman Oaks residents who attended Monday's meeting, support improving the quality of education for our community's youth. Although Buckley is a non-profit institution, it can not be ignored that it is first, and foremost, a BUSINESS. Buckley's growth comes at the expense of its neighbors, the Sherman Oaks residents.

Please consider our concerns when making your decisions regarding the Buckley School.

Sincerely,



Madeline Bailey
13914 Valley Vista Blvd
Sherman Oaks 91423

Letter No. 8

Kenneth R. Ballard, Esq.
14090 Roblar Road
Sherman Oaks, CA 91423
(818) 501-0208

December 19, 2006

Mr. Jimmy C. Liao
Room 750, City Hall
Department of City Planning
200 North Spring Street
Los Angeles, CA 90012

Re: The Buckley School
ENV- 2004-7171-EIR
State Clearinghouse NO. 2005011055

Dear Mr. Liao,

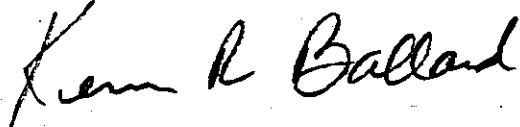
As a resident of Sherman Oaks, residing just .5 mile north of The Buckley School just off of Stansbury Avenue, I would like to add my support to The Buckley School's proposed Campus Enhancement Plan.

The Buckley School is a valuable asset to our community offering excellent education. I do not have children at The Buckley School; however I support schools. It is in the interest of good city planning to maintain schools in residential neighborhoods as well as allowing modernization and expansion. The School's request to add 80 students is reasonable given the growth of Sherman Oaks and the need for educational facilities.

Although there will be some short-term inconvenience to the neighbors during construction, I believe the long-term benefit will be much greater. The Buckley School has been part of the community for over 40 years and should be allowed to update.

We support Buckley's plan and goal to maintain its status as an outstanding school and as an important part of Sherman Oaks.

Sincerely,



Kenneth R. Ballard, Esq.

cc: Councilman Jack Weiss
14310 Ventura Blvd Suite 100
Sherman Oaks, CA 91423
(fax) 818-788-9210

348106.1:rm1

Letter No. 9

From: "Jennifer Berman" <jenniferberman@xlrx.com>
To: <jimmy.liao@lacity.org>
Date: 12/5/2006 12:49:54 PM
Subject: CASE NO: ENV-2004-7171-EIRM SCH NO: 2005011055

Dear Mr. Liao,

I attended a community meeting last night in regards to the expansion of the Buckley School. I stated that many people understood that the Buckley School needed to modernize buildings, the neighborhoods concern was over the large scope of the project, and the need to improve existing traffic conditions (traffic is already bad, and their construction would increase traffic by 20%). I said that surely they must have some compromises in place. The attorney's representing the Buckley School then stated that there were no compromises.

Based on that stance, I object strongly to the expansion of the Buckley School.

Jennifer Berman
4184 Stansbury Avenue
Sherman Oaks, CA 91423

Letter No. 10

From: <bdourmash@aol.com>
To: <Jliao@planning.lacity.org>
Date: 12/20/2006 12:53:46 PM
Subject: buckley school expansion

12/20/2006

Dear Mr. Liao,

I am writing to you to express my strong opposition to the current Buckley School plan for expansion as described in their Draft EIR submittal, CASE# ENV-2004-7171-EIR. I wish to have you consider two points.

The size and scope of the proposed new work is completely out of scale with the surroundings and will have a long lasting and very negative effect on the surrounding community. Conditional Use Permits applications by definition should reflect some compatibility with the surrounding community. Page 256 of the report, Section H, Land Use, states that the [environmental setting] consists of [low density, single family residential uses] and the [undeveloped Fossil Ridge Park]. Into this setting the applicant is asking to construct two large new buildings in excess of 55 feet in height. The current zoning code for RE-40 limits the height of any building to 36 feet. What is the justification for this request to get permission to build 19 to 20 feet over the height limit? There is none. The school as currently configured consists of low slung, primarily single story structures which are in fact compatible with the surrounding community, and it should remain so. The request to expand so massively is driven by the school's request to add 80 new students plus additional support staff and 100 additional parking spaces. This request should be denied or scaled down significantly. Others have commented to you I'm sure about the extremely negative traffic ramifications of this proposed increase in student and staff population.

The second serious concern I have relates to the discussion on pages 35 through 38, Item #9, Noise. The report states that [construction period noise impacts would be temporary, SIGNIFICANT, and unavoidable]. The canyon in which the school site acts like a giant sound amplifier. From where our home sits on Camino de la Cumbre we can easily hear sounds from blocks away. The fact that heavy construction will be continuing on the campus 6 days a week for 5 or 6 years is a serious problem. I ask that whatever is ultimately approved have the most restrictive sound control requirements attached to the approval and, more critically, that the school be required to condense its overall calendar of development to 24 months. I think that is all this community can be reasonably asked to accommodate.

Keep in mind that less than one in five Buckley students comes from the surrounding community so this level of intrusion does not pay off for the community at large to any significant degree, but primarily inflicts hardship on the neighborhood.

Thank you very much for your consideration to this matter.

Sincerely,

Geoff Case
3852 Camino de Solana
Sherman Oaks, CA 91423

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Letter No. 11

From: <bdourmash@aol.com>
To: <Jliao@planning.lacity.org>
Date: 12/19/2006 6:41:52 PM
Subject: BUCKLEY SCHOOL EXPANSION

Dear Mr. Liao,

I have attached a document which I have previously sent to you but which now reflects my serious concerns related to the most current Buckley expansion proposal. It covers a wide range of very serious concerns which many of us in the neighborhood have. Among those concerns are the size and height of the proposed expansion, the seriously negative noise and traffic impact, and many other issues. I would very much appreciate your review of the attached document as you consider the proposed massive expansion of the school.

Thank you for your consideration of this matter.

Sincerely,

Barbara Case

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Letter No. 12

From: <bdourmash@aol.com>
To: <Jliao@planning.lacity.org>
Date: 12/19/2006 6:41:52 PM
Subject: BUCKLEY SCHOOL EXPANSION

Dear Mr. Liao,

I have attached a document which I have previously sent to you but which now reflects my serious concerns related to the most current Buckley expansion proposal. It covers a wide range of very serious concerns which many of us in the neighborhood have. Among those concerns are the size and height of the proposed expansion, the seriously negative noise and traffic impact, and many other issues. I would very much appreciate your review of the attached document as you consider the proposed massive expansion of the school.

Thank you for your consideration of this matter.

Sincerely,

Barbara Case

Check out the new AOL. Most comprehensive set of free safety and security tools, free access to millions of high-quality videos from across the web, free AOL Mail and more.

✓ February 10, 2005

Mr. Jimmy Liao,
Environmental Review Section
Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012

Re: The Buckley School (ENV-2004-7171 EIR)

Dear Mr. Liao,

This letter contains notice of Sherman Oaks Homeowners Association's Buckley School Committee's objections to the proposed expansion of the Buckley School Campus for the reasons set forth below.

Sherman Oaks Homeowners Association is organized pursuant to the general nonprofit corporation law of the State of California. Its' specific purposes are to preserve and protect its members and the Sherman Oaks community's quality of life.

We request that the Environmental Review Section of the Department of City Planning include the environmental issues that are outlined in this letter in their Environmental Impact Report of the proposed Buckley School expansion.

Section 1. Outline of Checklist

A summary of the Environmental Land issues presented in this letter that demand review include, but are not limited to, the following:

- 1. Land Use Consistency**
- 2. Traffic Impact-on Neighboring Street and Greater Sherman Oaks**
- 3. Visual Resources/Aesthetics/Size of Construction /Views /Night Time Illumination**
- 4. Grading of Hillsides adjacent to Single-Family Homes**
- 5. Noise (During Construction and After)**
- 6. Drainage of the Canyon Surrounding Buckley and Hydrology (Excavation in near proximity to sub-surface water streams.)**
- 7. On sight Oak Tree Removal**

8. **Building height-view from adjoining single-family homes, Danger of rezoning Buckley to be outside of the Mulholland Corridor.**
9. **Air Pollution from proposed 1000,000 + SF semi-subterranean Parking structure.**
10. **Hazards & Hazardous Materials/Emission of Friable Asbestos During Demolition**
11. **Building Contiguous to Fossil Ridge Park**
12. **Paleontological Resources/Excavation/Grading in General and adjacent to Fossil Ridge State Park**
13. **Geology and soils**
14. **Effect on Wildlife**
15. **Fire and Earthquake Evacuation**
16. **Unsafe Second Egress**
17. **Life Safety**
18. **Haul-Route (Export of 51,000+ Cubic yards of Dirt)**
19. **Quality of Life**
20. **Buckley's Violation of its' current Conditional Use Permit**

Section 2. Specifics of Issues

1. LAND USE CONSISTENCY:

According to the General plan and the Mulholland Scenic Parkway Specific Plan, the proposed Buckley School ("Buckley") expansion conflicts with the General Plan Zoning and Plan Designation as established by the City of Los Angeles. The Buckley proposal also conflicts with applicable environmental plans or policies adopted by agencies with jurisdiction over its' site.

Simply put, Buckley School should not be granted any exceptions to this Specific Plan or any discretionary zone changes. A zone change would result in buildings that would detract from the existing style or image of the area due to an increase in density, height, bulk, and signage (See item #3, Aesthetics, for specifics). Moreover, it would create a dangerous precedent by enabling other projects to receive exceptions to this vital Specific Plan and zone changes along the Mulholland Scenic Parkway.

2. TRAFFIC IMPACT - NEIGHBORING STREETS AND SHERMAN OAKS:

The Sherman Oaks community is currently experiencing a series of major real estate developments each anticipated to contribute a significant share to pre-existing traffic, gridlock, noise, and congestion problems.

We view these projects, including the proposed Buckley School expansion as challenging the right to enjoy a decent quality of life –for our residents and businesses

Regrettably, this is due, to the City of Los Angeles' continuing failure to safeguard Sherman Oaks from the increase, in traffic and congestion.

Therefore, we no longer can view each project separately, i.e., as not having a cumulative impact on the region, when, in fact, the opposite is true.

Although the Buckley School Expansion, with issues particular to its unique physical location, must be considered - so should the cumulative development within the rest of the community.

A Neighborhood Intrusion Impacts

Buckley School is literally just blocks south of the following areas in development including a Best Buy "big box" store (Van Nuys and Milbank); Camino Real (182 Unit with ground floor retail) along with possible concurrent development of vacant land behind Jiffy Lube - both are located between Hazeltine and Calhoun Avenues, on/off Ventura Boulevard; planned condominium development (98 units) at Sylmar and Moorpark) and approximately 600 residential units/mixed-use developments planned near Sepulveda and Ventura Boulevards.

Buckley School is situated at the southernmost end of Stansbury Avenue between two major access routes to and from the San Fernando Valley - Beverly Glen Canyon and Coldwater Canyon. It is safe to assume that the expansion will contribute greatly to the traffic and gridlock in this already problematic area.

Further, there specific traffic issues impacting the residential street leading up to the Buckley School, Stansbury Avenue.

1. The continual impact during rush hour from traffic on Beverly Glen created by the large number of trips by Buckley parents dropping off and picking up their children, who reside on the West side of Los Angeles.
2. The congestion on Ventura Blvd created by vehicles cars making left turns on to Stansbury in order to travel to Buckley School or take a short-cut to Beverly Glen Boulevard.

B. Street intersection and street section capacity

According to Department of Transportation vehicular counts conducted during consideration of Buckley's CUP revocation proceedings in 1987, DOT concluded that Buckley added "substantial traffic volumes on Stansbury Avenue and Valley Vista and local streets which traverse residential neighborhoods... approximately 1,500 trips per day are added to City streets by the school's operations." Accordingly, new

traffic surveys and counts must be conducted by DOT and appropriate mitigations be placed on Buckley School.

C. Construction impacts on Traffic

Any expansion by the school would only compound the existing traffic and congestion as construction is anticipated to take up to ten years. Accordingly, Buckley must be required to mitigate this impact.

D. Parking

The additional parking spaces that Buckley is creating will insure that more cars will be able to enter the campus and park, thus creating more traffic in the neighborhood.

E. Project Access/Neighborhood intrusion impacts

Finding #8 of City Plan Case no. 17967 stated: "A Traffic and Parking Management Plan is needed to provide for the long term, orderly movement of people and goods to the school site. This will reinforce the viable function of the school and reduce the environmental impacts on residential neighborhoods."

Buckley's new expansion plan does not make provision for an orderly movement of people and goods to the school site.

While there should be many components to such a plan, it is important to consider at this time that the main connecting street, Stansbury is a narrow cul de sac street, located south and intersecting with Ventura Boulevard and Valley Vista.

Since the creation of the school in 1965, Stansbury residents have been unable to enter and exit their homes before and after school hours. This is due to the fact that parents are queuing in lines that block Stansbury and its' residential driveways. Further, Stansbury is not wide enough for a third lane. This, obviously, creates a safety hazard for the residents, the vehicles in line and the school, in case of an emergency requiring evacuation of the school and/or the neighborhood.

The only other street accessible to the campus is Camino de la Cumbre, which is a substandard street located just one block west of Stansbury Avenue. It is currently used as the back entrance to the school. The street is very narrow and windy with blind curves that are hazardous to pedestrian and vehicular traffic. Presently, the school uses Camino de Cumbre for access on weekends and evenings when its' front gate is closed.

Another issue regarding Camino de la Cumbre is that Buckley parents use it as a shortcut route from the West side of Los Angeles. (40 % of Buckley students are from the Westside). This additional traffic creates more congestion on this dangerous substandard road.

Naturally, additional students and expansion of the school will mean more vehicular traffic on Stansbury and Camino de la Cumbre (again, a substandard street).

Therefore, Sherman Oaks Homeowners Association respectfully requests that the creation of a neighborhood traffic mitigation plan be required and funded by the Buckley school to improve the following transportation impacts:

- A. Neighborhood intrusion impacts
- B. Intersection Capacity/ Street segment capacity
- C. Construction Impacts on Traffic
- D. Parking
- E. Project access

3. VISUAL RESOURCE AESTHETICS/ SIZE OF CONSTRUCTION/VIEWS/ NIGHTTIME ILLUMINATION

A. Evaluation of conflicts with Mulholland Scenic Parkway Specific Plan

(Note: all statements below, in quotes and boldface type, are from the Mulholland Scenic Parkway Plan).

The Buckley School project includes a zone change and variance application that is requesting an increase in density, height, and bulk requirements in areas where **“there is a consistent theme, style, or building height”** requirements.

Further, Buckley should not be allowed to expand in an area **“where sensitive development is assured by a specific plan which integrates the transportation, land use and recreation aspects of the scenic parkway to make available to all people spectacular mountain, ocean and city view, and scenic and recreational opportunities.”**

The existing Buckley School campus is presently overbuilt, and its' institutional buildings do not fit in with the residential character of the adjacent residential neighborhood (consisting of one and story homes). Therefore, any increase in new institutional buildings violates the spirit and intent of the Specific Plan, which among other provisions, requires projects to:

1. **“To assure the design and placement of buildings and other improvements preserve, compliment and/or enhance view from Mulholland Drive;”**
2. **“To preserve the existing residential character of areas along and adjoining the right-of-way.”**

Nighttime illumination from the campus is intruding and excessive; in fact it illuminates the entire canyon. With the addition of more buildings, the existing problem will be compounded and not in concert with the Specific Plan, which states, in part:

3. "To reduce the visual intrusion cause by excessive lighting."

Therefore, Buckley should be required to low height, low illumination safety lighting of a color similar to incandescent light, which is shielded and directed onto the Buckley property and not into the residential neighborhood

According to the proposed plans, the erection of the new building designated as "Building 14, will be placed on a hill, between the football field and north of the rest of the school;" consequently it will be an "eyesore" and not consistent with the following provision:

4. "construction, building and structure visible from Mulholland Drive not be constructed on the top of a prominent ridge. Buildings and structure visible from Mulholland Drive shall not be constructed with 50 vertical feet of the top of a prominent ridge without prior written approval of the Director pursuant to Section 11."

Buckley's plans are not meeting the following requirements:

5. "Projects Near Parklands. No project shall be erected and no earth shall be graded with 200 feet of the boundaries of any public parkland without the prior written approval of the Director pursuant to Section 11. The Director may approve the construction of a project or grading with 200 feet of public parkland after making the following findings:"

a." The project preserves the residential character along the right-of-way."

b. "The project preserves the natural vegetation and the existing ecological balance"

Buckley does not preserve the residential character of the neighborhood and Buckley intends to remove Oaks trees, which are protected by law. At this time, the exact number has not been disclosed. Thus, it should not be allowed to grade with 200 feet of the boundary of Fossil Ridge. It should not be allowed to annex State Park Land to avoid this conflict.

6. "Oak trees. No oak tree (quercus agrifolia, lobata, q.virginina) shall be removed, cut down or moved without the removal cutting down or moving an oak tree after making the following findings:)"

a. "The removal, cutting down or moving of an oak tree will not result in undesirable, irreversible soil erosion through diversion or increased flow of surface water."

It is important to note that erosion and slides are prevalent in the hills surrounding Buckley and Buckley has experience slides on mud flowing into its property in the last month. In order to remove Oak Trees Buckley is filing to create two new lots so that one can reside in the outer corridor of the Mulholland Scenic Drive. It should not be allowed to do this for it will damage the scenic character of the zone.

b. "The oak tree is not located with reference to other trees or monuments in such a way as to acquire a distinctive significance at said location."

Lastly, by allowing the removal of any oak trees (or other vegetation and trees) on any hill will remove the only (green) buffer between the school and the neighborhood.

7. "The Specific Plan protects the view shed from Mulholland Drive."

Additional large institutional buildings as planned will ruin the view shed from Mulholland as well as Camino de la Cumbre, Coy Drive, Glorietta Pl. and Beverly Ridge, and Fossil Ridge State Park.

8." Buckley is applying to create a lot split so that a portion of the campus will reside outside of the Mulholland Corridor."

Presently Buckley would not be allowed to be built because it is in the Mulholland corridor which protects residents by not allowing commercial use or Commercial businesses like Buckley.

9. "Institutional Use Corridor; An area parallel to and 500 feet northerly and 500 feet southerly of the Mulholland Drive right-of-way , designated on maps 3A and 4A with a dashed black line and labeled as MPill, beginning on the west at the intersection of Mulholland Drive and the Center line of Corda Drive. And terminating on the east at the west line of the San Diego Freeway beginning on the west at the east line of the San Diego Freeway and terminating on the east at a line that is parallel to and 4000 feet westerly of the centerline of Roscomare Road."

Buckley is not within the designated Institutional Use Corridor which is an area for Schools, churches and accessory buildings thereto.

10. Additional current violations to the Mulholland Scenic Plan

- a. Buckley's rooftops are unaesthetic and are not appropriate for a residential zone or the Mulholland Specific Plan.
- b. Buckley has installed a neon sign which is visible from Camino de la Cumbre, Camino de Solana and Beverly Ridge. It is not allowed in the Mulholland Specific Plan
- c. Buckley has a barbwire fence that is not in character with the surrounding neighborhood (which borders Camino de la Cumbre). Such fencing material is not permitted in the Mulholland Specific Plan.

B. Evaluation of conflicts with a Residential zone

Buckley has been granted the right to reside partially in the Mulholland Corridor and a Residential Neighborhood because of its' Conditional Use Permit. Buckley's institutional buildings and the density of those buildings are in contrast to the surrounding neighborhood which is considered an upscale neighborhood of aesthetic views, scenery, landscaping, and homes.

C. Screening Criteria for a conflicts with the General Plan (material from the Threshold guideline is in quotes): C. Screening Criteria for conflicts with the General Plan (material from the Threshold guideline is in quotes):

1. "Does the project include a proposed zone change or variance that would increase density, height, and bulk in areas where there is a consistent theme, style building height and setbacks?"

Yes. The Buckley campus consists of low slung one story structures. The proposed expansion calls for two story buildings, thus resulting in an increase in density in an already over-developed site.

2. "Would the project result in the removal of one or more features that contribute to the valued aesthetic character or image of the neighborhood, community, or localized area?"

Yes. A number of oak trees will be removed. Further, the hill between the football fields will be developed and retaining walls will be installed on the hill next to Camino de la Cumbre. That area provides the remaining green buffer zone separating the school from the residential neighborhood.

3. "Would the project introduce features that would detract from the existing valued aesthetic quality of a neighborhood, community, or localized area by conflicting with important aesthetic elements or the quality of the area (such as theme, style, setbacks, density, massing, etc.) or by being inconsistent with applicable design guidelines?"

Yes. It conflicts with theme, style and density. it does introduce features that detract from the valued aesthetic quality of the area, as this is a neighborhood of

homes valued well in excess of One Million Dollars, and that a prolonged construction schedule could impact the worth and marketability of these homes; that owners seeking to refinance their properties might be denied on the basis that the value of the property could drop due to the ongoing construction and traffic problems from Buckley; the architectural design of the school featuring institutional buildings conflicts with the adjacent residential neighborhood theme of expansive setbacks featuring one and two story traditionally designed homes; that the location of the school borders three state parks as well as a residential neighborhood, and, as such conflicts with the area because it is commercial business operating during business hours, after-hours and weekends, which are not permitted in residential areas; and is not consistent with the Mulholland Specific Plan whose goal is to preserve and protect this corridor from over-development.

"A yes response to any of the preceding questions indicates further study in an expanded Initial Study, Negative Declaration, Mitigated Negative Declaration or EIR may be required."

D. CONCLUDING COMMENTS:

We would like to call attention to the following: the issues discussed in this section illustrate just how Buckley School is not in conformance with Mulholland Scenic Parkway Specific Plan and the Los Angeles General Plan. Buckley should be required to be brought into conformance with these Plans through an Environmental Impact Report.

Lastly, if a developer attempted to construct a school on Buckley's site today, the application would be denied on the basis that it is not in conformance with the Specific Plan and the General Plan. We imagine it would also be quite difficult for a developer to attempt to receive approval to construct fifteen new homes (averaging 3,500 square feet) in addition to the already numerous existing buildings on Buckley's site. The point is: If Buckley would not be permitted to build a school "today," why should it be allowed to expand?

This raises another question: how much space does Buckley actually need? It is proposing to add 79,000 square feet to the existing 99,000 square feet; an increase of over fifty percent.

Buckley is not changing the size of its gym and administrative offices. The plans in question call for the construction of a dramatic increase in the present amount of classroom space. Buckley is now proposing to increase the student enrollment by 80 students (750 are now permitted). How many students could the expansion of 79,000 square feet of primarily classroom space accommodate down the road, beyond the proposed 80 additional students? Another 200 students, 400 students, or many more in the long run? Again, this raises the question how much space does Buckley really need to accommodate its' current needs?

In an informal survey conducted by this Association, it was determined that Buckley has enough classrooms. Apparently, Buckley lacks open space. Gym classes are held indoors because there is not enough open space for all 12 grades, which have to share the football field and small asphalt yards behind the elementary and middle school buildings. Public schools have to have a minimum of open space on their campus for the amount of students enrolled. What impact will increasing buildings on the campus have with so little flat, open space? Buckley could have had a second Campus. St Michael's was available. Perhaps a divided campus with one site on the west side would be a good solution. Then Buckley would have two campus's with two fields for recreation and sports.

In summary, the Sherman Oaks Homeowners Association Buckley School Committee requests that the City of Los Angeles conduct applicable studies regarding all of the issues put forth in this section (VISUAL RESOURCES (AETHETICS, VIEW, NIGHTTIME ILLUMINATION, SIGNAGE) as set forth in the City of Los Angeles Threshold Guide.

4. GRADING OF HILLSIDE ADJACENT TO SINGE-FAMILY HOMES

We are concerned that this will have a negative effect neighboring properties.

5. NOISE DURING AND AFTER CONSTRUCTION

There will be noise echoing in the residential area and school compound in the "canyon" during the planned 10 year construction period. Additional students also mean more noise for neighbors. There is currently a continuous loud noise emitted from commercial fans and the air conditioning system in the gym. It is a loud hum like a freeway noise.

Because of the violation of CUP Condition #18, there is no provision for protecting neighbors from being impacted from noise, traffic, etc., during night games and other evening events.

Daytime noise, besides the sound of all of the traffic, etc., includes noise produced by installing carpets at 7 AM on a Sunday morning in order to be ready for Monday's classes.

We would like the noise impact studied since the school is operating in a residential neighborhood.

6. DRAINAGE OF THE CANYON SURROUNDING BUCKLEY AND HYDROLOGY (EXCAVATION IN NEAR PROXIMITY TO SUB-SURFACE WATER STREAMS.)

At present there is terrible drainage of the canyon. A 100,000 square two story parking lot is being proposed. We would like to have its effect on the drainage of the

canyon and the underground streams examined. Presently no water is allowed to drain down into lowest part of the canyon where Buckley resides. It is essentially a wetland. A stream that flows south of Buckley is diverted to flow underneath the campus. That stream now has back-up which forms a pond which is a health hazard. It is in need as vector control. Buckley has had frequent flooding during storms. How will this affect their proposed semi-subterranean parking lot? There was a terrible landslide in this fragile canyon which blocked Camino de la Cumbre for two days and flowed directly into Buckley's back parking lot. Camino de la Cumbre becomes a storm drain during a storm because water is sand bagged and diverted from flowing into the lowest part of the canyon where Buckley resides.

7. ON SIGHT OAK TREE REMOVAL

(SEE ITEM #3)

8. BUILDING HEIGHT-VIEW FROM ADJOINING SINGLE -FAMILY HOMES, DANGER OF REZONING BUCKLEY TO BE OUTSIDE OF THE MULHOLLAND CORRIDOR

Buckley currently consists primarily of low slung one story structures. The proposed additional buildings will incorporate larger two scale structures, which are incompatible with the neighborhood architecture. Finding #2 from the City Plan Case no 17967 from July 9, 1987 stated the following "One of the objectives of the District Plan is "to encourage the preservation and enhancement of the varied and distinctive residential character of the District". The subject property is situated on RE15-1-H zoned land and is surrounded by "low" density single -family housing. We object to Buckley's proposal to modify height regulations to 40 feet in lieu of the 36.0 maximum, in a residential hillside zone pursuant to Los Angeles Municipal Code Section 12.21A 17c. (The obvious intent is to protect residential neighborhoods from the construction of large institutional buildings).

Why should Buckley be granted a Specific Plan Exception to allow expansion of an existing school in the outer corridor of the Mulholland Scenic Parkway?

Currently because part of Buckley is within the Mulholland Corridor the whole parcel is treated as if it is within the Mulholland Corridor and has to abide by the restriction. If Buckley gets approval to be rezoned as two legal lots, they will be able to remove oak trees and build large institutional buildings.

9. AIR POLLUTION FROM PROPOSED 100,000 + SF SEMI-SUBTERRANEAN PARKING STRUCTURE.

The impact must be studied.

10. EMISSION OF FRIABLE ASBESTOS DURING DEMOLITION

The impact must be studied.

11. BUILDING CONTIGUOUS TO FOSSIL RIDGE PARK

Buckley borders on Fossil Ridge State Park on its southern and eastern boundary and is an obvious facet in their view shed. The establishment of Fossil Ridge State Park and Oak Forest Canyon Park were keystone landmarks in habitat and paleontological resource preservation for the City of Los Angeles and State of California, for which ISPTR was proud to play a part. In 1998 Buckley's plan was soundly defeated after a widespread outcry from a diverse number of organizations and state officials that included the Sierra Club, The International Society for the Preservation of the Tropical Rainforest, the Ecology Science Center of Southern California, the Federation of Hillside and Canyon Associations, the San Fernando Valley Federation, SOHA, the Santa Monica Mountains Conservancy a state center and a councilman. If Buckley is allowed to change the zoning of Conservancy land (public land) to A-1 (private land restrictive to five acre lots) even with a consent agreement, it will be problematic for neighbors. The consent agreement which will prevent Buckley from building on the land that Buckley wants to acquire from the Conservancy around its football field, will only be enforceable if the neighbors bring a lawsuit. The city will not enforce a consent agreement.

"A yes response to any of the preceding questions indicates further study in an expanded Initial Study, Negative Declaration, Mitigated Negative Declaration or EIR may be required.

12. PALEONTOLOGICAL RESOURCES EXCAVATION/GRADING IN GENERAL AND ADJACENT TO FOSSIL RIDGE STATE PARK)

(bold type face and quotes are used for material directly from the Threshold Guide)

- A. **"Paleontological resources occur throughout the City of Los Angeles."** Fossil Ridge was given its name because it is obviously a great source for fossils.
- B. **"Direct destruction of fossils within fossil-bearing rock units may result from grading or excavation with a project, particularly during the construction phase. Indirect destruction or loss of fossils exposed at the surface may result from increased erosion, human access, or other activity in a project area. Increased access could result from the opening of private or otherwise closed lands, new access routes through sensitive areas, or through excavation or the removal of vegetation"**
- C. **Paleontological resources are protected by state and federal legislation. State regulations mandate protection of paleontological resources on public land and CEQA requires evaluation of impacts to paleontological sites. Paleontological resources are also subject to certain state regulation for**

historical resources. City Guidelines for the protection of paleontological resources are specified in Section VIII of the Conservation Element"

D. "Screening criteria:

Could implementation of the project result in the disturbance of surface or subsurface fossils, either through site preparation, construction or operational activities, or through an increase in human activities at or near the fossil site?"

E. "yes response to the preceding question indicates further study in an expanded Initial Study. Negative Declaration, Mitigated Negative Declaration, or EIR may be required" (The answer in regard to the above concerning Buckley's expansion is a yes.)

F. It appears that Buckley is creating paths on Fossil Ridge State Park without the permission of the Santa Monica Conservancy. Given this, what will the effect of it attaining State Park Land around its football field be, with conditions of not building on it or creating illegal paths? Buckley is attempting to annex public land on Fossil Ridge through a land swap and own it privately. They then wish to excavate an Olympic size pool and build pool building. This will be done on land that has paleontological value to the public. What is the feasibility of any construction on the 12 acre+ parcel of land that Buckley is trying exchanging with the Conservancy? Is the 12 acre+ parcel unbuildable due to being swampland, having paleontological value, being continuous to a State Park, or due to its' access?

13. GEOLOGY AND SOILS

City Planning Department files adequately document the instability of the hillside directly above Buckley School to the west. A significant part of the soil instability is a result of the following: Frank Reister, who at one point owned most of the property to the west of Camino de la Cumbre, and what is now Beverly Ridge, was the owner of all the property above Buckley School on its entire western boundary. During the 1950's the developers of Beverly Ridge development received permission from Frank Reister to grade the top of Beverly Ridge and spread the loose fill onto the hillside below, which at that time still belonged to Reister, thus saving them the cost of transporting the earth offsite.

The uncompacted fill covering the unstable diatonaceous shale buried the existing chaparral and the fill went uncompacted. You can readily see the difference in plant growth on Fossil Ridge to the east, clothed completely in climax chaparral and below Beverly Ridge which remains today covered only by grasses, native tobacco, mustard (exotic species) and scattered black walnut trees, all secondary growth vegetation in transition. It is noteworthy that those steep slopes on Fossil Ridge suffered no slippage at all over the years. To the contrary, as a result of the fill overlay, each "hundred year" storm, which seems to occur about every ten years, produces massive mud floods onto Camino de la Cumbre directly above the Buckley back gate (see photo of that and other severe storm events enclosed), and narrowly missed taking people

and cars with it. Theo Seeley, Geology Technical engineer for the city, while inspecting the slide, stated that "it was the largest mud slide he seen" during this severe storm. In 1988, mud floods completely requiring complete excavations both outside and in. In addition, subterranean streams in the proximity of the excavation for the parking structure would be impacted.

We appeal to your mandate to "cause no harm" and "err on the side of caution." A severe earthquake, which is well overdo, says seismologists, could easily be perceived as an event which destabilizes the hillside and put at risk homes above and beside the parking structure.

14. EFFECT ON WILDLIFE;

A petition with over 13,000 signatures supported the creation of Fossil Ridge Park. The canyon is appreciated by the immediate neighborhood and greater community. It is a preserve for a wide variety of wildlife including deer, raccoons, skunks, owls, hawks, rabbits, pheasants, coyotes, possums and also a wildcat. What would the effect be of additional buildings and excavation particularly on the greenbelt and what would the effect be on wildlife from the noise of a ten year construction period?

15. FIRE AND EARTHQUAKE EVACUATION

Recently the people of Los Angeles witnessed terrible wildfires that took place in canyons and fire Zones of Southern California. Is it environmentally sound to expand the campus since it is in a fire zone?

If there was a fire or earthquake in our canyon, evacuation would be a very serious problem. Parents picking up their students in cars as well as emergency vehicles would have a major problem trying to approach Buckley by way of Stansbury. Stansbury is often a traffic jam that extends for several blocks even without a fire. The neighborhood residents between the school and Mulholland Drive would all try to evacuate by driving down Camino de la Cumbre. There are over 300 homes on Coy, Glorietta Street, Glorietta Place, and Camino de Solana. Because many of the students from Buckley live on the west side, hundreds of Buckley parents could also clog Camino de la Cumbre in an attempt to reach the school.

In 2006 Camino de la Cumbre was closed twice. A landslide that went into Buckley's back gate kept the street closed for 4 days.

Another incident required fire trucks (see attachments). These blocked Camino de la Cumbre because it is a narrow substandard street. Buckley really only has one entrance that is adequate and a school is suppose to have to entrances. Because Camino de la Cumbre is substandard there is a potential disaster during a fire or earthquake.

16. UNSAFE SECOND EGRESS

The back gate of Buckley exits on Camino de la Cumbre, a substandard street. Presently the exit is in a blind curve which needs to be studied and changed for safety. The street is unsafe for pedestrian traffic because Buckley's barbwire fence prevents a path from existing adjacent to its campus. A child was hit on Camino de la Cumbre and another resident's car was hit on the left side by a Buckley parent at the intersection of Camino de la Cumbre and Ventura Boulevard.

- 17. LIFE SAFETY.** Because Stansbury becomes a narrow street between Valley Vista and Buckley there are times of each school day when it is impossible for an emergency vehicle to get through. One resident on this street had a stroke and another has had a heart attack and ambulance access was extremely difficult in both cases. Adding more students to the school will increase the traffic congestion during drop off and pick up hours. Doctors are unable to park near patients homes because of the traffic, which could also be dangerous in an emergency.

18. HAUL-ROUTE (EXPORT OF 51,000+/- CUBIC YARDS OF DIRT

What would be the effect of massive amounts of dirt being exported from Buckley? How many haul trips would there be?

19. QUALITY OF LIFE

Finding # 4 from the City Plan Case No. 17967 stated "A substantial number of complaints have been received from residents of the neighborhood concerning the activities at the school and conduct of students and other who have visited the facility over the years including poor driving conduct, excess parking spilling into the adjacent neighborhood, and commercial activities upon the site which conflict with the peace and enjoyment of the neighborhood residents."

Finding #6 stated that there appears to be a correlation between the leasing of school facilities to other entities along with evening and weekend operation and environmental impacts associated with them."

Other issues in regard to the loss of quality of life include speeding on Stansbury and Camino de la Cumbre by Buckley students, littering along neighborhood streets, and students gathering south of the school where there is smoking of cigarettes and questionable substances in a fire zone.

20. VIOLATIONS OF THEIR CURRENT CONDITIONAL USE PERMIT

The school has not shown itself to be a good neighbor through the years as evidenced by these findings before the City of Los Angeles:

Finding #13 of City Plan Case No. 17967 stated "There is sufficient evidence to suggest a pattern of conduct by the school which is inconsistent with Condition No 12 (adequate parking) and Condition No. 14 (due regard for the adjacent residential area)

which were previously imposed and, that to further safeguard against the disadvantageously affecting the surrounding residential community, the Commission is imposing Conditions Nos. 15 through 23..." Moreover,

Finding #14 "The additional Conditions of Approval (No 15-23) are necessary to protect the best interest of the surrounding property, to eliminate; operations are compatible with the surrounding properties and to insure an appropriate development in harmony with the General Plan.

Presently, Buckley continues to violate Conditions in its' current Conditional Use Permit. Therefore, the application for new Conditional Use Permit should be denied, based on the following reasons:

1. Buckley has "over-enrolled" in 5 of the last 8 years. Condition# 1 of the CUP limits the school to 750 students. Buckley has exceeded this limit 5 times since 1996. In fact, in 2004, it had 762 students enrolled-12 beyond the CUP limit!
2. Buckley's "traffic and management plan" drafted in 1988 per Condition #22 of their CUP has failed to solve the continued traffic congestion problem on Stansbury Ave. Buckley will never be able to alter the fact that Stansbury is a narrow Cul-de-sac and that Camino de la Cumbre is a substandard street. The Underground parking with its additional spaces will just mean more traffic servicing a larger school, to the detriment of the neighborhood.
3. Buckley continuously ignores Condition #23 of it CUP which requires notice to all residents within 600 feet of the school that its calendar of extracurricular activities and events is available at the Planning Commission, office of the Council member, and residents on Stansbury north of Valley Vista.
4. Buckley has refused to provide sufficient evidence for neighbors to determine if the school is in compliance with Condition 319 which places reasonable limits on extracurricular activities and events on weekends and evenings. In response to our most recent request for this information Buckley responded with an "attorney letter" from Latham and Watkins informing neighbors that "this requirement was limited to only three years beginning with the Fall 1987 semester." This is an example of why Buckley should not be given a new CUP with any additional loopholes that their law firm can use to their advantage to the detriment of the neighborhood.
5. Buckley has continuously failed to comply with Condition #15 of its CUP-the annual filing of its school census with the planning commission. This filing was only recently done after neighbors appealed to Councilman Jack Weiss for his assistance with Buckley's compliance.

Due to its history of CUP violations, Buckley should be denied approvals such as a Specific Plan Exception, a Community Plan (General Plan) Amendment, a Zone

Change, and a Preliminary Parcel Map including Oak Tree removal and Haul Route approval.

Section 3. Conclusion

The Buckley School is one of only a small handful of K-12 independent schools in the City of Los Angeles located on just one campus. The others, Harvard Westlake, Oakwood, and Brentwood all have second campuses.

Buckley is likely the only single-campus K-12 situated at the terminus of a street zoned exclusively for single-family homes (RE-15) with a second exit on a sub-standard street.

Accordingly, we strongly urge the Environmental Review section to consider alternatives to Buckley's proposed expansion and urge the Review to reject Buckley's request for modifying their current CUP.

Over 700 signatures of surrounding neighbors in opposition to the expansion plans were collected by the Buckley Committee.

Said alternatives to the expansion include, (1) "splitting" the campus to two locations in lieu of expanding their existing location, (2) "shuttling" students and staff from an offsite location in lieu of the proposed parking structure, and /or (3) maintaining the existing campus at its current size and population (the no project alternative).

Thank-you for your consideration.

CONCERNED NEIGHBORS OF BUCKLEY
SHERMAN OAKS HOMEOWNERS ASSOCIATION
BUCKLEY SCHOOL EXECUTIVE COMMITTEE

Barbara Case
Geoffrey Case

Letter No. 13

From: "JacknCarolyn Cowles" <jackncarolyn@adelphia.net>
To: <Jimmy.Liao@lacity.org>
Date: 12/17/2006 2:52:43 PM
Subject: Buckley School expansion

Dear Mr. Liao,

I strongly urge you to decline Buckley School's plans to expand facilities, enrollment and campus activities. In an effort to be brief, I will restrict my argument to a simple phrase: THE SPIRIT OF THE ORIGINAL CONDITIONAL USE PERMIT.

In 1965, Buckley was given a CUP to build a school of limited size, limited enrollment, and limited activities. All of the reasons for the limits are obvious and well known. The site is located in an ecologically fragile canyon, with very poor access, and surrounded by an old established, quiet, residential neighborhood. In other words, the site itself was limited. The site would only support a small school.

Mr. Liao, nothing has changed since 1965 except Buckley's ambitions for a larger school. My wife and I have lived directly adjacent to Buckley on Camino de la Cumbre since 1978, so we can speak from a long history of Buckley's ambitions, their broken promises and their arrogance. They have tried for decades to trade the promise of traffic abatement for our acquiescence to their expansion. They have promised traffic abatement since 1965, yet traffic still blocks Stansbury twice a day, every school day, morning and afternoon.

I invite you to drive by and take a look at that traffic. Then stop and ask the people who live on the street how many times Buckley has promised to do something about it. You can be the judge of Buckley's credibility.

Thank you for your time and consideration,

Jack and Carolyn Cowles

Letter No. 14

December 7, 2006

Re: Buckley EIR Response

Jimmy C. Liao, Project Coordinator
Room 750, City Hall Dept of City Planning
200 North Spring Street
LA, Ca 90012
Jimmy.Liao@lacity.org

CC: Jack Weiss
Councilmember.weiss@lacity.org

Hello: Our observation is that the neighbors are very much opposed to the huge scope of this expansion plan. We are active in local environmental issues and we have had occasion to knock on doors, give out information and engage in discussions, participate in meetings, and keep in touch with the people that live surrounding the campus. Our personal conclusion is that this project will reduce the quality of life for all concerned and should be scaled back. Modernization of existing buildings should be done, but expansion should occur at another site.

After looking at the Report, many red flags appeared. Here are a few concerns:

- Page 460: "noise...will exceed 5dBA during all construction phases"
Excessive noise for a number of years is too much for the neighborhood to bear, and if it exceeds government regulations, why is it to be allowed?
- Page 461 "C: Significant Irreversible Environmental Changes"
This statement defines the fact that our general quality of life in the neighborhood will be reduced for years.
- Page 34: "emergency access is provided by Camino de la Cumbre".
Camino de la Cumbre is a substandard road with a hairpin turn, and some parts of the road are only 19 feet wide.
- Page 451: "In an emergency...all would meet at VN-SO Park and only emergency vehicles would be allowed to enter."

And

- Page 461: "The school is located in a 'Very High Fire Hazard Severity Zone'"
We wonder what would really happen in a serious emergency. Infractions of the CUP Agreement have previously occurred. Expansion of the student body would just make an earthquake or fire evacuation more dangerous than it already is in this delicate cul-de-sac. When we asked the last headmaster what would occur in an emergency, he said, "People are going to do what they are going to do", indicating that the administration cannot be responsible for parents' actions.
- Page 459: "air quality exceeds SCAQMD regional significant thresholds for NOx even with mitigation measures"
Excessive air quality problems on a longterm basis are illegal, so like the noise problem, why is it to be allowed?

Thank you for your consideration. We welcome further inquiry into these and other concerns the neighbors are currently raising, and we appreciate Buckley's patience and attention to our ideas.

Kathi and Tom Flood
3968 Camino de la Cumbre
kathi@kathiflood.com 818/986-7073

Letter No. 15

ROBERT M FOX AND ISABELLE FOX
3929 STANSBURY AVE
SHERMAN OAKS, CA 91423
TEL: 818.788.8796 OR 310.275.8227 Fax: 818.788.8369
EMAIL: foxbethere@aol.com

December 20, 2006

Jimmy Liao Room 750 City Hall
Department of City Planning 200 North Spring Street
Los Angeles, CA 90012

Dear Mr. Liao:

As Buckley's next door neighbor, at 3929 Stansbury for 40 years, and as a long time supporter of private education, we call your attention to two problems which are easy to miss when reviewing the 500 page EIR:

1. Buckley, with its 750 students, plus 200 teachers and others, is already much too large to be situated in a 100% single family residential area. It has been creating horrendous traffic volume on Stansbury twice each day for almost 40 years and this problem should not be escalated.

2. This continuing problem will be greatly aggravated if Buckley is allowed to add 80 students, plus 15-20 other personnel- teachers and others. And even more traffic will come from Buckley's decision to relinquish the 100 parking spaces now leased from Fashion Square, since the cars using these spaces must join the hundreds of vehicles now entering and leaving Buckley each day.

Remember that Buckley is situated at the southern dead end-cul-d-sac of Stansbury, which is a 35 foot street with parking on both sides. All of Buckley's present population – of almost 1,000 students and others – go in and out of this dead-end entrance twice a day. (The rear entrance onto 18 ft wide Camino de la Cumbre is unusable.) Also, Buckley is the only Los Angeles school, of any size, whose sole means of ingress and egress is at the dead-end of a residential street. For obvious reasons, we are very concerned about the consequences of a fire, earthquake or other emergency

in such a confined residential area. It is hard to imagine the chaos as thousands of parents rush to retrieve their offspring.

In their just released EIR, Buckley has grossly understated the true vehicle count. Our chairperson, Vivian Gumbiner, using a mechanical counter starting at 7:11 A.M. on a morning this month, found that 503 vehicles entered and 407 exited during the morning peak hour. I also verify that well over twenty additional vehicles had already entered before Mrs. Gumbiner started to count at 7:11 A.M. So we know that at least 900 plus peak morning hour car trips occurred, far more than the 686 figure Buckley used (see the EIR, page 341). Also, remember that at 3-4 P.M., there are another 800-900 vehicle trips. And this is before adding 80 students, 15-20 teachers and others, and before considering the added traffic when the Fashion Square spaces are gone.

Nor should we be surprised by Buckley's (erroneous) numbers. Counting hundreds of cars is not easy, and it is very difficult to supervise this kind of work. Mistakes should be expected and oversight is essential.

Insofar as Stansbury and surrounding streets are concerned, the Planning Commission should keep in mind that the large "Barone's" development" at Stansbury and Ventura will be adding to the traffic described, along with the "Best Buy" and other projects of which you are aware.

In view of the traffic problems described, we feel that no additional students should be allowed and that the enrollment should be permanently capped at 750.

Thank you very much for your consideration,

Sincerely,

ROBERT M FOX and DR. ISABELLE FOX

Letter No. 16

Ellen Tutsch-Gregos & Glen Gregos
4865 Winnetka Ave.
Woodland Hills, CA 91364
(818) 718-0855
ellentutsch@aol.com

November 27, 2006

Case No.: ENV-2004-7171-EIR
SCH No.: 2005011055

Jimmy Liao
City Planner/Project Coordinator
Los Angeles Department of City Planning
200 North Spring Street, Room 750
Los Angeles, CA 90012

Dear Mr. Liao:

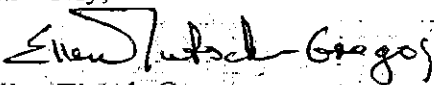
We are writing to express our strong support for the proposed Campus Enhancement Plan at the Buckley School in Sherman Oaks. This project is of utmost importance so that the school may provide a quality educational experience to its 750 students.

My daughter has been studying at the Buckley School for the past fifteen years and is currently a senior in high school. Our family has been very involved in volunteering for the school and supporting the school financially to the best of our abilities. We have also enjoyed participating in the numerous community service events the school hosts to help organizations in the Los Angeles area.

We have seen first hand how desperately the school needs more classroom space and improvements to the teaching spaces provided. It is a sad testament that our middle and high school administrators are not able to offer more courses, such as Mandarin, because the class spaces are utilized at 98% of capacity and there is simply no room available to add a new class. Despite these limitations, the school has an outstanding and committed faculty who educate our students with an extremely high level of academic standards.

Our children are the future leaders of the world and we hope that the Department of City Planning will support the efforts made by the Buckley School to provide a state of the art learning facility for K-12 students. As an active volunteer of the Parents' Association and past President, and current member of the Board of Trustees, I am confident that the families of our 750 students are in strong support for this important project.

Sincerely,


Ellen Tutsch-Gregos

Cc: Councilman Jack Weiss

Letter No. 17***Peter & Frances Hovenier****3460 Camino de la Cumbre**Sherman Oaks, CA 91423**(818) 907-7985*

December 17, 2006

Mr. Jimmy C. Liao
Room 750, City Hall
Department of City Planning
200 North Spring Street
Los Angeles, CA 90012

Dear Mr. Liao:

Re: The Buckley School, ENV-2004-7171-EIR
State Clearinghouse No. 2005011055

We're writing in support of the Buckley School's revised campus expansion plan ("CEP"). As a neighbor to the Buckley School, we've been following the proposed expansion plans over the past few years with a lot of interest.

A couple of weeks ago we attended a Sherman Oaks Homeowners sub-committee meeting where the Buckley School and their architect presented the revised CEP to our local community. As a neighbor to the school, I was very pleased with the presentation on the revised CEP. The original plan did cause me some concern as the impact to the canyon setting seemed to be on the aggressive side. The new plan is dramatically improved and appears to fit very nicely into the existing environment. The improvements on both the removal of dirt (or lack there of) and reduced number of relocated trees are remarkable.

We live in a very unique and special setting here in the hills of Sherman Oaks. The Buckley School did a very good job creating a plan that fits nicely within this natural environment. From the presentation, it was clear that a lot of time and effort went into ensuring that the maximum height of the new buildings would not affect anyone's view or appear out of place on our canyon.

Finally, traffic in our neighborhood continues to be an issue and the newly revised plan should help to take a significant portion of the current traffic off of Stansbury and onto the Buckley campus. It was clear that the Buckley representatives recognized this traffic issue and worked to create a solution that would meet everyone's needs. Please contact us with any questions or comments.

Sincerely,



Peter Hovenier



Frances Hovenier

cc: Councilman Jack Weiss

Letter No. 18

From: Joe Howard <alamohoward@yahoo.com>
To: <jimmy.liao@lacity.org>
Date: 12/13/2006 2:05:54 PM
Subject: REF: CASE No: ENV-2004-7171-EIR, SCH No: 2005011055 - Buckley
School CEP

Joe Howard
13610 Valley Vista Boulevard
Sherman Oaks, California 91423
Telephone 818/905-6911

December 13, 2006

Mr. Jimmy Liao
City Planner/Project Coordinator
Los Angeles Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012

REF: CASE No: ENV-2004-7171-EIR, SCH No: 2005011055

Dear Mr. Liao,

I am writing in support of the Buckley School and their Campus Enhancement Plan in Sherman Oaks.

This school is the crown jewel of our neighborhood. It is doing a terrific job in its task of educating young people, and for many of us here in Sherman Oaks, it is also our community school. Although nominally a private institution, many people in the area, like myself, have sent our children there. Outside of fine academic preparation, it has also been very adept in its goal of character training, accomplishing this more commendably than most schools that are religion-based.

This school deserves the support of everyone in the area. They are doing a fine job, and anything any of us can do to support them is helping to advance the interest of the entire community.

I respectfully request that they receive the most favorable treatment in their current efforts to improve their circumstances, and that any plans that they submit be considered in light of their outstanding service to our community.

Sincerely,

Joe Howard

cc: Councilman Jack Weiss

Letter No. 19

November 29, 2006

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**ENVIRONMENTAL
UNIT**

Mr. Jimmy Liao
City Planner/Project Coordinator
Los Angeles Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012

RE: Buckley School, Case No: ENV-2004-7171-EIR, Sch No: 2005011055

Dear Mr. Liao,

I am writing to express my support for the Buckley School's Campus Enhancement Plan. As a Trustee of the Buckley School, I have been fully briefed from the onset on all aspects of the Plan. I firmly believe that the plan will benefit not only the Buckley School but the Sherman Oaks community as well. The project will be completed with minimal disruption to the neighborhood, and will vastly improve the educational experience of our children in the area.

All areas of the plan have been carefully evaluated and considered, and communication to all community groups has been a priority. In my experience, I have never seen a project as well prepared and thoroughly researched as this one.

Therefore, I am sending you my highest approval for the Buckley School Campus Enhancement Plan as a Trustee and Parent of the school, and as a resident of the Encino/Sherman Oaks area.

Sincerely,



Martin R. Irani
16286 Dorilee Lane
Encino, CA 91436

cc: Councilman Jack Weiss

Letter No. 20

From: <Hupp31@aol.com>
To: <Jimmy.Liao@lacity.org>
Date: 12/19/2006 4:14:12 PM
Subject: Buckley

I live above the Buckley School at 3750 Beverly Ridge Drive. As a neighbor I am opposed to expansion of the school. Other private schools in the area have split the upper and lower grades. However if the "expansion" is approved i am definitely opposed to an increase in the hours of operation and an increase in the number of weekend days.

The canyon where buckley is located is a natural amphitheather-- noise carries from the sports and other activities very clearly up to my house-- i am able to hear the coach of the football/sports team directing his players. When they put in their billboard/sign i got to watch it all thanksgiving 2005 (the light was vary annoying to watch it blink-- and i was the ONLY audience-- (i was finally able to get it shut off when they were not in session).

Keeping in mind the canyon location -- noise and light should be kept at a minimum (NO light and NO Noise after hours) especially when the school is not in session. if they are granted a variance in height, one of the conditions should be No HVAC on the roofs-- the noise carries-- yes it will be new when installed-- however once it get old, as the equipment they now have-- it is noisy when it goes on around 5am in the morning. i am also worried about the 7 year construction-- especially on SATURDAYS/weekends and near holidays-- when school is not in session-- perfect time for not disturbing the students but putting all the "noise and troubles" of construction on the neighbors. Elliot Klein

Letter No. 21

From: Craig Knizek <cknizek@sbcglobal.net>
To: <Jimmy.Liao@lacity.org>
Date: 12/11/2006 6:32:10 AM
Subject: Buckley School expansion

Mr. Liao,

I'm writing to let you know of my concerns over the Buckley expansion plans, and to request that you consider all the following questions and factors in denying their proposed CUP in its current form.

The recent community outreach meeting I attended had various consultants hired by Buckley to perform various EIR studies. The Traffic study that they conducted during the month of October seemed severely flawed. The average number of cars they predicted that lined up from Buckley at any given time was only forty-five, and that the cars only barely line up to Valley Vista Blvd. This number is a gross under-representation of the amount of cars that I see on a consistent basis line up North from Buckley, extending north of the second stop sign on Stansbury Avenue at Roblar. My disbelief in hearing this statistical misrepresentation was disheartening. If that figure is utilized as the barometer, I am certain that subsequent miscalculations of traffic's impact on safety and mobility will occur. The methodology that they utilized doesn't take into account the impact Buckley's traffic has upon all the other traffic on the street. Sure, a portion of the cars turn west (or Right) once they reach Valley Vista Blvd., but the commingling of the traffic is exacerbated by Buckley's morning traffic. We're requesting that Buckley implement an increased carpool/busing program to actually reduce traffic, not keep it the same in light of their increased enrollment.

I am also opposed to the conditions of Buckley requesting to operate beyond six pm, and to host up to twenty-four weekend events in which the campus can accommodate more than 100 people. A school year only has (approximately) 36 weekends. If they increase their approved usage from 12 to the requested 24, that means that two-thirds of their school year will extend into a six-day week. For a large school in a residential area that already suffers from their traffic and noise, this is unacceptable. There are no compelling academic/educational reasons for such an increase in scope of their operating conditions.

I could not find any language in the CUP, which stipulated any restitution that school would have to make if they cannot meet their construction schedule, and have to exceed the allotted duration of time to complete their building. In other words, it is easy to put forth a schedule that on paper seems reasonable to accomplish. But in the real world of fund-raising, construction, weather, etc, there is bound to be overages. The community will once again suffer if they have to ask for and receive extensions to their construction period.

Lastly sir, I beg you to consider the law of unintended consequences when assessing which conditions that have to modify to gain your approval. Clearly all the traffic that traverses up and down Stansbury and Valley Vista is not related to the Buckley school. But since they state that they are indeed Sherman Oaks' largest employer, and we know the number of

students and teachers that attend the school on a daily basis, we can fairly asses that their presence and operations do contribute a large portion of the traffic. What's more, they impact that existing traffic of people traveling to work and other schools. The problem will arise when additional traffic in the form of big lumbering construction trucks slowly drive up and down the street. Demolition, excavation, concrete, steel rebar, lumber and the workers needed to perform all these tasks do not drive Toyota Prius. They drive belching 8-wheelers that accelerate slowly as they turn off Ventura onto Stansbury. They accelerate slowly as they come to a full stop at Dickens. Then once again, they accelerate slowly as they move away from the stop sign at Greenleaf. Then they must navigate the narrowed path created by the persistent film/television production filming with large RV Honey wagons and police escorts. They stop once again at Roblar, then up a short distance to Valley Vista, before beginning their final ascent into the Buckley school. I suspect that at some time, some driver, perhaps an impatient Buckley parent who's already driven through traffic on the 405 from Brentwood to get here, or somebody trying to get to work via Beverly Glen, feels that the construction truck is moving too slowly, and that they can move around them. It's an accident waiting to happen. Perhaps Buckley isn't directly responsible. Perhaps no city official can be held accountable either, but as a citizen who lost my father and young sister to a teenage driver going too fast, past an intersection where our then City Councilwoman Joy Picus ignored community please for a stop sign, I am particularly sensitive to the distance possibility of this tragedy happening. The erection of that stop sign the day after my father and sister's death was actually added insult to the life-changing injury.

Clearly progress will engender some side effects. It just doesn't seem to me that all the smart people that Buckley has hired, nor all the smart people working for the city, nor in the City Councilman's office, has considered all the measures to put into place to try to stop this one potential instance where a tragedy can occur. And if I'm wrong, so be it, then perhaps Buckley and their student body may have to do with less. But I'd hate to be right.

Thank you very much for your time and consideration.

Regards,

Craig Knizek
4050 Stansbury Avenue
Sherman Oaks
818.981.7345

Letter No. 22

December 17, 2006

RECEIVED
CITY OF LOS ANGELES

DEC 21 2006

ENVIRONMENTAL
UNIT

Jimmy Liao
Room 750, City Hall
Department of City Planning
200 North Spring Street
Los Angeles, CA 90012

RE: BUCKLEY SCHOOL EXPANSION PROPOSAL

Dear Mr. Liao,

Enclosed please find a copy of a letter I wrote to my local councilman, Jack Weiss, regarding my concerns over the Buckley School expansion proposal.

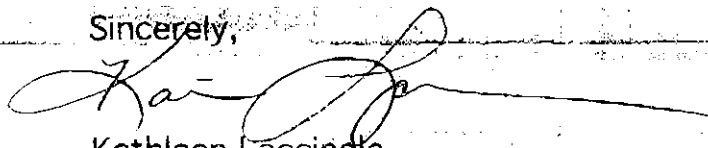
This letter was written in response to the Environmental Impact Report I received from your office, information disseminated at recent SOHA meetings, as well as my simple experience living on Stansbury Avenue in the vicinity of The Buckley School.

In short, I feel this expansion would only make a bad situation worse and sincerely hope you will consider my letter when assessing the situation.

Please feel free to contact me with any questions or comments.

Thank you for your time and consideration.

Sincerely,



Kathleen Laccinole
4041 Stansbury Avenue
Sherman Oaks, CA 91423
(818) 789-0656
Katilacc@AOL.com

cc: Concerned Neighbors of Buckley, a SOHA Committee

Letter No. 23

December 17, 2006

Councilman Jack Weiss
14310 Ventura Blvd., Suite 100
Sherman Oaks, CA 91423

Dear Councilman Weiss,

I write to you to express my serious concerns over the Buckley School expansion proposal. ~~While I'm told writing you is a "waste of time" as you~~ already have your up your mind regarding this proposal, I still feel compelled to express my sadness and distress. Frankly, this entire situation has made me lose all confidence in my local government.

Simply stated, Buckley is a big business - and big businesses do not belong in residential neighborhoods.

They are budgeting FIFTY MILLION DOLLARS for a project that will take at minimum six years, and most likely longer. In comparison, the Laurence School doubled the size of their campus, including a state-of-the-art gymnasium, theater, library, sports field, etc... for four million dollars. Their construction took a little over a year. In short - the Buckley plan can and should be scaled way back. Better yet, the campus should be split. Two of the top private schools in the area (Oakwood, Harvard-Westlake) have successfully split their campuses. In fact, as I'm sure you know, the Harvard-Westlake middle school is on the West Side. And still, people clamor for acceptance to that school.

I am a single mother who owns a home (with a mortgage) on Stansbury Avenue, just north of Valley Vista. At present, the Buckley school traffic is a constant source of struggle for my family and me. It is nearly impossible for me to get in and out of my driveway with cars racing to get to the school. Mind you, I have two small children strapped into car seats in back, and I am always fearful of a collision. Never mind the fact that we don't have sidewalks, and because of the amount of traffic, cannot allow our children to ride their bikes, take walks, or play in the street. Once a car full of Buckley students thought it was funny to

2

"pretend" they were going to hit me with their car as I crossed the street. They laughed and sped away - I was seven months pregnant and terrified.

Two times a day my driveway is completely blocked by Buckley cars lined up waiting for drop off or pick up. Daily, there are parents parked in front of my home, "drivers" standing on my front lawn smoking, reading, talking on the phone - all waiting to pick up their kids from school. I regularly have trash thrown onto my lawn, and cigarette butts into my garden. Would you please explain this to my children?

You say you support the Buckley expansion because you are "in favor of education." This is not about education - this is about luxury education for the wealthy. My daughter ~~does not attend Buckley~~ because I can't afford it. She attends a different local private school, which costs much less - and yet still manages to provide her with an equal if not better education than Buckley. A bigger campus and parking structure does not make for a good education.

Aside from what this proposed expansion will do to our neighborhood from increased student body and staff traffic, the danger of construction traffic, the noise SIX DAYS A WEEK, the nitrogen oxide levels - the saddest part of all, for me, is that my daughter's entire college education is my house. We live modestly, and I've always planned to use the money from my house to finance her education. If this expansion goes forward it will devastate my home value as well as my daughter's college options.

If you cannot support the residents of Sherman Oaks, your constituency, with regards to this matter, you should, at the very least, recuse yourself from this issue. I was recently told that you've accepted \$9,000 from Buckley's law firm, which would lead anyone to believe you are biased.

I am pro education. I put my heart and soul into my children's schooling. I come from a family of teachers, and spent many years myself as an elementary school music teacher. The Buckley expansion is about ego and prestige - not education. It's yet another example of the big guy with the big money beating out those of us who don't have a voice because we don't have the power, fame, or dollars it takes to make ourselves heard.

Shame on you for not listening to the little guy.

3

Sincerely,



Kathleen Laccinole
4041 Stansbury Avenue
Sherman Oaks, CA 91423
Katilacc@AOL.com

cc: Jimmy Liao, Dept. of City Planning
Concerned Neighbors of Buckley, SOHA

Letter No. 24

From: "paul" <paul@tssla.com>
To: <jimmy.liao@lacity.org>
Date: 12/22/2006 12:08:59 PM
Subject: Buckley school

Dear Mr Liao

My Name is Paul Layton. I Live on Stansbury Ave. Sherman Oaks.

I have two Small children.

Buckley School is our neighbor.

This school in no way complies with the current conditional use permit.

The impact of their current operation has an immense negative impact on my family.

I have written to you before so I am sure you understand the details that make our lives difficult.

Traffic volume is the biggest problem.

Please do not approve the modification of their current CUP to allow more students.

The current seven year building plan is an improvement on prior plans.
Please keep allowed building expansion within reason.

Thank you for your consideration

Paul Layton 818 789-5428

Letter No. 25

From: <oldlip@aol.com>
To: <Jimmy.Liao@lacity.org>
Date: 12/16/2006 10:56:44 AM
Subject: The Buckley School Campus Enhancement Plan

Jimmy C. Liao, City Planner/Project Coordinator
Los Angeles Department of City Planning
200 North Spring Street, Room 750
Los Angeles, CA 90012

DEIR No. ENV-2004-7171-EIR
The Buckley School Campus Enhancement Plan

Dear Mr. Liao:

I have serious concerns regarding the dire effects to the health of residents of the community and the students and staff of the Buckley School that will be created by the five to seven years of construction proposed in the Buckley School Campus Enhancement Plan. My wife and I live at 4112 Stansbury Ave., two blocks north of the school. We have lived here for over thirty years and intend to remain living in our home. The particulate pollution created by the diesel powered construction equipment and diesel trucks delivering supplies and equipment will create a major health problem for all those in the area.

In an article in the Los Angeles Times of December 6, 2006 under the headline, "[Dire health effects of pollution reported]", two recent studies were cited documenting the "[severe health hazards of exposure to the soot in diesel emissions]". Due to the location of the school at the mouth of a canyon surrounded by a residential community the impact of the clouds of soot created by the diesel engines would be especially severe on the students and residents. Although the report refers to short-term significant and unavoidable construction impacts, the scope of the expansion plan would result in major periods of construction during the five to seven years necessary to complete the project. I do not consider this a short-term problem and if it is unavoidable the proposed expansion should be dropped and an alternative should be adopted. Two alternatives were suggested, splitting the campus or moving the entire school to another location, and I believe that these should be fully explored.

Sincerely yours,

Henry Lipson

4112 Stansbury Ave.

Sherman Oaks, CA 91423

(818) 788-6186

Letter No. 26

From: <tailfeathersmpk@aol.com>
To: <councilmember.weiss@lacity.org>
Date: 12/16/2006 4:21:03 PM
Subject: Buckley School

Dear Councilman Weiss,

I am writing this letter so that I can express my admiration for all that you and your staff do so that we may have a vital, safe, and progressive city. In having recently attended Land Use meetings and Sherman Oaks Homeowners' meetings, I have been appalled at how abusive and combative people can be. Your deputies are very impressive in their handling of these meetings, but I just wish we could have these meetings without all the ranker. In one, recent, homeowner's meeting there was a particularly high amount of squabbling over the new plans for The Buckley School. I don't believe anyone in favor of this project, would have dared state their feelings in such an atmosphere. I sat next to a Dr. who would not let anyone answer his questions and when I asked him to let the school attorney speak he was aggressive and rude to me. I now understand why many people do not come to these meetings. These meetings, however, have made me want to express my views on the Buckley Project to you.

I have sat and listened as a group of Stansbury residents battered and insulted school personnel on issues that, it seems to me, the school has addressed and resolved for these residents, but none of those in opposition seemed to listen. These residents continued to argue over issues such as traffic, emergency response plans, noise, fossil handling, etc.

The school has shown these residents, multiple times, that the new school plans will bring in all the cars (for school drop off and pick up) on site, thus mitigating car congestion on Stansbury. However, the arguing continues about the traffic congestion this project will cause; this arguing from the very same people that state they drive Beverly Glen to get to work. They, therefore, cause traffic congestion on Valley Vista and Beverly Glen. Is that not a bit hypocritical?

They complain that any emergency, at the school, will cause fire trucks to go up surrounding streets that would block residents from leaving their homes. Of course, none of these people seem to realize that if they had a heart attack and called 911 that their neighbors would probably have a hard time exiting on their narrow streets, once emergency vehicles responded to their own emergency.

Also interesting is the fact, that except for one or two residents, all these Stansbury neighbors have moved into the neighborhood well after Buckley School was established. They purchased their homes knowing there was a school at the end of Stansbury.

I am not a Stansbury resident, but I am a Sherman Oaks resident. I feel we need to always keep improving our city. We should certainly encourage the continual improvement of our private schools. If the immediate neighbors of schools in LA had their way, we would have no Harvard Westlake, no

Marlborough, no Buckley and no other private schools that reside in residential neighborhoods. These schools bring a great deal of prestige to a community. These schools all need to be continually upgraded in order to stay competitive. We all benefit from having these premier schools in our city; Harvard-Westlake is in the top 5 nationally. How can we not encourage these schools to improve their facilities, in an age when the world has become so competitive? Especially, since our public schools, that were once nationally ranked, are no longer thus ranked. This project is good for our city, and our kids. Please do not let these ridiculous people who are so narrow in their views stop the expansion and improvement of Buckley or any other school in our city. Especially since these schools try so hard to mitigate the issues concerning their neighbors. We should all try to look at the bigger picture and not focus only on what is best for ourselves. Being a member of a community gives us each a responsibility to help that community grow and progress into the best it can be.

In order to be the best, we need to have the best. Please continue to support this project, so our kids and community can look forward to a bright future.

Sincerely,
Maria Pavlou

4737 Burnet Ave.
Sherman Oaks, Ca. 91403

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CC: <drand@manatt.com>, <Jimmy.liao@lacity.org>

Letter No. 27



Paul Davril, Inc.

December 19, 2006

SUBJECT: CASE No: ENV-2004-7171-EIR. SCH No: 2005011055

Mr. Jimmy Liao, City Planner/Project Coordinator
Los Angeles Department of City Planning
Email: Jimmy.liao@lacity.org

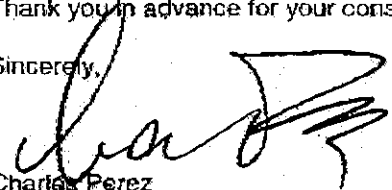
Dear Mr. Liao,

I am writing you to express my support for The Buckley School Campus Enhancement Plan which is currently under review by your office. As a longtime resident and business owner in Los Angeles I know firsthand the importance of having excellent schools to educate our children. Nothing is more important than a quality education for students today who will be our leaders tomorrow. While Buckley delivers a high quality education, their buildings are over forty years old and they lack the classroom space to expand educational opportunities.

Buckley's plan to expand and renovate the campus is well thought out and has undergone many changes in response to neighborhood concerns. Being a good neighbor is a priority for the school and it works hard at this. The school is an important economic contributor to Sherman Oaks as the largest employer in the area and many of the families live, work and shop in Sherman Oaks. Buckley also participates in the community with everything from students contributing thousands of hours of community service each year, to the school helping to sponsor the local street fair. The campus is an idyllic and safe setting to nurture young minds and like many other public and independent schools it should be allowed to improve so it can stay at its current location. Schools should not be relegated to industrial parks, they belong in residential neighborhoods creating an important social fabric of our society that places the highest priority on education.

Thank you in advance for your consideration.

Sincerely,



Charles Perez
Owner
Paul Davril Inc.

Paul Davril, Inc.

A Kenneth Cole Licensee

1370 Broadway, 5th Floor, New York, NY 10018 (212) 695-9582 Fax: (212) 967-8351
5401 So. Soto Street, Los Angeles, CA 90058 (323) 588-5391 Fax: (323) 588-3660

Letter No. 28**Paul Román**

4230 Stansbury Avenue, #304
Sherman Oaks, CA 91423
818 907-5227

December 7, 2006

Mr. Jimmy Liao
City Planner/Project Coordinator
Los Angeles Dept. of City Planning
200 N. Spring Street, Rm. 750
Los Angeles, CA 90012

RE: CASE No:ENV-2004-7171-EIR, SCH No. 2005011055

Dear Mr. Liao:

I have been a resident of Sherman Oaks for the past 12 years. I have lived in the vicinity of The Buckley School for 10 years and on Stansbury Avenue proper for the past year and a half.

Prior to living on Stansbury, I had heard stories of how The Buckley School caused so many difficulties for the Stansbury residents, such as noise, excessive traffic and students parking off campus. I can honestly say I have experienced none of the alleged intrusions on our neighborhood's harmony.

In fact, I have found Buckley to be amazingly non-intrusive on the neighborhood. With my work schedule, I am often home during school hours, so I am not absent during the school's busiest times and have been able to observe the activity.

The Buckley school is a beautiful facility that enhances our neighborhood; it attracts refined families and has greatly considered the well-being of the Sherman Oaks community in their planning and has conformed to many of the neighbors' concerns.

I hope you find my comments helpful. Please feel free to contact me if you have any questions, and allow me to thank for your time.

Sincerely,



Paul Román

cc: J. Weiss

Letter No. 29

From: <SIMONRANDY@aol.com>
To: <jimmy.liao@lacity.org>
Date: 12/18/2006 12:40:49 PM
Subject: The Buckley School's Expansion Plans- HELP!!!

Mr. Liao:

I am GRAVELY concerned about the Buckley School's plans for expansion, and how they will impact me and my family, since we live down the street from the school on Stansbury Ave. I recently attended a presentation by the school, and I don't see how they could expect us to endure this. Specifically-

Traffic- the school is poorly located on a cul de sac, with only one main street in and out (ours). Already traffic is a nightmare- I have a terrible time getting in and out of my driveway daily during the school's opening and closing times- and I live two blocks away. At the presentation they had someone who claimed to have done a traffic study. He said at the worst he saw 45 cars backed up to the corner of Valley Vista. This is simply not true- cars regularly back up two blocks north of Valley Vista, to Roblar. Hence I strongly question the competency and accuracy of his "study."

Furthermore, the school claims all their construction will "only" increase traffic 20% for "several years." I don't believe this- nor should we be expected to tolerate any more traffic. We need a 20% reduction, not an increase!

Construction- their proposal would add something like 60,000 square feet of space (the equivalent of two Ralph's supermarkets) and is estimated to take at least SIX YEARS. Plus we all know that construction usually tends to take much longer than first anticipated. It would involve TONS of machinery, construction materials, laborers, etc. being trucked up our residential street on a daily basis.

Almost everyone in our neighborhood has children, and there are no sidewalks. So this is an extremely unsafe situation. And the noise would be unbearable. The school is located in a canyon, which carries sound- I can hear a dog barking blocks away.

Additionally, their architect is planning buildings up to 55 feet high (which greatly exceeds the current height limitation of roughly 35 feet) in a residential neighborhood of mostly single story homes.

PLEASE HELP US! I have VERY little faith in Councilman Jack Weiss' impartiality- did you know that Buckley's law firm donated \$9,000 to his campaign? And I'm sure he's received more \$\$\$ from other Buckley supporters.

THE SOLUTION- Buckley should split their campus! We all know it is an extremely affluent student body, and this would not be a hardship. This entire situation is about convenience, ego, prestige and income - not cost. (They plan to spend \$50 million dollars.) As a comparison, the Laurence School recently doubled its size, including a new state-of-the-art gym and theater, library, classrooms, and athletic field (with artificial turf) for \$4 million, built in roughly 12 months. I don't believe for a minute this expansion is about quality of education. Buckley is doing just fine...

When Buckley originally received permission to locate in our neighborhood, they promised to cap their enrolment at roughly 360 students. They now have 750, and want to add 80 more. Other schools have split their campuses in order to expand, like Oakwood, and Harvard-Westlake, and the argument that Buckley can't find a location just isn't true. There have been many reasonable locations that have been available on which Buckley has passed. In fact, as I write this letter, there's a large vacant parcel at the end of our street, where Stansbury meets Ventura Blvd. Another example would be the large parcel where Steven's Nursery recently closed.

Again, PLEASE HELP US!

Thank you VERY much!

Sincerely,

The Randy Simon Family
(310) 274-7440 (work)

Letter No. 30

From: "Tew, Laurel Baker" <LBTew@viewpoint.org>
To: <Jimmy.liao@lacity.org>
Date: 11/27/2006 12:05:03 PM
Subject: Buckley School Campus Enhancement Plan; CASE No:
ENV-2004-7171-EIR, SCH No: 2005011055

TO: Jimmy Liao, City Planner/Project Coordinator

Los Angeles Department of City Planning

200 N. Spring Street, Room 750

Los Angeles, CA 90012

(213) 978-1343 (fax)

RE: Buckley School Campus Enhancement Plan, CASE No:
ENV-2004-7171-EIR, SCH No: 2005011055

Dear Mr. Liao,

Please accept this as a testimonial from a neighbor of the Buckley School on behalf of their campus enhancement plan. For the last ten years, I have lived at 14121 Valley Vista Boulevard, on the northwest corner of Stansbury and Valley Vista. The last stop sign before heading up to Buckley is planted in the daisies of my front yard. Although my husband and I both work at independent schools, our children do not attend Buckley and we have no vested interest in the school other than as neighbors.

We have found the administrators at Buckley to be excellent and caring neighbors who have worked hard to mitigate traffic flow to and from their campus as much as is possible. There was a time, two prior administrations ago, when there was far less care exhibited than there is today, and I believe that some of our neighbors on Stansbury are still harking back to those days. As independent school administrators, my husband and I believe that Buckley has a right to offer its educational program in the best possible environment, and we think that they have put a great deal of time and thought into coming up with a plan that is workable for themselves while also taking the neighbors' concerns into account.

Living as we do at a four-way intersection just two blocks east of Beverly Glen, a major thoroughfare, we are accustomed to morning and

evening traffic. We also know that Stansbury Avenue is designated by the City as secondary traffic artery, and we were aware of all this at the time we bought our home. In many ways, we are more directly impacted by traffic than our neighbors to the north on Stansbury, since we experience both north-south Stansbury traffic as well as east-west Valley Vista traffic. We believe that Buckley will continue to act as a good neighbor and we support their plan.

I have lived my entire life in the Sherman Oaks area and still own the home on Dixie Canyon Avenue which my grandparents purchased in 1936 and lived in for nearly 70 years. My grandfather used to roll his eyes when he would hear about Buckley's neighbors being upset with them. He would then remind us that, in the 20s and 30s, race car driver Barney Oldfield owned the land on which Buckley sits, and all he did was host party after party at his estate. Then, the land became a country club known for its own share of late-night partying. My grandfather would smile wryly and say, "If only they could remember what it used to be like! What would the neighbors rather have? Drunks careening through their neighborhood after too much partying? Or a school dedicated to educating our future?"

We feel the same way.

Sincerely,

Laurel & Chad Tew

Laurel Baker Tew

Director of Admission

Viewpoint School

23620 Mulholland Highway

Calabasas, California 91302

www.viewpoint.org

818-591-6580

Nov 27 2006 5:49PM

HP LASERJET FAX

818-981-4625

p. 1

Letter No. 31

Philip & Alyce de Toledo
3611 Longridge Avenue
Sherman Oaks, California 91423
Phone 818 981-1247
Fax 818 981-4625

November 27, 2006

Mr. Jimmy Liao
City Planner/Project Coordinator
Los Angeles Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012

Re: Case No: ENV-2004-7171-EIR, SCH No: 2005011055

Dear Mr. Liao,

We have been residents of Sherman Oaks for 13 years. We recently received the notice of filing of the draft EIR report for The Buckley School and are familiar with the school's project plans.

The expansion of schools, both public and private, in local neighborhoods is critical to maintaining the quality of life in the City of Los Angeles. It appears that The Buckley School has made significant efforts to minimize the impact on the neighborhood.

We are very supportive of the school's project plans. Please feel free to contact us if you have any questions.

Sincerely,



Philip and Alyce de Toledo

cc: Mr. Jack Weiss

Letter No. 32

From: <CTFUNW@aol.com>
To: <Jimmy.Liao@lacity.org>
Date: 12/19/2006 9:36:38 AM
Subject: Buckley School Expansion Plan

This is to ask that you deny Buckley School's request to proceed with their proposed Campus Enhancement Program. As you are probably aware, the plan involves increasing student enrollment, re-zoning land use designations and rebuilding/expanding most campus buildings. The plan should be denied for the following reasons:

Noise and Traffic Pollution: The building demolition will cause noise and disruption, and the trucks and equipment needed for new construction will increase traffic, noise and pollution. From what I have been told, the construction and the resulting disruption would last for a seven-year period.

Safety: I have been told that the expansion plan would also exacerbate existing safety concerns. Although, I do not know the details of these concerns, I would hope that if the concerns were true, that they be taken seriously.

Inaccurate/False Claims: I have been told that Buckley claimed that their plan incorporated the surrounding neighbors' input, when in actuality, the plan ignored the neighbors' concerns.

I share my neighbors' concerns about the potential increased traffic and, if implemented, the plan's impact on the surrounding environment and the neighborhood's quality of life. This neighborhood is already laden with heavy traffic congestion due to the numerous individuals using the residential streets as an alternate southbound path in the morning and northbound path in the evening. Often, during weekday mornings, the traffic is so congested that it can take ten to fifteen minutes to drive less than a mile on Valley Vista Street. Instead of considering a plan that would exacerbate this problem, the City should be making efforts to address this on-going traffic congestion. Therefore I support the alternate recommendation that Buckley create a split campus plan.

Thank you for the opportunity to express my concerns.

Sincerely,
Cathy Walsh
14473 Glorietta Dr.
Sherman Oaks,
CA 91423
(818) 907-1960
ctfunw@aol.com (mailto:ctfunw@aol.com)

C Vivian Gumbiner, Chair, Concerned Neighbors of Buckley - a SOHA Committee

Letter No. 33

Mr. Jimmy C. Liao
Room 750, City Hall
Department of City Planning
200 North Spring Street
Los Angeles, CA 90012

RECEIVED
CITY OF LOS ANGELES

DEC 21 2006

Re: The Buckley School
ENV- 2004-7171-EIR
State Clearinghouse NO. 2005011055

ENVIRONMENTAL
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As a resident of Sherman Oaks since 1957 I have witness a lot of change in my neighborhood. Some of it good, some not so good. Over the last 15 years I have lived very close to the Buckley School residing on Valley Vista Blvd and have been following the recent plans to modernize and enhance their campus.

I am not an alumni of the school. I attended Chandler Elementary, Millikan Junior High and Grant High. Nor do I have any children. My interests are simply as a local resident, who in addition drives the Stansbury, Valley Vista intersection at least once daily.

I am a supporter of having a school of Buckley's reputation in my community. A reputation from what I hear seems only to be growing in stature and quality in recent years.

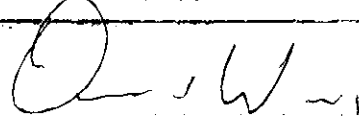
To me Buckley has always been a good neighbor. The fact that the school needs to modernize is a reality. From all that I have read and heard the school has as been going about it with respect and sensitivity to the neighborhood. They have revised plans and generally are just building on the existing footprint of the campus.

Bringing in building crews obviously will always creates some extra traffic, however I think Buckley's proposed starting hours will help to reduce traffic, especially during the peak commuting hours.

Regarding their use of the campus on additional weekends does not create a problem for me since it seems their will be enough parking on campus.

I believe having quality independent schools in prime residential neighborhoods is positive.

I am in total support of the Buckley School's campus enhancement Plan



Dennis Weiss

13866 Valley Vista Blvd
Sherman Oaks, Ca
91423

Letter No. 34

Steven D. Weiss
Kelly D. Weiss
4055 Stansbury Avenue
Sherman Oaks, CA 91423
818.789.0001 * 818.789.2325 FAX
Weissinc1@aol.com

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DEC 14 2006

ENVIRONMENTAL
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December 13th, 2006

Mr. Jimmy Liao
Environmental Review Section
Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012

Re: The Buckley School (ENV-2004-7171 EIR)
Draft EIR Comments

Dear Mr. Liao:

We are writing in response to The Buckley's School's draft environmental impact report (DEIR) concerning its proposed expansion.

There are fewer than five (5) K-12 independent schools in the entire city of Los Angeles that serve all thirteen (13) grade levels on a single campus. Of those five (5), there is only one (1) school that serves grades K-12 on a single campus that is also located at the end of a cul-de-sac in an exclusively residential zone (RE-40), The Buckley School.

There is a reason for this—it's bad land planning to situate a school in such a location. That's why there is only one K-12 school that enjoys this privileged location in the entire city—Buckley.

Our specific concerns with the DEIR are as follows:

1. **6-7 Years of Construction:** This time period for construction to complete the expansion is an reasonable burden on the neighborhood. Buckley has admitted that this time frame is necessary to provide for the continued use of the facilities during construction, and to allow adequate time for fundraising to finance development. Notwithstanding Buckley's internal challenges, 6-7 years of on-again, off-again construction activity presents unmitigatable impacts on the neighborhood including but not limited to construction traffic, school-related operations traffic, noise, road debris, dust, and other construction-related concerns.
2. **Building Heights:** There are two governing ordinances that limit the height of all buildings in this area, the Hillside Ordinance and the Mulholland Scenic Corridor Specific Plan. The single-family homes that surround the school should not be subjected to overlooking commercial buildings that exceed the 36 foot height limit imposed under the Hillside Ordinance.

Buckley argument that no building will be higher than its existing Disney Pavilion is specious. The property slopes from south to north. The land beneath the proposed 55 foot tall building is approximately 20 feet lower than the land beneath the Disney Pavilion, thus Buckley's argument that the roof elevations are level. This does not change the fact that the building is actually 55 feet tall and will clearly appear to be this tall for anyone looking down on the school from their single-family home above.

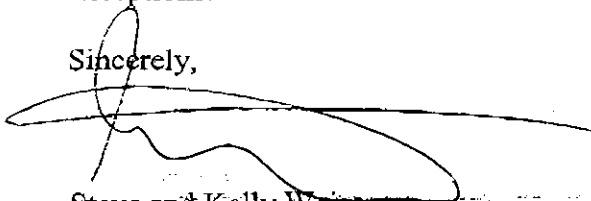
3. Hours of Operation: Buckley has requested to extend their current hours of operation of 7am-6pm to 7am-8:30pm (M-F). This is an obnoxious request in a residential neighborhood. The school has operated since 1965 with a 6pm closing time. Extending the closing time to 8:30pm may serve the needs of the school, and might be acceptable if the school were located on a commercial roadway, but this request leads to far too much school-related traffic after normal business hours when neighbors should be entitled to enjoy the peace and quite of their own street.

4. Vehicle Trips: The school already generates too many vehicle trips for Stansbury Avenue, especially when added to the vehicles using Stansbury to "cut across" to Beverly Glen. Any school expansion should be based on a reduction in vehicle trips through either mandatory carpooling or a bus-shuttling program.

5. Enrollment Increase: The school has requested an enrollment increase from 750 students to 830, with the proviso that this could increase after only 15 years. Any enrollment increase should require a lifetime cap.

6. Staff on Campus: The school has requested that maintenance personnel, faculty, staff and security personnel be allowed on campus at any time of the day or night. This is an unreasonable request. There should be no school-related traffic on any surrounding residential streets after normal business hours and on weekends, except for specified and restricted exceptions.

Sincerely,



Steve and Kelly Weiss

Letter No. 35**Reel Entertainment, LLC**

December 20, 2006

Mark Wolfson
11684 Ventura Blvd., Suite 134
Studio City, CA 91604 USA
mark@reelent.com
310-428-5924

Mr. Jimmy C. Liao
Room 750, City Hall
Department of City Planning
200 North Spring Street
Los Angeles, CA 90012
Jimmy.liao@lacity.org

RE: Buckley Expansion Project

Dear Mr. Liao

I am a local resident living on Stansbury with no children at the school. I am writing to inform you of my strong support for the Buckley School project. The staff and students have consistently and voluntarily reviewed, adjusted and accommodated this neighborhood in their quest to bring a higher level of education to the area with a minimum of impact on the surrounding residents. This history lets me know that their respect for the local residents and area will continue and they will work hard to minimize neighborhood disruption during the temporary construction phase.

The school has been in the neighborhood longer than most residents have and is an important member of our community.

As we all know there is traffic on Stansbury daily, and since it is a feeder road to Beverly Glen and commuters traveling over the hill to the west side, not all the traffic on Stansbury can be attributable to Buckley. Unlike the feeder traffic, Buckley commuters have a planned orderly structure and predictable presence. Buckley traffic is concentrated only during the morning commute for a relatively short period and at end of day for an equally short period.

Buckley has implemented a new on campus queuing process this school year to eliminate queuing on Stansbury. Frankly I have to say that I work out of my home and am around during both periods during the day. I have not been inconvenienced or bothered by the process in any way while living here and the change of queuing effects the people South of Valley Vista more than me.

We need quality independent schools and I am proud that we have one in our neighborhood.

Thank You,

Mark Wolfson

Letter No. 36

From: peter wright <pkwright@pkwright.com>
To: <councilmember.weiss@lacity.org>, <jimmy.liao@lacity.org>
Date: 12/10/2006 12:49:16 PM
Subject: I support The Buckley School

Dear Mr. Liao & Mr. Weiss --

As a resident of the neighborhood surrounding Buckley I feel it important to express to each of you my support of The Buckley School's proposed renovations.

I'm very dismayed at the one-sided approach being taken by the Sherman Oaks Homeowners Association on this matter and can assure you that their extreme anti-development stance does not represent the feelings of many of us who live near Buckley. A strong and relevant Buckley School helps make the surrounding neighborhood (my neighborhood!) strong, relevant, and desirable as well. If Buckley is not allowed to modernize it will will wither away over time, which would harm the surrounding neighborhood far more than the execution of their proposed plan will inconvenience us.

I have no affiliation with Buckley and my support for them is the result of an unbiased, open-minded look at the facts surrounding this issue. If you approach this issue in the same manner I trust you'll come to a similar conclusion.

Sincerely,

Peter Wright
Sherman Oaks

CC: <vgumbiner@hotmail.com>

Letter No. 37

From: "Arlene Wszalek" <arlene@swl4group.com>
To: <jimmy.liao@lacity.org>
Date: 12/19/2006 5:07:10 PM
Subject: In re: CASE No: ENV-2004-7171-EIR, SCH No: 2005011055

Dear Jimmy Liao,

I'm writing to you as a Sherman Oaks resident (and Sherman Oaks Homeowners Association member), and also as a parent whose child attends The Buckley School, to express my unqualified support for Buckley's Campus Enhancement Plan (CEP).

Buckley is an absolutely first-rate school, and a real asset to our community. In order for it to remain so, it's reasonable and necessary for Buckley to make sure that its facilities and operating conditions - both of which are extremely outdated - are commensurate with those of the other top-tier independent schools in Los Angeles. The CEP will achieve those goals.

The school has modified its CEP several times over the last few years in response to the concerns of neighbors. It's worth noting that many of the homes close to Buckley have themselves been extensively remodeled lately. Buckley deserves the same opportunity to improve its infrastructure as do those homeowners.

The school has been extremely sensitive to the environmental impact of its plans, and as parents we will continue to help mitigate traffic and be good neighbors to those who live in the immediate area.

I urge you to recommend approval of Buckley's CEP, so that this jewel in Sherman Oaks' crown can continue to shine brightly for years to come.

Please feel free to contact me if you have questions or would like more information.

Sincerely,

Arlene Wszalek
15649 Woodfield Place
Sherman Oaks, CA 91403

(818) 788-7686

cc: <councilmember.weiss@lacity.org>

Letter No. 38**JOHN WULFMEYER ARCHITECT**

ENV-2004-7171
The Buckley School Enhancement Plan
3900 Stansbury Avenue

December 18, 2006

Mr. Jimmy C. Liao, City Planner/Project Coordinator
Environmental Review Section
Department of City Planning
200 North Spring Street, Suite 750
Los Angeles, CA 90012

Dear Mr. Liao,

My previous letter was drafted following your call for comments, and dated March 11, 2006. That letter concerned inefficiencies in the drop-off and pick-up of students, which had impacts upon the traffic on Stansbury Avenue, the immediate block leading into the school. Some of the comments made in that letter did receive the attention of Buckley planning officials, and some changes in the queuing process were initiated with varying degrees of success.

I am very pleased that Buckley has recently maintained open communication in an effort to work through the traffic issues on Stansbury Avenue. They continue to solicit opinions as to the effectiveness of traffic changes they initiate.

Recently, a meeting was held at Buckley between Lisa Turchan, Buckley Director of Finance and Administration; Jeff Kalban, Buckley's Architect; Curtis Covington, Buckley Director of Physical Plant; and me. The purpose of the meeting was to discuss a series of concerns that I had emailed to Lisa Turchan and Jeff Kalban in November, regarding the queuing of vehicles within the Phase 3 parking structure. My email addressed the following concerns:

1. The willingness of parents to wait in queue within the parking structure, with their car's engines running, while they gradually move to the pickup point. The success of this concept relies on air quality and the perception of air quality. If, after the structure is built, there becomes a reluctance by parents to be in this environment, there will be a resulting backup on Stansbury, because there will be no other options available. We must be certain that this does not become a reality.
2. The presence of 2 lanes of cars in the structure's drive aisles means that cars parked in the adjacent stalls are trapped until the completion of the queuing process. Efforts to back into the queuing lanes would stop the continuous flow of traffic, backing up the queue. That queuing concept appeared to rely on Buckley's management to preserve the flow of traffic.

Page 1 of 4

3920 STANSBURY AVE SHERMAN OAKS, CA 91423
PH: 818.986.9923 FX: 818.986.9979 wulfjohn@earthlink.net



JOHN WULFMEYER ARCHITECT

ENV-2004-7171
The Buckley School Enhancement Plan
3900 Stansbury Avenue

During the meeting the following discussion occurred:

Discussions of Concern 1:

We discussed some minor revisions to mitigate auto pinch-points at the approach to the structure and within the structure. The current plan shows some conflict between autos in adjacent lanes where the autos must make congruent turns. Those conflicts would result in both lanes having to stop and merge into one at the south turn within the structure, which would impact the efficiency of traffic flow. We discussed the opportunity to widen both lanes at the south end so that cars can continue to turn freely without stopping or merging.

We did not discuss the issue of air quality. I am confident that adequate ventilation will be provided by the design team; however, it will remain the design team's challenge to create the perception of a healthy environment so that parents are comfortable waiting in queue.

Discussions of Concern 2:

Lisa Turchan explained that the top level, east half of the parking structure will be devoted to flex parking spaces (60±) for staff or students that must move their cars during the hours of the queuing process. This appears to be a good idea if managed and enforced.

Jeff Kalban also mentioned a concept that has yet to be studied by the traffic consultant. The concept would move cars in parallel lanes on independent levels within the parking structure, i.e., cars would enter and exit on the same level. I am intrigued with that concept, because I believe that it could double the loading and unloading capacity of the current concept.

Additional discussion items of note:

- I remain concerned that the buses are not used by the students. I know that Buckley states that 15% of the students ride the buses, but I am not convinced. They go by my house every day empty, or containing 3 to 4 students; maybe.

Even when the parking structure is completed, the parking capacity will only be approximately 1/3 of the current enrollment of 750, so it is essential that the buses play a significant roll in reducing the traffic. The bottom line is that Buckley needs to develop a bus-use plan and then enforce its implementation. All of the presentations that I have heard have stated that traffic will be mitigated through bus usage; but specifically, what is the plan and how is it enforced? That mitigation could be occurring now. It is not. This is a management issue.

- Buckley recently implemented a new queuing process whereby the parents are directed to the south end of the internal road, around the bus island and back north to the corner of the Middle School where the

Page 2 of 4

**JOHN WULFMEYER ARCHITECT**

ENV-2004-7171

The Buckley School Enhancement Plan
3900 Stansbury Avenue

students can be picked up and dropped off. The intent was to pull traffic as far off Stansbury as possible. However, a significant number of parents are not following the plan and choose to stop in front of the Elementary School instead, effectively canceling the schools efforts to move traffic and mitigate the queuing on Stansbury. This also is a management and enforcement issue.

- It is unclear how the queuing process will be maintained during each of the construction phases. This subject received some discussion at our meeting, but I was convinced that specific plans should be developed to assure: 1. vehicle queuing can be maintained on campus and kept off Stansbury during all of the construction phases; 2. emergency vehicles have adequate access through campus; and 3. that the contractor has adequate access, storage, and layout for his work. If all of these issues are not planned and accommodated, the result could be queuing back on Stansbury.

I am speaking as an architect, but my wife concurs: we are concerned that too many of the current concept directions in the CUP Application rely upon Buckley's management and enforcement to be successful, as you see above.

The Buckley School is a very good neighbor for us. The students that we have met are respectful and friendly, and we want them to receive the best education possible. Because we support Buckley's higher education goals, my wife and I favor the current expansion, however, without the increase in enrollment and not until queuing on Stansbury has been permanently eliminated.

My wife and I are hopeful, but we have yet to see a complete commitment by Buckley to successfully and finally solve the queuing problem on Stansbury Avenue. I do believe that Buckley has recently begun to address the queuing issue, but this effort's credibility, so closely aligned with the CUP Application, may or may not be called into question; time will tell.

In our opinion, the CUP certainly should not be granted until such time that the current queuing issues on Stansbury are permanently eliminated.

Thank you

Sincerely,

John T. Wulfmeyer, AIA, LEED®AP
John Wulfmeyer Architect

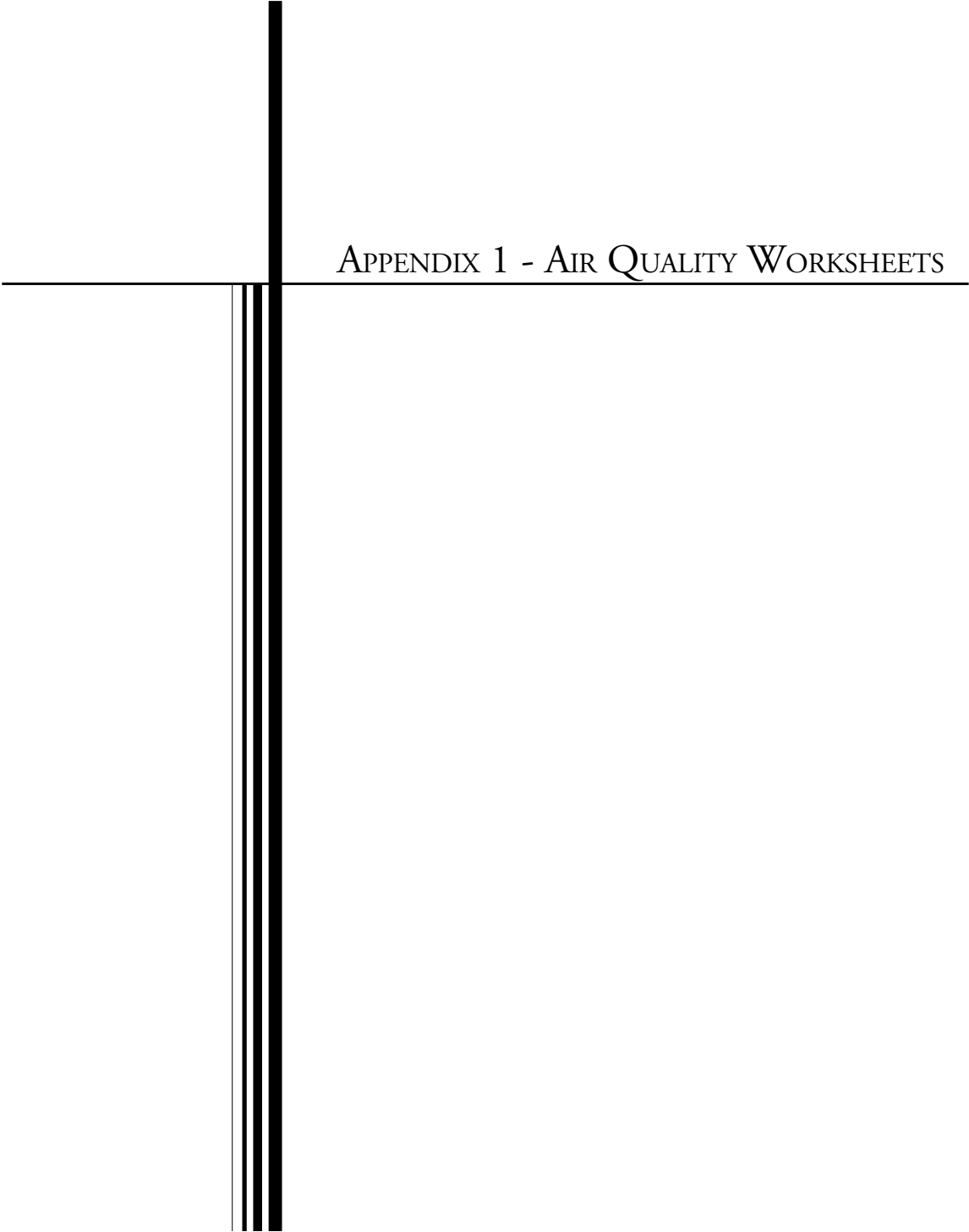
Page 3 of 4

**J O H N W U L F M E Y E R A R C H I T E C T**

ENV-2004-7171
The Buckley School Enhancement Plan
3900 Stansbury Avenue

Page 4 of 4

3920 STANSBURY AVE SHERMAN OAKS, CA 91423
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A decorative graphic consisting of a horizontal line and a vertical line intersecting. The vertical line is composed of several parallel lines of varying thicknesses, with the thickest line in the center. The horizontal line is a single solid line.

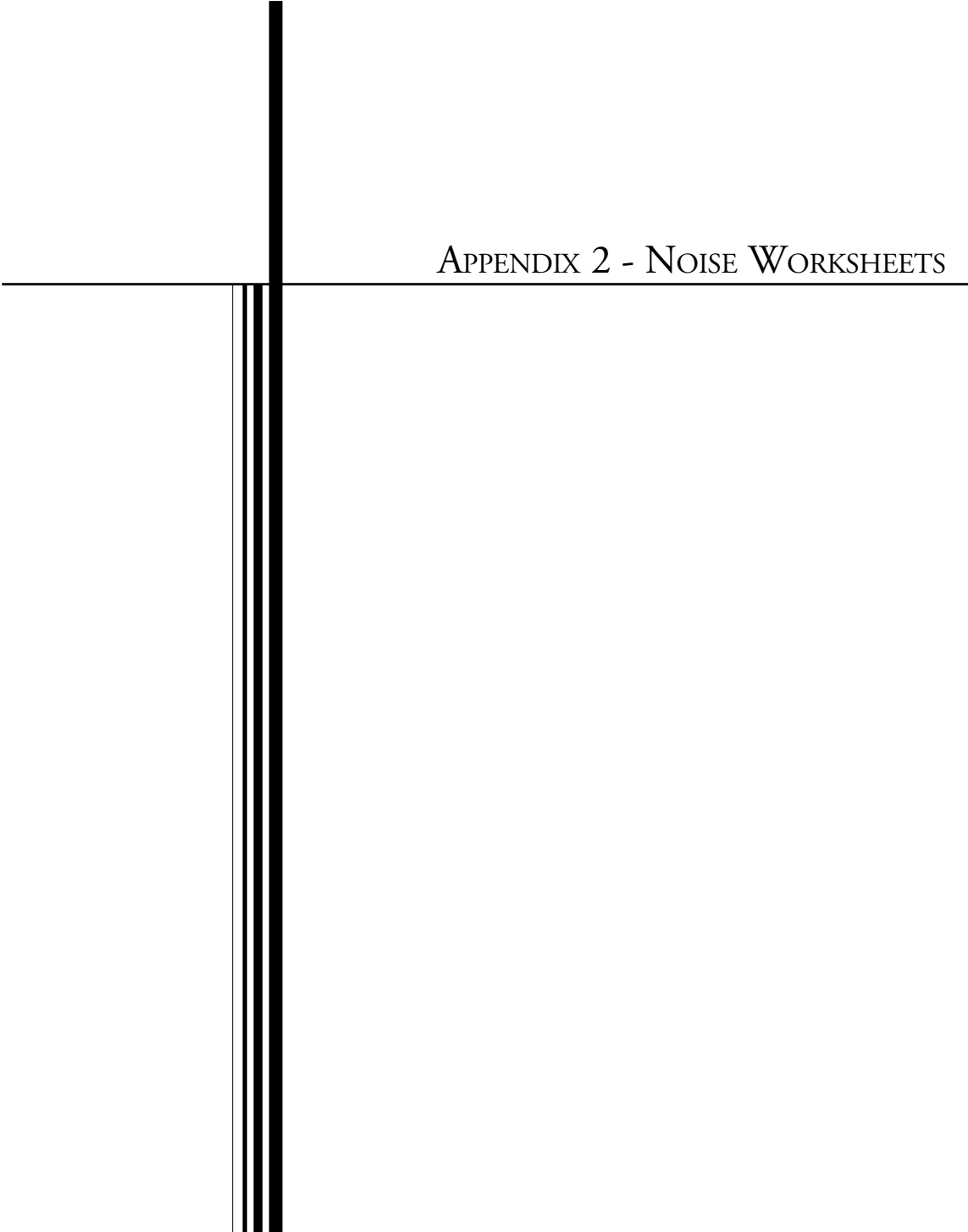
APPENDIX 1 - AIR QUALITY WORKSHEETS

Buckley School
Construction Schedule - Phase 2
Alternative (2012 Buildout)

Project		EquipmentName					Year																										
		Hours	HP	Load	Month	2008	2009	2009	2009	2009	2009	2009	2009	2009	2009	2009	2009	2009	2009	2010	2010	2010	2010	2010	2010	2010	2010	2010	2010				
						6	3	4	5	6	7	8	9	10	11	12	12	1	2	3	4	5	6	7	8	9	10	10	10				
Buckley School - Phase 2 (New Middle and Upper School Main Academic Building and Parking Facility)	Drill Rig	8	218	0.75			1	1																									
	Crane	4	190	0.43			1	1	1	1	1	2	1	1	2				1	1	1												
	Excavator	8	180	0.58		2	1	1																									
	Grader	8	174	0.575			2	2		1								1	1	1	1	1	1	1	1	1	1	1	1				
	Concrete Pump	8	190	0.62			1	1	1	1	1	1						1	1	1	1	1	1	1	1	1	1	1	1				
	Concrete Screed Machine	8	190	0.62					1	1								1	1	1	1	1	1	1	1	1	1	1	1				
	Sheepsfoot Vibrator	8	50	0.62			1	1																									
	Asphalt Paver	8	132	0.59				1	1																								
	Paver	8	132	0.59																													
	Roller	8	114	0.43				1	1																								
	Forklift / Cherry Picker	8	94	0.475				1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2			
	Forklift/Cherry Picker	8	94	0.475		2																											
	Rubber Tired Dozer	8	352	0.59			1	1																									
	Rubber Tired / Tracked Loader	8	165	0.465			2	2	1		1																						
	Rubber Tired Loader	8	165	0.465		2							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
	Tracked Loader	8	165	0.465		2																											
	Earth Mover / Scraper	8	313	0.66				1	1																								
	Ram Hoe	8	79	0.465		1																											
	Tractor/Loader/Backhoe/Stinger	8	79	0.465				2	2	2	1	1		1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2				
	Trencher	8	82	0.695				1	1			1							1	1	1	1	1	1	1	1	1	1	1				
	Offsite Delivery Trucks (Roundtrips)						8	7	7	9	9	9	9	10	9	6	7	7	8	8	12	12	10	6	3	3	3	3	3	3			
	Offsite Haul Trucks (Roundtrips)						36	56	80	32	71	30	31	34	19	23	10	12	12	12	18	18	16	12	6	6	6	6	6	6			
	Worker Trips - Calculated Total						60	72	74	85	83	78	72	72	74	96	95	110	110	117	117	119	117	112	102	102	102	102	102	102			

**Buckley School
Construction Emissions (lbs/day) - Phase 2
Alternative (2012 Buildout)**

Project		2008		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009		2009	



APPENDIX 2 - NOISE WORKSHEETS

Buckley School
TENS Analysis (Residential Receptors)
Alternative (2012 Buildout)

Existing										
Roadway/Segment	Traffic Volumes			Leg		CNEL				
	AM	PM	ADT	ROW	50 Feet	100 Feet	ROW	50 Feet	100 Feet	
Stansbury Avenue, north of Valley Vista Boulevard	-	-	3427	61.4	56.8	54.6	61.3	56.7	54.5	
Stansbury Avenue, south of Valley Vista Boulevard	-	-	2366	59.8	55.1	53.0	59.7	55.1	52.9	
Valley Vista Boulevard, east of Stansbury Avenue	-	-	4110	62.2	57.5	55.4	62.1	57.5	55.3	
Valley Vista Boulevard, west of Stansbury Avenue	-	-	4609	62.7	58.0	55.9	62.6	58.0	55.8	
Greenleaf Street, west of Stansbury Avenue	-	-	1742	58.4	53.8	51.6	58.4	53.7	51.5	
Future No Project										
Roadway/Segment	Traffic Volumes			Leg		CNEL				
	AM	PM	ADT	ROW	50 Feet	100 Feet	ROW	50 Feet	100 Feet	
Stansbury Avenue, north of Valley Vista Boulevard	-	-	4097	62.2	57.5	55.3	62.1	57.4	55.3	
Stansbury Avenue, south of Valley Vista Boulevard	-	-	2506	60.0	55.4	53.2	59.9	55.3	53.1	
Valley Vista Boulevard, east of Stansbury Avenue	-	-	5114	63.1	58.5	56.3	63.0	58.4	56.2	
Valley Vista Boulevard, west of Stansbury Avenue	-	-	5577	63.5	58.9	56.7	63.4	58.8	56.6	
Greenleaf Street, west of Stansbury Avenue	-	-	1962	59.0	54.3	52.1	58.9	54.2	52.1	
Future With Project										
Roadway/Segment	Traffic Volumes			Leg		CNEL				
	AM	PM	ADT	ROW	50 Feet	100 Feet	ROW	50 Feet	100 Feet	
Stansbury Avenue, north of Valley Vista Boulevard	-	-	4253	62.3	57.7	55.5	62.2	57.6	55.4	
Stansbury Avenue, south of Valley Vista Boulevard	-	-	2799	60.5	55.9	53.7	60.4	55.8	53.6	
Valley Vista Boulevard, east of Stansbury Avenue	-	-	5180	63.2	58.5	56.4	63.1	58.5	56.3	
Valley Vista Boulevard, west of Stansbury Avenue	-	-	5657	63.6	58.9	56.7	63.5	58.8	56.7	
Greenleaf Street, west of Stansbury Avenue	-	-	1962	59.0	54.3	52.1	58.9	54.2	52.1	

Summary	CNEL			
	50 ft. from ROW		At ROW	
Roadway/Segment	Project Increment	Cumulative Increment	Project Increment	Cumulative Increment
Stansbury Avenue, north of Valley Vista Boulevard	0.2	0.9	0.1	0.9
Stansbury Avenue, south of Valley Vista Boulevard	0.5	0.7	0.5	0.7
Valley Vista Boulevard, east of Stansbury Avenue	0.1	1.0	0.1	1.0
Valley Vista Boulevard, west of Stansbury Avenue	0.0	0.8	0.1	0.9
Greenleaf Street, west of Stansbury Avenue	0.0	0.5	0.0	0.5

Buckley School
TENS Analysis (Residential Receptors)
Alternative (2012 Buildout)

Existing									
Roadway/Segment	Traffic Volumes			Leg		CNEL			
	AM	PM	ADT	ROW	50 Feet	100 Feet	ROW	50 Feet	100 Feet
6. Dickens St. west of Stansbury Ave	-	-	3527	61.5	56.9	54.7	61.4	56.8	54.6
7. Camino de la Cumbre west of Stansbury Ave.	-	-	1189	56.8	52.2	50.0	56.7	52.1	49.9
8. Camino de la Cumbre south of Valley Vista Blvd.	-	-	977	55.9	51.3	49.1	55.8	51.2	49.0
Future No Project									
Roadway/Segment	Traffic Volumes			Leg		CNEL			
	AM	PM	ADT	ROW	50 Feet	100 Feet	ROW	50 Feet	100 Feet
6. Dickens St. west of Stansbury Ave	-	-	3972	62.0	57.4	55.2	61.9	57.3	55.1
7. Camino de la Cumbre west of Stansbury Ave.	-	-	1339	57.3	52.7	50.5	57.2	52.6	50.4
8. Camino de la Cumbre south of Valley Vista Blvd.	-	-	1100	56.4	51.8	49.6	56.4	51.7	49.5
Future With Project									
Roadway/Segment	Traffic Volumes			Leg		CNEL			
	AM	PM	ADT	ROW	50 Feet	100 Feet	ROW	50 Feet	100 Feet
6. Dickens St. west of Stansbury Ave	-	-	3972	62.0	57.4	55.2	61.9	57.3	55.1
7. Camino de la Cumbre west of Stansbury Ave.	-	-	1348	57.3	52.7	50.5	57.2	52.6	50.4
8. Camino de la Cumbre south of Valley Vista Blvd.	-	-	1136	56.6	52.0	49.8	56.5	51.9	49.7

CNEL				
Summary	50 ft. from ROW		At ROW	
	Project Increment	Cumulative Increment	Project Increment	Cumulative Increment
6. Dickens St. west of Stansbury Ave	0.0	0.5	0.0	0.5
7. Camino de la Cumbre west of Stansbury Ave.	0.0	0.5	0.0	0.5
8. Camino de la Cumbre south of Valley Vista Blvd.	0.2	0.7	0.1	0.7

APPENDIX 3 - TRAFFIC WORKSHEETS,
TDM PLAN AND
LADOT ASSESSMENT LETTER

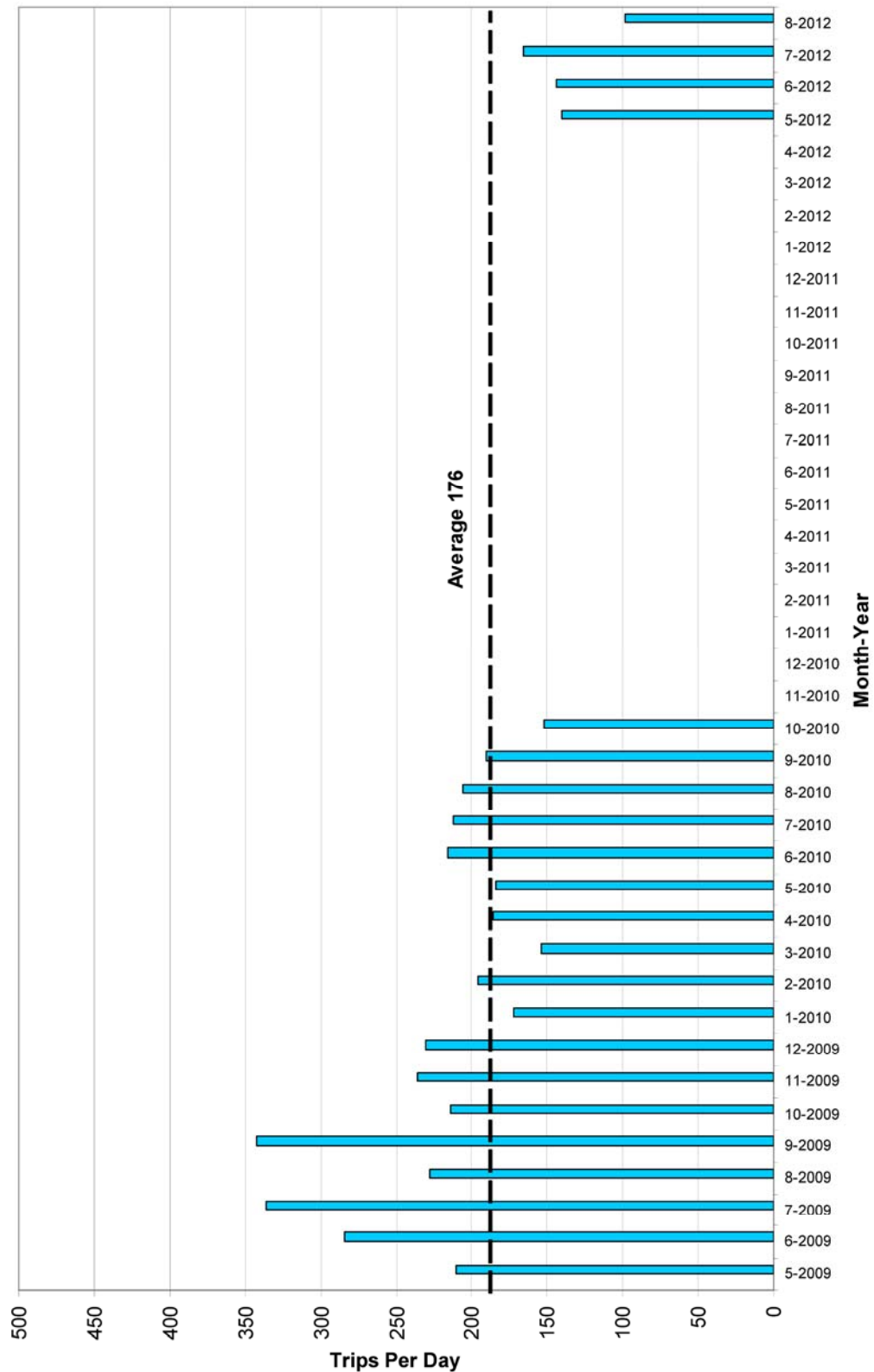


FIGURE X-1(a)

3/22/07

FN: BUCKLEY SCHOOL-RELATED TRIP GENERATION (5-2009 TO 8-2012)

ALTERNATIVE CONSTRUCTION SCHEDULE
CONSTRUCTION-RELATED TRIP GENERATION
(PASSENGER CAR EQUIVALENTS)
(MAY 2009-AUGUST 2012)



CRAIN & ASSOCIATES

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Los Angeles, California 90025
(310) 473-6508

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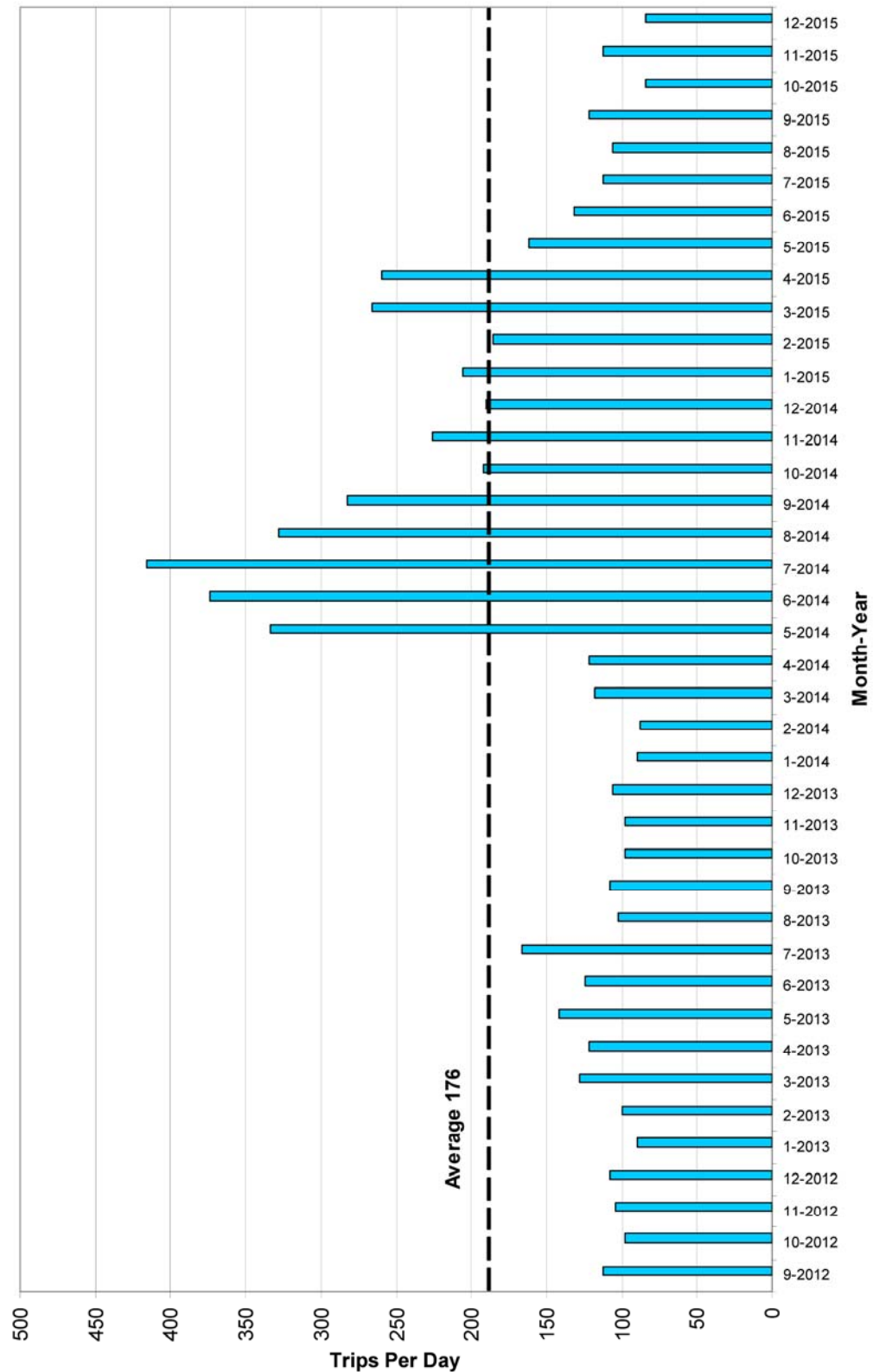


FIGURE X-1(b)

3/22/07

FN: BUCKLEY SCHOOL/RELATED TRIP GENERATION(9-2012 TO 12-2015)

ALTERNATIVE CONSTRUCTION SCHEDULE
CONSTRUCTION-RELATED TRIP GENERATION
(PASSENGER CAR EQUIVALENTS)
(SEPTEMBER 2012-DECEMBER 2015)



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Table X-1
Alternative Construction Schedule
Estimated Project Construction Traffic

[illegible]

Table X-1 (cont.)
Alternative Construction Schedule
Estimated Project Construction Traffic

Approximate Month & Phase	Daily	6-7 AM		7-8 AM		8-9 AM		3-4 PM		4-5 PM		5-6 PM	
		I/B	O/B	I/B	O/B	I/B	O/B	I/B	O/B	I/B	O/B	I/B	O/B
28. August 2011	0	0	0	0	0	0	0	0	0	0	0	0	0
29. September 2011	0	0	0	0	0	0	0	0	0	0	0	0	0
30. October 2011	0	0	0	0	0	0	0	0	0	0	0	0	0
31. November 2011	0	0	0	0	0	0	0	0	0	0	0	0	0
32. December 2011	0	0	0	0	0	0	0	0	0	0	0	0	0
33. January 2012	0	0	0	0	0	0	0	0	0	0	0	0	0
34. February 2012	0	0	0	0	0	0	0	0	0	0	0	0	0
35. March 2012	0	0	0	0	0	0	0	0	0	0	0	0	0
36. April 2012	0	0	0	0	0	0	0	0	0	0	0	0	0
37. May 2012 Phase 1	140	10	0	7	2	9	4	0	12	0	3	0	0
38. June 2012 Phase 1	144	10	0	8	2	9	5	0	13	0	3	0	0
39. July 2012 Phase 1	166	12	0	10	2	10	7	0	15	0	4	0	0
40. August 2012 Phase 1	98	14	0	5	1	4	2	0	11	0	4	0	1
41. September 2012 Phase 1	112	13	0	7	0	6	4	0	12	0	4	0	1
42. October 2012 Phase 1	98	13	0	6	0	4	3	0	11	0	4	0	1
43. November 2012 Phase 1	104	16	0	6	0	4	3	0	13	0	5	0	1
44. December 2012 Phase 1	108	16	0	7	0	4	3	0	15	0	5	0	1
45. January 2013 Phase 1	90	16	0	5	0	3	2	0	13	0	5	0	1
46. February 2013 Phase 1	100	20	0	6	0	3	2	0	17	0	6	0	1
47. March 2013 Phase 1	128	20	0	8	0	5	4	0	19	0	6	0	1
48. April 2013 Phase 1	122	15	0	8	1	6	4	0	14	0	5	0	1
49. May 2013 Phase 3A	142	10	0	7	3	9	4	0	12	0	3	0	0
50. June 2013 Phase 3A	124	12	0	7	1	7	4	0	13	0	4	0	0
51. July 2013 Phase 3A	166	12	0	10	2	10	7	0	15	0	4	0	0
52. August 2013 Phase 3A	102	16	0	5	1	4	2	0	12	0	5	0	1
53. September 2013 Phase 3A	108	13	0	7	0	5	4	0	12	0	4	0	1
54. October 2013 Phase 3A	98	13	0	6	0	4	3	0	11	0	4	0	1

Table X-1 (cont.)
Alternative Construction Schedule
Estimated Project Construction Traffic

Approximate Month & Phase	Daily	6-7 AM		7-8 AM		8-9 AM		3-4 PM		4-5 PM		5-6 PM	
		I/B	O/B	I/B	O/B	I/B	O/B	I/B	O/B	I/B	O/B	I/B	O/B
55. November 2013 Phase 3A	98	13	0	6	0	4	3	0	11	0	4	0	1
56. December 2013 Phase 3A	106	16	0	6	0	4	3	0	13	0	5	0	1
57. January 2014 Phase 3A	90	16	0	5	0	3	2	0	12	0	5	0	1
58. February 2014 Phase 3A	88	16	0	5	0	3	2	0	12	0	5	0	1
59. March 2014 Phase 3A	118	16	0	7	0	5	4	0	14	0	5	0	1
60. April 2014 Phase 3A	122	15	0	8	1	6	4	0	14	0	5	0	1
61. May 2014 Phase 3B, 3C-Aqu, 3D	334	33	0	17	5	16	9	0	34	0	10	0	0
62. June 2014 Phase 3B, 3C-Aqu, 3D	374	50	0	21	4	17	10	0	49	0	16	0	0
63. July 2014 Phase 3B, 3C-Aqu, 3D	416	48	0	25	4	19	14	0	49	0	16	0	0
64. August 2014 Phase 3B, 3C-Aqu, 3D	328	55	0	18	3	12	7	0	46	0	17	0	2
65. September 2014 Phase 3B, 3C-Aqu, 3D	282	35	0	17	0	12	9	0	31	0	11	0	2
66. October 2014 Phase 3B, 3C-Aqu	192	28	0	12	0	7	5	0	23	0	9	0	2
67. November 2014 Phase 3B, 3C-Aqu	226	32	0	13	1	10	7	0	27	0	10	0	2
68. December 2014 Phase 3B, 3C-Aqu	190	32	0	10	0	6	4	0	24	0	10	0	2
69. January 2015 Phase 3B, 3C-Aqu	206	32	0	11	1	7	5	0	26	0	10	0	2
70. February 2015 Phase 3B, 3C-Aqu	186	32	0	10	0	6	4	0	24	0	10	0	2
71. March 2015 Phase 3B, 3C-Aqu, 3C-Dis	266	35	0	15	1	10	6	0	31	0	10	0	2
72. April 2015 Phase 3B, 3C-Dis	260	39	0	15	3	12	7	0	36	0	12	0	1
73. May 2015 Phase 3C-Dis	162	18	0	10	2	8	6	0	19	0	6	0	0
74. June 2015 Phase 3C-Dis	132	20	0	8	1	5	4	0	18	0	6	0	1
75. July 2015 Phase 3C-Dis	112	19	0	7	0	4	3	0	16	0	6	0	1
76. August 2015 Phase 3C-Dis	106	20	0	6	0	3	2	0	16	0	6	0	1
77. September 2015 Phase 3C-Dis	122	20	0	7	1	5	3	0	17	0	6	0	1
78. October 2015 Phase 3C-Dis	84	15	0	5	0	2	1	0	11	0	5	0	1
79. November 2015 Phase 3C-Dis	112	16	0	6	1	5	3	0	13	0	5	0	1
80. December 2015 Phase 3C-Dis	84	15	0	5	0	2	1	0	11	0	5	0	1

Table X-2
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Weekday

1 Dickens St., bet. Van Nuys Bl. and Beverly Glen Bl.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
1. May 2009	Phase 2	3,806	3,960	1	3,961	0.0%
2. June 2009	Phase 2	3,806	3,960	1	3,961	0.0%
3. July 2009	Phase 2	3,806	3,960	1	3,961	0.0%
4. August 2009	Phase 2	3,806	3,960	1	3,961	0.0%
5. September 2009	Phase 2	3,806	3,960	1	3,961	0.0%
6. October 2009	Phase 2	3,806	3,960	1	3,961	0.0%
7. November 2009	Phase 2	3,806	3,960	1	3,961	0.0%
8. December 2009	Phase 2	3,806	3,960	1	3,961	0.0%
9. January 2010	Phase 2	3,806	4,039	1	4,040	0.0%
10. February 2010	Phase 2	3,806	4,039	1	4,040	0.0%
11. March 2010	Phase 2	3,806	4,039	1	4,040	0.0%
12. April 2010	Phase 2	3,806	4,039	1	4,040	0.0%
13. May 2010	Phase 2	3,806	4,039	1	4,040	0.0%
14. June 2010	Phase 2	3,806	4,039	1	4,040	0.0%
15. July 2010	Phase 2	3,806	4,039	1	4,040	0.0%
16. August 2010	Phase 2	3,806	4,039	1	4,040	0.0%
17. September 2010	Phase 2	3,806	4,039	1	4,040	0.0%
18. October 2010	Phase 2	3,806	4,039	1	4,040	0.0%
19. November 2010						
20. December 2010						
21. January 2011						
22. February 2011						
23. March 2011						
24. April 2011						
25. May 2011						
26. June 2011						
27. July 2011						
28. August 2011						
29. September 2011						
30. October 2011						
31. November 2011						
32. December 2011						
33. January 2012						
34. February 2012						
35. March 2012						
36. April 2012						
37. May 2012	Phase 1	3,806	4,202	1	4,203	0.0%
38. June 2012	Phase 1	3,806	4,202	1	4,203	0.0%
39. July 2012	Phase 1	3,806	4,202	1	4,203	0.0%
40. August 2012	Phase 1	3,806	4,202	1	4,203	0.0%

Table X-2 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Weekday

1 Dickens St., bet. Van Nuys Bl. and Beverly Glen Bl.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
41. September 2012	Phase 1	3,806	4,202	1	4,203	0.0%
42. October 2012	Phase 1	3,806	4,202	1	4,203	0.0%
43. November 2012	Phase 1	3,806	4,202	1	4,203	0.0%
44. December 2012	Phase 1	3,806	4,202	1	4,203	0.0%
45. January 2013	Phase 1	3,806	4,286	1	4,287	0.0%
46. February 2013	Phase 1	3,806	4,286	1	4,287	0.0%
47. March 2013	Phase 1	3,806	4,286	1	4,287	0.0%
48. April 2013	Phase 1	3,806	4,286	1	4,287	0.0%
49. May 2013	Phase 3A	3,806	4,286	1	4,287	0.0%
50. June 2013	Phase 3A	3,806	4,286	1	4,287	0.0%
51. July 2013	Phase 3A	3,806	4,286	1	4,287	0.0%
52. August 2013	Phase 3A	3,806	4,286	1	4,287	0.0%
53. September 2013	Phase 3A	3,806	4,286	1	4,287	0.0%
54. October 2013	Phase 3A	3,806	4,286	1	4,287	0.0%
55. November 2013	Phase 3A	3,806	4,286	1	4,287	0.0%
56. December 2013	Phase 3A	3,806	4,286	1	4,287	0.0%
57. January 2014	Phase 3A	3,806	4,372	1	4,373	0.0%
58. February 2014	Phase 3A	3,806	4,372	1	4,373	0.0%
59. March 2014	Phase 3A	3,806	4,372	1	4,373	0.0%
60. April 2014	Phase 3A	3,806	4,372	1	4,373	0.0%
61. May 2014	Phase 3B, 3C-Aqu, 3D	3,806	4,372	1	4,373	0.0%
62. June 2014	Phase 3B, 3C-Aqu, 3D	3,806	4,372	1	4,373	0.0%
63. July 2014	Phase 3B, 3C-Aqu, 3D	3,806	4,372	1	4,373	0.0%
64. August 2014	Phase 3B, 3C-Aqu, 3D	3,806	4,372	1	4,373	0.0%
65. September 2014	Phase 3B, 3C-Aqu, 3D	3,806	4,372	1	4,373	0.0%
66. October 2014	Phase 3B, 3C-Aqu	3,806	4,372	1	4,373	0.0%
67. November 2014	Phase 3B, 3C-Aqu	3,806	4,372	1	4,373	0.0%
68. December 2014	Phase 3B, 3C-Aqu	3,806	4,372	1	4,373	0.0%
69. January 2015	Phase 3B, 3C-Aqu	3,806	4,459	1	4,460	0.0%
70. February 2015	Phase 3B, 3C-Aqu	3,806	4,459	1	4,460	0.0%
71. March 2015	Phase 3B, 3C-Aqu, 3C-Dis	3,806	4,459	1	4,460	0.0%
72. April 2015	Phase 3B, 3C-Dis	3,806	4,459	1	4,460	0.0%
73. May 2015	Phase 3C-Dis	3,806	4,459	1	4,460	0.0%
74. June 2015	Phase 3C-Dis	3,806	4,459	1	4,460	0.0%
75. July 2015	Phase 3C-Dis	3,806	4,459	1	4,460	0.0%
76. August 2015	Phase 3C-Dis	3,806	4,459	1	4,460	0.0%
77. September 2015	Phase 3C-Dis	3,806	4,459	1	4,460	0.0%
78. October 2015	Phase 3C-Dis	3,806	4,459	1	4,460	0.0%
79. November 2015	Phase 3C-Dis	3,806	4,459	1	4,460	0.0%
80. December 2015	Phase 3C-Dis	3,806	4459	1	4,460	0.0%

Table X-2 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Weekday

2 Greenleaf St., bet. Van Nuys Bl. and Beverly Glen Bl.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
1. May 2009	Phase 2	1,577	1,641	1	1,642	0.1%
2. June 2009	Phase 2	1,577	1,641	1	1,642	0.1%
3. July 2009	Phase 2	1,577	1,641	1	1,642	0.1%
4. August 2009	Phase 2	1,577	1,641	1	1,642	0.1%
5. September 2009	Phase 2	1,577	1,641	1	1,642	0.1%
6. October 2009	Phase 2	1,577	1,641	1	1,642	0.1%
7. November 2009	Phase 2	1,577	1,641	1	1,642	0.1%
8. December 2009	Phase 2	1,577	1,641	1	1,642	0.1%
9. January 2010	Phase 2	1,577	1,674	1	1,675	0.1%
10. February 2010	Phase 2	1,577	1,674	1	1,675	0.1%
11. March 2010	Phase 2	1,577	1,674	1	1,675	0.1%
12. April 2010	Phase 2	1,577	1,674	1	1,675	0.1%
13. May 2010	Phase 2	1,577	1,674	1	1,675	0.1%
14. June 2010	Phase 2	1,577	1,674	1	1,675	0.1%
15. July 2010	Phase 2	1,577	1,674	1	1,675	0.1%
16. August 2010	Phase 2	1,577	1,674	1	1,675	0.1%
17. September 2010	Phase 2	1,577	1,674	1	1,675	0.1%
18. October 2010	Phase 2	1,577	1,674	1	1,675	0.1%
19. November 2010						
20. December 2010						
21. January 2011						
22. February 2011						
23. March 2011						
24. April 2011						
25. May 2011						
26. June 2011						
27. July 2011						
28. August 2011						
29. September 2011						
30. October 2011						
31. November 2011						
32. December 2011						
33. January 2012						
34. February 2012						
35. March 2012						
36. April 2012						
37. May 2012	Phase 1	1,577	1,741	1	1,742	0.1%
38. June 2012	Phase 1	1,577	1,741	1	1,742	0.1%
39. July 2012	Phase 1	1,577	1,741	1	1,742	0.1%
40. August 2012	Phase 1	1,577	1,741	1	1,742	0.1%

Table X-2 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Weekday

2 Greenleaf St., bet. Van Nuys Bl. and Beverly Glen Bl.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
41. September 2012	Phase 1	1,577	1,741	1	1,742	0.1%
42. October 2012	Phase 1	1,577	1,741	1	1,742	0.1%
43. November 2012	Phase 1	1,577	1,741	1	1,742	0.1%
44. December 2012	Phase 1	1,577	1,741	1	1,742	0.1%
45. January 2013	Phase 1	1,577	1,776	1	1,777	0.1%
46. February 2013	Phase 1	1,577	1,776	1	1,777	0.1%
47. March 2013	Phase 1	1,577	1,776	1	1,777	0.1%
48. April 2013	Phase 1	1,577	1,776	1	1,777	0.1%
49. May 2013	Phase 3A	1,577	1,776	1	1,777	0.1%
50. June 2013	Phase 3A	1,577	1,776	1	1,777	0.1%
51. July 2013	Phase 3A	1,577	1,776	1	1,777	0.1%
52. August 2013	Phase 3A	1,577	1,776	1	1,777	0.1%
53. September 2013	Phase 3A	1,577	1,776	1	1,777	0.1%
54. October 2013	Phase 3A	1,577	1,776	1	1,777	0.1%
55. November 2013	Phase 3A	1,577	1,776	1	1,777	0.1%
56. December 2013	Phase 3A	1,577	1,776	1	1,777	0.1%
57. January 2014	Phase 3A	1,577	1,811	1	1,812	0.1%
58. February 2014	Phase 3A	1,577	1,811	1	1,812	0.1%
59. March 2014	Phase 3A	1,577	1,811	1	1,812	0.1%
60. April 2014	Phase 3A	1,577	1,811	1	1,812	0.1%
61. May 2014	Phase 3B, 3C-Aqu, 3D	1,577	1,811	1	1,812	0.1%
62. June 2014	Phase 3B, 3C-Aqu, 3D	1,577	1,811	1	1,812	0.1%
63. July 2014	Phase 3B, 3C-Aqu, 3D	1,577	1,811	1	1,812	0.1%
64. August 2014	Phase 3B, 3C-Aqu, 3D	1,577	1,811	1	1,812	0.1%
65. September 2014	Phase 3B, 3C-Aqu, 3D	1,577	1,811	1	1,812	0.1%
66. October 2014	Phase 3B, 3C-Aqu	1,577	1,811	1	1,812	0.1%
67. November 2014	Phase 3B, 3C-Aqu	1,577	1,811	1	1,812	0.1%
68. December 2014	Phase 3B, 3C-Aqu	1,577	1,811	1	1,812	0.1%
69. January 2015	Phase 3B, 3C-Aqu	1,577	1,848	1	1,849	0.1%
70. February 2015	Phase 3B, 3C-Aqu	1,577	1,848	1	1,849	0.1%
71. March 2015	Phase 3B, 3C-Aqu, 3C-Dis	1,577	1,848	1	1,849	0.1%
72. April 2015	Phase 3B, 3C-Dis	1,577	1,848	1	1,849	0.1%
73. May 2015	Phase 3C-Dis	1,577	1,848	1	1,849	0.1%
74. June 2015	Phase 3C-Dis	1,577	1,848	1	1,849	0.1%
75. July 2015	Phase 3C-Dis	1,577	1,848	1	1,849	0.1%
76. August 2015	Phase 3C-Dis	1,577	1,848	1	1,849	0.1%
77. September 2015	Phase 3C-Dis	1,577	1,848	1	1,849	0.1%
78. October 2015	Phase 3C-Dis	1,577	1,848	1	1,849	0.1%
79. November 2015	Phase 3C-Dis	1,577	1,848	1	1,849	0.1%
80. December 2015	Phase 3C-Dis	1,577	1848	1	1,849	0.1%

Table X-2 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Weekday

3 Greenleaf St., west of Stansbury Av.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
1. May 2009	Phase 2	1,741	1,811	1	1,812	0.1%
2. June 2009	Phase 2	1,741	1,811	1	1,812	0.1%
3. July 2009	Phase 2	1,741	1,811	2	1,813	0.1%
4. August 2009	Phase 2	1,741	1,811	2	1,813	0.1%
5. September 2009	Phase 2	1,741	1,811	2	1,813	0.1%
6. October 2009	Phase 2	1,741	1,811	2	1,813	0.1%
7. November 2009	Phase 2	1,741	1,811	2	1,813	0.1%
8. December 2009	Phase 2	1,741	1,811	2	1,813	0.1%
9. January 2010	Phase 2	1,741	1,848	2	1,850	0.1%
10. February 2010	Phase 2	1,741	1,848	2	1,850	0.1%
11. March 2010	Phase 2	1,741	1,848	2	1,850	0.1%
12. April 2010	Phase 2	1,741	1,848	2	1,850	0.1%
13. May 2010	Phase 2	1,741	1,848	2	1,850	0.1%
14. June 2010	Phase 2	1,741	1,848	2	1,850	0.1%
15. July 2010	Phase 2	1,741	1,848	2	1,850	0.1%
16. August 2010	Phase 2	1,741	1,848	2	1,850	0.1%
17. September 2010	Phase 2	1,741	1,848	2	1,850	0.1%
18. October 2010	Phase 2	1,741	1,848	2	1,850	0.1%
19. November 2010						
20. December 2010						
21. January 2011						
22. February 2011						
23. March 2011						
24. April 2011						
25. May 2011						
26. June 2011						
27. July 2011						
28. August 2011						
29. September 2011						
30. October 2011						
31. November 2011						
32. December 2011						
33. January 2012						
34. February 2012						
35. March 2012						
36. April 2012						
37. May 2012	Phase 1	1,741	1,922	1	1,923	0.1%
38. June 2012	Phase 1	1,741	1,922	1	1,923	0.1%
39. July 2012	Phase 1	1,741	1,922	1	1,923	0.1%
40. August 2012	Phase 1	1,741	1,922	1	1,923	0.1%

Table X-2 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Weekday

3 Greenleaf St., west of Stansbury Av.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
41. September 2012	Phase 1	1,741	1,922	1	1,923	0.1%
42. October 2012	Phase 1	1,741	1,922	1	1,923	0.1%
43. November 2012	Phase 1	1,741	1,922	1	1,923	0.1%
44. December 2012	Phase 1	1,741	1,922	1	1,923	0.1%
45. January 2013	Phase 1	1,741	1,961	1	1,962	0.1%
46. February 2013	Phase 1	1,741	1,961	1	1,962	0.1%
47. March 2013	Phase 1	1,741	1,961	1	1,962	0.1%
48. April 2013	Phase 1	1,741	1,961	1	1,962	0.1%
49. May 2013	Phase 3A	1,741	1,961	1	1,962	0.1%
50. June 2013	Phase 3A	1,741	1,961	1	1,962	0.1%
51. July 2013	Phase 3A	1,741	1,961	1	1,962	0.1%
52. August 2013	Phase 3A	1,741	1,961	1	1,962	0.1%
53. September 2013	Phase 3A	1,741	1,961	1	1,962	0.1%
54. October 2013	Phase 3A	1,741	1,961	1	1,962	0.1%
55. November 2013	Phase 3A	1,741	1,961	1	1,962	0.1%
56. December 2013	Phase 3A	1,741	1,961	1	1,962	0.1%
57. January 2014	Phase 3A	1,741	2,000	1	2,001	0.0%
58. February 2014	Phase 3A	1,741	2,000	1	2,001	0.0%
59. March 2014	Phase 3A	1,741	2,000	1	2,001	0.0%
60. April 2014	Phase 3A	1,741	2,000	1	2,001	0.0%
61. May 2014	Phase 3B, 3C-Aqu, 3D	1,741	2,000	2	2,002	0.1%
62. June 2014	Phase 3B, 3C-Aqu, 3D	1,741	2,000	2	2,002	0.1%
63. July 2014	Phase 3B, 3C-Aqu, 3D	1,741	2,000	3	2,003	0.1%
64. August 2014	Phase 3B, 3C-Aqu, 3D	1,741	2,000	3	2,003	0.1%
65. September 2014	Phase 3B, 3C-Aqu, 3D	1,741	2,000	2	2,002	0.1%
66. October 2014	Phase 3B, 3C-Aqu	1,741	2,000	2	2,002	0.1%
67. November 2014	Phase 3B, 3C-Aqu	1,741	2,000	2	2,002	0.1%
68. December 2014	Phase 3B, 3C-Aqu	1,741	2,000	2	2,002	0.1%
69. January 2015	Phase 3B, 3C-Aqu	1,741	2,040	2	2,042	0.1%
70. February 2015	Phase 3B, 3C-Aqu	1,741	2,040	2	2,042	0.1%
71. March 2015	Phase 3B, 3C-Aqu, 3C-Dis	1,741	2,040	2	2,042	0.1%
72. April 2015	Phase 3B, 3C-Dis	1,741	2,040	2	2,042	0.1%
73. May 2015	Phase 3C-Dis	1,741	2,040	1	2,041	0.0%
74. June 2015	Phase 3C-Dis	1,741	2,040	1	2,041	0.0%
75. July 2015	Phase 3C-Dis	1,741	2,040	1	2,041	0.0%
76. August 2015	Phase 3C-Dis	1,741	2,040	1	2,041	0.0%
77. September 2015	Phase 3C-Dis	1,741	2,040	1	2,041	0.0%
78. October 2015	Phase 3C-Dis	1,741	2,040	1	2,041	0.0%
79. November 2015	Phase 3C-Dis	1,741	2,040	1	2,041	0.0%
80. December 2015	Phase 3C-Dis	1,741	2040	1	2,041	0.0%

Table X-2 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Weekday

4 Valley Vista Bl., east of Kester Av.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
1. May 2009	Phase 2	3,769	4,157	15	4,172	0.4%
2. June 2009	Phase 2	3,769	4,157	15	4,172	0.4%
3. July 2009	Phase 2	3,769	4,157	21	4,178	0.5%
4. August 2009	Phase 2	3,769	4,157	21	4,178	0.5%
5. September 2009	Phase 2	3,769	4,157	23	4,180	0.6%
6. October 2009	Phase 2	3,769	4,157	19	4,176	0.5%
7. November 2009	Phase 2	3,769	4,157	17	4,174	0.4%
8. December 2009	Phase 2	3,769	4,157	17	4,174	0.4%
9. January 2010	Phase 2	3,769	4,236	17	4,253	0.4%
10. February 2010	Phase 2	3,769	4,236	21	4,257	0.5%
11. March 2010	Phase 2	3,769	4,236	21	4,257	0.5%
12. April 2010	Phase 2	3,769	4,236	23	4,259	0.5%
13. May 2010	Phase 2	3,769	4,236	22	4,258	0.5%
14. June 2010	Phase 2	3,769	4,236	25	4,261	0.6%
15. July 2010	Phase 2	3,769	4,236	25	4,261	0.6%
16. August 2010	Phase 2	3,769	4,236	25	4,261	0.6%
17. September 2010	Phase 2	3,769	4,236	25	4,261	0.6%
18. October 2010	Phase 2	3,769	4,236	21	4,257	0.5%
19. November 2010						
20. December 2010						
21. January 2011						
22. February 2011						
23. March 2011						
24. April 2011						
25. May 2011						
26. June 2011						
27. July 2011						
28. August 2011						
29. September 2011						
30. October 2011						
31. November 2011						
32. December 2011						
33. January 2012						
34. February 2012						
35. March 2012						
36. April 2012						
37. May 2012	Phase 1	3,769	4,397	8	4,405	0.2%
38. June 2012	Phase 1	3,769	4,397	7	4,404	0.2%
39. July 2012	Phase 1	3,769	4,397	10	4,407	0.2%
40. August 2012	Phase 1	3,769	4,397	10	4,407	0.2%

Table X-2 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Weekday

4 Valley Vista Bl., east of Kester Av.	Daily Traffic Volumes				
	Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase					
41. September 2012 Phase 1	3,769	4,397	9	4,406	0.2%
42. October 2012 Phase 1	3,769	4,397	7	4,404	0.2%
43. November 2012 Phase 1	3,769	4,397	8	4,405	0.2%
44. December 2012 Phase 1	3,769	4,397	9	4,406	0.2%
45. January 2013 Phase 1	3,769	4,481	8	4,489	0.2%
46. February 2013 Phase 1	3,769	4,481	10	4,491	0.2%
47. March 2013 Phase 1	3,769	4,481	12	4,493	0.3%
48. April 2013 Phase 1	3,769	4,481	10	4,491	0.2%
49. May 2013 Phase 3A	3,769	4,481	8	4,489	0.2%
50. June 2013 Phase 3A	3,769	4,481	8	4,489	0.2%
51. July 2013 Phase 3A	3,769	4,481	10	4,491	0.2%
52. August 2013 Phase 3A	3,769	4,481	10	4,491	0.2%
53. September 2013 Phase 3A	3,769	4,481	9	4,490	0.2%
54. October 2013 Phase 3A	3,769	4,481	7	4,488	0.2%
55. November 2013 Phase 3A	3,769	4,481	7	4,488	0.2%
56. December 2013 Phase 3A	3,769	4,481	8	4,489	0.2%
57. January 2014 Phase 3A	3,769	4,565	8	4,573	0.2%
58. February 2014 Phase 3A	3,769	4,565	8	4,573	0.2%
59. March 2014 Phase 3A	3,769	4,565	10	4,575	0.2%
60. April 2014 Phase 3A	3,769	4,565	10	4,575	0.2%
61. May 2014 Phase 3B, 3C-Aqu, 3D	3,769	4,565	20	4,585	0.4%
62. June 2014 Phase 3B, 3C-Aqu, 3D	3,769	4,565	27	4,592	0.6%
63. July 2014 Phase 3B, 3C-Aqu, 3D	3,769	4,565	28	4,593	0.6%
64. August 2014 Phase 3B, 3C-Aqu, 3D	3,769	4,565	31	4,596	0.7%
65. September 2014 Phase 3B, 3C-Aqu, 3D	3,769	4,565	21	4,586	0.5%
66. October 2014 Phase 3B, 3C-Aqu	3,769	4,565	17	4,582	0.4%
67. November 2014 Phase 3B, 3C-Aqu	3,769	4,565	19	4,584	0.4%
68. December 2014 Phase 3B, 3C-Aqu	3,769	4,565	19	4,584	0.4%
69. January 2015 Phase 3B, 3C-Aqu	3,769	4,652	19	4,671	0.4%
70. February 2015 Phase 3B, 3C-Aqu	3,769	4,652	19	4,671	0.4%
71. March 2015 Phase 3B, 3C-Aqu, 3C-Dis	3,769	4,652	21	4,673	0.4%
72. April 2015 Phase 3B, 3C-Dis	3,769	4,652	21	4,673	0.4%
73. May 2015 Phase 3C-Dis	3,769	4,652	12	4,664	0.3%
74. June 2015 Phase 3C-Dis	3,769	4,652	10	4,662	0.2%
75. July 2015 Phase 3C-Dis	3,769	4,652	10	4,662	0.2%
76. August 2015 Phase 3C-Dis	3,769	4,652	10	4,662	0.2%
77. September 2015 Phase 3C-Dis	3,769	4,652	10	4,662	0.2%
78. October 2015 Phase 3C-Dis	3,769	4,652	8	4,660	0.2%
79. November 2015 Phase 3C-Dis	3,769	4,652	8	4,660	0.2%
80. December 2015 Phase 3C-Dis	3,769	4652	8	4,660	0.2%

Table X-2 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Weekday

5 Valley Vista Bl., east of Van Nuys Bl.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
1. May 2009	Phase 2	14,141	14,934	64	14,998	0.4%
2. June 2009	Phase 2	14,141	14,934	86	15,020	0.6%
3. July 2009	Phase 2	14,141	14,934	114	15,048	0.8%
4. August 2009	Phase 2	14,141	14,934	77	15,011	0.5%
5. September 2009	Phase 2	14,141	14,934	117	15,051	0.8%
6. October 2009	Phase 2	14,141	14,934	72	15,006	0.5%
7. November 2009	Phase 2	14,141	14,934	76	15,010	0.5%
8. December 2009	Phase 2	14,141	14,934	76	15,010	0.5%
9. January 2010	Phase 2	14,141	15,229	58	15,287	0.4%
10. February 2010	Phase 2	14,141	15,229	64	15,293	0.4%
11. March 2010	Phase 2	14,141	15,229	53	15,282	0.3%
12. April 2010	Phase 2	14,141	15,229	62	15,291	0.4%
13. May 2010	Phase 2	14,141	15,229	62	15,291	0.4%
14. June 2010	Phase 2	14,141	15,229	74	15,303	0.5%
15. July 2010	Phase 2	14,141	15,229	72	15,301	0.5%
16. August 2010	Phase 2	14,141	15,229	70	15,299	0.5%
17. September 2010	Phase 2	14,141	15,229	66	15,295	0.4%
18. October 2010	Phase 2	14,141	15,229	50	15,279	0.3%
19. November 2010						
20. December 2010						
21. January 2011						
22. February 2011						
23. March 2011						
24. April 2011						
25. May 2011						
26. June 2011						
27. July 2011						
28. August 2011						
29. September 2011						
30. October 2011						
31. November 2011						
32. December 2011						
33. January 2012						
34. February 2012						
35. March 2012						
36. April 2012						
37. May 2012	Phase 1	14,141	15,835	42	15,877	0.3%
38. June 2012	Phase 1	14,141	15,835	49	15,884	0.3%
39. July 2012	Phase 1	14,141	15,835	56	15,891	0.4%
40. August 2012	Phase 1	14,141	15,835	34	15,869	0.2%

Table X-2 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Weekday

5 Valley Vista Bl., east of Van Nuys Bl.	Daily Traffic Volumes				
	Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase					
41. September 2012 Phase 1	14,141	15,835	36	15,871	0.2%
42. October 2012 Phase 1	14,141	15,835	32	15,867	0.2%
43. November 2012 Phase 1	14,141	15,835	34	15,869	0.2%
44. December 2012 Phase 1	14,141	15,835	34	15,869	0.2%
45. January 2013 Phase 1	14,141	16,147	30	16,177	0.2%
46. February 2013 Phase 1	14,141	16,147	33	16,180	0.2%
47. March 2013 Phase 1	14,141	16,147	41	16,188	0.3%
48. April 2013 Phase 1	14,141	16,147	40	16,187	0.2%
49. May 2013 Phase 3A	14,141	16,147	42	16,189	0.3%
50. June 2013 Phase 3A	14,141	16,147	42	16,189	0.3%
51. July 2013 Phase 3A	14,141	16,147	56	16,203	0.3%
52. August 2013 Phase 3A	14,141	16,147	36	16,183	0.2%
53. September 2013 Phase 3A	14,141	16,147	36	16,183	0.2%
54. October 2013 Phase 3A	14,141	16,147	32	16,179	0.2%
55. November 2013 Phase 3A	14,141	16,147	32	16,179	0.2%
56. December 2013 Phase 3A	14,141	16,147	34	16,181	0.2%
57. January 2014 Phase 3A	14,141	16,466	30	16,496	0.2%
58. February 2014 Phase 3A	14,141	16,466	30	16,496	0.2%
59. March 2014 Phase 3A	14,141	16,466	38	16,504	0.2%
60. April 2014 Phase 3A	14,141	16,466	40	16,506	0.2%
61. May 2014 Phase 3B, 3C-Aqu, 3D	14,141	16,466	106	16,572	0.6%
62. June 2014 Phase 3B, 3C-Aqu, 3D	14,141	16,466	122	16,588	0.7%
63. July 2014 Phase 3B, 3C-Aqu, 3D	14,141	16,466	134	16,600	0.8%
64. August 2014 Phase 3B, 3C-Aqu, 3D	14,141	16,466	108	16,574	0.7%
65. September 2014 Phase 3B, 3C-Aqu, 3D	14,141	16,466	91	16,557	0.5%
66. October 2014 Phase 3B, 3C-Aqu	14,141	16,466	62	16,528	0.4%
67. November 2014 Phase 3B, 3C-Aqu	14,141	16,466	74	16,540	0.4%
68. December 2014 Phase 3B, 3C-Aqu	14,141	16,466	64	16,530	0.4%
69. January 2015 Phase 3B, 3C-Aqu	14,141	16,790	66	16,856	0.4%
70. February 2015 Phase 3B, 3C-Aqu	14,141	16,790	62	16,852	0.4%
71. March 2015 Phase 3B, 3C-Aqu, 3C-Dis	14,141	16,790	87	16,877	0.5%
72. April 2015 Phase 3B, 3C-Dis	14,141	16,790	83	16,873	0.5%
73. May 2015 Phase 3C-Dis	14,141	16,790	50	16,840	0.3%
74. June 2015 Phase 3C-Dis	14,141	16,790	41	16,831	0.2%
75. July 2015 Phase 3C-Dis	14,141	16,790	37	16,827	0.2%
76. August 2015 Phase 3C-Dis	14,141	16,790	35	16,825	0.2%
77. September 2015 Phase 3C-Dis	14,141	16,790	39	16,829	0.2%
78. October 2015 Phase 3C-Dis	14,141	16,790	30	16,820	0.2%
79. November 2015 Phase 3C-Dis	14,141	16,790	36	16,826	0.2%
80. December 2015 Phase 3C-Dis	14,141	16790	30	16,820	0.2%

Table X-2 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Weekday

6 Valley Vista Bl., west of Camino de la Cumbre		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
1. May 2009	Phase 2	5,636	6,096	68	6,164	1.1%
2. June 2009	Phase 2	5,636	6,096	92	6,188	1.5%
3. July 2009	Phase 2	5,636	6,096	120	6,216	1.9%
4. August 2009	Phase 2	5,636	6,096	83	6,179	1.3%
5. September 2009	Phase 2	5,636	6,096	125	6,221	2.0%
6. October 2009	Phase 2	5,636	6,096	78	6,174	1.3%
7. November 2009	Phase 2	5,636	6,096	80	6,176	1.3%
8. December 2009	Phase 2	5,636	6,096	80	6,176	1.3%
9. January 2010	Phase 2	5,636	6,213	62	6,275	1.0%
10. February 2010	Phase 2	5,636	6,213	71	6,284	1.1%
11. March 2010	Phase 2	5,636	6,213	58	6,271	0.9%
12. April 2010	Phase 2	5,636	6,213	70	6,283	1.1%
13. May 2010	Phase 2	5,636	6,213	69	6,282	1.1%
14. June 2010	Phase 2	5,636	6,213	80	6,293	1.3%
15. July 2010	Phase 2	5,636	6,213	78	6,291	1.2%
16. August 2010	Phase 2	5,636	6,213	76	6,289	1.2%
17. September 2010	Phase 2	5,636	6,213	72	6,285	1.1%
18. October 2010	Phase 2	5,636	6,213	59	6,272	0.9%
19. November 2010						
20. December 2010						
21. January 2011						
22. February 2011						
23. March 2011						
24. April 2011						
25. May 2011						
26. June 2011						
27. July 2011						
28. August 2011						
29. September 2011						
30. October 2011						
31. November 2011						
32. December 2011						
33. January 2012						
34. February 2012						
35. March 2012						
36. April 2012						
37. May 2012	Phase 1	5,636	6,455	44	6,499	0.7%
38. June 2012	Phase 1	5,636	6,455	51	6,506	0.8%
39. July 2012	Phase 1	5,636	6,455	57	6,512	0.9%
40. August 2012	Phase 1	5,636	6,455	37	6,492	0.6%

Table X-2 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Weekday

6 Valley Vista Bl., west of Camino de la Cumbre		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
41. September 2012	Phase 1	5,636	6,455	40	6,495	0.6%
42. October 2012	Phase 1	5,636	6,455	34	6,489	0.5%
43. November 2012	Phase 1	5,636	6,455	36	6,491	0.6%
44. December 2012	Phase 1	5,636	6,455	38	6,493	0.6%
45. January 2013	Phase 1	5,636	6,579	32	6,611	0.5%
46. February 2013	Phase 1	5,636	6,579	37	6,616	0.6%
47. March 2013	Phase 1	5,636	6,579	47	6,626	0.7%
48. April 2013	Phase 1	5,636	6,579	42	6,621	0.6%
49. May 2013	Phase 3A	5,636	6,579	44	6,623	0.7%
50. June 2013	Phase 3A	5,636	6,579	43	6,622	0.6%
51. July 2013	Phase 3A	5,636	6,579	57	6,636	0.9%
52. August 2013	Phase 3A	5,636	6,579	38	6,617	0.6%
53. September 2013	Phase 3A	5,636	6,579	38	6,617	0.6%
54. October 2013	Phase 3A	5,636	6,579	34	6,613	0.5%
55. November 2013	Phase 3A	5,636	6,579	34	6,613	0.5%
56. December 2013	Phase 3A	5,636	6,579	36	6,615	0.5%
57. January 2014	Phase 3A	5,636	6,706	32	6,738	0.5%
58. February 2014	Phase 3A	5,636	6,706	32	6,738	0.5%
59. March 2014	Phase 3A	5,636	6,706	42	6,748	0.6%
60. April 2014	Phase 3A	5,636	6,706	42	6,748	0.6%
61. May 2014	Phase 3B, 3C-Aqu, 3D	5,636	6,706	111	6,817	1.6%
62. June 2014	Phase 3B, 3C-Aqu, 3D	5,636	6,706	132	6,838	1.9%
63. July 2014	Phase 3B, 3C-Aqu, 3D	5,636	6,706	143	6,849	2.1%
64. August 2014	Phase 3B, 3C-Aqu, 3D	5,636	6,706	118	6,824	1.7%
65. September 2014	Phase 3B, 3C-Aqu, 3D	5,636	6,706	100	6,806	1.5%
66. October 2014	Phase 3B, 3C-Aqu	5,636	6,706	68	6,774	1.0%
67. November 2014	Phase 3B, 3C-Aqu	5,636	6,706	79	6,785	1.2%
68. December 2014	Phase 3B, 3C-Aqu	5,636	6,706	69	6,775	1.0%
69. January 2015	Phase 3B, 3C-Aqu	5,636	6,835	71	6,906	1.0%
70. February 2015	Phase 3B, 3C-Aqu	5,636	6,835	67	6,902	1.0%
71. March 2015	Phase 3B, 3C-Aqu, 3C-Dis	5,636	6,835	92	6,927	1.3%
72. April 2015	Phase 3B, 3C-Dis	5,636	6,835	90	6,925	1.3%
73. May 2015	Phase 3C-Dis	5,636	6,835	54	6,889	0.8%
74. June 2015	Phase 3C-Dis	5,636	6,835	45	6,880	0.7%
75. July 2015	Phase 3C-Dis	5,636	6,835	40	6,875	0.6%
76. August 2015	Phase 3C-Dis	5,636	6,835	39	6,874	0.6%
77. September 2015	Phase 3C-Dis	5,636	6,835	43	6,878	0.6%
78. October 2015	Phase 3C-Dis	5,636	6,835	32	6,867	0.5%
79. November 2015	Phase 3C-Dis	5,636	6,835	38	6,873	0.6%
80. December 2015	Phase 3C-Dis	5,636	6835	32	6,867	0.5%

Table X-2 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Weekday

7 Valley Vista Bl., west of Stansbury Av.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
1. May 2009	Phase 2	4,608	5,026	68	5,094	1.3%
2. June 2009	Phase 2	4,608	5,026	92	5,118	1.8%
3. July 2009	Phase 2	4,608	5,026	120	5,146	2.3%
4. August 2009	Phase 2	4,608	5,026	83	5,109	1.6%
5. September 2009	Phase 2	4,608	5,026	125	5,151	2.4%
6. October 2009	Phase 2	4,608	5,026	78	5,104	1.5%
7. November 2009	Phase 2	4,608	5,026	80	5,106	1.6%
8. December 2009	Phase 2	4,608	5,026	80	5,106	1.6%
9. January 2010	Phase 2	4,608	5,122	62	5,184	1.2%
10. February 2010	Phase 2	4,608	5,122	71	5,193	1.4%
11. March 2010	Phase 2	4,608	5,122	58	5,180	1.1%
12. April 2010	Phase 2	4,608	5,122	70	5,192	1.3%
13. May 2010	Phase 2	4,608	5,122	69	5,191	1.3%
14. June 2010	Phase 2	4,608	5,122	80	5,202	1.5%
15. July 2010	Phase 2	4,608	5,122	78	5,200	1.5%
16. August 2010	Phase 2	4,608	5,122	76	5,198	1.5%
17. September 2010	Phase 2	4,608	5,122	72	5,194	1.4%
18. October 2010	Phase 2	4,608	5,122	59	5,181	1.1%
19. November 2010						
20. December 2010						
21. January 2011						
22. February 2011						
23. March 2011						
24. April 2011						
25. May 2011						
26. June 2011						
27. July 2011						
28. August 2011						
29. September 2011						
30. October 2011						
31. November 2011						
32. December 2011						
33. January 2012						
34. February 2012						
35. March 2012						
36. April 2012						
37. May 2012	Phase 1	4,608	5,320	44	5,364	0.8%
38. June 2012	Phase 1	4,608	5,320	51	5,371	0.9%
39. July 2012	Phase 1	4,608	5,320	57	5,377	1.1%
40. August 2012	Phase 1	4,608	5,320	37	5,357	0.7%

Table X-2 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Weekday

7 Valley Vista Bl., west of Stansbury Av.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
41. September 2012	Phase 1	4,608	5,320	40	5,360	0.7%
42. October 2012	Phase 1	4,608	5,320	34	5,354	0.6%
43. November 2012	Phase 1	4,608	5,320	36	5,356	0.7%
44. December 2012	Phase 1	4,608	5,320	38	5,358	0.7%
45. January 2013	Phase 1	4,608	5,421	32	5,453	0.6%
46. February 2013	Phase 1	4,608	5,421	37	5,458	0.7%
47. March 2013	Phase 1	4,608	5,421	47	5,468	0.9%
48. April 2013	Phase 1	4,608	5,421	42	5,463	0.8%
49. May 2013	Phase 3A	4,608	5,421	44	5,465	0.8%
50. June 2013	Phase 3A	4,608	5,421	43	5,464	0.8%
51. July 2013	Phase 3A	4,608	5,421	57	5,478	1.0%
52. August 2013	Phase 3A	4,608	5,421	38	5,459	0.7%
53. September 2013	Phase 3A	4,608	5,421	38	5,459	0.7%
54. October 2013	Phase 3A	4,608	5,421	34	5,455	0.6%
55. November 2013	Phase 3A	4,608	5,421	34	5,455	0.6%
56. December 2013	Phase 3A	4,608	5,421	36	5,457	0.7%
57. January 2014	Phase 3A	4,608	5,525	32	5,557	0.6%
58. February 2014	Phase 3A	4,608	5,525	32	5,557	0.6%
59. March 2014	Phase 3A	4,608	5,525	42	5,567	0.8%
60. April 2014	Phase 3A	4,608	5,525	42	5,567	0.8%
61. May 2014	Phase 3B, 3C-Aqu, 3D	4,608	5,525	111	5,636	2.0%
62. June 2014	Phase 3B, 3C-Aqu, 3D	4,608	5,525	132	5,657	2.3%
63. July 2014	Phase 3B, 3C-Aqu, 3D	4,608	5,525	143	5,668	2.5%
64. August 2014	Phase 3B, 3C-Aqu, 3D	4,608	5,525	118	5,643	2.1%
65. September 2014	Phase 3B, 3C-Aqu, 3D	4,608	5,525	100	5,625	1.8%
66. October 2014	Phase 3B, 3C-Aqu	4,608	5,525	68	5,593	1.2%
67. November 2014	Phase 3B, 3C-Aqu	4,608	5,525	79	5,604	1.4%
68. December 2014	Phase 3B, 3C-Aqu	4,608	5,525	69	5,594	1.2%
69. January 2015	Phase 3B, 3C-Aqu	4,608	5,631	71	5,702	1.2%
70. February 2015	Phase 3B, 3C-Aqu	4,608	5,631	67	5,698	1.2%
71. March 2015	Phase 3B, 3C-Aqu, 3C-Dis	4,608	5,631	92	5,723	1.6%
72. April 2015	Phase 3B, 3C-Dis	4,608	5,631	90	5,721	1.6%
73. May 2015	Phase 3C-Dis	4,608	5,631	54	5,685	0.9%
74. June 2015	Phase 3C-Dis	4,608	5,631	45	5,676	0.8%
75. July 2015	Phase 3C-Dis	4,608	5,631	40	5,671	0.7%
76. August 2015	Phase 3C-Dis	4,608	5,631	39	5,670	0.7%
77. September 2015	Phase 3C-Dis	4,608	5,631	43	5,674	0.8%
78. October 2015	Phase 3C-Dis	4,608	5,631	32	5,663	0.6%
79. November 2015	Phase 3C-Dis	4,608	5,631	38	5,669	0.7%
80. December 2015	Phase 3C-Dis	4,608	5631	32	5,663	0.6%

Table X-2 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Weekday

8 Valley Vista Bl., east of Stansbury Av.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
1. May 2009	Phase 2	4,110	4,550	10	4,560	0.2%
2. June 2009	Phase 2	4,110	4,550	10	4,560	0.2%
3. July 2009	Phase 2	4,110	4,550	14	4,564	0.3%
4. August 2009	Phase 2	4,110	4,550	14	4,564	0.3%
5. September 2009	Phase 2	4,110	4,550	14	4,564	0.3%
6. October 2009	Phase 2	4,110	4,550	14	4,564	0.3%
7. November 2009	Phase 2	4,110	4,550	12	4,562	0.3%
8. December 2009	Phase 2	4,110	4,550	12	4,562	0.3%
9. January 2010	Phase 2	4,110	4,636	12	4,648	0.3%
10. February 2010	Phase 2	4,110	4,636	16	4,652	0.3%
11. March 2010	Phase 2	4,110	4,636	14	4,650	0.3%
12. April 2010	Phase 2	4,110	4,636	18	4,654	0.4%
13. May 2010	Phase 2	4,110	4,636	18	4,654	0.4%
14. June 2010	Phase 2	4,110	4,636	18	4,654	0.4%
15. July 2010	Phase 2	4,110	4,636	18	4,654	0.4%
16. August 2010	Phase 2	4,110	4,636	18	4,654	0.4%
17. September 2010	Phase 2	4,110	4,636	18	4,654	0.4%
18. October 2010	Phase 2	4,110	4,636	16	4,652	0.3%
19. November 2010						
20. December 2010						
21. January 2011						
22. February 2011						
23. March 2011						
24. April 2011						
25. May 2011						
26. June 2011						
27. July 2011						
28. August 2011						
29. September 2011						
30. October 2011						
31. November 2011						
32. December 2011						
33. January 2012						
34. February 2012						
35. March 2012						
36. April 2012						
37. May 2012	Phase 1	4,110	4,812	4	4,816	0.1%
38. June 2012	Phase 1	4,110	4,812	4	4,816	0.1%
39. July 2012	Phase 1	4,110	4,812	6	4,818	0.1%
40. August 2012	Phase 1	4,110	4,812	6	4,818	0.1%

Table X-2 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Weekday

8 Valley Vista Bl., east of Stansbury Av.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
41. September 2012	Phase 1	4,110	4,812	6	4,818	0.1%
42. October 2012	Phase 1	4,110	4,812	6	4,818	0.1%
43. November 2012	Phase 1	4,110	4,812	6	4,818	0.1%
44. December 2012	Phase 1	4,110	4,812	6	4,818	0.1%
45. January 2013	Phase 1	4,110	4,903	6	4,909	0.1%
46. February 2013	Phase 1	4,110	4,903	8	4,911	0.2%
47. March 2013	Phase 1	4,110	4,903	8	4,911	0.2%
48. April 2013	Phase 1	4,110	4,903	6	4,909	0.1%
49. May 2013	Phase 3A	4,110	4,903	4	4,907	0.1%
50. June 2013	Phase 3A	4,110	4,903	4	4,907	0.1%
51. July 2013	Phase 3A	4,110	4,903	6	4,909	0.1%
52. August 2013	Phase 3A	4,110	4,903	6	4,909	0.1%
53. September 2013	Phase 3A	4,110	4,903	6	4,909	0.1%
54. October 2013	Phase 3A	4,110	4,903	6	4,909	0.1%
55. November 2013	Phase 3A	4,110	4,903	6	4,909	0.1%
56. December 2013	Phase 3A	4,110	4,903	6	4,909	0.1%
57. January 2014	Phase 3A	4,110	4,995	6	5,001	0.1%
58. February 2014	Phase 3A	4,110	4,995	6	5,001	0.1%
59. March 2014	Phase 3A	4,110	4,995	6	5,001	0.1%
60. April 2014	Phase 3A	4,110	4,995	6	5,001	0.1%
61. May 2014	Phase 3B, 3C-Aqu, 3D	4,110	4,995	14	5,009	0.3%
62. June 2014	Phase 3B, 3C-Aqu, 3D	4,110	4,995	20	5,015	0.4%
63. July 2014	Phase 3B, 3C-Aqu, 3D	4,110	4,995	20	5,015	0.4%
64. August 2014	Phase 3B, 3C-Aqu, 3D	4,110	4,995	24	5,019	0.5%
65. September 2014	Phase 3B, 3C-Aqu, 3D	4,110	4,995	14	5,009	0.3%
66. October 2014	Phase 3B, 3C-Aqu	4,110	4,995	12	5,007	0.2%
67. November 2014	Phase 3B, 3C-Aqu	4,110	4,995	14	5,009	0.3%
68. December 2014	Phase 3B, 3C-Aqu	4,110	4,995	14	5,009	0.3%
69. January 2015	Phase 3B, 3C-Aqu	4,110	5,090	14	5,104	0.3%
70. February 2015	Phase 3B, 3C-Aqu	4,110	5,090	14	5,104	0.3%
71. March 2015	Phase 3B, 3C-Aqu, 3C-Dis	4,110	5,090	16	5,106	0.3%
72. April 2015	Phase 3B, 3C-Dis	4,110	5,090	14	5,104	0.3%
73. May 2015	Phase 3C-Dis	4,110	5,090	8	5,098	0.2%
74. June 2015	Phase 3C-Dis	4,110	5,090	8	5,098	0.2%
75. July 2015	Phase 3C-Dis	4,110	5,090	8	5,098	0.2%
76. August 2015	Phase 3C-Dis	4,110	5,090	8	5,098	0.2%
77. September 2015	Phase 3C-Dis	4,110	5,090	8	5,098	0.2%
78. October 2015	Phase 3C-Dis	4,110	5,090	6	5,096	0.1%
79. November 2015	Phase 3C-Dis	4,110	5,090	6	5,096	0.1%
80. December 2015	Phase 3C-Dis	4,110	5090	6	5,096	0.1%

Table X-2 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Weekday

9 Van Nuys Bl., bet. Benefit St. and Greenleaf St.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
1. May 2009	Phase 2	14,475	15,326	44	15,370	0.3%
2. June 2009	Phase 2	14,475	15,326	66	15,392	0.4%
3. July 2009	Phase 2	14,475	15,326	89	15,415	0.6%
4. August 2009	Phase 2	14,475	15,326	51	15,377	0.3%
5. September 2009	Phase 2	14,475	15,326	89	15,415	0.6%
6. October 2009	Phase 2	14,475	15,326	49	15,375	0.3%
7. November 2009	Phase 2	14,475	15,326	53	15,379	0.3%
8. December 2009	Phase 2	14,475	15,326	55	15,381	0.4%
9. January 2010	Phase 2	14,475	15,627	37	15,664	0.2%
10. February 2010	Phase 2	14,475	15,627	36	15,663	0.2%
11. March 2010	Phase 2	14,475	15,627	27	15,654	0.2%
12. April 2010	Phase 2	14,475	15,627	32	15,659	0.2%
13. May 2010	Phase 2	14,475	15,627	32	15,659	0.2%
14. June 2010	Phase 2	14,475	15,627	42	15,669	0.3%
15. July 2010	Phase 2	14,475	15,627	40	15,667	0.3%
16. August 2010	Phase 2	14,475	15,627	38	15,665	0.2%
17. September 2010	Phase 2	14,475	15,627	34	15,661	0.2%
18. October 2010	Phase 2	14,475	15,627	24	15,651	0.2%
19. November 2010						
20. December 2010						
21. January 2011						
22. February 2011						
23. March 2011						
24. April 2011						
25. May 2011						
26. June 2011						
27. July 2011						
28. August 2011						
29. September 2011						
30. October 2011						
31. November 2011						
32. December 2011						
33. January 2012						
34. February 2012						
35. March 2012						
36. April 2012						
37. May 2012	Phase 1	14,475	16,248	33	16,281	0.2%
38. June 2012	Phase 1	14,475	16,248	39	16,287	0.2%
39. July 2012	Phase 1	14,475	16,248	43	16,291	0.3%
40. August 2012	Phase 1	14,475	16,248	23	16,271	0.1%

Table X-2 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Weekday

9 Van Nuys Bl., bet. Benefit St. and Greenleaf St.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
41. September 2012	Phase 1	14,475	16,248	27	16,275	0.2%
42. October 2012	Phase 1	14,475	16,248	21	16,269	0.1%
43. November 2012	Phase 1	14,475	16,248	21	16,269	0.1%
44. December 2012	Phase 1	14,475	16,248	23	16,271	0.1%
45. January 2013	Phase 1	14,475	16,567	19	16,586	0.1%
46. February 2013	Phase 1	14,475	16,567	20	16,587	0.1%
47. March 2013	Phase 1	14,475	16,567	28	16,595	0.2%
48. April 2013	Phase 1	14,475	16,567	27	16,594	0.2%
49. May 2013	Phase 3A	14,475	16,567	35	16,602	0.2%
50. June 2013	Phase 3A	14,475	16,567	31	16,598	0.2%
51. July 2013	Phase 3A	14,475	16,567	43	16,610	0.3%
52. August 2013	Phase 3A	14,475	16,567	23	16,590	0.1%
53. September 2013	Phase 3A	14,475	16,567	25	16,592	0.2%
54. October 2013	Phase 3A	14,475	16,567	21	16,588	0.1%
55. November 2013	Phase 3A	14,475	16,567	21	16,588	0.1%
56. December 2013	Phase 3A	14,475	16,567	23	16,590	0.1%
57. January 2014	Phase 3A	14,475	16,893	19	16,912	0.1%
58. February 2014	Phase 3A	14,475	16,893	19	16,912	0.1%
59. March 2014	Phase 3A	14,475	16,893	27	16,920	0.2%
60. April 2014	Phase 3A	14,475	16,893	27	16,920	0.2%
61. May 2014	Phase 3B, 3C-Aqu, 3D	14,475	16,893	81	16,974	0.5%
62. June 2014	Phase 3B, 3C-Aqu, 3D	14,475	16,893	88	16,981	0.5%
63. July 2014	Phase 3B, 3C-Aqu, 3D	14,475	16,893	98	16,991	0.6%
64. August 2014	Phase 3B, 3C-Aqu, 3D	14,475	16,893	71	16,964	0.4%
65. September 2014	Phase 3B, 3C-Aqu, 3D	14,475	16,893	65	16,958	0.4%
66. October 2014	Phase 3B, 3C-Aqu	14,475	16,893	41	16,934	0.2%
67. November 2014	Phase 3B, 3C-Aqu	14,475	16,893	51	16,944	0.3%
68. December 2014	Phase 3B, 3C-Aqu	14,475	16,893	41	16,934	0.2%
69. January 2015	Phase 3B, 3C-Aqu	14,475	17,226	43	17,269	0.2%
70. February 2015	Phase 3B, 3C-Aqu	14,475	17,226	39	17,265	0.2%
71. March 2015	Phase 3B, 3C-Aqu, 3C-Dis	14,475	17,226	60	17,286	0.3%
72. April 2015	Phase 3B, 3C-Dis	14,475	17,226	57	17,283	0.3%
73. May 2015	Phase 3C-Dis	14,475	17,226	36	17,262	0.2%
74. June 2015	Phase 3C-Dis	14,475	17,226	26	17,252	0.2%
75. July 2015	Phase 3C-Dis	14,475	17,226	22	17,248	0.1%
76. August 2015	Phase 3C-Dis	14,475	17,226	20	17,246	0.1%
77. September 2015	Phase 3C-Dis	14,475	17,226	24	17,250	0.1%
78. October 2015	Phase 3C-Dis	14,475	17,226	17	17,243	0.1%
79. November 2015	Phase 3C-Dis	14,475	17,226	23	17,249	0.1%
80. December 2015	Phase 3C-Dis	14,475	17226	17	17,243	0.1%

Table X-2 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Weekday

10 Beverly Glen Bl., bet. Benefit St. and Greenleaf St.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
1. May 2009	Phase 2	15,031	15,752	3	15,755	0.0%
2. June 2009	Phase 2	15,031	15,752	3	15,755	0.0%
3. July 2009	Phase 2	15,031	15,752	5	15,757	0.0%
4. August 2009	Phase 2	15,031	15,752	6	15,758	0.0%
5. September 2009	Phase 2	15,031	15,752	6	15,758	0.0%
6. October 2009	Phase 2	15,031	15,752	6	15,758	0.0%
7. November 2009	Phase 2	15,031	15,752	3	15,755	0.0%
8. December 2009	Phase 2	15,031	15,752	3	15,755	0.0%
9. January 2010	Phase 2	15,031	16,065	3	16,068	0.0%
10. February 2010	Phase 2	15,031	16,065	6	16,071	0.0%
11. March 2010	Phase 2	15,031	16,065	4	16,069	0.0%
12. April 2010	Phase 2	15,031	16,065	6	16,071	0.0%
13. May 2010	Phase 2	15,031	16,065	6	16,071	0.0%
14. June 2010	Phase 2	15,031	16,065	6	16,071	0.0%
15. July 2010	Phase 2	15,031	16,065	6	16,071	0.0%
16. August 2010	Phase 2	15,031	16,065	6	16,071	0.0%
17. September 2010	Phase 2	15,031	16,065	6	16,071	0.0%
18. October 2010	Phase 2	15,031	16,065	6	16,071	0.0%
19. November 2010						
20. December 2010						
21. January 2011						
22. February 2011						
23. March 2011						
24. April 2011						
25. May 2011						
26. June 2011						
27. July 2011						
28. August 2011						
29. September 2011						
30. October 2011						
31. November 2011						
32. December 2011						
33. January 2012						
34. February 2012						
35. March 2012						
36. April 2012						
37. May 2012	Phase 1	15,031	16,709	1	16,710	0.0%
38. June 2012	Phase 1	15,031	16,709	1	16,710	0.0%
39. July 2012	Phase 1	15,031	16,709	3	16,712	0.0%
40. August 2012	Phase 1	15,031	16,709	2	16,711	0.0%

Table X-2 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Weekday

10 Beverly Glen Bl., bet. Benefit St. and Greenleaf St.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
41. September 2012	Phase 1	15,031	16,709	2	16,711	0.0%
42. October 2012	Phase 1	15,031	16,709	2	16,711	0.0%
43. November 2012	Phase 1	15,031	16,709	2	16,711	0.0%
44. December 2012	Phase 1	15,031	16,709	2	16,711	0.0%
45. January 2013	Phase 1	15,031	17,041	2	17,043	0.0%
46. February 2013	Phase 1	15,031	17,041	2	17,043	0.0%
47. March 2013	Phase 1	15,031	17,041	2	17,043	0.0%
48. April 2013	Phase 1	15,031	17,041	2	17,043	0.0%
49. May 2013	Phase 3A	15,031	17,041	1	17,042	0.0%
50. June 2013	Phase 3A	15,031	17,041	1	17,042	0.0%
51. July 2013	Phase 3A	15,031	17,041	3	17,044	0.0%
52. August 2013	Phase 3A	15,031	17,041	2	17,043	0.0%
53. September 2013	Phase 3A	15,031	17,041	2	17,043	0.0%
54. October 2013	Phase 3A	15,031	17,041	2	17,043	0.0%
55. November 2013	Phase 3A	15,031	17,041	2	17,043	0.0%
56. December 2013	Phase 3A	15,031	17,041	2	17,043	0.0%
57. January 2014	Phase 3A	15,031	17,380	2	17,382	0.0%
58. February 2014	Phase 3A	15,031	17,380	2	17,382	0.0%
59. March 2014	Phase 3A	15,031	17,380	2	17,382	0.0%
60. April 2014	Phase 3A	15,031	17,380	2	17,382	0.0%
61. May 2014	Phase 3B, 3C-Aqu, 3D	15,031	17,380	6	17,386	0.0%
62. June 2014	Phase 3B, 3C-Aqu, 3D	15,031	17,380	9	17,389	0.1%
63. July 2014	Phase 3B, 3C-Aqu, 3D	15,031	17,380	9	17,389	0.1%
64. August 2014	Phase 3B, 3C-Aqu, 3D	15,031	17,380	9	17,389	0.1%
65. September 2014	Phase 3B, 3C-Aqu, 3D	15,031	17,380	4	17,384	0.0%
66. October 2014	Phase 3B, 3C-Aqu	15,031	17,380	4	17,384	0.0%
67. November 2014	Phase 3B, 3C-Aqu	15,031	17,380	4	17,384	0.0%
68. December 2014	Phase 3B, 3C-Aqu	15,031	17,380	4	17,384	0.0%
69. January 2015	Phase 3B, 3C-Aqu	15,031	17,725	4	17,729	0.0%
70. February 2015	Phase 3B, 3C-Aqu	15,031	17,725	4	17,729	0.0%
71. March 2015	Phase 3B, 3C-Aqu, 3C-Dis	15,031	17,725	6	17,731	0.0%
72. April 2015	Phase 3B, 3C-Dis	15,031	17,725	4	17,729	0.0%
73. May 2015	Phase 3C-Dis	15,031	17,725	2	17,727	0.0%
74. June 2015	Phase 3C-Dis	15,031	17,725	2	17,727	0.0%
75. July 2015	Phase 3C-Dis	15,031	17,725	2	17,727	0.0%
76. August 2015	Phase 3C-Dis	15,031	17,725	2	17,727	0.0%
77. September 2015	Phase 3C-Dis	15,031	17,725	2	17,727	0.0%
78. October 2015	Phase 3C-Dis	15,031	17,725	2	17,727	0.0%
79. November 2015	Phase 3C-Dis	15,031	17,725	2	17,727	0.0%
80. December 2015	Phase 3C-Dis	15,031	17,725	2	17,727	0.0%

Table X-2 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Weekday

11 Beverly Glen Bl., south of Millbrook Dr.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
1. May 2009	Phase 2	28,961	30,169	2	30,171	0.0%
2. June 2009	Phase 2	28,961	30,169	2	30,171	0.0%
3. July 2009	Phase 2	28,961	30,169	2	30,171	0.0%
4. August 2009	Phase 2	28,961	30,169	2	30,171	0.0%
5. September 2009	Phase 2	28,961	30,169	2	30,171	0.0%
6. October 2009	Phase 2	28,961	30,169	2	30,171	0.0%
7. November 2009	Phase 2	28,961	30,169	2	30,171	0.0%
8. December 2009	Phase 2	28,961	30,169	2	30,171	0.0%
9. January 2010	Phase 2	28,961	30,772	2	30,774	0.0%
10. February 2010	Phase 2	28,961	30,772	2	30,774	0.0%
11. March 2010	Phase 2	28,961	30,772	2	30,774	0.0%
12. April 2010	Phase 2	28,961	30,772	2	30,774	0.0%
13. May 2010	Phase 2	28,961	30,772	2	30,774	0.0%
14. June 2010	Phase 2	28,961	30,772	2	30,774	0.0%
15. July 2010	Phase 2	28,961	30,772	2	30,774	0.0%
16. August 2010	Phase 2	28,961	30,772	2	30,774	0.0%
17. September 2010	Phase 2	28,961	30,772	2	30,774	0.0%
18. October 2010	Phase 2	28,961	30,772	2	30,774	0.0%
19. November 2010						
20. December 2010						
21. January 2011						
22. February 2011						
23. March 2011						
24. April 2011						
25. May 2011						
26. June 2011						
27. July 2011						
28. August 2011						
29. September 2011						
30. October 2011						
31. November 2011						
32. December 2011						
33. January 2012						
34. February 2012						
35. March 2012						
36. April 2012						
37. May 2012	Phase 1	28,961	32,013	1	32,014	0.0%
38. June 2012	Phase 1	28,961	32,013	1	32,014	0.0%
39. July 2012	Phase 1	28,961	32,013	1	32,014	0.0%
40. August 2012	Phase 1	28,961	32,013	1	32,014	0.0%

Table X-2 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Weekday

11 Beverly Glen Bl., south of Millbrook Dr.	Daily Traffic Volumes				
	Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase					
41. September 2012 Phase 1	28,961	32,013	1	32,014	0.0%
42. October 2012 Phase 1	28,961	32,013	1	32,014	0.0%
43. November 2012 Phase 1	28,961	32,013	1	32,014	0.0%
44. December 2012 Phase 1	28,961	32,013	1	32,014	0.0%
45. January 2013 Phase 1	28,961	32,653	1	32,654	0.0%
46. February 2013 Phase 1	28,961	32,653	2	32,655	0.0%
47. March 2013 Phase 1	28,961	32,653	2	32,655	0.0%
48. April 2013 Phase 1	28,961	32,653	1	32,654	0.0%
49. May 2013 Phase 3A	28,961	32,653	1	32,654	0.0%
50. June 2013 Phase 3A	28,961	32,653	1	32,654	0.0%
51. July 2013 Phase 3A	28,961	32,653	1	32,654	0.0%
52. August 2013 Phase 3A	28,961	32,653	1	32,654	0.0%
53. September 2013 Phase 3A	28,961	32,653	1	32,654	0.0%
54. October 2013 Phase 3A	28,961	32,653	1	32,654	0.0%
55. November 2013 Phase 3A	28,961	32,653	1	32,654	0.0%
56. December 2013 Phase 3A	28,961	32,653	1	32,654	0.0%
57. January 2014 Phase 3A	28,961	33,305	1	33,306	0.0%
58. February 2014 Phase 3A	28,961	33,305	1	33,306	0.0%
59. March 2014 Phase 3A	28,961	33,305	1	33,306	0.0%
60. April 2014 Phase 3A	28,961	33,305	1	33,306	0.0%
61. May 2014 Phase 3B, 3C-Aqu, 3D	28,961	33,305	2	33,307	0.0%
62. June 2014 Phase 3B, 3C-Aqu, 3D	28,961	33,305	2	33,307	0.0%
63. July 2014 Phase 3B, 3C-Aqu, 3D	28,961	33,305	2	33,307	0.0%
64. August 2014 Phase 3B, 3C-Aqu, 3D	28,961	33,305	2	33,307	0.0%
65. September 2014 Phase 3B, 3C-Aqu, 3D	28,961	33,305	2	33,307	0.0%
66. October 2014 Phase 3B, 3C-Aqu	28,961	33,305	2	33,307	0.0%
67. November 2014 Phase 3B, 3C-Aqu	28,961	33,305	2	33,307	0.0%
68. December 2014 Phase 3B, 3C-Aqu	28,961	33,305	2	33,307	0.0%
69. January 2015 Phase 3B, 3C-Aqu	28,961	33,970	2	33,972	0.0%
70. February 2015 Phase 3B, 3C-Aqu	28,961	33,970	2	33,972	0.0%
71. March 2015 Phase 3B, 3C-Aqu, 3C-Dis	28,961	33,970	2	33,972	0.0%
72. April 2015 Phase 3B, 3C-Dis	28,961	33,970	2	33,972	0.0%
73. May 2015 Phase 3C-Dis	28,961	33,970	2	33,972	0.0%
74. June 2015 Phase 3C-Dis	28,961	33,970	2	33,972	0.0%
75. July 2015 Phase 3C-Dis	28,961	33,970	2	33,972	0.0%
76. August 2015 Phase 3C-Dis	28,961	33,970	2	33,972	0.0%
77. September 2015 Phase 3C-Dis	28,961	33,970	2	33,972	0.0%
78. October 2015 Phase 3C-Dis	28,961	33,970	1	33,971	0.0%
79. November 2015 Phase 3C-Dis	28,961	33,970	1	33,971	0.0%
80. December 2015 Phase 3C-Dis	28,961	33,970	1	33,971	0.0%

Table X-2 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Weekday

12 Camino de la Cumbre, south of Valley Vista Bl.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
1. May 2009	Phase 2	977	1,016	1	1,017	0.1%
2. June 2009	Phase 2	977	1,016	1	1,017	0.1%
3. July 2009	Phase 2	977	1,016	1	1,017	0.1%
4. August 2009	Phase 2	977	1,016	1	1,017	0.1%
5. September 2009	Phase 2	977	1,016	1	1,017	0.1%
6. October 2009	Phase 2	977	1,016	1	1,017	0.1%
7. November 2009	Phase 2	977	1,016	1	1,017	0.1%
8. December 2009	Phase 2	977	1,016	1	1,017	0.1%
9. January 2010	Phase 2	977	1,037	1	1,038	0.1%
10. February 2010	Phase 2	977	1,037	1	1,038	0.1%
11. March 2010	Phase 2	977	1,037	1	1,038	0.1%
12. April 2010	Phase 2	977	1,037	1	1,038	0.1%
13. May 2010	Phase 2	977	1,037	1	1,038	0.1%
14. June 2010	Phase 2	977	1,037	1	1,038	0.1%
15. July 2010	Phase 2	977	1,037	1	1,038	0.1%
16. August 2010	Phase 2	977	1,037	1	1,038	0.1%
17. September 2010	Phase 2	977	1,037	1	1,038	0.1%
18. October 2010	Phase 2	977	1,037	1	1,038	0.1%
19. November 2010						
20. December 2010						
21. January 2011						
22. February 2011						
23. March 2011						
24. April 2011						
25. May 2011						
26. June 2011						
27. July 2011						
28. August 2011						
29. September 2011						
30. October 2011						
31. November 2011						
32. December 2011						
33. January 2012						
34. February 2012						
35. March 2012						
36. April 2012						
37. May 2012	Phase 1	977	1,079	1	1,080	0.1%
38. June 2012	Phase 1	977	1,079	1	1,080	0.1%
39. July 2012	Phase 1	977	1,079	1	1,080	0.1%
40. August 2012	Phase 1	977	1,079	1	1,080	0.1%

Table X-2 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Weekday

12 Camino de la Cumbre, south of Valley Vista Bl.	Daily Traffic Volumes				
	Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase					
41. September 2012 Phase 1	977	1,079	1	1,080	0.1%
42. October 2012 Phase 1	977	1,079	1	1,080	0.1%
43. November 2012 Phase 1	977	1,079	1	1,080	0.1%
44. December 2012 Phase 1	977	1,079	1	1,080	0.1%
45. January 2013 Phase 1	977	1,100	1	1,101	0.1%
46. February 2013 Phase 1	977	1,100	1	1,101	0.1%
47. March 2013 Phase 1	977	1,100	1	1,101	0.1%
48. April 2013 Phase 1	977	1,100	1	1,101	0.1%
49. May 2013 Phase 3A	977	1,100	1	1,101	0.1%
50. June 2013 Phase 3A	977	1,100	1	1,101	0.1%
51. July 2013 Phase 3A	977	1,100	1	1,101	0.1%
52. August 2013 Phase 3A	977	1,100	1	1,101	0.1%
53. September 2013 Phase 3A	977	1,100	1	1,101	0.1%
54. October 2013 Phase 3A	977	1,100	1	1,101	0.1%
55. November 2013 Phase 3A	977	1,100	1	1,101	0.1%
56. December 2013 Phase 3A	977	1,100	1	1,101	0.1%
57. January 2014 Phase 3A	977	1,122	1	1,123	0.1%
58. February 2014 Phase 3A	977	1,122	1	1,123	0.1%
59. March 2014 Phase 3A	977	1,122	1	1,123	0.1%
60. April 2014 Phase 3A	977	1,122	1	1,123	0.1%
61. May 2014 Phase 3B, 3C-Aqu, 3D	977	1,122	1	1,123	0.1%
62. June 2014 Phase 3B, 3C-Aqu, 3D	977	1,122	1	1,123	0.1%
63. July 2014 Phase 3B, 3C-Aqu, 3D	977	1,122	1	1,123	0.1%
64. August 2014 Phase 3B, 3C-Aqu, 3D	977	1,122	1	1,123	0.1%
65. September 2014 Phase 3B, 3C-Aqu, 3D	977	1,122	1	1,123	0.1%
66. October 2014 Phase 3B, 3C-Aqu	977	1,122	1	1,123	0.1%
67. November 2014 Phase 3B, 3C-Aqu	977	1,122	1	1,123	0.1%
68. December 2014 Phase 3B, 3C-Aqu	977	1,122	1	1,123	0.1%
69. January 2015 Phase 3B, 3C-Aqu	977	1,145	1	1,146	0.1%
70. February 2015 Phase 3B, 3C-Aqu	977	1,145	1	1,146	0.1%
71. March 2015 Phase 3B, 3C-Aqu, 3C-Dis	977	1,145	1	1,146	0.1%
72. April 2015 Phase 3B, 3C-Dis	977	1,145	1	1,146	0.1%
73. May 2015 Phase 3C-Dis	977	1,145	1	1,146	0.1%
74. June 2015 Phase 3C-Dis	977	1,145	1	1,146	0.1%
75. July 2015 Phase 3C-Dis	977	1,145	1	1,146	0.1%
76. August 2015 Phase 3C-Dis	977	1,145	1	1,146	0.1%
77. September 2015 Phase 3C-Dis	977	1,145	1	1,146	0.1%
78. October 2015 Phase 3C-Dis	977	1,145	1	1,146	0.1%
79. November 2015 Phase 3C-Dis	977	1,145	1	1,146	0.1%
80. December 2015 Phase 3C-Dis	977	1,145	1	1,146	0.1%

Table X-2 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Weekday

13 Stansbury Av., bet. Dickens St. and Greenleaf St.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
1. May 2009	Phase 2	4,664	4,912	129	5,041	2.6%
2. June 2009	Phase 2	4,664	4,912	179	5,091	3.5%
3. July 2009	Phase 2	4,664	4,912	201	5,113	3.9%
4. August 2009	Phase 2	4,664	4,912	129	5,041	2.6%
5. September 2009	Phase 2	4,664	4,912	201	5,113	3.9%
6. October 2009	Phase 2	4,664	4,912	122	5,034	2.4%
7. November 2009	Phase 2	4,664	4,912	143	5,055	2.8%
8. December 2009	Phase 2	4,664	4,912	137	5,049	2.7%
9. January 2010	Phase 2	4,664	5,009	99	5,108	1.9%
10. February 2010	Phase 2	4,664	5,009	107	5,116	2.1%
11. March 2010	Phase 2	4,664	5,009	79	5,088	1.6%
12. April 2010	Phase 2	4,664	5,009	96	5,105	1.9%
13. May 2010	Phase 2	4,664	5,009	96	5,105	1.9%
14. June 2010	Phase 2	4,664	5,009	116	5,125	2.3%
15. July 2010	Phase 2	4,664	5,009	112	5,121	2.2%
16. August 2010	Phase 2	4,664	5,009	108	5,117	2.1%
17. September 2010	Phase 2	4,664	5,009	98	5,107	1.9%
18. October 2010	Phase 2	4,664	5,009	75	5,084	1.5%
19. November 2010						
20. December 2010						
21. January 2011						
22. February 2011						
23. March 2011						
24. April 2011						
25. May 2011						
26. June 2011						
27. July 2011						
28. August 2011						
29. September 2011						
30. October 2011						
31. November 2011						
32. December 2011						
33. January 2012						
34. February 2012						
35. March 2012						
36. April 2012						
37. May 2012	Phase 1	4,664	5,209	91	5,300	1.7%
38. June 2012	Phase 1	4,664	5,209	87	5,296	1.6%
39. July 2012	Phase 1	4,664	5,209	101	5,310	1.9%
40. August 2012	Phase 1	4,664	5,209	54	5,263	1.0%

Table X-2 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Weekday

13 Stansbury Av., bet. Dickens St. and Greenleaf St.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
41. September 2012	Phase 1	4,664	5,209	66	5,275	1.3%
42. October 2012	Phase 1	4,664	5,209	58	5,267	1.1%
43. November 2012	Phase 1	4,664	5,209	60	5,269	1.1%
44. December 2012	Phase 1	4,664	5,209	61	5,270	1.2%
45. January 2013	Phase 1	4,664	5,312	50	5,362	0.9%
46. February 2013	Phase 1	4,664	5,312	54	5,366	1.0%
47. March 2013	Phase 1	4,664	5,312	72	5,384	1.3%
48. April 2013	Phase 1	4,664	5,312	74	5,386	1.4%
49. May 2013	Phase 3A	4,664	5,312	91	5,403	1.7%
50. June 2013	Phase 3A	4,664	5,312	75	5,387	1.4%
51. July 2013	Phase 3A	4,664	5,312	101	5,413	1.9%
52. August 2013	Phase 3A	4,664	5,312	56	5,368	1.0%
53. September 2013	Phase 3A	4,664	5,312	64	5,376	1.2%
54. October 2013	Phase 3A	4,664	5,312	58	5,370	1.1%
55. November 2013	Phase 3A	4,664	5,312	58	5,370	1.1%
56. December 2013	Phase 3A	4,664	5,312	60	5,372	1.1%
57. January 2014	Phase 3A	4,664	5,417	50	5,467	0.9%
58. February 2014	Phase 3A	4,664	5,417	48	5,465	0.9%
59. March 2014	Phase 3A	4,664	5,417	68	5,485	1.2%
60. April 2014	Phase 3A	4,664	5,417	74	5,491	1.3%
61. May 2014	Phase 3B, 3C-Aqu, 3D	4,664	5,417	208	5,625	3.7%
62. June 2014	Phase 3B, 3C-Aqu, 3D	4,664	5,417	221	5,638	3.9%
63. July 2014	Phase 3B, 3C-Aqu, 3D	4,664	5,417	250	5,667	4.4%
64. August 2014	Phase 3B, 3C-Aqu, 3D	4,664	5,417	185	5,602	3.3%
65. September 2014	Phase 3B, 3C-Aqu, 3D	4,664	5,417	166	5,583	3.0%
66. October 2014	Phase 3B, 3C-Aqu	4,664	5,417	110	5,527	2.0%
67. November 2014	Phase 3B, 3C-Aqu	4,664	5,417	132	5,549	2.4%
68. December 2014	Phase 3B, 3C-Aqu	4,664	5,417	106	5,523	1.9%
69. January 2015	Phase 3B, 3C-Aqu	4,664	5,525	118	5,643	2.1%
70. February 2015	Phase 3B, 3C-Aqu	4,664	5,525	102	5,627	1.8%
71. March 2015	Phase 3B, 3C-Aqu, 3C-Dis	4,664	5,525	156	5,681	2.7%
72. April 2015	Phase 3B, 3C-Dis	4,664	5,525	152	5,677	2.7%
73. May 2015	Phase 3C-Dis	4,664	5,525	101	5,626	1.8%
74. June 2015	Phase 3C-Dis	4,664	5,525	78	5,603	1.4%
75. July 2015	Phase 3C-Dis	4,664	5,525	63	5,588	1.1%
76. August 2015	Phase 3C-Dis	4,664	5,525	58	5,583	1.0%
77. September 2015	Phase 3C-Dis	4,664	5,525	70	5,595	1.3%
78. October 2015	Phase 3C-Dis	4,664	5,525	46	5,571	0.8%
79. November 2015	Phase 3C-Dis	4,664	5,525	66	5,591	1.2%
80. December 2015	Phase 3C-Dis	4,664	5525	46	5,571	0.8%

Table X-2 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Weekday

14 Stansbury Av., north of Valley Vista Bl.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
1. May 2009	Phase 2	3,427	3,625	131	3,756	3.5%
2. June 2009	Phase 2	3,427	3,625	181	3,806	4.8%
3. July 2009	Phase 2	3,427	3,625	202	3,827	5.3%
4. August 2009	Phase 2	3,427	3,625	131	3,756	3.5%
5. September 2009	Phase 2	3,427	3,625	203	3,828	5.3%
6. October 2009	Phase 2	3,427	3,625	124	3,749	3.3%
7. November 2009	Phase 2	3,427	3,625	144	3,769	3.8%
8. December 2009	Phase 2	3,427	3,625	138	3,763	3.7%
9. January 2010	Phase 2	3,427	3,697	100	3,797	2.6%
10. February 2010	Phase 2	3,427	3,697	110	3,807	2.9%
11. March 2010	Phase 2	3,427	3,697	81	3,778	2.1%
12. April 2010	Phase 2	3,427	3,697	99	3,796	2.6%
13. May 2010	Phase 2	3,427	3,697	98	3,795	2.6%
14. June 2010	Phase 2	3,427	3,697	118	3,815	3.1%
15. July 2010	Phase 2	3,427	3,697	114	3,811	3.0%
16. August 2010	Phase 2	3,427	3,697	110	3,807	2.9%
17. September 2010	Phase 2	3,427	3,697	100	3,797	2.6%
18. October 2010	Phase 2	3,427	3,697	78	3,775	2.1%
19. November 2010						
20. December 2010						
21. January 2011						
22. February 2011						
23. March 2011						
24. April 2011						
25. May 2011						
26. June 2011						
27. July 2011						
28. August 2011						
29. September 2011						
30. October 2011						
31. November 2011						
32. December 2011						
33. January 2012						
34. February 2012						
35. March 2012						
36. April 2012						
37. May 2012	Phase 1	3,427	3,844	92	3,936	2.3%
38. June 2012	Phase 1	3,427	3,844	88	3,932	2.2%
39. July 2012	Phase 1	3,427	3,844	102	3,946	2.6%
40. August 2012	Phase 1	3,427	3,844	55	3,899	1.4%

Table X-2 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Weekday

14 Stansbury Av., north of Valley Vista Bl.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
41. September 2012	Phase 1	3,427	3,844	67	3,911	1.7%
42. October 2012	Phase 1	3,427	3,844	59	3,903	1.5%
43. November 2012	Phase 1	3,427	3,844	61	3,905	1.6%
44. December 2012	Phase 1	3,427	3,844	62	3,906	1.6%
45. January 2013	Phase 1	3,427	3,919	51	3,970	1.3%
46. February 2013	Phase 1	3,427	3,919	55	3,974	1.4%
47. March 2013	Phase 1	3,427	3,919	73	3,992	1.8%
48. April 2013	Phase 1	3,427	3,919	74	3,993	1.9%
49. May 2013	Phase 3A	3,427	3,919	92	4,011	2.3%
50. June 2013	Phase 3A	3,427	3,919	76	3,995	1.9%
51. July 2013	Phase 3A	3,427	3,919	102	4,021	2.5%
52. August 2013	Phase 3A	3,427	3,919	57	3,976	1.4%
53. September 2013	Phase 3A	3,427	3,919	65	3,984	1.6%
54. October 2013	Phase 3A	3,427	3,919	59	3,978	1.5%
55. November 2013	Phase 3A	3,427	3,919	59	3,978	1.5%
56. December 2013	Phase 3A	3,427	3,919	61	3,980	1.5%
57. January 2014	Phase 3A	3,427	3,997	51	4,048	1.3%
58. February 2014	Phase 3A	3,427	3,997	49	4,046	1.2%
59. March 2014	Phase 3A	3,427	3,997	69	4,066	1.7%
60. April 2014	Phase 3A	3,427	3,997	74	4,071	1.8%
61. May 2014	Phase 3B, 3C-Aqu, 3D	3,427	3,997	210	4,207	5.0%
62. June 2014	Phase 3B, 3C-Aqu, 3D	3,427	3,997	224	4,221	5.3%
63. July 2014	Phase 3B, 3C-Aqu, 3D	3,427	3,997	252	4,249	5.9%
64. August 2014	Phase 3B, 3C-Aqu, 3D	3,427	3,997	188	4,185	4.5%
65. September 2014	Phase 3B, 3C-Aqu, 3D	3,427	3,997	168	4,165	4.0%
66. October 2014	Phase 3B, 3C-Aqu	3,427	3,997	112	4,109	2.7%
67. November 2014	Phase 3B, 3C-Aqu	3,427	3,997	133	4,130	3.2%
68. December 2014	Phase 3B, 3C-Aqu	3,427	3,997	107	4,104	2.6%
69. January 2015	Phase 3B, 3C-Aqu	3,427	4,075	119	4,194	2.8%
70. February 2015	Phase 3B, 3C-Aqu	3,427	4,075	103	4,178	2.5%
71. March 2015	Phase 3B, 3C-Aqu, 3C-Dis	3,427	4,075	158	4,233	3.7%
72. April 2015	Phase 3B, 3C-Dis	3,427	4,075	154	4,229	3.6%
73. May 2015	Phase 3C-Dis	3,427	4,075	102	4,177	2.4%
74. June 2015	Phase 3C-Dis	3,427	4,075	79	4,154	1.9%
75. July 2015	Phase 3C-Dis	3,427	4,075	64	4,139	1.5%
76. August 2015	Phase 3C-Dis	3,427	4,075	59	4,134	1.4%
77. September 2015	Phase 3C-Dis	3,427	4,075	71	4,146	1.7%
78. October 2015	Phase 3C-Dis	3,427	4,075	47	4,122	1.1%
79. November 2015	Phase 3C-Dis	3,427	4,075	67	4,142	1.6%
80. December 2015	Phase 3C-Dis	3,427	4075	47	4,122	1.1%

Table X-2 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Weekday

15 Stansbury Av., south of Valley Vista Bl.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
1. May 2009	Phase 2	2,461	2,461	210	2,671	7.9%
2. June 2009	Phase 2	2,461	2,461	284	2,745	10.3% *
3. July 2009	Phase 2	2,461	2,461	336	2,797	12.0% *
4. August 2009	Phase 2	2,461	2,461	228	2,689	8.5%
5. September 2009	Phase 2	2,461	2,461	342	2,803	12.2% *
6. October 2009	Phase 2	2,461	2,461	214	2,675	8.0%
7. November 2009	Phase 2	2,461	2,461	236	2,697	8.8%
8. December 2009	Phase 2	2,461	2,461	230	2,691	8.5%
9. January 2010	Phase 2	2,461	2,461	172	2,633	6.5%
10. February 2010	Phase 2	2,461	2,461	196	2,657	7.4%
11. March 2010	Phase 2	2,461	2,461	154	2,615	5.9%
12. April 2010	Phase 2	2,461	2,461	186	2,647	7.0%
13. May 2010	Phase 2	2,461	2,461	184	2,645	7.0%
14. June 2010	Phase 2	2,461	2,461	216	2,677	8.1%
15. July 2010	Phase 2	2,461	2,461	212	2,673	7.9%
16. August 2010	Phase 2	2,461	2,461	206	2,667	7.7%
17. September 2010	Phase 2	2,461	2,461	190	2,651	7.2%
18. October 2010	Phase 2	2,461	2,461	152	2,613	5.8%
19. November 2010						
20. December 2010						
21. January 2011						
22. February 2011						
23. March 2011						
24. April 2011						
25. May 2011						
26. June 2011						
27. July 2011						
28. August 2011						
29. September 2011						
30. October 2011						
31. November 2011						
32. December 2011						
33. January 2012						
34. February 2012						
35. March 2012						
36. April 2012						
37. May 2012	Phase 1	2,461	2,461	140	2,601	5.4%
38. June 2012	Phase 1	2,461	2,461	144	2,605	5.5%
39. July 2012	Phase 1	2,461	2,461	166	2,627	6.3%
40. August 2012	Phase 1	2,461	2,461	98	2,559	3.8%

* Indicate significant traffic impact.

Table X-2 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Weekday

15 Stansbury Av., south of Valley Vista Bl.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
41. September 2012	Phase 1	2,461	2,461	112	2,573	4.4%
42. October 2012	Phase 1	2,461	2,461	98	2,559	3.8%
43. November 2012	Phase 1	2,461	2,461	104	2,565	4.1%
44. December 2012	Phase 1	2,461	2,461	108	2,569	4.2%
45. January 2013	Phase 1	2,461	2,461	90	2,551	3.5%
46. February 2013	Phase 1	2,461	2,461	100	2,561	3.9%
47. March 2013	Phase 1	2,461	2,461	128	2,589	4.9%
48. April 2013	Phase 1	2,461	2,461	122	2,583	4.7%
49. May 2013	Phase 3A	2,461	2,461	142	2,603	5.5%
50. June 2013	Phase 3A	2,461	2,461	124	2,585	4.8%
51. July 2013	Phase 3A	2,461	2,461	166	2,627	6.3%
52. August 2013	Phase 3A	2,461	2,461	102	2,563	4.0%
53. September 2013	Phase 3A	2,461	2,461	108	2,569	4.2%
54. October 2013	Phase 3A	2,461	2,461	98	2,559	3.8%
55. November 2013	Phase 3A	2,461	2,461	98	2,559	3.8%
56. December 2013	Phase 3A	2,461	2,461	106	2,567	4.1%
57. January 2014	Phase 3A	2,461	2,461	90	2,551	3.5%
58. February 2014	Phase 3A	2,461	2,461	88	2,549	3.5%
59. March 2014	Phase 3A	2,461	2,461	118	2,579	4.6%
60. April 2014	Phase 3A	2,461	2,461	122	2,583	4.7%
61. May 2014	Phase 3B, 3C-Aqu, 3D	2,461	2,461	334	2,795	11.9% *
62. June 2014	Phase 3B, 3C-Aqu, 3D	2,461	2,461	374	2,835	13.2% *
63. July 2014	Phase 3B, 3C-Aqu, 3D	2,461	2,461	416	2,877	14.5% *
64. August 2014	Phase 3B, 3C-Aqu, 3D	2,461	2,461	328	2,789	11.8% *
65. September 2014	Phase 3B, 3C-Aqu, 3D	2,461	2,461	282	2,743	10.3% *
66. October 2014	Phase 3B, 3C-Aqu	2,461	2,461	192	2,653	7.2%
67. November 2014	Phase 3B, 3C-Aqu	2,461	2,461	226	2,687	8.4%
68. December 2014	Phase 3B, 3C-Aqu	2,461	2,461	190	2,651	7.2%
69. January 2015	Phase 3B, 3C-Aqu	2,461	2,461	206	2,667	7.7%
70. February 2015	Phase 3B, 3C-Aqu	2,461	2,461	186	2,647	7.0%
71. March 2015	Phase 3B, 3C-Aqu, 3C-Dis	2,461	2,461	266	2,727	9.8%
72. April 2015	Phase 3B, 3C-Dis	2,461	2,461	260	2,721	9.6%
73. May 2015	Phase 3C-Dis	2,461	2,461	162	2,623	6.2%
74. June 2015	Phase 3C-Dis	2,461	2,461	132	2,593	5.1%
75. July 2015	Phase 3C-Dis	2,461	2,461	112	2,573	4.4%
76. August 2015	Phase 3C-Dis	2,461	2,461	106	2,567	4.1%
77. September 2015	Phase 3C-Dis	2,461	2,461	122	2,583	4.7%
78. October 2015	Phase 3C-Dis	2,461	2,461	84	2,545	3.3%
79. November 2015	Phase 3C-Dis	2,461	2,461	112	2,573	4.4%
80. December 2015	Phase 3C-Dis	2,461	2,461	84	2,545	3.3%

* Indicate significant traffic impact.

Table X-2 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Weekday

16 Hazeltine Av., bet. Dickens St. and Greenleaf St.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
1. May 2009	Phase 2	1,770	1,842	1	1,843	0.1%
2. June 2009	Phase 2	1,770	1,842	1	1,843	0.1%
3. July 2009	Phase 2	1,770	1,842	1	1,843	0.1%
4. August 2009	Phase 2	1,770	1,842	1	1,843	0.1%
5. September 2009	Phase 2	1,770	1,842	1	1,843	0.1%
6. October 2009	Phase 2	1,770	1,842	1	1,843	0.1%
7. November 2009	Phase 2	1,770	1,842	1	1,843	0.1%
8. December 2009	Phase 2	1,770	1,842	1	1,843	0.1%
9. January 2010	Phase 2	1,770	1,878	1	1,879	0.1%
10. February 2010	Phase 2	1,770	1,878	1	1,879	0.1%
11. March 2010	Phase 2	1,770	1,878	1	1,879	0.1%
12. April 2010	Phase 2	1,770	1,878	1	1,879	0.1%
13. May 2010	Phase 2	1,770	1,878	1	1,879	0.1%
14. June 2010	Phase 2	1,770	1,878	1	1,879	0.1%
15. July 2010	Phase 2	1,770	1,878	1	1,879	0.1%
16. August 2010	Phase 2	1,770	1,878	1	1,879	0.1%
17. September 2010	Phase 2	1,770	1,878	1	1,879	0.1%
18. October 2010	Phase 2	1,770	1,878	1	1,879	0.1%
19. November 2010						
20. December 2010						
21. January 2011						
22. February 2011						
23. March 2011						
24. April 2011						
25. May 2011						
26. June 2011						
27. July 2011						
28. August 2011						
29. September 2011						
30. October 2011						
31. November 2011						
32. December 2011						
33. January 2012						
34. February 2012						
35. March 2012						
36. April 2012						
37. May 2012	Phase 1	1,770	1,954	1	1,955	0.1%
38. June 2012	Phase 1	1,770	1,954	1	1,955	0.1%
39. July 2012	Phase 1	1,770	1,954	1	1,955	0.1%
40. August 2012	Phase 1	1,770	1,954	1	1,955	0.1%

Table X-2 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Weekday

16 Hazeltine Av., bet. Dickens St. and Greenleaf St.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
41. September 2012	Phase 1	1,770	1,954	1	1,955	0.1%
42. October 2012	Phase 1	1,770	1,954	1	1,955	0.1%
43. November 2012	Phase 1	1,770	1,954	1	1,955	0.1%
44. December 2012	Phase 1	1,770	1,954	1	1,955	0.1%
45. January 2013	Phase 1	1,770	1,993	1	1,994	0.1%
46. February 2013	Phase 1	1,770	1,993	1	1,994	0.1%
47. March 2013	Phase 1	1,770	1,993	1	1,994	0.1%
48. April 2013	Phase 1	1,770	1,993	1	1,994	0.1%
49. May 2013	Phase 3A	1,770	1,993	1	1,994	0.1%
50. June 2013	Phase 3A	1,770	1,993	1	1,994	0.1%
51. July 2013	Phase 3A	1,770	1,993	1	1,994	0.1%
52. August 2013	Phase 3A	1,770	1,993	1	1,994	0.1%
53. September 2013	Phase 3A	1,770	1,993	1	1,994	0.1%
54. October 2013	Phase 3A	1,770	1,993	1	1,994	0.1%
55. November 2013	Phase 3A	1,770	1,993	1	1,994	0.1%
56. December 2013	Phase 3A	1,770	1,993	1	1,994	0.1%
57. January 2014	Phase 3A	1,770	2,033	1	2,034	0.0%
58. February 2014	Phase 3A	1,770	2,033	1	2,034	0.0%
59. March 2014	Phase 3A	1,770	2,033	1	2,034	0.0%
60. April 2014	Phase 3A	1,770	2,033	1	2,034	0.0%
61. May 2014	Phase 3B, 3C-Aqu, 3D	1,770	2,033	1	2,034	0.0%
62. June 2014	Phase 3B, 3C-Aqu, 3D	1,770	2,033	1	2,034	0.0%
63. July 2014	Phase 3B, 3C-Aqu, 3D	1,770	2,033	1	2,034	0.0%
64. August 2014	Phase 3B, 3C-Aqu, 3D	1,770	2,033	1	2,034	0.0%
65. September 2014	Phase 3B, 3C-Aqu, 3D	1,770	2,033	1	2,034	0.0%
66. October 2014	Phase 3B, 3C-Aqu	1,770	2,033	1	2,034	0.0%
67. November 2014	Phase 3B, 3C-Aqu	1,770	2,033	1	2,034	0.0%
68. December 2014	Phase 3B, 3C-Aqu	1,770	2,033	1	2,034	0.0%
69. January 2015	Phase 3B, 3C-Aqu	1,770	2,074	1	2,075	0.0%
70. February 2015	Phase 3B, 3C-Aqu	1,770	2,074	1	2,075	0.0%
71. March 2015	Phase 3B, 3C-Aqu, 3C-Dis	1,770	2,074	1	2,075	0.0%
72. April 2015	Phase 3B, 3C-Dis	1,770	2,074	1	2,075	0.0%
73. May 2015	Phase 3C-Dis	1,770	2,074	1	2,075	0.0%
74. June 2015	Phase 3C-Dis	1,770	2,074	1	2,075	0.0%
75. July 2015	Phase 3C-Dis	1,770	2,074	1	2,075	0.0%
76. August 2015	Phase 3C-Dis	1,770	2,074	1	2,075	0.0%
77. September 2015	Phase 3C-Dis	1,770	2,074	1	2,075	0.0%
78. October 2015	Phase 3C-Dis	1,770	2,074	1	2,075	0.0%
79. November 2015	Phase 3C-Dis	1,770	2,074	1	2,075	0.0%
80. December 2015	Phase 3C-Dis	1,770	2074	1	2,075	0.0%

Table X-2 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Weekday

17 Benedict Canyon Dr., bet. Ventura Bl. and Valley Vista Bl.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
1. May 2009	Phase 2	2,144	2,242	10	2,252	0.4%
2. June 2009	Phase 2	2,144	2,242	10	2,252	0.4%
3. July 2009	Phase 2	2,144	2,242	14	2,256	0.6%
4. August 2009	Phase 2	2,144	2,242	14	2,256	0.6%
5. September 2009	Phase 2	2,144	2,242	14	2,256	0.6%
6. October 2009	Phase 2	2,144	2,242	14	2,256	0.6%
7. November 2009	Phase 2	2,144	2,242	12	2,254	0.5%
8. December 2009	Phase 2	2,144	2,242	12	2,254	0.5%
9. January 2010	Phase 2	2,144	2,286	12	2,298	0.5%
10. February 2010	Phase 2	2,144	2,286	16	2,302	0.7%
11. March 2010	Phase 2	2,144	2,286	14	2,300	0.6%
12. April 2010	Phase 2	2,144	2,286	18	2,304	0.8%
13. May 2010	Phase 2	2,144	2,286	18	2,304	0.8%
14. June 2010	Phase 2	2,144	2,286	18	2,304	0.8%
15. July 2010	Phase 2	2,144	2,286	18	2,304	0.8%
16. August 2010	Phase 2	2,144	2,286	18	2,304	0.8%
17. September 2010	Phase 2	2,144	2,286	18	2,304	0.8%
18. October 2010	Phase 2	2,144	2,286	16	2,302	0.7%
19. November 2010						
20. December 2010						
21. January 2011						
22. February 2011						
23. March 2011						
24. April 2011						
25. May 2011						
26. June 2011						
27. July 2011						
28. August 2011						
29. September 2011						
30. October 2011						
31. November 2011						
32. December 2011						
33. January 2012						
34. February 2012						
35. March 2012						
36. April 2012						
37. May 2012	Phase 1	2,144	2,378	4	2,382	0.2%
38. June 2012	Phase 1	2,144	2,378	4	2,382	0.2%
39. July 2012	Phase 1	2,144	2,378	6	2,384	0.3%
40. August 2012	Phase 1	2,144	2,378	6	2,384	0.3%

Table X-2 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Weekday

17 Benedict Canyon Dr., bet. Ventura Bl. and Valley Vista Bl.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
41. September 2012	Phase 1	2,144	2,378	6	2,384	0.3%
42. October 2012	Phase 1	2,144	2,378	6	2,384	0.3%
43. November 2012	Phase 1	2,144	2,378	6	2,384	0.3%
44. December 2012	Phase 1	2,144	2,378	6	2,384	0.3%
45. January 2013	Phase 1	2,144	2,425	6	2,431	0.2%
46. February 2013	Phase 1	2,144	2,425	8	2,433	0.3%
47. March 2013	Phase 1	2,144	2,425	8	2,433	0.3%
48. April 2013	Phase 1	2,144	2,425	6	2,431	0.2%
49. May 2013	Phase 3A	2,144	2,425	4	2,429	0.2%
50. June 2013	Phase 3A	2,144	2,425	4	2,429	0.2%
51. July 2013	Phase 3A	2,144	2,425	6	2,431	0.2%
52. August 2013	Phase 3A	2,144	2,425	6	2,431	0.2%
53. September 2013	Phase 3A	2,144	2,425	6	2,431	0.2%
54. October 2013	Phase 3A	2,144	2,425	6	2,431	0.2%
55. November 2013	Phase 3A	2,144	2,425	6	2,431	0.2%
56. December 2013	Phase 3A	2,144	2,425	6	2,431	0.2%
57. January 2014	Phase 3A	2,144	2,474	6	2,480	0.2%
58. February 2014	Phase 3A	2,144	2,474	6	2,480	0.2%
59. March 2014	Phase 3A	2,144	2,474	6	2,480	0.2%
60. April 2014	Phase 3A	2,144	2,474	6	2,480	0.2%
61. May 2014	Phase 3B, 3C-Aqu, 3D	2,144	2,474	14	2,488	0.6%
62. June 2014	Phase 3B, 3C-Aqu, 3D	2,144	2,474	20	2,494	0.8%
63. July 2014	Phase 3B, 3C-Aqu, 3D	2,144	2,474	20	2,494	0.8%
64. August 2014	Phase 3B, 3C-Aqu, 3D	2,144	2,474	24	2,498	1.0%
65. September 2014	Phase 3B, 3C-Aqu, 3D	2,144	2,474	14	2,488	0.6%
66. October 2014	Phase 3B, 3C-Aqu	2,144	2,474	12	2,486	0.5%
67. November 2014	Phase 3B, 3C-Aqu	2,144	2,474	14	2,488	0.6%
68. December 2014	Phase 3B, 3C-Aqu	2,144	2,474	14	2,488	0.6%
69. January 2015	Phase 3B, 3C-Aqu	2,144	2,523	14	2,537	0.6%
70. February 2015	Phase 3B, 3C-Aqu	2,144	2,523	14	2,537	0.6%
71. March 2015	Phase 3B, 3C-Aqu, 3C-Dis	2,144	2,523	16	2,539	0.6%
72. April 2015	Phase 3B, 3C-Dis	2,144	2,523	14	2,537	0.6%
73. May 2015	Phase 3C-Dis	2,144	2,523	8	2,531	0.3%
74. June 2015	Phase 3C-Dis	2,144	2,523	8	2,531	0.3%
75. July 2015	Phase 3C-Dis	2,144	2,523	8	2,531	0.3%
76. August 2015	Phase 3C-Dis	2,144	2,523	8	2,531	0.3%
77. September 2015	Phase 3C-Dis	2,144	2,523	8	2,531	0.3%
78. October 2015	Phase 3C-Dis	2,144	2,523	6	2,529	0.2%
79. November 2015	Phase 3C-Dis	2,144	2,523	6	2,529	0.2%
80. December 2015	Phase 3C-Dis	2,144	2523	6	2,529	0.2%

Table X-3
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Saturday

1 Dickens St., bet. Van Nuys Bl. and Beverly Glen Bl.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
1. May 2009	Phase 2	3,500	3,641	1	3,642	0.0%
2. June 2009	Phase 2	3,500	3,641	1	3,642	0.0%
3. July 2009	Phase 2	3,500	3,641	1	3,642	0.0%
4. August 2009	Phase 2	3,500	3,641	1	3,642	0.0%
5. September 2009	Phase 2	3,500	3,641	1	3,642	0.0%
6. October 2009	Phase 2	3,500	3,641	1	3,642	0.0%
7. November 2009	Phase 2	3,500	3,641	1	3,642	0.0%
8. December 2009	Phase 2	3,500	3,641	1	3,642	0.0%
9. January 2010	Phase 2	3,500	3,714	1	3,715	0.0%
10. February 2010	Phase 2	3,500	3,714	1	3,715	0.0%
11. March 2010	Phase 2	3,500	3,714	1	3,715	0.0%
12. April 2010	Phase 2	3,500	3,714	1	3,715	0.0%
13. May 2010	Phase 2	3,500	3,714	1	3,715	0.0%
14. June 2010	Phase 2	3,500	3,714	1	3,715	0.0%
15. July 2010	Phase 2	3,500	3,714	1	3,715	0.0%
16. August 2010	Phase 2	3,500	3,714	1	3,715	0.0%
17. September 2010	Phase 2	3,500	3,714	1	3,715	0.0%
18. October 2010	Phase 2	3,500	3,714	1	3,715	0.0%
19. November 2010						
20. December 2010						
21. January 2011						
22. February 2011						
23. March 2011						
24. April 2011						
25. May 2011						
26. June 2011						
27. July 2011						
28. August 2011						
29. September 2011						
30. October 2011						
31. November 2011						
32. December 2011						
33. January 2012						
34. February 2012						
35. March 2012						
36. April 2012						
37. May 2012	Phase 1	3,500	3,864	1	3,865	0.0%
38. June 2012	Phase 1	3,500	3,864	1	3,865	0.0%
39. July 2012	Phase 1	3,500	3,864	1	3,865	0.0%
40. August 2012	Phase 1	3,500	3,864	1	3,865	0.0%

Table X-3 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Saturday

1 Dickens St., bet. Van Nuys Bl. and Beverly Glen Bl.	Daily Traffic Volumes				
	Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase					
41. September 2012 Phase 1	3,500	3,864	1	3,865	0.0%
42. October 2012 Phase 1	3,500	3,864	1	3,865	0.0%
43. November 2012 Phase 1	3,500	3,864	1	3,865	0.0%
44. December 2012 Phase 1	3,500	3,864	1	3,865	0.0%
45. January 2013 Phase 1	3,500	3,942	1	3,943	0.0%
46. February 2013 Phase 1	3,500	3,942	1	3,943	0.0%
47. March 2013 Phase 1	3,500	3,942	1	3,943	0.0%
48. April 2013 Phase 1	3,500	3,942	1	3,943	0.0%
49. May 2013 Phase 3A	3,500	3,942	1	3,943	0.0%
50. June 2013 Phase 3A	3,500	3,942	1	3,943	0.0%
51. July 2013 Phase 3A	3,500	3,942	1	3,943	0.0%
52. August 2013 Phase 3A	3,500	3,942	1	3,943	0.0%
53. September 2013 Phase 3A	3,500	3,942	1	3,943	0.0%
54. October 2013 Phase 3A	3,500	3,942	1	3,943	0.0%
55. November 2013 Phase 3A	3,500	3,942	1	3,943	0.0%
56. December 2013 Phase 3A	3,500	3,942	1	3,943	0.0%
57. January 2014 Phase 3A	3,500	4,020	1	4,021	0.0%
58. February 2014 Phase 3A	3,500	4,020	1	4,021	0.0%
59. March 2014 Phase 3A	3,500	4,020	1	4,021	0.0%
60. April 2014 Phase 3A	3,500	4,020	1	4,021	0.0%
61. May 2014 Phase 3B, 3C-Aqu, 3D	3,500	4,020	1	4,021	0.0%
62. June 2014 Phase 3B, 3C-Aqu, 3D	3,500	4,020	1	4,021	0.0%
63. July 2014 Phase 3B, 3C-Aqu, 3D	3,500	4,020	1	4,021	0.0%
64. August 2014 Phase 3B, 3C-Aqu, 3D	3,500	4,020	1	4,021	0.0%
65. September 2014 Phase 3B, 3C-Aqu, 3D	3,500	4,020	1	4,021	0.0%
66. October 2014 Phase 3B, 3C-Aqu	3,500	4,020	1	4,021	0.0%
67. November 2014 Phase 3B, 3C-Aqu	3,500	4,020	1	4,021	0.0%
68. December 2014 Phase 3B, 3C-Aqu	3,500	4,020	1	4,021	0.0%
69. January 2015 Phase 3B, 3C-Aqu	3,500	4,101	1	4,102	0.0%
70. February 2015 Phase 3B, 3C-Aqu	3,500	4,101	1	4,102	0.0%
71. March 2015 Phase 3B, 3C-Aqu, 3C-Dis	3,500	4,101	1	4,102	0.0%
72. April 2015 Phase 3B, 3C-Dis	3,500	4,101	1	4,102	0.0%
73. May 2015 Phase 3C-Dis	3,500	4,101	1	4,102	0.0%
74. June 2015 Phase 3C-Dis	3,500	4,101	1	4,102	0.0%
75. July 2015 Phase 3C-Dis	3,500	4,101	1	4,102	0.0%
76. August 2015 Phase 3C-Dis	3,500	4,101	1	4,102	0.0%
77. September 2015 Phase 3C-Dis	3,500	4,101	1	4,102	0.0%
78. October 2015 Phase 3C-Dis	3,500	4,101	1	4,102	0.0%
79. November 2015 Phase 3C-Dis	3,500	4,101	1	4,102	0.0%
80. December 2015 Phase 3C-Dis	3,500	4,101	1	4,102	0.0%

Table X-3 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Saturday

2 Greenleaf St., bet. Van Nuys Bl. and Beverly Glen Bl.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
1. May 2009	Phase 2	1,020	1,061	1	1,062	0.1%
2. June 2009	Phase 2	1,020	1,061	1	1,062	0.1%
3. July 2009	Phase 2	1,020	1,061	1	1,062	0.1%
4. August 2009	Phase 2	1,020	1,061	1	1,062	0.1%
5. September 2009	Phase 2	1,020	1,061	1	1,062	0.1%
6. October 2009	Phase 2	1,020	1,061	1	1,062	0.1%
7. November 2009	Phase 2	1,020	1,061	1	1,062	0.1%
8. December 2009	Phase 2	1,020	1,061	1	1,062	0.1%
9. January 2010	Phase 2	1,020	1,082	1	1,083	0.1%
10. February 2010	Phase 2	1,020	1,082	1	1,083	0.1%
11. March 2010	Phase 2	1,020	1,082	1	1,083	0.1%
12. April 2010	Phase 2	1,020	1,082	1	1,083	0.1%
13. May 2010	Phase 2	1,020	1,082	1	1,083	0.1%
14. June 2010	Phase 2	1,020	1,082	1	1,083	0.1%
15. July 2010	Phase 2	1,020	1,082	1	1,083	0.1%
16. August 2010	Phase 2	1,020	1,082	1	1,083	0.1%
17. September 2010	Phase 2	1,020	1,082	1	1,083	0.1%
18. October 2010	Phase 2	1,020	1,082	1	1,083	0.1%
19. November 2010						
20. December 2010						
21. January 2011						
22. February 2011						
23. March 2011						
24. April 2011						
25. May 2011						
26. June 2011						
27. July 2011						
28. August 2011						
29. September 2011						
30. October 2011						
31. November 2011						
32. December 2011						
33. January 2012						
34. February 2012						
35. March 2012						
36. April 2012						
37. May 2012	Phase 1	1,020	1,126	1	1,127	0.1%
38. June 2012	Phase 1	1,020	1,126	1	1,127	0.1%
39. July 2012	Phase 1	1,020	1,126	1	1,127	0.1%
40. August 2012	Phase 1	1,020	1,126	1	1,127	0.1%

Table X-3 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Saturday

2 Greenleaf St., bet. Van Nuys Bl. and Beverly Glen Bl.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
41. September 2012	Phase 1	1,020	1,126	1	1,127	0.1%
42. October 2012	Phase 1	1,020	1,126	1	1,127	0.1%
43. November 2012	Phase 1	1,020	1,126	1	1,127	0.1%
44. December 2012	Phase 1	1,020	1,126	1	1,127	0.1%
45. January 2013	Phase 1	1,020	1,149	1	1,150	0.1%
46. February 2013	Phase 1	1,020	1,149	1	1,150	0.1%
47. March 2013	Phase 1	1,020	1,149	1	1,150	0.1%
48. April 2013	Phase 1	1,020	1,149	1	1,150	0.1%
49. May 2013	Phase 3A	1,020	1,149	1	1,150	0.1%
50. June 2013	Phase 3A	1,020	1,149	1	1,150	0.1%
51. July 2013	Phase 3A	1,020	1,149	1	1,150	0.1%
52. August 2013	Phase 3A	1,020	1,149	1	1,150	0.1%
53. September 2013	Phase 3A	1,020	1,149	1	1,150	0.1%
54. October 2013	Phase 3A	1,020	1,149	1	1,150	0.1%
55. November 2013	Phase 3A	1,020	1,149	1	1,150	0.1%
56. December 2013	Phase 3A	1,020	1,149	1	1,150	0.1%
57. January 2014	Phase 3A	1,020	1,172	1	1,173	0.1%
58. February 2014	Phase 3A	1,020	1,172	1	1,173	0.1%
59. March 2014	Phase 3A	1,020	1,172	1	1,173	0.1%
60. April 2014	Phase 3A	1,020	1,172	1	1,173	0.1%
61. May 2014	Phase 3B, 3C-Aqu, 3D	1,020	1,172	1	1,173	0.1%
62. June 2014	Phase 3B, 3C-Aqu, 3D	1,020	1,172	1	1,173	0.1%
63. July 2014	Phase 3B, 3C-Aqu, 3D	1,020	1,172	1	1,173	0.1%
64. August 2014	Phase 3B, 3C-Aqu, 3D	1,020	1,172	1	1,173	0.1%
65. September 2014	Phase 3B, 3C-Aqu, 3D	1,020	1,172	1	1,173	0.1%
66. October 2014	Phase 3B, 3C-Aqu	1,020	1,172	1	1,173	0.1%
67. November 2014	Phase 3B, 3C-Aqu	1,020	1,172	1	1,173	0.1%
68. December 2014	Phase 3B, 3C-Aqu	1,020	1,172	1	1,173	0.1%
69. January 2015	Phase 3B, 3C-Aqu	1,020	1,195	1	1,196	0.1%
70. February 2015	Phase 3B, 3C-Aqu	1,020	1,195	1	1,196	0.1%
71. March 2015	Phase 3B, 3C-Aqu, 3C-Dis	1,020	1,195	1	1,196	0.1%
72. April 2015	Phase 3B, 3C-Dis	1,020	1,195	1	1,196	0.1%
73. May 2015	Phase 3C-Dis	1,020	1,195	1	1,196	0.1%
74. June 2015	Phase 3C-Dis	1,020	1,195	1	1,196	0.1%
75. July 2015	Phase 3C-Dis	1,020	1,195	1	1,196	0.1%
76. August 2015	Phase 3C-Dis	1,020	1,195	1	1,196	0.1%
77. September 2015	Phase 3C-Dis	1,020	1,195	1	1,196	0.1%
78. October 2015	Phase 3C-Dis	1,020	1,195	1	1,196	0.1%
79. November 2015	Phase 3C-Dis	1,020	1,195	1	1,196	0.1%
80. December 2015	Phase 3C-Dis	1,020	1,195	1	1,196	0.1%

Table X-3 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Saturday

3 Greenleaf St., west of Stansbury Av.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
1. May 2009	Phase 2	1,057	1,100	1	1,101	0.1%
2. June 2009	Phase 2	1,057	1,100	1	1,101	0.1%
3. July 2009	Phase 2	1,057	1,100	2	1,102	0.2%
4. August 2009	Phase 2	1,057	1,100	2	1,102	0.2%
5. September 2009	Phase 2	1,057	1,100	2	1,102	0.2%
6. October 2009	Phase 2	1,057	1,100	2	1,102	0.2%
7. November 2009	Phase 2	1,057	1,100	2	1,102	0.2%
8. December 2009	Phase 2	1,057	1,100	2	1,102	0.2%
9. January 2010	Phase 2	1,057	1,122	2	1,124	0.2%
10. February 2010	Phase 2	1,057	1,122	2	1,124	0.2%
11. March 2010	Phase 2	1,057	1,122	2	1,124	0.2%
12. April 2010	Phase 2	1,057	1,122	2	1,124	0.2%
13. May 2010	Phase 2	1,057	1,122	2	1,124	0.2%
14. June 2010	Phase 2	1,057	1,122	2	1,124	0.2%
15. July 2010	Phase 2	1,057	1,122	2	1,124	0.2%
16. August 2010	Phase 2	1,057	1,122	2	1,124	0.2%
17. September 2010	Phase 2	1,057	1,122	2	1,124	0.2%
18. October 2010	Phase 2	1,057	1,122	2	1,124	0.2%
19. November 2010						
20. December 2010						
21. January 2011						
22. February 2011						
23. March 2011						
24. April 2011						
25. May 2011						
26. June 2011						
27. July 2011						
28. August 2011						
29. September 2011						
30. October 2011						
31. November 2011						
32. December 2011						
33. January 2012						
34. February 2012						
35. March 2012						
36. April 2012						
37. May 2012	Phase 1	1,057	1,167	1	1,168	0.1%
38. June 2012	Phase 1	1,057	1,167	1	1,168	0.1%
39. July 2012	Phase 1	1,057	1,167	1	1,168	0.1%
40. August 2012	Phase 1	1,057	1,167	1	1,168	0.1%

Table X-3 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Saturday

3 Greenleaf St., west of Stansbury Av.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
41. September 2012	Phase 1	1,057	1,167	1	1,168	0.1%
42. October 2012	Phase 1	1,057	1,167	1	1,168	0.1%
43. November 2012	Phase 1	1,057	1,167	1	1,168	0.1%
44. December 2012	Phase 1	1,057	1,167	1	1,168	0.1%
45. January 2013	Phase 1	1,057	1,190	1	1,191	0.1%
46. February 2013	Phase 1	1,057	1,190	1	1,191	0.1%
47. March 2013	Phase 1	1,057	1,190	1	1,191	0.1%
48. April 2013	Phase 1	1,057	1,190	1	1,191	0.1%
49. May 2013	Phase 3A	1,057	1,190	1	1,191	0.1%
50. June 2013	Phase 3A	1,057	1,190	1	1,191	0.1%
51. July 2013	Phase 3A	1,057	1,190	1	1,191	0.1%
52. August 2013	Phase 3A	1,057	1,190	1	1,191	0.1%
53. September 2013	Phase 3A	1,057	1,190	1	1,191	0.1%
54. October 2013	Phase 3A	1,057	1,190	1	1,191	0.1%
55. November 2013	Phase 3A	1,057	1,190	1	1,191	0.1%
56. December 2013	Phase 3A	1,057	1,190	1	1,191	0.1%
57. January 2014	Phase 3A	1,057	1,214	1	1,215	0.1%
58. February 2014	Phase 3A	1,057	1,214	1	1,215	0.1%
59. March 2014	Phase 3A	1,057	1,214	2	1,216	0.2%
60. April 2014	Phase 3A	1,057	1,214	2	1,216	0.2%
61. May 2014	Phase 3B, 3C-Aqu, 3D	1,057	1,214	3	1,217	0.2%
62. June 2014	Phase 3B, 3C-Aqu, 3D	1,057	1,214	3	1,217	0.2%
63. July 2014	Phase 3B, 3C-Aqu, 3D	1,057	1,214	2	1,216	0.2%
64. August 2014	Phase 3B, 3C-Aqu, 3D	1,057	1,214	2	1,216	0.2%
65. September 2014	Phase 3B, 3C-Aqu, 3D	1,057	1,214	2	1,216	0.2%
66. October 2014	Phase 3B, 3C-Aqu	1,057	1,214	2	1,216	0.2%
67. November 2014	Phase 3B, 3C-Aqu	1,057	1,214	2	1,216	0.2%
68. December 2014	Phase 3B, 3C-Aqu	1,057	1,214	2	1,216	0.2%
69. January 2015	Phase 3B, 3C-Aqu	1,057	1,238	2	1,240	0.2%
70. February 2015	Phase 3B, 3C-Aqu	1,057	1,238	2	1,240	0.2%
71. March 2015	Phase 3B, 3C-Aqu, 3C-Dis	1,057	1,238	1	1,239	0.1%
72. April 2015	Phase 3B, 3C-Dis	1,057	1,238	1	1,239	0.1%
73. May 2015	Phase 3C-Dis	1,057	1,238	1	1,239	0.1%
74. June 2015	Phase 3C-Dis	1,057	1,238	1	1,239	0.1%
75. July 2015	Phase 3C-Dis	1,057	1,238	1	1,239	0.1%
76. August 2015	Phase 3C-Dis	1,057	1,238	1	1,239	0.1%
77. September 2015	Phase 3C-Dis	1,057	1,238	1	1,239	0.1%
78. October 2015	Phase 3C-Dis	1,057	1,238	1	1,239	0.1%
79. November 2015	Phase 3C-Dis	1,057	1,238	1	1,239	0.1%
80. December 2015	Phase 3C-Dis	1,057	1,238	1	1,239	0.1%

Table X-3 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Saturday

4 Valley Vista Bl., east of Kester Av.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
1. May 2009	Phase 2	2,947	3,484	15	3,499	0.4%
2. June 2009	Phase 2	2,947	3,484	15	3,499	0.4%
3. July 2009	Phase 2	2,947	3,484	21	3,505	0.6%
4. August 2009	Phase 2	2,947	3,484	21	3,505	0.6%
5. September 2009	Phase 2	2,947	3,484	23	3,507	0.7%
6. October 2009	Phase 2	2,947	3,484	19	3,503	0.5%
7. November 2009	Phase 2	2,947	3,484	17	3,501	0.5%
8. December 2009	Phase 2	2,947	3,484	17	3,501	0.5%
9. January 2010	Phase 2	2,947	3,545	17	3,562	0.5%
10. February 2010	Phase 2	2,947	3,545	21	3,566	0.6%
11. March 2010	Phase 2	2,947	3,545	21	3,566	0.6%
12. April 2010	Phase 2	2,947	3,545	23	3,568	0.6%
13. May 2010	Phase 2	2,947	3,545	22	3,567	0.6%
14. June 2010	Phase 2	2,947	3,545	25	3,570	0.7%
15. July 2010	Phase 2	2,947	3,545	25	3,570	0.7%
16. August 2010	Phase 2	2,947	3,545	25	3,570	0.7%
17. September 2010	Phase 2	2,947	3,545	25	3,570	0.7%
18. October 2010	Phase 2	2,947	3,545	21	3,566	0.6%
19. November 2010						
20. December 2010						
21. January 2011						
22. February 2011						
23. March 2011						
24. April 2011						
25. May 2011						
26. June 2011						
27. July 2011						
28. August 2011						
29. September 2011						
30. October 2011						
31. November 2011						
32. December 2011						
33. January 2012						
34. February 2012						
35. March 2012						
36. April 2012						
37. May 2012	Phase 1	2,947	3,672	8	3,680	0.2%
38. June 2012	Phase 1	2,947	3,672	7	3,679	0.2%
39. July 2012	Phase 1	2,947	3,672	10	3,682	0.3%
40. August 2012	Phase 1	2,947	3,672	10	3,682	0.3%

Table X-3 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Saturday

4 Valley Vista Bl., east of Kester Av.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
41. September 2012	Phase 1	2,947	3,672	9	3,681	0.2%
42. October 2012	Phase 1	2,947	3,672	7	3,679	0.2%
43. November 2012	Phase 1	2,947	3,672	8	3,680	0.2%
44. December 2012	Phase 1	2,947	3,672	9	3,681	0.2%
45. January 2013	Phase 1	2,947	3,737	8	3,745	0.2%
46. February 2013	Phase 1	2,947	3,737	10	3,747	0.3%
47. March 2013	Phase 1	2,947	3,737	12	3,749	0.3%
48. April 2013	Phase 1	2,947	3,737	10	3,747	0.3%
49. May 2013	Phase 3A	2,947	3,737	8	3,745	0.2%
50. June 2013	Phase 3A	2,947	3,737	8	3,745	0.2%
51. July 2013	Phase 3A	2,947	3,737	10	3,747	0.3%
52. August 2013	Phase 3A	2,947	3,737	10	3,747	0.3%
53. September 2013	Phase 3A	2,947	3,737	9	3,746	0.2%
54. October 2013	Phase 3A	2,947	3,737	7	3,744	0.2%
55. November 2013	Phase 3A	2,947	3,737	7	3,744	0.2%
56. December 2013	Phase 3A	2,947	3,737	8	3,745	0.2%
57. January 2014	Phase 3A	2,947	3,803	8	3,811	0.2%
58. February 2014	Phase 3A	2,947	3,803	8	3,811	0.2%
59. March 2014	Phase 3A	2,947	3,803	10	3,813	0.3%
60. April 2014	Phase 3A	2,947	3,803	10	3,813	0.3%
61. May 2014	Phase 3B, 3C-Aqu, 3D	2,947	3,803	20	3,823	0.5%
62. June 2014	Phase 3B, 3C-Aqu, 3D	2,947	3,803	27	3,830	0.7%
63. July 2014	Phase 3B, 3C-Aqu, 3D	2,947	3,803	28	3,831	0.7%
64. August 2014	Phase 3B, 3C-Aqu, 3D	2,947	3,803	31	3,834	0.8%
65. September 2014	Phase 3B, 3C-Aqu, 3D	2,947	3,803	21	3,824	0.5%
66. October 2014	Phase 3B, 3C-Aqu	2,947	3,803	17	3,820	0.4%
67. November 2014	Phase 3B, 3C-Aqu	2,947	3,803	19	3,822	0.5%
68. December 2014	Phase 3B, 3C-Aqu	2,947	3,803	19	3,822	0.5%
69. January 2015	Phase 3B, 3C-Aqu	2,947	3,871	19	3,890	0.5%
70. February 2015	Phase 3B, 3C-Aqu	2,947	3,871	19	3,890	0.5%
71. March 2015	Phase 3B, 3C-Aqu, 3C-Dis	2,947	3,871	21	3,892	0.5%
72. April 2015	Phase 3B, 3C-Dis	2,947	3,871	21	3,892	0.5%
73. May 2015	Phase 3C-Dis	2,947	3,871	12	3,883	0.3%
74. June 2015	Phase 3C-Dis	2,947	3,871	10	3,881	0.3%
75. July 2015	Phase 3C-Dis	2,947	3,871	10	3,881	0.3%
76. August 2015	Phase 3C-Dis	2,947	3,871	10	3,881	0.3%
77. September 2015	Phase 3C-Dis	2,947	3,871	10	3,881	0.3%
78. October 2015	Phase 3C-Dis	2,947	3,871	8	3,879	0.2%
79. November 2015	Phase 3C-Dis	2,947	3,871	8	3,879	0.2%
80. December 2015	Phase 3C-Dis	2,947	3,871	8	3,879	0.2%

Table X-3 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Saturday

5 Valley Vista Bl., east of Van Nuys Bl.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
1. May 2009	Phase 2	11,698	12,423	64	12,487	0.5%
2. June 2009	Phase 2	11,698	12,423	86	12,509	0.7%
3. July 2009	Phase 2	11,698	12,423	114	12,537	0.9%
4. August 2009	Phase 2	11,698	12,423	77	12,500	0.6%
5. September 2009	Phase 2	11,698	12,423	117	12,540	0.9%
6. October 2009	Phase 2	11,698	12,423	72	12,495	0.6%
7. November 2009	Phase 2	11,698	12,423	76	12,499	0.6%
8. December 2009	Phase 2	11,698	12,423	76	12,499	0.6%
9. January 2010	Phase 2	11,698	12,666	58	12,724	0.5%
10. February 2010	Phase 2	11,698	12,666	64	12,730	0.5%
11. March 2010	Phase 2	11,698	12,666	53	12,719	0.4%
12. April 2010	Phase 2	11,698	12,666	62	12,728	0.5%
13. May 2010	Phase 2	11,698	12,666	62	12,728	0.5%
14. June 2010	Phase 2	11,698	12,666	74	12,740	0.6%
15. July 2010	Phase 2	11,698	12,666	72	12,738	0.6%
16. August 2010	Phase 2	11,698	12,666	70	12,736	0.5%
17. September 2010	Phase 2	11,698	12,666	66	12,732	0.5%
18. October 2010	Phase 2	11,698	12,666	50	12,716	0.4%
19. November 2010						
20. December 2010						
21. January 2011						
22. February 2011						
23. March 2011						
24. April 2011						
25. May 2011						
26. June 2011						
27. July 2011						
28. August 2011						
29. September 2011						
30. October 2011						
31. November 2011						
32. December 2011						
33. January 2012						
34. February 2012						
35. March 2012						
36. April 2012						
37. May 2012	Phase 1	11,698	13,168	42	13,210	0.3%
38. June 2012	Phase 1	11,698	13,168	49	13,217	0.4%
39. July 2012	Phase 1	11,698	13,168	56	13,224	0.4%
40. August 2012	Phase 1	11,698	13,168	34	13,202	0.3%

Table X-3 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Saturday

5 Valley Vista Bl., east of Van Nuys Bl.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
41. September 2012	Phase 1	11,698	13,168	36	13,204	0.3%
42. October 2012	Phase 1	11,698	13,168	32	13,200	0.2%
43. November 2012	Phase 1	11,698	13,168	34	13,202	0.3%
44. December 2012	Phase 1	11,698	13,168	34	13,202	0.3%
45. January 2013	Phase 1	11,698	13,426	30	13,456	0.2%
46. February 2013	Phase 1	11,698	13,426	33	13,459	0.2%
47. March 2013	Phase 1	11,698	13,426	41	13,467	0.3%
48. April 2013	Phase 1	11,698	13,426	40	13,466	0.3%
49. May 2013	Phase 3A	11,698	13,426	42	13,468	0.3%
50. June 2013	Phase 3A	11,698	13,426	42	13,468	0.3%
51. July 2013	Phase 3A	11,698	13,426	56	13,482	0.4%
52. August 2013	Phase 3A	11,698	13,426	36	13,462	0.3%
53. September 2013	Phase 3A	11,698	13,426	36	13,462	0.3%
54. October 2013	Phase 3A	11,698	13,426	32	13,458	0.2%
55. November 2013	Phase 3A	11,698	13,426	32	13,458	0.2%
56. December 2013	Phase 3A	11,698	13,426	34	13,460	0.3%
57. January 2014	Phase 3A	11,698	13,689	30	13,719	0.2%
58. February 2014	Phase 3A	11,698	13,689	30	13,719	0.2%
59. March 2014	Phase 3A	11,698	13,689	38	13,727	0.3%
60. April 2014	Phase 3A	11,698	13,689	40	13,729	0.3%
61. May 2014	Phase 3B, 3C-Aqu, 3D	11,698	13,689	106	13,795	0.8%
62. June 2014	Phase 3B, 3C-Aqu, 3D	11,698	13,689	122	13,811	0.9%
63. July 2014	Phase 3B, 3C-Aqu, 3D	11,698	13,689	134	13,823	1.0%
64. August 2014	Phase 3B, 3C-Aqu, 3D	11,698	13,689	108	13,797	0.8%
65. September 2014	Phase 3B, 3C-Aqu, 3D	11,698	13,689	91	13,780	0.7%
66. October 2014	Phase 3B, 3C-Aqu	11,698	13,689	62	13,751	0.5%
67. November 2014	Phase 3B, 3C-Aqu	11,698	13,689	74	13,763	0.5%
68. December 2014	Phase 3B, 3C-Aqu	11,698	13,689	64	13,753	0.5%
69. January 2015	Phase 3B, 3C-Aqu	11,698	13,958	66	14,024	0.5%
70. February 2015	Phase 3B, 3C-Aqu	11,698	13,958	62	14,020	0.4%
71. March 2015	Phase 3B, 3C-Aqu, 3C-Dis	11,698	13,958	87	14,045	0.6%
72. April 2015	Phase 3B, 3C-Dis	11,698	13,958	83	14,041	0.6%
73. May 2015	Phase 3C-Dis	11,698	13,958	50	14,008	0.4%
74. June 2015	Phase 3C-Dis	11,698	13,958	41	13,999	0.3%
75. July 2015	Phase 3C-Dis	11,698	13,958	37	13,995	0.3%
76. August 2015	Phase 3C-Dis	11,698	13,958	35	13,993	0.3%
77. September 2015	Phase 3C-Dis	11,698	13,958	39	13,997	0.3%
78. October 2015	Phase 3C-Dis	11,698	13,958	30	13,988	0.2%
79. November 2015	Phase 3C-Dis	11,698	13,958	36	13,994	0.3%
80. December 2015	Phase 3C-Dis	11,698	13,958	30	13,988	0.2%

Table X-3 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Saturday

6 Valley Vista Bl., west of Camino de la Cumbre		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
1. May 2009	Phase 2	2,590	2,951	68	3,019	2.3%
2. June 2009	Phase 2	2,590	2,951	92	3,043	3.0%
3. July 2009	Phase 2	2,590	2,951	120	3,071	3.9%
4. August 2009	Phase 2	2,590	2,951	83	3,034	2.7%
5. September 2009	Phase 2	2,590	2,951	125	3,076	4.1%
6. October 2009	Phase 2	2,590	2,951	78	3,029	2.6%
7. November 2009	Phase 2	2,590	2,951	80	3,031	2.6%
8. December 2009	Phase 2	2,590	2,951	80	3,031	2.6%
9. January 2010	Phase 2	2,590	3,005	62	3,067	2.0%
10. February 2010	Phase 2	2,590	3,005	71	3,076	2.3%
11. March 2010	Phase 2	2,590	3,005	58	3,063	1.9%
12. April 2010	Phase 2	2,590	3,005	70	3,075	2.3%
13. May 2010	Phase 2	2,590	3,005	69	3,074	2.2%
14. June 2010	Phase 2	2,590	3,005	80	3,085	2.6%
15. July 2010	Phase 2	2,590	3,005	78	3,083	2.5%
16. August 2010	Phase 2	2,590	3,005	76	3,081	2.5%
17. September 2010	Phase 2	2,590	3,005	72	3,077	2.3%
18. October 2010	Phase 2	2,590	3,005	59	3,064	1.9%
19. November 2010						
20. December 2010						
21. January 2011						
22. February 2011						
23. March 2011						
24. April 2011						
25. May 2011						
26. June 2011						
27. July 2011						
28. August 2011						
29. September 2011						
30. October 2011						
31. November 2011						
32. December 2011						
33. January 2012						
34. February 2012						
35. March 2012						
36. April 2012						
37. May 2012	Phase 1	2,590	3,116	44	3,160	1.4%
38. June 2012	Phase 1	2,590	3,116	51	3,167	1.6%
39. July 2012	Phase 1	2,590	3,116	57	3,173	1.8%
40. August 2012	Phase 1	2,590	3,116	37	3,153	1.2%

Table X-3 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Saturday

6 Valley Vista Bl., west of Camino de la Cumbre		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
41. September 2012	Phase 1	2,590	3,116	40	3,156	1.3%
42. October 2012	Phase 1	2,590	3,116	34	3,150	1.1%
43. November 2012	Phase 1	2,590	3,116	36	3,152	1.1%
44. December 2012	Phase 1	2,590	3,116	38	3,154	1.2%
45. January 2013	Phase 1	2,590	3,173	32	3,205	1.0%
46. February 2013	Phase 1	2,590	3,173	37	3,210	1.2%
47. March 2013	Phase 1	2,590	3,173	47	3,220	1.5%
48. April 2013	Phase 1	2,590	3,173	42	3,215	1.3%
49. May 2013	Phase 3A	2,590	3,173	44	3,217	1.4%
50. June 2013	Phase 3A	2,590	3,173	43	3,216	1.3%
51. July 2013	Phase 3A	2,590	3,173	57	3,230	1.8%
52. August 2013	Phase 3A	2,590	3,173	38	3,211	1.2%
53. September 2013	Phase 3A	2,590	3,173	38	3,211	1.2%
54. October 2013	Phase 3A	2,590	3,173	34	3,207	1.1%
55. November 2013	Phase 3A	2,590	3,173	34	3,207	1.1%
56. December 2013	Phase 3A	2,590	3,173	36	3,209	1.1%
57. January 2014	Phase 3A	2,590	3,231	32	3,263	1.0%
58. February 2014	Phase 3A	2,590	3,231	32	3,263	1.0%
59. March 2014	Phase 3A	2,590	3,231	42	3,273	1.3%
60. April 2014	Phase 3A	2,590	3,231	42	3,273	1.3%
61. May 2014	Phase 3B, 3C-Aqu, 3D	2,590	3,231	111	3,342	3.3%
62. June 2014	Phase 3B, 3C-Aqu, 3D	2,590	3,231	132	3,363	3.9%
63. July 2014	Phase 3B, 3C-Aqu, 3D	2,590	3,231	143	3,374	4.2%
64. August 2014	Phase 3B, 3C-Aqu, 3D	2,590	3,231	118	3,349	3.5%
65. September 2014	Phase 3B, 3C-Aqu, 3D	2,590	3,231	100	3,331	3.0%
66. October 2014	Phase 3B, 3C-Aqu	2,590	3,231	68	3,299	2.1%
67. November 2014	Phase 3B, 3C-Aqu	2,590	3,231	79	3,310	2.4%
68. December 2014	Phase 3B, 3C-Aqu	2,590	3,231	69	3,300	2.1%
69. January 2015	Phase 3B, 3C-Aqu	2,590	3,291	71	3,362	2.1%
70. February 2015	Phase 3B, 3C-Aqu	2,590	3,291	67	3,358	2.0%
71. March 2015	Phase 3B, 3C-Aqu, 3C-Dis	2,590	3,291	92	3,383	2.7%
72. April 2015	Phase 3B, 3C-Dis	2,590	3,291	90	3,381	2.7%
73. May 2015	Phase 3C-Dis	2,590	3,291	54	3,345	1.6%
74. June 2015	Phase 3C-Dis	2,590	3,291	45	3,336	1.3%
75. July 2015	Phase 3C-Dis	2,590	3,291	40	3,331	1.2%
76. August 2015	Phase 3C-Dis	2,590	3,291	39	3,330	1.2%
77. September 2015	Phase 3C-Dis	2,590	3,291	43	3,334	1.3%
78. October 2015	Phase 3C-Dis	2,590	3,291	32	3,323	1.0%
79. November 2015	Phase 3C-Dis	2,590	3,291	38	3,329	1.1%
80. December 2015	Phase 3C-Dis	2,590	3,291	32	3,323	1.0%

Table X-3 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Saturday

7 Valley Vista Bl., west of Stansbury Av.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
1. May 2009	Phase 2	2,357	2,708	68	2,776	2.4%
2. June 2009	Phase 2	2,357	2,708	92	2,800	3.3%
3. July 2009	Phase 2	2,357	2,708	120	2,828	4.2%
4. August 2009	Phase 2	2,357	2,708	83	2,791	3.0%
5. September 2009	Phase 2	2,357	2,708	125	2,833	4.4%
6. October 2009	Phase 2	2,357	2,708	78	2,786	2.8%
7. November 2009	Phase 2	2,357	2,708	80	2,788	2.9%
8. December 2009	Phase 2	2,357	2,708	80	2,788	2.9%
9. January 2010	Phase 2	2,357	2,757	62	2,819	2.2%
10. February 2010	Phase 2	2,357	2,757	71	2,828	2.5%
11. March 2010	Phase 2	2,357	2,757	58	2,815	2.1%
12. April 2010	Phase 2	2,357	2,757	70	2,827	2.5%
13. May 2010	Phase 2	2,357	2,757	69	2,826	2.4%
14. June 2010	Phase 2	2,357	2,757	80	2,837	2.8%
15. July 2010	Phase 2	2,357	2,757	78	2,835	2.8%
16. August 2010	Phase 2	2,357	2,757	76	2,833	2.7%
17. September 2010	Phase 2	2,357	2,757	72	2,829	2.5%
18. October 2010	Phase 2	2,357	2,757	59	2,816	2.1%
19. November 2010						
20. December 2010						
21. January 2011						
22. February 2011						
23. March 2011						
24. April 2011						
25. May 2011						
26. June 2011						
27. July 2011						
28. August 2011						
29. September 2011						
30. October 2011						
31. November 2011						
32. December 2011						
33. January 2012						
34. February 2012						
35. March 2012						
36. April 2012						
37. May 2012	Phase 1	2,357	2,858	44	2,902	1.5%
38. June 2012	Phase 1	2,357	2,858	51	2,909	1.8%
39. July 2012	Phase 1	2,357	2,858	57	2,915	2.0%
40. August 2012	Phase 1	2,357	2,858	37	2,895	1.3%

Table X-3 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Saturday

7 Valley Vista Bl., west of Stansbury Av.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
41. September 2012	Phase 1	2,357	2,858	40	2,898	1.4%
42. October 2012	Phase 1	2,357	2,858	34	2,892	1.2%
43. November 2012	Phase 1	2,357	2,858	36	2,894	1.2%
44. December 2012	Phase 1	2,357	2,858	38	2,896	1.3%
45. January 2013	Phase 1	2,357	2,910	32	2,942	1.1%
46. February 2013	Phase 1	2,357	2,910	37	2,947	1.3%
47. March 2013	Phase 1	2,357	2,910	47	2,957	1.6%
48. April 2013	Phase 1	2,357	2,910	42	2,952	1.4%
49. May 2013	Phase 3A	2,357	2,910	44	2,954	1.5%
50. June 2013	Phase 3A	2,357	2,910	43	2,953	1.5%
51. July 2013	Phase 3A	2,357	2,910	57	2,967	1.9%
52. August 2013	Phase 3A	2,357	2,910	38	2,948	1.3%
53. September 2013	Phase 3A	2,357	2,910	38	2,948	1.3%
54. October 2013	Phase 3A	2,357	2,910	34	2,944	1.2%
55. November 2013	Phase 3A	2,357	2,910	34	2,944	1.2%
56. December 2013	Phase 3A	2,357	2,910	36	2,946	1.2%
57. January 2014	Phase 3A	2,357	2,963	32	2,995	1.1%
58. February 2014	Phase 3A	2,357	2,963	32	2,995	1.1%
59. March 2014	Phase 3A	2,357	2,963	42	3,005	1.4%
60. April 2014	Phase 3A	2,357	2,963	42	3,005	1.4%
61. May 2014	Phase 3B, 3C-Aqu, 3D	2,357	2,963	111	3,074	3.6%
62. June 2014	Phase 3B, 3C-Aqu, 3D	2,357	2,963	132	3,095	4.3%
63. July 2014	Phase 3B, 3C-Aqu, 3D	2,357	2,963	143	3,106	4.6%
64. August 2014	Phase 3B, 3C-Aqu, 3D	2,357	2,963	118	3,081	3.8%
65. September 2014	Phase 3B, 3C-Aqu, 3D	2,357	2,963	100	3,063	3.3%
66. October 2014	Phase 3B, 3C-Aqu	2,357	2,963	68	3,031	2.2%
67. November 2014	Phase 3B, 3C-Aqu	2,357	2,963	79	3,042	2.6%
68. December 2014	Phase 3B, 3C-Aqu	2,357	2,963	69	3,032	2.3%
69. January 2015	Phase 3B, 3C-Aqu	2,357	3,018	71	3,089	2.3%
70. February 2015	Phase 3B, 3C-Aqu	2,357	3,018	67	3,085	2.2%
71. March 2015	Phase 3B, 3C-Aqu, 3C-Dis	2,357	3,018	92	3,110	3.0%
72. April 2015	Phase 3B, 3C-Dis	2,357	3,018	90	3,108	2.9%
73. May 2015	Phase 3C-Dis	2,357	3,018	54	3,072	1.8%
74. June 2015	Phase 3C-Dis	2,357	3,018	45	3,063	1.5%
75. July 2015	Phase 3C-Dis	2,357	3,018	40	3,058	1.3%
76. August 2015	Phase 3C-Dis	2,357	3,018	39	3,057	1.3%
77. September 2015	Phase 3C-Dis	2,357	3,018	43	3,061	1.4%
78. October 2015	Phase 3C-Dis	2,357	3,018	32	3,050	1.0%
79. November 2015	Phase 3C-Dis	2,357	3,018	38	3,056	1.2%
80. December 2015	Phase 3C-Dis	2,357	3,018	32	3,050	1.0%

Table X-3 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Saturday

8 Valley Vista Bl., east of Stansbury Av.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
1. May 2009	Phase 2	2,741	3,158	10	3,168	0.3%
2. June 2009	Phase 2	2,741	3,158	10	3,168	0.3%
3. July 2009	Phase 2	2,741	3,158	14	3,172	0.4%
4. August 2009	Phase 2	2,741	3,158	14	3,172	0.4%
5. September 2009	Phase 2	2,741	3,158	14	3,172	0.4%
6. October 2009	Phase 2	2,741	3,158	14	3,172	0.4%
7. November 2009	Phase 2	2,741	3,158	12	3,170	0.4%
8. December 2009	Phase 2	2,741	3,158	12	3,170	0.4%
9. January 2010	Phase 2	2,741	3,215	12	3,227	0.4%
10. February 2010	Phase 2	2,741	3,215	16	3,231	0.5%
11. March 2010	Phase 2	2,741	3,215	14	3,229	0.4%
12. April 2010	Phase 2	2,741	3,215	18	3,233	0.6%
13. May 2010	Phase 2	2,741	3,215	18	3,233	0.6%
14. June 2010	Phase 2	2,741	3,215	18	3,233	0.6%
15. July 2010	Phase 2	2,741	3,215	18	3,233	0.6%
16. August 2010	Phase 2	2,741	3,215	18	3,233	0.6%
17. September 2010	Phase 2	2,741	3,215	18	3,233	0.6%
18. October 2010	Phase 2	2,741	3,215	16	3,231	0.5%
19. November 2010						
20. December 2010						
21. January 2011						
22. February 2011						
23. March 2011						
24. April 2011						
25. May 2011						
26. June 2011						
27. July 2011						
28. August 2011						
29. September 2011						
30. October 2011						
31. November 2011						
32. December 2011						
33. January 2012						
34. February 2012						
35. March 2012						
36. April 2012						
37. May 2012	Phase 1	2,741	3,332	4	3,336	0.1%
38. June 2012	Phase 1	2,741	3,332	4	3,336	0.1%
39. July 2012	Phase 1	2,741	3,332	6	3,338	0.2%
40. August 2012	Phase 1	2,741	3,332	6	3,338	0.2%

Table X-3 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Saturday

8 Valley Vista Bl., east of Stansbury Av.	Daily Traffic Volumes				
	Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase					
41. September 2012 Phase 1	2,741	3,332	6	3,338	0.2%
42. October 2012 Phase 1	2,741	3,332	6	3,338	0.2%
43. November 2012 Phase 1	2,741	3,332	6	3,338	0.2%
44. December 2012 Phase 1	2,741	3,332	6	3,338	0.2%
45. January 2013 Phase 1	2,741	3,393	6	3,399	0.2%
46. February 2013 Phase 1	2,741	3,393	8	3,401	0.2%
47. March 2013 Phase 1	2,741	3,393	8	3,401	0.2%
48. April 2013 Phase 1	2,741	3,393	6	3,399	0.2%
49. May 2013 Phase 3A	2,741	3,393	4	3,397	0.1%
50. June 2013 Phase 3A	2,741	3,393	4	3,397	0.1%
51. July 2013 Phase 3A	2,741	3,393	6	3,399	0.2%
52. August 2013 Phase 3A	2,741	3,393	6	3,399	0.2%
53. September 2013 Phase 3A	2,741	3,393	6	3,399	0.2%
54. October 2013 Phase 3A	2,741	3,393	6	3,399	0.2%
55. November 2013 Phase 3A	2,741	3,393	6	3,399	0.2%
56. December 2013 Phase 3A	2,741	3,393	6	3,399	0.2%
57. January 2014 Phase 3A	2,741	3,455	6	3,461	0.2%
58. February 2014 Phase 3A	2,741	3,455	6	3,461	0.2%
59. March 2014 Phase 3A	2,741	3,455	6	3,461	0.2%
60. April 2014 Phase 3A	2,741	3,455	6	3,461	0.2%
61. May 2014 Phase 3B, 3C-Aqu, 3D	2,741	3,455	14	3,469	0.4%
62. June 2014 Phase 3B, 3C-Aqu, 3D	2,741	3,455	20	3,475	0.6%
63. July 2014 Phase 3B, 3C-Aqu, 3D	2,741	3,455	20	3,475	0.6%
64. August 2014 Phase 3B, 3C-Aqu, 3D	2,741	3,455	24	3,479	0.7%
65. September 2014 Phase 3B, 3C-Aqu, 3D	2,741	3,455	14	3,469	0.4%
66. October 2014 Phase 3B, 3C-Aqu	2,741	3,455	12	3,467	0.3%
67. November 2014 Phase 3B, 3C-Aqu	2,741	3,455	14	3,469	0.4%
68. December 2014 Phase 3B, 3C-Aqu	2,741	3,455	14	3,469	0.4%
69. January 2015 Phase 3B, 3C-Aqu	2,741	3,518	14	3,532	0.4%
70. February 2015 Phase 3B, 3C-Aqu	2,741	3,518	14	3,532	0.4%
71. March 2015 Phase 3B, 3C-Aqu, 3C-Dis	2,741	3,518	16	3,534	0.5%
72. April 2015 Phase 3B, 3C-Dis	2,741	3,518	14	3,532	0.4%
73. May 2015 Phase 3C-Dis	2,741	3,518	8	3,526	0.2%
74. June 2015 Phase 3C-Dis	2,741	3,518	8	3,526	0.2%
75. July 2015 Phase 3C-Dis	2,741	3,518	8	3,526	0.2%
76. August 2015 Phase 3C-Dis	2,741	3,518	8	3,526	0.2%
77. September 2015 Phase 3C-Dis	2,741	3,518	8	3,526	0.2%
78. October 2015 Phase 3C-Dis	2,741	3,518	6	3,524	0.2%
79. November 2015 Phase 3C-Dis	2,741	3,518	6	3,524	0.2%
80. December 2015 Phase 3C-Dis	2,741	3,518	6	3,524	0.2%

Table X-3 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Saturday

9 Van Nuys Bl., bet. Benefit St. and Greenleaf St.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
1. May 2009	Phase 2	12,292	13,061	44	13,105	0.3%
2. June 2009	Phase 2	12,292	13,061	66	13,127	0.5%
3. July 2009	Phase 2	12,292	13,061	89	13,150	0.7%
4. August 2009	Phase 2	12,292	13,061	51	13,112	0.4%
5. September 2009	Phase 2	12,292	13,061	89	13,150	0.7%
6. October 2009	Phase 2	12,292	13,061	49	13,110	0.4%
7. November 2009	Phase 2	12,292	13,061	53	13,114	0.4%
8. December 2009	Phase 2	12,292	13,061	55	13,116	0.4%
9. January 2010	Phase 2	12,292	13,316	37	13,353	0.3%
10. February 2010	Phase 2	12,292	13,316	36	13,352	0.3%
11. March 2010	Phase 2	12,292	13,316	27	13,343	0.2%
12. April 2010	Phase 2	12,292	13,316	32	13,348	0.2%
13. May 2010	Phase 2	12,292	13,316	32	13,348	0.2%
14. June 2010	Phase 2	12,292	13,316	42	13,358	0.3%
15. July 2010	Phase 2	12,292	13,316	40	13,356	0.3%
16. August 2010	Phase 2	12,292	13,316	38	13,354	0.3%
17. September 2010	Phase 2	12,292	13,316	34	13,350	0.3%
18. October 2010	Phase 2	12,292	13,316	24	13,340	0.2%
19. November 2010						
20. December 2010						
21. January 2011						
22. February 2011						
23. March 2011						
24. April 2011						
25. May 2011						
26. June 2011						
27. July 2011						
28. August 2011						
29. September 2011						
30. October 2011						
31. November 2011						
32. December 2011						
33. January 2012						
34. February 2012						
35. March 2012						
36. April 2012						
37. May 2012	Phase 1	12,292	13,843	33	13,876	0.2%
38. June 2012	Phase 1	12,292	13,843	39	13,882	0.3%
39. July 2012	Phase 1	12,292	13,843	43	13,886	0.3%
40. August 2012	Phase 1	12,292	13,843	23	13,866	0.2%

Table X-3 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Saturday

9 Van Nuys Bl., bet. Benefit St. and Greenleaf St.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
41. September 2012	Phase 1	12,292	13,843	27	13,870	0.2%
42. October 2012	Phase 1	12,292	13,843	21	13,864	0.2%
43. November 2012	Phase 1	12,292	13,843	21	13,864	0.2%
44. December 2012	Phase 1	12,292	13,843	23	13,866	0.2%
45. January 2013	Phase 1	12,292	14,115	19	14,134	0.1%
46. February 2013	Phase 1	12,292	14,115	20	14,135	0.1%
47. March 2013	Phase 1	12,292	14,115	28	14,143	0.2%
48. April 2013	Phase 1	12,292	14,115	27	14,142	0.2%
49. May 2013	Phase 3A	12,292	14,115	35	14,150	0.2%
50. June 2013	Phase 3A	12,292	14,115	31	14,146	0.2%
51. July 2013	Phase 3A	12,292	14,115	43	14,158	0.3%
52. August 2013	Phase 3A	12,292	14,115	23	14,138	0.2%
53. September 2013	Phase 3A	12,292	14,115	25	14,140	0.2%
54. October 2013	Phase 3A	12,292	14,115	21	14,136	0.1%
55. November 2013	Phase 3A	12,292	14,115	21	14,136	0.1%
56. December 2013	Phase 3A	12,292	14,115	23	14,138	0.2%
57. January 2014	Phase 3A	12,292	14,392	19	14,411	0.1%
58. February 2014	Phase 3A	12,292	14,392	19	14,411	0.1%
59. March 2014	Phase 3A	12,292	14,392	27	14,419	0.2%
60. April 2014	Phase 3A	12,292	14,392	27	14,419	0.2%
61. May 2014	Phase 3B, 3C-Aqu, 3D	12,292	14,392	81	14,473	0.6%
62. June 2014	Phase 3B, 3C-Aqu, 3D	12,292	14,392	88	14,480	0.6%
63. July 2014	Phase 3B, 3C-Aqu, 3D	12,292	14,392	98	14,490	0.7%
64. August 2014	Phase 3B, 3C-Aqu, 3D	12,292	14,392	71	14,463	0.5%
65. September 2014	Phase 3B, 3C-Aqu, 3D	12,292	14,392	65	14,457	0.4%
66. October 2014	Phase 3B, 3C-Aqu	12,292	14,392	41	14,433	0.3%
67. November 2014	Phase 3B, 3C-Aqu	12,292	14,392	51	14,443	0.4%
68. December 2014	Phase 3B, 3C-Aqu	12,292	14,392	41	14,433	0.3%
69. January 2015	Phase 3B, 3C-Aqu	12,292	14,674	43	14,717	0.3%
70. February 2015	Phase 3B, 3C-Aqu	12,292	14,674	39	14,713	0.3%
71. March 2015	Phase 3B, 3C-Aqu, 3C-Dis	12,292	14,674	60	14,734	0.4%
72. April 2015	Phase 3B, 3C-Dis	12,292	14,674	57	14,731	0.4%
73. May 2015	Phase 3C-Dis	12,292	14,674	36	14,710	0.2%
74. June 2015	Phase 3C-Dis	12,292	14,674	26	14,700	0.2%
75. July 2015	Phase 3C-Dis	12,292	14,674	22	14,696	0.1%
76. August 2015	Phase 3C-Dis	12,292	14,674	20	14,694	0.1%
77. September 2015	Phase 3C-Dis	12,292	14,674	24	14,698	0.2%
78. October 2015	Phase 3C-Dis	12,292	14,674	17	14,691	0.1%
79. November 2015	Phase 3C-Dis	12,292	14,674	23	14,697	0.2%
80. December 2015	Phase 3C-Dis	12,292	14,674	17	14,691	0.1%

Table X-3 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Saturday

10 Beverly Glen Bl., bet. Benefit St. and Greenleaf St.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
1. May 2009	Phase 2	10,913	11,468	3	11,471	0.0%
2. June 2009	Phase 2	10,913	11,468	3	11,471	0.0%
3. July 2009	Phase 2	10,913	11,468	5	11,473	0.0%
4. August 2009	Phase 2	10,913	11,468	6	11,474	0.1%
5. September 2009	Phase 2	10,913	11,468	6	11,474	0.1%
6. October 2009	Phase 2	10,913	11,468	6	11,474	0.1%
7. November 2009	Phase 2	10,913	11,468	3	11,471	0.0%
8. December 2009	Phase 2	10,913	11,468	3	11,471	0.0%
9. January 2010	Phase 2	10,913	11,695	3	11,698	0.0%
10. February 2010	Phase 2	10,913	11,695	6	11,701	0.1%
11. March 2010	Phase 2	10,913	11,695	4	11,699	0.0%
12. April 2010	Phase 2	10,913	11,695	6	11,701	0.1%
13. May 2010	Phase 2	10,913	11,695	6	11,701	0.1%
14. June 2010	Phase 2	10,913	11,695	6	11,701	0.1%
15. July 2010	Phase 2	10,913	11,695	6	11,701	0.1%
16. August 2010	Phase 2	10,913	11,695	6	11,701	0.1%
17. September 2010	Phase 2	10,913	11,695	6	11,701	0.1%
18. October 2010	Phase 2	10,913	11,695	6	11,701	0.1%
19. November 2010						
20. December 2010						
21. January 2011						
22. February 2011						
23. March 2011						
24. April 2011						
25. May 2011						
26. June 2011						
27. July 2011						
28. August 2011						
29. September 2011						
30. October 2011						
31. November 2011						
32. December 2011						
33. January 2012						
34. February 2012						
35. March 2012						
36. April 2012						
37. May 2012	Phase 1	10,913	12,163	1	12,164	0.0%
38. June 2012	Phase 1	10,913	12,163	1	12,164	0.0%
39. July 2012	Phase 1	10,913	12,163	3	12,166	0.0%
40. August 2012	Phase 1	10,913	12,163	2	12,165	0.0%

Table X-3 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Saturday

10 Beverly Glen Bl., bet. Benefit St. and Greenleaf St.	Daily Traffic Volumes				
	Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase					
41. September 2012 Phase 1	10,913	12,163	2	12,165	0.0%
42. October 2012 Phase 1	10,913	12,163	2	12,165	0.0%
43. November 2012 Phase 1	10,913	12,163	2	12,165	0.0%
44. December 2012 Phase 1	10,913	12,163	2	12,165	0.0%
45. January 2013 Phase 1	10,913	12,404	2	12,406	0.0%
46. February 2013 Phase 1	10,913	12,404	2	12,406	0.0%
47. March 2013 Phase 1	10,913	12,404	2	12,406	0.0%
48. April 2013 Phase 1	10,913	12,404	2	12,406	0.0%
49. May 2013 Phase 3A	10,913	12,404	1	12,405	0.0%
50. June 2013 Phase 3A	10,913	12,404	1	12,405	0.0%
51. July 2013 Phase 3A	10,913	12,404	3	12,407	0.0%
52. August 2013 Phase 3A	10,913	12,404	2	12,406	0.0%
53. September 2013 Phase 3A	10,913	12,404	2	12,406	0.0%
54. October 2013 Phase 3A	10,913	12,404	2	12,406	0.0%
55. November 2013 Phase 3A	10,913	12,404	2	12,406	0.0%
56. December 2013 Phase 3A	10,913	12,404	2	12,406	0.0%
57. January 2014 Phase 3A	10,913	12,650	2	12,652	0.0%
58. February 2014 Phase 3A	10,913	12,650	2	12,652	0.0%
59. March 2014 Phase 3A	10,913	12,650	2	12,652	0.0%
60. April 2014 Phase 3A	10,913	12,650	2	12,652	0.0%
61. May 2014 Phase 3B, 3C-Aqu, 3D	10,913	12,650	6	12,656	0.0%
62. June 2014 Phase 3B, 3C-Aqu, 3D	10,913	12,650	9	12,659	0.1%
63. July 2014 Phase 3B, 3C-Aqu, 3D	10,913	12,650	9	12,659	0.1%
64. August 2014 Phase 3B, 3C-Aqu, 3D	10,913	12,650	9	12,659	0.1%
65. September 2014 Phase 3B, 3C-Aqu, 3D	10,913	12,650	4	12,654	0.0%
66. October 2014 Phase 3B, 3C-Aqu	10,913	12,650	4	12,654	0.0%
67. November 2014 Phase 3B, 3C-Aqu	10,913	12,650	4	12,654	0.0%
68. December 2014 Phase 3B, 3C-Aqu	10,913	12,650	4	12,654	0.0%
69. January 2015 Phase 3B, 3C-Aqu	10,913	12,900	4	12,904	0.0%
70. February 2015 Phase 3B, 3C-Aqu	10,913	12,900	4	12,904	0.0%
71. March 2015 Phase 3B, 3C-Aqu, 3C-Dis	10,913	12,900	6	12,906	0.0%
72. April 2015 Phase 3B, 3C-Dis	10,913	12,900	4	12,904	0.0%
73. May 2015 Phase 3C-Dis	10,913	12,900	2	12,902	0.0%
74. June 2015 Phase 3C-Dis	10,913	12,900	2	12,902	0.0%
75. July 2015 Phase 3C-Dis	10,913	12,900	2	12,902	0.0%
76. August 2015 Phase 3C-Dis	10,913	12,900	2	12,902	0.0%
77. September 2015 Phase 3C-Dis	10,913	12,900	2	12,902	0.0%
78. October 2015 Phase 3C-Dis	10,913	12,900	2	12,902	0.0%
79. November 2015 Phase 3C-Dis	10,913	12,900	2	12,902	0.0%
80. December 2015 Phase 3C-Dis	10,913	12,900	2	12,902	0.0%

Table X-3 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Saturday

11 Beverly Glen Bl., south of Millbrook Dr.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
1. May 2009	Phase 2	21,028	21,920	2	21,922	0.0%
2. June 2009	Phase 2	21,028	21,920	2	21,922	0.0%
3. July 2009	Phase 2	21,028	21,920	2	21,922	0.0%
4. August 2009	Phase 2	21,028	21,920	2	21,922	0.0%
5. September 2009	Phase 2	21,028	21,920	2	21,922	0.0%
6. October 2009	Phase 2	21,028	21,920	2	21,922	0.0%
7. November 2009	Phase 2	21,028	21,920	2	21,922	0.0%
8. December 2009	Phase 2	21,028	21,920	2	21,922	0.0%
9. January 2010	Phase 2	21,028	22,357	2	22,359	0.0%
10. February 2010	Phase 2	21,028	22,357	2	22,359	0.0%
11. March 2010	Phase 2	21,028	22,357	2	22,359	0.0%
12. April 2010	Phase 2	21,028	22,357	2	22,359	0.0%
13. May 2010	Phase 2	21,028	22,357	2	22,359	0.0%
14. June 2010	Phase 2	21,028	22,357	2	22,359	0.0%
15. July 2010	Phase 2	21,028	22,357	2	22,359	0.0%
16. August 2010	Phase 2	21,028	22,357	2	22,359	0.0%
17. September 2010	Phase 2	21,028	22,357	2	22,359	0.0%
18. October 2010	Phase 2	21,028	22,357	2	22,359	0.0%
19. November 2010						
20. December 2010						
21. January 2011						
22. February 2011						
23. March 2011						
24. April 2011						
25. May 2011						
26. June 2011						
27. July 2011						
28. August 2011						
29. September 2011						
30. October 2011						
31. November 2011						
32. December 2011						
33. January 2012						
34. February 2012						
35. March 2012						
36. April 2012						
37. May 2012	Phase 1	21,028	23,259	1	23,260	0.0%
38. June 2012	Phase 1	21,028	23,259	1	23,260	0.0%
39. July 2012	Phase 1	21,028	23,259	1	23,260	0.0%
40. August 2012	Phase 1	21,028	23,259	1	23,260	0.0%

Table X-3 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Saturday

11 Beverly Glen Bl., south of Millbrook Dr.	Daily Traffic Volumes				
	Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase					
41. September 2012 Phase 1	21,028	23,259	1	23,260	0.0%
42. October 2012 Phase 1	21,028	23,259	1	23,260	0.0%
43. November 2012 Phase 1	21,028	23,259	1	23,260	0.0%
44. December 2012 Phase 1	21,028	23,259	1	23,260	0.0%
45. January 2013 Phase 1	21,028	23,723	1	23,724	0.0%
46. February 2013 Phase 1	21,028	23,723	2	23,725	0.0%
47. March 2013 Phase 1	21,028	23,723	2	23,725	0.0%
48. April 2013 Phase 1	21,028	23,723	1	23,724	0.0%
49. May 2013 Phase 3A	21,028	23,723	1	23,724	0.0%
50. June 2013 Phase 3A	21,028	23,723	1	23,724	0.0%
51. July 2013 Phase 3A	21,028	23,723	1	23,724	0.0%
52. August 2013 Phase 3A	21,028	23,723	1	23,724	0.0%
53. September 2013 Phase 3A	21,028	23,723	1	23,724	0.0%
54. October 2013 Phase 3A	21,028	23,723	1	23,724	0.0%
55. November 2013 Phase 3A	21,028	23,723	1	23,724	0.0%
56. December 2013 Phase 3A	21,028	23,723	1	23,724	0.0%
57. January 2014 Phase 3A	21,028	24,197	1	24,198	0.0%
58. February 2014 Phase 3A	21,028	24,197	1	24,198	0.0%
59. March 2014 Phase 3A	21,028	24,197	1	24,198	0.0%
60. April 2014 Phase 3A	21,028	24,197	1	24,198	0.0%
61. May 2014 Phase 3B, 3C-Aqu, 3D	21,028	24,197	2	24,199	0.0%
62. June 2014 Phase 3B, 3C-Aqu, 3D	21,028	24,197	2	24,199	0.0%
63. July 2014 Phase 3B, 3C-Aqu, 3D	21,028	24,197	2	24,199	0.0%
64. August 2014 Phase 3B, 3C-Aqu, 3D	21,028	24,197	2	24,199	0.0%
65. September 2014 Phase 3B, 3C-Aqu, 3D	21,028	24,197	2	24,199	0.0%
66. October 2014 Phase 3B, 3C-Aqu	21,028	24,197	2	24,199	0.0%
67. November 2014 Phase 3B, 3C-Aqu	21,028	24,197	2	24,199	0.0%
68. December 2014 Phase 3B, 3C-Aqu	21,028	24,197	2	24,199	0.0%
69. January 2015 Phase 3B, 3C-Aqu	21,028	24,680	2	24,682	0.0%
70. February 2015 Phase 3B, 3C-Aqu	21,028	24,680	2	24,682	0.0%
71. March 2015 Phase 3B, 3C-Aqu, 3C-Dis	21,028	24,680	2	24,682	0.0%
72. April 2015 Phase 3B, 3C-Dis	21,028	24,680	2	24,682	0.0%
73. May 2015 Phase 3C-Dis	21,028	24,680	2	24,682	0.0%
74. June 2015 Phase 3C-Dis	21,028	24,680	2	24,682	0.0%
75. July 2015 Phase 3C-Dis	21,028	24,680	2	24,682	0.0%
76. August 2015 Phase 3C-Dis	21,028	24,680	2	24,682	0.0%
77. September 2015 Phase 3C-Dis	21,028	24,680	2	24,682	0.0%
78. October 2015 Phase 3C-Dis	21,028	24,680	1	24,681	0.0%
79. November 2015 Phase 3C-Dis	21,028	24,680	1	24,681	0.0%
80. December 2015 Phase 3C-Dis	21,028	24,680	1	24,681	0.0%

Table X-3 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Saturday

12 Camino de la Cumbre, south of Valley Vista Bl.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
1. May 2009	Phase 2	595	619	1	620	0.2%
2. June 2009	Phase 2	595	619	1	620	0.2%
3. July 2009	Phase 2	595	619	1	620	0.2%
4. August 2009	Phase 2	595	619	1	620	0.2%
5. September 2009	Phase 2	595	619	1	620	0.2%
6. October 2009	Phase 2	595	619	1	620	0.2%
7. November 2009	Phase 2	595	619	1	620	0.2%
8. December 2009	Phase 2	595	619	1	620	0.2%
9. January 2010	Phase 2	595	631	1	632	0.2%
10. February 2010	Phase 2	595	631	1	632	0.2%
11. March 2010	Phase 2	595	631	1	632	0.2%
12. April 2010	Phase 2	595	631	1	632	0.2%
13. May 2010	Phase 2	595	631	1	632	0.2%
14. June 2010	Phase 2	595	631	1	632	0.2%
15. July 2010	Phase 2	595	631	1	632	0.2%
16. August 2010	Phase 2	595	631	1	632	0.2%
17. September 2010	Phase 2	595	631	1	632	0.2%
18. October 2010	Phase 2	595	631	1	632	0.2%
19. November 2010						
20. December 2010						
21. January 2011						
22. February 2011						
23. March 2011						
24. April 2011						
25. May 2011						
26. June 2011						
27. July 2011						
28. August 2011						
29. September 2011						
30. October 2011						
31. November 2011						
32. December 2011						
33. January 2012						
34. February 2012						
35. March 2012						
36. April 2012						
37. May 2012	Phase 1	595	657	1	658	0.2%
38. June 2012	Phase 1	595	657	1	658	0.2%
39. July 2012	Phase 1	595	657	1	658	0.2%
40. August 2012	Phase 1	595	657	1	658	0.2%

Table X-3 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Saturday

12 Camino de la Cumbre, south of Valley Vista Bl.	Daily Traffic Volumes				
	Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase					
41. September 2012 Phase 1	595	657	1	658	0.2%
42. October 2012 Phase 1	595	657	1	658	0.2%
43. November 2012 Phase 1	595	657	1	658	0.2%
44. December 2012 Phase 1	595	657	1	658	0.2%
45. January 2013 Phase 1	595	670	1	671	0.1%
46. February 2013 Phase 1	595	670	1	671	0.1%
47. March 2013 Phase 1	595	670	1	671	0.1%
48. April 2013 Phase 1	595	670	1	671	0.1%
49. May 2013 Phase 3A	595	670	1	671	0.1%
50. June 2013 Phase 3A	595	670	1	671	0.1%
51. July 2013 Phase 3A	595	670	1	671	0.1%
52. August 2013 Phase 3A	595	670	1	671	0.1%
53. September 2013 Phase 3A	595	670	1	671	0.1%
54. October 2013 Phase 3A	595	670	1	671	0.1%
55. November 2013 Phase 3A	595	670	1	671	0.1%
56. December 2013 Phase 3A	595	670	1	671	0.1%
57. January 2014 Phase 3A	595	683	1	684	0.1%
58. February 2014 Phase 3A	595	683	1	684	0.1%
59. March 2014 Phase 3A	595	683	1	684	0.1%
60. April 2014 Phase 3A	595	683	1	684	0.1%
61. May 2014 Phase 3B, 3C-Aqu, 3D	595	683	1	684	0.1%
62. June 2014 Phase 3B, 3C-Aqu, 3D	595	683	1	684	0.1%
63. July 2014 Phase 3B, 3C-Aqu, 3D	595	683	1	684	0.1%
64. August 2014 Phase 3B, 3C-Aqu, 3D	595	683	1	684	0.1%
65. September 2014 Phase 3B, 3C-Aqu, 3D	595	683	1	684	0.1%
66. October 2014 Phase 3B, 3C-Aqu	595	683	1	684	0.1%
67. November 2014 Phase 3B, 3C-Aqu	595	683	1	684	0.1%
68. December 2014 Phase 3B, 3C-Aqu	595	683	1	684	0.1%
69. January 2015 Phase 3B, 3C-Aqu	595	697	1	698	0.1%
70. February 2015 Phase 3B, 3C-Aqu	595	697	1	698	0.1%
71. March 2015 Phase 3B, 3C-Aqu, 3C-Dis	595	697	1	698	0.1%
72. April 2015 Phase 3B, 3C-Dis	595	697	1	698	0.1%
73. May 2015 Phase 3C-Dis	595	697	1	698	0.1%
74. June 2015 Phase 3C-Dis	595	697	1	698	0.1%
75. July 2015 Phase 3C-Dis	595	697	1	698	0.1%
76. August 2015 Phase 3C-Dis	595	697	1	698	0.1%
77. September 2015 Phase 3C-Dis	595	697	1	698	0.1%
78. October 2015 Phase 3C-Dis	595	697	1	698	0.1%
79. November 2015 Phase 3C-Dis	595	697	1	698	0.1%
80. December 2015 Phase 3C-Dis	595	697	1	698	0.1%

Table X-3 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Saturday

13 Stansbury Av., bet. Dickens St. and Greenleaf St.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
1. May 2009	Phase 2	2,583	2,751	129	2,880	4.5%
2. June 2009	Phase 2	2,583	2,751	179	2,930	6.1%
3. July 2009	Phase 2	2,583	2,751	201	2,952	6.8%
4. August 2009	Phase 2	2,583	2,751	129	2,880	4.5%
5. September 2009	Phase 2	2,583	2,751	201	2,952	6.8%
6. October 2009	Phase 2	2,583	2,751	122	2,873	4.2%
7. November 2009	Phase 2	2,583	2,751	143	2,894	4.9%
8. December 2009	Phase 2	2,583	2,751	137	2,888	4.7%
9. January 2010	Phase 2	2,583	2,805	99	2,904	3.4%
10. February 2010	Phase 2	2,583	2,805	107	2,912	3.7%
11. March 2010	Phase 2	2,583	2,805	79	2,884	2.7%
12. April 2010	Phase 2	2,583	2,805	96	2,901	3.3%
13. May 2010	Phase 2	2,583	2,805	96	2,901	3.3%
14. June 2010	Phase 2	2,583	2,805	116	2,921	4.0%
15. July 2010	Phase 2	2,583	2,805	112	2,917	3.8%
16. August 2010	Phase 2	2,583	2,805	108	2,913	3.7%
17. September 2010	Phase 2	2,583	2,805	98	2,903	3.4%
18. October 2010	Phase 2	2,583	2,805	75	2,880	2.6%
19. November 2010						
20. December 2010						
21. January 2011						
22. February 2011						
23. March 2011						
24. April 2011						
25. May 2011						
26. June 2011						
27. July 2011						
28. August 2011						
29. September 2011						
30. October 2011						
31. November 2011						
32. December 2011						
33. January 2012						
34. February 2012						
35. March 2012						
36. April 2012						
37. May 2012	Phase 1	2,583	2,916	91	3,007	3.0%
38. June 2012	Phase 1	2,583	2,916	87	3,003	2.9%
39. July 2012	Phase 1	2,583	2,916	101	3,017	3.3%
40. August 2012	Phase 1	2,583	2,916	54	2,970	1.8%

Table X-3 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Saturday

13 Stansbury Av., bet. Dickens St. and Greenleaf St.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
41. September 2012	Phase 1	2,583	2,916	66	2,982	2.2%
42. October 2012	Phase 1	2,583	2,916	58	2,974	2.0%
43. November 2012	Phase 1	2,583	2,916	60	2,976	2.0%
44. December 2012	Phase 1	2,583	2,916	61	2,977	2.0%
45. January 2013	Phase 1	2,583	2,973	50	3,023	1.7%
46. February 2013	Phase 1	2,583	2,973	54	3,027	1.8%
47. March 2013	Phase 1	2,583	2,973	72	3,045	2.4%
48. April 2013	Phase 1	2,583	2,973	74	3,047	2.4%
49. May 2013	Phase 3A	2,583	2,973	91	3,064	3.0%
50. June 2013	Phase 3A	2,583	2,973	75	3,048	2.5%
51. July 2013	Phase 3A	2,583	2,973	101	3,074	3.3%
52. August 2013	Phase 3A	2,583	2,973	56	3,029	1.8%
53. September 2013	Phase 3A	2,583	2,973	64	3,037	2.1%
54. October 2013	Phase 3A	2,583	2,973	58	3,031	1.9%
55. November 2013	Phase 3A	2,583	2,973	58	3,031	1.9%
56. December 2013	Phase 3A	2,583	2,973	60	3,033	2.0%
57. January 2014	Phase 3A	2,583	3,031	50	3,081	1.6%
58. February 2014	Phase 3A	2,583	3,031	48	3,079	1.6%
59. March 2014	Phase 3A	2,583	3,031	68	3,099	2.2%
60. April 2014	Phase 3A	2,583	3,031	74	3,105	2.4%
61. May 2014	Phase 3B, 3C-Aqu, 3D	2,583	3,031	208	3,239	6.4%
62. June 2014	Phase 3B, 3C-Aqu, 3D	2,583	3,031	221	3,252	6.8%
63. July 2014	Phase 3B, 3C-Aqu, 3D	2,583	3,031	250	3,281	7.6%
64. August 2014	Phase 3B, 3C-Aqu, 3D	2,583	3,031	185	3,216	5.8%
65. September 2014	Phase 3B, 3C-Aqu, 3D	2,583	3,031	166	3,197	5.2%
66. October 2014	Phase 3B, 3C-Aqu	2,583	3,031	110	3,141	3.5%
67. November 2014	Phase 3B, 3C-Aqu	2,583	3,031	132	3,163	4.2%
68. December 2014	Phase 3B, 3C-Aqu	2,583	3,031	106	3,137	3.4%
69. January 2015	Phase 3B, 3C-Aqu	2,583	3,090	118	3,208	3.7%
70. February 2015	Phase 3B, 3C-Aqu	2,583	3,090	102	3,192	3.2%
71. March 2015	Phase 3B, 3C-Aqu, 3C-Dis	2,583	3,090	156	3,246	4.8%
72. April 2015	Phase 3B, 3C-Dis	2,583	3,090	152	3,242	4.7%
73. May 2015	Phase 3C-Dis	2,583	3,090	101	3,191	3.2%
74. June 2015	Phase 3C-Dis	2,583	3,090	78	3,168	2.5%
75. July 2015	Phase 3C-Dis	2,583	3,090	63	3,153	2.0%
76. August 2015	Phase 3C-Dis	2,583	3,090	58	3,148	1.8%
77. September 2015	Phase 3C-Dis	2,583	3,090	70	3,160	2.2%
78. October 2015	Phase 3C-Dis	2,583	3,090	46	3,136	1.5%
79. November 2015	Phase 3C-Dis	2,583	3,090	66	3,156	2.1%
80. December 2015	Phase 3C-Dis	2,583	3,090	46	3,136	1.5%

Table X-3 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Saturday

14 Stansbury Av., north of Valley Vista Bl.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
1. May 2009	Phase 2	1,576	1,704	131	1,835	7.1%
2. June 2009	Phase 2	1,576	1,704	181	1,885	9.6%
3. July 2009	Phase 2	1,576	1,704	202	1,906	10.6%
4. August 2009	Phase 2	1,576	1,704	131	1,835	7.1%
5. September 2009	Phase 2	1,576	1,704	203	1,907	10.6%
6. October 2009	Phase 2	1,576	1,704	124	1,828	6.8%
7. November 2009	Phase 2	1,576	1,704	144	1,848	7.8%
8. December 2009	Phase 2	1,576	1,704	138	1,842	7.5%
9. January 2010	Phase 2	1,576	1,736	100	1,836	5.4%
10. February 2010	Phase 2	1,576	1,736	110	1,846	6.0%
11. March 2010	Phase 2	1,576	1,736	81	1,817	4.5%
12. April 2010	Phase 2	1,576	1,736	99	1,835	5.4%
13. May 2010	Phase 2	1,576	1,736	98	1,834	5.3%
14. June 2010	Phase 2	1,576	1,736	118	1,854	6.4%
15. July 2010	Phase 2	1,576	1,736	114	1,850	6.2%
16. August 2010	Phase 2	1,576	1,736	110	1,846	6.0%
17. September 2010	Phase 2	1,576	1,736	100	1,836	5.4%
18. October 2010	Phase 2	1,576	1,736	78	1,814	4.3%
19. November 2010						
20. December 2010						
21. January 2011						
22. February 2011						
23. March 2011						
24. April 2011						
25. May 2011						
26. June 2011						
27. July 2011						
28. August 2011						
29. September 2011						
30. October 2011						
31. November 2011						
32. December 2011						
33. January 2012						
34. February 2012						
35. March 2012						
36. April 2012						
37. May 2012	Phase 1	1,576	1,804	92	1,896	4.9%
38. June 2012	Phase 1	1,576	1,804	88	1,892	4.7%
39. July 2012	Phase 1	1,576	1,804	102	1,906	5.4%
40. August 2012	Phase 1	1,576	1,804	55	1,859	3.0%

Table X-3 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Saturday

14 Stansbury Av., north of Valley Vista Bl.	Daily Traffic Volumes				
	Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase					
41. September 2012 Phase 1	1,576	1,804	67	1,871	3.6%
42. October 2012 Phase 1	1,576	1,804	59	1,863	3.2%
43. November 2012 Phase 1	1,576	1,804	61	1,865	3.3%
44. December 2012 Phase 1	1,576	1,804	62	1,866	3.3%
45. January 2013 Phase 1	1,576	1,839	51	1,890	2.7%
46. February 2013 Phase 1	1,576	1,839	55	1,894	2.9%
47. March 2013 Phase 1	1,576	1,839	73	1,912	3.8%
48. April 2013 Phase 1	1,576	1,839	74	1,913	3.9%
49. May 2013 Phase 3A	1,576	1,839	92	1,931	4.8%
50. June 2013 Phase 3A	1,576	1,839	76	1,915	4.0%
51. July 2013 Phase 3A	1,576	1,839	102	1,941	5.3%
52. August 2013 Phase 3A	1,576	1,839	57	1,896	3.0%
53. September 2013 Phase 3A	1,576	1,839	65	1,904	3.4%
54. October 2013 Phase 3A	1,576	1,839	59	1,898	3.1%
55. November 2013 Phase 3A	1,576	1,839	59	1,898	3.1%
56. December 2013 Phase 3A	1,576	1,839	61	1,900	3.2%
57. January 2014 Phase 3A	1,576	1,874	51	1,925	2.6%
58. February 2014 Phase 3A	1,576	1,874	49	1,923	2.5%
59. March 2014 Phase 3A	1,576	1,874	69	1,943	3.6%
60. April 2014 Phase 3A	1,576	1,874	74	1,948	3.8%
61. May 2014 Phase 3B, 3C-Aqu, 3D	1,576	1,874	210	2,084	10.1%
62. June 2014 Phase 3B, 3C-Aqu, 3D	1,576	1,874	224	2,098	10.7%
63. July 2014 Phase 3B, 3C-Aqu, 3D	1,576	1,874	252	2,126	11.9%
64. August 2014 Phase 3B, 3C-Aqu, 3D	1,576	1,874	188	2,062	9.1%
65. September 2014 Phase 3B, 3C-Aqu, 3D	1,576	1,874	168	2,042	8.2%
66. October 2014 Phase 3B, 3C-Aqu	1,576	1,874	112	1,986	5.6%
67. November 2014 Phase 3B, 3C-Aqu	1,576	1,874	133	2,007	6.6%
68. December 2014 Phase 3B, 3C-Aqu	1,576	1,874	107	1,981	5.4%
69. January 2015 Phase 3B, 3C-Aqu	1,576	1,911	119	2,030	5.9%
70. February 2015 Phase 3B, 3C-Aqu	1,576	1,911	103	2,014	5.1%
71. March 2015 Phase 3B, 3C-Aqu, 3C-Dis	1,576	1,911	158	2,069	7.6%
72. April 2015 Phase 3B, 3C-Dis	1,576	1,911	154	2,065	7.5%
73. May 2015 Phase 3C-Dis	1,576	1,911	102	2,013	5.1%
74. June 2015 Phase 3C-Dis	1,576	1,911	79	1,990	4.0%
75. July 2015 Phase 3C-Dis	1,576	1,911	64	1,975	3.2%
76. August 2015 Phase 3C-Dis	1,576	1,911	59	1,970	3.0%
77. September 2015 Phase 3C-Dis	1,576	1,911	71	1,982	3.6%
78. October 2015 Phase 3C-Dis	1,576	1,911	47	1,958	2.4%
79. November 2015 Phase 3C-Dis	1,576	1,911	67	1,978	3.4%
80. December 2015 Phase 3C-Dis	1,576	1,911	47	1,958	2.4%

Table X-3 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Saturday

15 Stansbury Av., south of Valley Vista Bl.		Daily Traffic Volumes					
		Existing (2006)	Baseline (2009- 2015)	Construction Trips		Baseline + Construction Trips	Construction Trips Percent
Month & Phase							
1. May 2009	Phase 2	254	254	210	*	464	45.3%
2. June 2009	Phase 2	254	254	284	*	538	52.8%
3. July 2009	Phase 2	254	254	336	*	590	56.9%
4. August 2009	Phase 2	254	254	228	*	482	47.3%
5. September 2009	Phase 2	254	254	342	*	596	57.4%
6. October 2009	Phase 2	254	254	214	*	468	45.7%
7. November 2009	Phase 2	254	254	236	*	490	48.2%
8. December 2009	Phase 2	254	254	230	*	484	47.5%
9. January 2010	Phase 2	254	254	172	*	426	40.4%
10. February 2010	Phase 2	254	254	196	*	450	43.6%
11. March 2010	Phase 2	254	254	154	*	408	37.7%
12. April 2010	Phase 2	254	254	186	*	440	42.3%
13. May 2010	Phase 2	254	254	184	*	438	42.0%
14. June 2010	Phase 2	254	254	216	*	470	46.0%
15. July 2010	Phase 2	254	254	212	*	466	45.5%
16. August 2010	Phase 2	254	254	206	*	460	44.8%
17. September 2010	Phase 2	254	254	190	*	444	42.8%
18. October 2010	Phase 2	254	254	152	*	406	37.4%
19. November 2010							
20. December 2010							
21. January 2011							
22. February 2011							
23. March 2011							
24. April 2011							
25. May 2011							
26. June 2011							
27. July 2011							
28. August 2011							
29. September 2011							
30. October 2011							
31. November 2011							
32. December 2011							
33. January 2012							
34. February 2012							
35. March 2012							
36. April 2012							
37. May 2012	Phase 1	254	254	140	*	394	35.5%
38. June 2012	Phase 1	254	254	144	*	398	36.2%
39. July 2012	Phase 1	254	254	166	*	420	39.5%
40. August 2012	Phase 1	254	254	98		352	27.8%

* Indicate significant traffic impact.

Table X-3 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Saturday

15 Stansbury Av., south of Valley Vista Bl.	Daily Traffic Volumes						
	Month & Phase	Existing (2006)	Baseline (2009- 2015)	Construction Trips		Baseline + Construction Trips	Construction Trips Percent
41. September 2012	Phase 1	254	254	112		366	30.6%
42. October 2012	Phase 1	254	254	98		352	27.8%
43. November 2012	Phase 1	254	254	104		358	29.1%
44. December 2012	Phase 1	254	254	108		362	29.8%
45. January 2013	Phase 1	254	254	90		344	26.2%
46. February 2013	Phase 1	254	254	100		354	28.2%
47. March 2013	Phase 1	254	254	128	*	382	33.5%
48. April 2013	Phase 1	254	254	122	*	376	32.4%
49. May 2013	Phase 3A	254	254	142	*	396	35.9%
50. June 2013	Phase 3A	254	254	124	*	378	32.8%
51. July 2013	Phase 3A	254	254	166	*	420	39.5%
52. August 2013	Phase 3A	254	254	102		356	28.7%
53. September 2013	Phase 3A	254	254	108		362	29.8%
54. October 2013	Phase 3A	254	254	98		352	27.8%
55. November 2013	Phase 3A	254	254	98		352	27.8%
56. December 2013	Phase 3A	254	254	106		360	29.4%
57. January 2014	Phase 3A	254	254	90		344	26.2%
58. February 2014	Phase 3A	254	254	88		342	25.7%
59. March 2014	Phase 3A	254	254	118		372	31.7%
60. April 2014	Phase 3A	254	254	122	*	376	32.4%
61. May 2014	Phase 3B, 3C-Aqu, 3D	254	254	334	*	588	56.8%
62. June 2014	Phase 3B, 3C-Aqu, 3D	254	254	374	*	628	59.6%
63. July 2014	Phase 3B, 3C-Aqu, 3D	254	254	416	*	670	62.1%
64. August 2014	Phase 3B, 3C-Aqu, 3D	254	254	328	*	582	56.4%
65. September 2014	Phase 3B, 3C-Aqu, 3D	254	254	282	*	536	52.6%
66. October 2014	Phase 3B, 3C-Aqu	254	254	192	*	446	43.0%
67. November 2014	Phase 3B, 3C-Aqu	254	254	226	*	480	47.1%
68. December 2014	Phase 3B, 3C-Aqu	254	254	190	*	444	42.8%
69. January 2015	Phase 3B, 3C-Aqu	254	254	206	*	460	44.8%
70. February 2015	Phase 3B, 3C-Aqu	254	254	186	*	440	42.3%
71. March 2015	Phase 3B, 3C-Aqu, 3C-Dis	254	254	266	*	520	51.2%
72. April 2015	Phase 3B, 3C-Dis	254	254	260	*	514	50.6%
73. May 2015	Phase 3C-Dis	254	254	162	*	416	38.9%
74. June 2015	Phase 3C-Dis	254	254	132	*	386	34.2%
75. July 2015	Phase 3C-Dis	254	254	112		366	30.6%
76. August 2015	Phase 3C-Dis	254	254	106		360	29.4%
77. September 2015	Phase 3C-Dis	254	254	122	*	376	32.4%
78. October 2015	Phase 3C-Dis	254	254	84		338	24.9%
79. November 2015	Phase 3C-Dis	254	254	112		366	30.6%
80. December 2015	Phase 3C-Dis	254	254	84		338	24.9%

* Indicate significant traffic impact.

Table X-3 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Saturday

16 Hazeltine Av., bet. Dickens St. and Greenleaf St.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
1. May 2009	Phase 2	1,293	1,345	1	1,346	0.1%
2. June 2009	Phase 2	1,293	1,345	1	1,346	0.1%
3. July 2009	Phase 2	1,293	1,345	1	1,346	0.1%
4. August 2009	Phase 2	1,293	1,345	1	1,346	0.1%
5. September 2009	Phase 2	1,293	1,345	1	1,346	0.1%
6. October 2009	Phase 2	1,293	1,345	1	1,346	0.1%
7. November 2009	Phase 2	1,293	1,345	1	1,346	0.1%
8. December 2009	Phase 2	1,293	1,345	1	1,346	0.1%
9. January 2010	Phase 2	1,293	1,372	1	1,373	0.1%
10. February 2010	Phase 2	1,293	1,372	1	1,373	0.1%
11. March 2010	Phase 2	1,293	1,372	1	1,373	0.1%
12. April 2010	Phase 2	1,293	1,372	1	1,373	0.1%
13. May 2010	Phase 2	1,293	1,372	1	1,373	0.1%
14. June 2010	Phase 2	1,293	1,372	1	1,373	0.1%
15. July 2010	Phase 2	1,293	1,372	1	1,373	0.1%
16. August 2010	Phase 2	1,293	1,372	1	1,373	0.1%
17. September 2010	Phase 2	1,293	1,372	1	1,373	0.1%
18. October 2010	Phase 2	1,293	1,372	1	1,373	0.1%
19. November 2010						
20. December 2010						
21. January 2011						
22. February 2011						
23. March 2011						
24. April 2011						
25. May 2011						
26. June 2011						
27. July 2011						
28. August 2011						
29. September 2011						
30. October 2011						
31. November 2011						
32. December 2011						
33. January 2012						
34. February 2012						
35. March 2012						
36. April 2012						
37. May 2012	Phase 1	1,293	1,428	1	1,429	0.1%
38. June 2012	Phase 1	1,293	1,428	1	1,429	0.1%
39. July 2012	Phase 1	1,293	1,428	1	1,429	0.1%
40. August 2012	Phase 1	1,293	1,428	1	1,429	0.1%

Table X-3 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Saturday

16 Hazeltine Av., bet. Dickens St. and Greenleaf St.	Daily Traffic Volumes				
	Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase					
41. September 2012 Phase 1	1,293	1,428	1	1,429	0.1%
42. October 2012 Phase 1	1,293	1,428	1	1,429	0.1%
43. November 2012 Phase 1	1,293	1,428	1	1,429	0.1%
44. December 2012 Phase 1	1,293	1,428	1	1,429	0.1%
45. January 2013 Phase 1	1,293	1,456	1	1,457	0.1%
46. February 2013 Phase 1	1,293	1,456	1	1,457	0.1%
47. March 2013 Phase 1	1,293	1,456	1	1,457	0.1%
48. April 2013 Phase 1	1,293	1,456	1	1,457	0.1%
49. May 2013 Phase 3A	1,293	1,456	1	1,457	0.1%
50. June 2013 Phase 3A	1,293	1,456	1	1,457	0.1%
51. July 2013 Phase 3A	1,293	1,456	1	1,457	0.1%
52. August 2013 Phase 3A	1,293	1,456	1	1,457	0.1%
53. September 2013 Phase 3A	1,293	1,456	1	1,457	0.1%
54. October 2013 Phase 3A	1,293	1,456	1	1,457	0.1%
55. November 2013 Phase 3A	1,293	1,456	1	1,457	0.1%
56. December 2013 Phase 3A	1,293	1,456	1	1,457	0.1%
57. January 2014 Phase 3A	1,293	1,485	1	1,486	0.1%
58. February 2014 Phase 3A	1,293	1,485	1	1,486	0.1%
59. March 2014 Phase 3A	1,293	1,485	1	1,486	0.1%
60. April 2014 Phase 3A	1,293	1,485	1	1,486	0.1%
61. May 2014 Phase 3B, 3C-Aqu, 3D	1,293	1,485	1	1,486	0.1%
62. June 2014 Phase 3B, 3C-Aqu, 3D	1,293	1,485	1	1,486	0.1%
63. July 2014 Phase 3B, 3C-Aqu, 3D	1,293	1,485	1	1,486	0.1%
64. August 2014 Phase 3B, 3C-Aqu, 3D	1,293	1,485	1	1,486	0.1%
65. September 2014 Phase 3B, 3C-Aqu, 3D	1,293	1,485	1	1,486	0.1%
66. October 2014 Phase 3B, 3C-Aqu	1,293	1,485	1	1,486	0.1%
67. November 2014 Phase 3B, 3C-Aqu	1,293	1,485	1	1,486	0.1%
68. December 2014 Phase 3B, 3C-Aqu	1,293	1,485	1	1,486	0.1%
69. January 2015 Phase 3B, 3C-Aqu	1,293	1,515	1	1,516	0.1%
70. February 2015 Phase 3B, 3C-Aqu	1,293	1,515	1	1,516	0.1%
71. March 2015 Phase 3B, 3C-Aqu, 3C-Dis	1,293	1,515	1	1,516	0.1%
72. April 2015 Phase 3B, 3C-Dis	1,293	1,515	1	1,516	0.1%
73. May 2015 Phase 3C-Dis	1,293	1,515	1	1,516	0.1%
74. June 2015 Phase 3C-Dis	1,293	1,515	1	1,516	0.1%
75. July 2015 Phase 3C-Dis	1,293	1,515	1	1,516	0.1%
76. August 2015 Phase 3C-Dis	1,293	1,515	1	1,516	0.1%
77. September 2015 Phase 3C-Dis	1,293	1,515	1	1,516	0.1%
78. October 2015 Phase 3C-Dis	1,293	1,515	1	1,516	0.1%
79. November 2015 Phase 3C-Dis	1,293	1,515	1	1,516	0.1%
80. December 2015 Phase 3C-Dis	1,293	1,515	1	1,516	0.1%

Table X-3 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Saturday

17 Benedict Canyon Dr., bet. Ventura Bl. and Valley Vista Bl.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
1. May 2009	Phase 2	1,972	2,065	10	2,075	0.5%
2. June 2009	Phase 2	1,972	2,065	10	2,075	0.5%
3. July 2009	Phase 2	1,972	2,065	14	2,079	0.7%
4. August 2009	Phase 2	1,972	2,065	14	2,079	0.7%
5. September 2009	Phase 2	1,972	2,065	14	2,079	0.7%
6. October 2009	Phase 2	1,972	2,065	14	2,079	0.7%
7. November 2009	Phase 2	1,972	2,065	12	2,077	0.6%
8. December 2009	Phase 2	1,972	2,065	12	2,077	0.6%
9. January 2010	Phase 2	1,972	2,106	12	2,118	0.6%
10. February 2010	Phase 2	1,972	2,106	16	2,122	0.8%
11. March 2010	Phase 2	1,972	2,106	14	2,120	0.7%
12. April 2010	Phase 2	1,972	2,106	18	2,124	0.8%
13. May 2010	Phase 2	1,972	2,106	18	2,124	0.8%
14. June 2010	Phase 2	1,972	2,106	18	2,124	0.8%
15. July 2010	Phase 2	1,972	2,106	18	2,124	0.8%
16. August 2010	Phase 2	1,972	2,106	18	2,124	0.8%
17. September 2010	Phase 2	1,972	2,106	18	2,124	0.8%
18. October 2010	Phase 2	1,972	2,106	16	2,122	0.8%
19. November 2010						
20. December 2010						
21. January 2011						
22. February 2011						
23. March 2011						
24. April 2011						
25. May 2011						
26. June 2011						
27. July 2011						
28. August 2011						
29. September 2011						
30. October 2011						
31. November 2011						
32. December 2011						
33. January 2012						
34. February 2012						
35. March 2012						
36. April 2012						
37. May 2012	Phase 1	1,972	2,190	4	2,194	0.2%
38. June 2012	Phase 1	1,972	2,190	4	2,194	0.2%
39. July 2012	Phase 1	1,972	2,190	6	2,196	0.3%
40. August 2012	Phase 1	1,972	2,190	6	2,196	0.3%

Table X-3 (cont.)
Buckley School
Alternative Construction Schedule
Traffic Impact Analysis - Saturday

17 Benedict Canyon Dr., bet. Ventura Bl. and Valley Vista Bl.		Daily Traffic Volumes				
		Existing (2006)	Baseline (2009- 2015)	Construction Trips	Baseline + Construction Trips	Construction Trips Percent
Month & Phase						
41. September 2012	Phase 1	1,972	2,190	6	2,196	0.3%
42. October 2012	Phase 1	1,972	2,190	6	2,196	0.3%
43. November 2012	Phase 1	1,972	2,190	6	2,196	0.3%
44. December 2012	Phase 1	1,972	2,190	6	2,196	0.3%
45. January 2013	Phase 1	1,972	2,234	6	2,240	0.3%
46. February 2013	Phase 1	1,972	2,234	8	2,242	0.4%
47. March 2013	Phase 1	1,972	2,234	8	2,242	0.4%
48. April 2013	Phase 1	1,972	2,234	6	2,240	0.3%
49. May 2013	Phase 3A	1,972	2,234	4	2,238	0.2%
50. June 2013	Phase 3A	1,972	2,234	4	2,238	0.2%
51. July 2013	Phase 3A	1,972	2,234	6	2,240	0.3%
52. August 2013	Phase 3A	1,972	2,234	6	2,240	0.3%
53. September 2013	Phase 3A	1,972	2,234	6	2,240	0.3%
54. October 2013	Phase 3A	1,972	2,234	6	2,240	0.3%
55. November 2013	Phase 3A	1,972	2,234	6	2,240	0.3%
56. December 2013	Phase 3A	1,972	2,234	6	2,240	0.3%
57. January 2014	Phase 3A	1,972	2,278	6	2,284	0.3%
58. February 2014	Phase 3A	1,972	2,278	6	2,284	0.3%
59. March 2014	Phase 3A	1,972	2,278	6	2,284	0.3%
60. April 2014	Phase 3A	1,972	2,278	6	2,284	0.3%
61. May 2014	Phase 3B, 3C-Aqu, 3D	1,972	2,278	14	2,292	0.6%
62. June 2014	Phase 3B, 3C-Aqu, 3D	1,972	2,278	20	2,298	0.9%
63. July 2014	Phase 3B, 3C-Aqu, 3D	1,972	2,278	20	2,298	0.9%
64. August 2014	Phase 3B, 3C-Aqu, 3D	1,972	2,278	24	2,302	1.0%
65. September 2014	Phase 3B, 3C-Aqu, 3D	1,972	2,278	14	2,292	0.6%
66. October 2014	Phase 3B, 3C-Aqu	1,972	2,278	12	2,290	0.5%
67. November 2014	Phase 3B, 3C-Aqu	1,972	2,278	14	2,292	0.6%
68. December 2014	Phase 3B, 3C-Aqu	1,972	2,278	14	2,292	0.6%
69. January 2015	Phase 3B, 3C-Aqu	1,972	2,324	14	2,338	0.6%
70. February 2015	Phase 3B, 3C-Aqu	1,972	2,324	14	2,338	0.6%
71. March 2015	Phase 3B, 3C-Aqu, 3C-Dis	1,972	2,324	16	2,340	0.7%
72. April 2015	Phase 3B, 3C-Dis	1,972	2,324	14	2,338	0.6%
73. May 2015	Phase 3C-Dis	1,972	2,324	8	2,332	0.3%
74. June 2015	Phase 3C-Dis	1,972	2,324	8	2,332	0.3%
75. July 2015	Phase 3C-Dis	1,972	2,324	8	2,332	0.3%
76. August 2015	Phase 3C-Dis	1,972	2,324	8	2,332	0.3%
77. September 2015	Phase 3C-Dis	1,972	2,324	8	2,332	0.3%
78. October 2015	Phase 3C-Dis	1,972	2,324	6	2,330	0.3%
79. November 2015	Phase 3C-Dis	1,972	2,324	6	2,330	0.3%
80. December 2015	Phase 3C-Dis	1,972	2,324	6	2,330	0.3%

EXISTING (2006) TRAFFIC CONDITIONS

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:1, VENTURA BLVD. & VAN NUYS BLVD.
DATE: 4/23/2007 INITIALS: CT PERIOD: AM PEAK HOUR
CASE: EXISTING (2006)

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	145	1478	145	0
EASTBOUND	254	1236	160	0
NORTHBOUND	28	380	100	0
SOUTHBOUND	266	538	528	140

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	2	0	1	1	0	0	4
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	145	N/A	812	812	N/A	N/A
EASTBOUND	140	N/A	698	698	N/A	N/A
NORTHBOUND	28	N/A	240	240	N/A	N/A
SOUTHBOUND	266	N/A	538	N/A	528	N/A

EAST-WEST CRITICAL VOLUMES 952
NORTH-SOUTH CRITICAL VOLUMES 566

THE SUM OF CRITICAL VOLUMES 1518

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 1.004

LEVEL OF SERVICE F

* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 2, VENTURA BLVD. & BEVERLY GLEN BLVD./TYRONE AVE.
DATE: 4/23/2007 INITIALS: CT PERIOD: AM PEAK HOUR
CASE: EXISTING (2006)

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	102	1283	21	0
EASTBOUND	98	1362	101	0
NORTHBOUND	76	135	92	0
SOUTHBOUND	16	191	149	91

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	102	N/A	652	652	N/A	N/A
EASTBOUND	98	N/A	732	732	N/A	N/A
NORTHBOUND	76	N/A	114	114	N/A	N/A
SOUTHBOUND	16	N/A	191	N/A	149	N/A

EAST-WEST CRITICAL VOLUMES 834
NORTH-SOUTH CRITICAL VOLUMES 267

THE SUM OF CRITICAL VOLUMES 1101

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.634

LEVEL OF SERVICE B

* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 3, VENTURA BLVD. & STANSBURY AVE.
DATE: 4/23/2007 INITIALS: CT PERIOD: AM PEAK HOUR
CASE: EXISTING (2006)

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	379	1443	0	0
EASTBOUND	0	1244	212	0
NORTHBOUND	7	0	173	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	0	0	3
EASTBOUND	0	0	1	1	0	0	2
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	379	N/A	722	N/A	N/A	N/A
EASTBOUND	N/A	N/A	728	728	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	180
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 1107
NORTH-SOUTH CRITICAL VOLUMES 180

THE SUM OF CRITICAL VOLUMES 1287

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 1.072

LEVEL OF SERVICE F

Capacity used = 1200.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 4, VENTURA BLVD. & HAZELTINE AVE.
DATE: 4/23/2007 INITIALS: CT PERIOD: AM PEAK HOUR
CASE: EXISTING (2006)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	1472	112	0
EASTBOUND	109	1305	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	250	0	325	54

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	1	1	0	0	2
EASTBOUND	1	0	2	0	0	0	3
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	2	0	0	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	792	792	N/A	N/A
EASTBOUND	109	N/A	652	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	138	N/A	N/A	N/A	325	N/A

EAST-WEST CRITICAL VOLUMES 901
NORTH-SOUTH CRITICAL VOLUMES 325

THE SUM OF CRITICAL VOLUMES 1226

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.717

LEVEL OF SERVICE C

* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 5, VENTURA BLVD. & WOODMAN AVE.
DATE: 4/23/2007 INITIALS: CT PERIOD: AM PEAK HOUR
CASE: EXISTING (2006)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	67	1149	89	0
EASTBOUND	187	1333	23	0
NORTHBOUND	52	208	30	0
SOUTHBOUND	284	290	285	94

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	67	N/A	619	619	N/A	N/A
EASTBOUND	187	N/A	678	678	N/A	N/A
NORTHBOUND	52	N/A	N/A	238	N/A	N/A
SOUTHBOUND	284	N/A	290	N/A	285	N/A

EAST-WEST CRITICAL VOLUMES 806
NORTH-SOUTH CRITICAL VOLUMES 522

THE SUM OF CRITICAL VOLUMES 1328

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.785

LEVEL OF SERVICE C

* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 6, VALLEY VISTA BLVD. & VAN NUYS BLVD.
DATE: 4/23/2007 INITIALS: CT PERIOD: AM PEAK HOUR
CASE: EXISTING (2006)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	0	98	0	233
EASTBOUND	114	85	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	521	0	0	38

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	1	0	1	0	2
EASTBOUND	0	1	0	0	0	0	1
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	98	N/A	0	N/A
EASTBOUND	N/A	199	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	521	N/A	N/A	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 212
 NORTH-SOUTH CRITICAL VOLUMES 521

 THE SUM OF CRITICAL VOLUMES 733

 NUMBER OF CRITICAL CLEARANCE INTERVALS 0

 CMA VALUE 0.611

 LEVEL OF SERVICE B

Capacity used = 1200.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 7, VALLEY VISTA BLVD./ROBLAR PL. & BEVERLY GLEN BLVD.
DATE: 4/23/2007 INITIALS: CT PERIOD: AM PEAK HOUR
CASE: EXISTING (2006)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	19	10	1	0
EASTBOUND	2	2	338	294
NORTHBOUND	294	254	9	0
SOUTHBOUND	0	707	3	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	0	1	0	0	2
EASTBOUND	0	1	0	0	1	0	2
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	19	N/A	N/A	11	N/A	N/A
EASTBOUND	N/A	4	N/A	N/A	338	N/A
NORTHBOUND	294	N/A	N/A	263	N/A	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	710

EAST-WEST CRITICAL VOLUMES 357
NORTH-SOUTH CRITICAL VOLUMES 1004

THE SUM OF CRITICAL VOLUMES 1361

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.920

LEVEL OF SERVICE E

* Includes CMA value decreased due to ATSAC Implementation.

Eastbound and Westbound approaches have opposed signal phases.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 8, VALLEY VISTA BLVD. (SOUTH) & BEVERLY GLEN BLVD.
DATE: 4/23/2007 INITIALS: CT PERIOD: AM PEAK HOUR
CASE: EXISTING (2006)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	388	127	0	0
EASTBOUND	0	24	0	1341
NORTHBOUND	420	0	118	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	1	0	0	0	0	1
EASTBOUND	0	0	1	0	1	0	2
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	515	N/A	N/A	N/A	N/A
EASTBOUND	N/A	N/A	24	N/A	0	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	538
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 515
NORTH-SOUTH CRITICAL VOLUMES 538

THE SUM OF CRITICAL VOLUMES 1053

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.877

LEVEL OF SERVICE D

Capacity used = 1200.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 9, VALLEY VISTA BLVD. & STANSBURY AVE.
DATE: 4/23/2007 INITIALS: CT PERIOD: AM PEAK HOUR
CASE: EXISTING (2006)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	91	252	14	0
EASTBOUND	8	51	74	0
NORTHBOUND	75	165	68	0
SOUTHBOUND	30	257	227	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	1	1
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	357
EASTBOUND	N/A	N/A	N/A	N/A	N/A	133
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	308
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	514

EAST-WEST CRITICAL VOLUMES 365
NORTH-SOUTH CRITICAL VOLUMES 589

THE SUM OF CRITICAL VOLUMES 954

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.954

LEVEL OF SERVICE E

Capacity used = 1000.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 10, VALLEY VISTA BLVD. & BENEDICT CANYON DR.
DATE: 4/23/2007 INITIALS: CT PERIOD: AM PEAK HOUR
CASE: EXISTING (2006)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	0	156	2	0
EASTBOUND	54	182	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	11	0	204	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	1	1
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	158
EASTBOUND	N/A	N/A	N/A	N/A	N/A	236
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	215

EAST-WEST CRITICAL VOLUMES	236
NORTH-SOUTH CRITICAL VOLUMES	215

THE SUM OF CRITICAL VOLUMES	451
NUMBER OF CRITICAL CLEARANCE INTERVALS	2
CMA VALUE	0.301
LEVEL OF SERVICE	A

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:1, VENTURA BLVD. & VAN NUYS BLVD.

DATE: 4/23/2007 INITIALS: CT PERIOD: SCHOOL PM PEAK HOUR

CASE: EXISTING (2006)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	108	1071	346	0
EASTBOUND	346	1144	129	0
NORTHBOUND	73	550	77	0
SOUTHBOUND	256	461	276	190

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	2	0	1	1	0	0	4
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	108	N/A	708	708	N/A	N/A
EASTBOUND	190	N/A	636	636	N/A	N/A
NORTHBOUND	73	N/A	314	314	N/A	N/A
SOUTHBOUND	256	N/A	461	N/A	276	N/A

EAST-WEST CRITICAL VOLUMES 898

NORTH-SOUTH CRITICAL VOLUMES 570

THE SUM OF CRITICAL VOLUMES 1468

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.968

LEVEL OF SERVICE E

* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 2, VENTURA BLVD. & BEVERLY GLEN BLVD./TYRONE AVE.
DATE: 4/23/2007 INITIALS: CT PERIOD: SCHOOL PM PEAK HOUR
CASE: EXISTING (2006)

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	128	1220	44	0
EASTBOUND	121	1262	114	0
NORTHBOUND	214	488	166	0
SOUTHBOUND	29	268	21	92

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	128	N/A	632	632	N/A	N/A
EASTBOUND	121	N/A	688	688	N/A	N/A
NORTHBOUND	214	N/A	327	327	N/A	N/A
SOUTHBOUND	29	N/A	268	N/A	21	N/A

EAST-WEST CRITICAL VOLUMES 816
NORTH-SOUTH CRITICAL VOLUMES 482

THE SUM OF CRITICAL VOLUMES 1298

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.765

LEVEL OF SERVICE C

* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 3, VENTURA BLVD. & STANSBURY AVE.

DATE: 4/23/2007 INITIALS: CT PERIOD: SCHOOL PM PEAK HOUR

CASE: EXISTING (2006)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	131	1433	0	0
EASTBOUND	0	1396	54	0
NORTHBOUND	12	0	174	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	0	0	3
EASTBOUND	0	0	1	1	0	0	2
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	131	N/A	716	N/A	N/A	N/A
EASTBOUND	N/A	N/A	725	725	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	186
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 856
NORTH-SOUTH CRITICAL VOLUMES 186

THE SUM OF CRITICAL VOLUMES 1042

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.868

LEVEL OF SERVICE D

Capacity used = 1200.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 4, VENTURA BLVD. & HAZELTINE AVE.

DATE: 4/23/2007 INITIALS: CT PERIOD: SCHOOL PM PEAK HOUR

CASE: EXISTING (2006)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	1310	217	0
EASTBOUND	181	1417	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	172	0	122	90

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	1	1	0	0	2
EASTBOUND	1	0	2	0	0	0	3
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	2	0	0	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	764	764	N/A	N/A
EASTBOUND	181	N/A	708	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	95	N/A	N/A	N/A	122	N/A

EAST-WEST CRITICAL VOLUMES 945

NORTH-SOUTH CRITICAL VOLUMES 122

THE SUM OF CRITICAL VOLUMES 1067

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.611

LEVEL OF SERVICE B

* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 5, VENTURA BLVD. & WOODMAN AVE.

DATE: 4/23/2007 INITIALS: CT PERIOD: SCHOOL PM PEAK HOUR

CASE: EXISTING (2006)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	51	1076	171	0
EASTBOUND	182	1191	40	0
NORTHBOUND	54	197	41	0
SOUTHBOUND	208	143	146	91

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	51	N/A	624	624	N/A	N/A
EASTBOUND	182	N/A	616	616	N/A	N/A
NORTHBOUND	54	N/A	N/A	238	N/A	N/A
SOUTHBOUND	208	N/A	143	N/A	146	N/A

EAST-WEST CRITICAL VOLUMES 806

NORTH-SOUTH CRITICAL VOLUMES 446

THE SUM OF CRITICAL VOLUMES 1252

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.735

LEVEL OF SERVICE C

* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 6, VALLEY VISTA BLVD. & VAN NUYS BLVD.
DATE: 4/23/2007 INITIALS: CT PERIOD: SCHOOL PM PEAK HOUR
CASE: EXISTING (2006)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	0	124	0	503
EASTBOUND	78	77	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	323	0	0	66

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	1	0	1	0	2
EASTBOUND	0	1	0	0	0	0	1
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	124	N/A	0	N/A
EASTBOUND	N/A	155	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	323	N/A	N/A	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 202
NORTH-SOUTH CRITICAL VOLUMES 323

THE SUM OF CRITICAL VOLUMES 525

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.438

LEVEL OF SERVICE A

Capacity used = 1200.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 7, VALLEY VISTA BLVD./ROBLAR PL. & BEVERLY GLEN BLVD.
DATE: 4/23/2007 INITIALS: CT PERIOD: SCHOOL PM PEAK HOUR
CASE: EXISTING (2006)

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	4	3	1	0
EASTBOUND	25	10	0	350
NORTHBOUND	538	808	0	0
SOUTHBOUND	2	358	19	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	0	1	0	0	2
EASTBOUND	0	1	0	0	1	0	2
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	4	N/A	N/A	4	N/A	N/A
EASTBOUND	N/A	35	N/A	N/A	0	N/A
NORTHBOUND	538	N/A	N/A	808	N/A	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	379

EAST-WEST CRITICAL VOLUMES 39
NORTH-SOUTH CRITICAL VOLUMES 917

THE SUM OF CRITICAL VOLUMES 956

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.625

LEVEL OF SERVICE B

* Includes CMA value decreased due to ATSAC Implementation.

Eastbound and Westbound approaches have opposed signal phases.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 8, VALLEY VISTA BLVD. (SOUTH) & BEVERLY GLEN BLVD.
DATE: 4/23/2007 INITIALS: CT PERIOD: SCHOOL PM PEAK HOUR
CASE: EXISTING (2006)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	65	126	0	0
EASTBOUND	0	71	0	653
NORTHBOUND	1234	0	182	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	1	0	0	0	0	1
EASTBOUND	0	0	1	0	1	0	2
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	191	N/A	N/A	N/A	N/A
EASTBOUND	N/A	N/A	71	N/A	0	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	1416
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 191
NORTH-SOUTH CRITICAL VOLUMES 1416

THE SUM OF CRITICAL VOLUMES 1607

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 1.339

LEVEL OF SERVICE F

Capacity used = 1200.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 9, VALLEY VISTA BLVD. & STANSBURY AVE.
DATE: 4/23/2007 INITIALS: CT PERIOD: SCHOOL PM PEAK HOUR
CASE: EXISTING (2006)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	31	82	35	0
EASTBOUND	29	113	65	0
NORTHBOUND	86	87	51	0
SOUTHBOUND	20	89	22	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	1	1
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	148
EASTBOUND	N/A	N/A	N/A	N/A	N/A	207
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	224
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	131

EAST-WEST CRITICAL VOLUMES 238
NORTH-SOUTH CRITICAL VOLUMES 244

THE SUM OF CRITICAL VOLUMES 482

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.482

LEVEL OF SERVICE A

Capacity used = 1000.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 10, VALLEY VISTA BLVD. & BENEDICT CANYON DR.
DATE: 4/23/2007 INITIALS: CT PERIOD: SCHOOL PM PEAK HOUR
CASE: EXISTING (2006)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	0	114	8	0
EASTBOUND	63	199	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	8	0	81	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	1	1
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	122
EASTBOUND	N/A	N/A	N/A	N/A	N/A	262
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	89

EAST-WEST CRITICAL VOLUMES	262
NORTH-SOUTH CRITICAL VOLUMES	89

THE SUM OF CRITICAL VOLUMES	351
NUMBER OF CRITICAL CLEARANCE INTERVALS	2
CMA VALUE	0.234
LEVEL OF SERVICE	A

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:1, VENTURA BLVD. & VAN NUYS BLVD.

DATE: 4/23/2007 INITIALS: CT PERIOD: COMMUTER PM PEAK HOUR

CASE: EXISTING (2006)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	112	1255	329	0
EASTBOUND	389	1229	112	0
NORTHBOUND	82	633	94	0
SOUTHBOUND	230	467	327	214

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	2	0	1	1	0	0	4
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	112	N/A	792	792	N/A	N/A
EASTBOUND	214	N/A	670	670	N/A	N/A
NORTHBOUND	82	N/A	364	364	N/A	N/A
SOUTHBOUND	230	N/A	467	N/A	327	N/A

EAST-WEST CRITICAL VOLUMES 1006

NORTH-SOUTH CRITICAL VOLUMES 594

THE SUM OF CRITICAL VOLUMES 1600

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 1.064

LEVEL OF SERVICE F

* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 2, VENTURA BLVD. & BEVERLY GLEN BLVD./TYRONE AVE.
DATE: 4/23/2007 INITIALS: CT PERIOD: COMMUTER PM PEAK HOUR
CASE: EXISTING (2006)

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	134	1276	58	0
EASTBOUND	129	1354	118	0
NORTHBOUND	209	561	151	0
SOUTHBOUND	36	294	1	102

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	134	N/A	667	667	N/A	N/A
EASTBOUND	129	N/A	736	736	N/A	N/A
NORTHBOUND	209	N/A	356	356	N/A	N/A
SOUTHBOUND	36	N/A	294	N/A	1	N/A

EAST-WEST CRITICAL VOLUMES 870
NORTH-SOUTH CRITICAL VOLUMES 503

THE SUM OF CRITICAL VOLUMES 1373

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.815

LEVEL OF SERVICE D

* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 3, VENTURA BLVD. & STANSBURY AVE.

DATE: 4/23/2007 INITIALS: CT PERIOD: COMMUTER PM PEAK HOUR

CASE: EXISTING (2006)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	151	1514	0	0
EASTBOUND	0	1452	52	0
NORTHBOUND	10	0	215	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	0	0	3
EASTBOUND	0	0	1	1	0	0	2
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	151	N/A	757	N/A	N/A	N/A
EASTBOUND	N/A	N/A	752	752	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	225
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 903
NORTH-SOUTH CRITICAL VOLUMES 225

THE SUM OF CRITICAL VOLUMES 1128

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.940

LEVEL OF SERVICE E

Capacity used = 1200.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 4, VENTURA BLVD. & HAZELTINE AVE.

DATE: 4/23/2007 INITIALS: CT PERIOD: COMMUTER PM PEAK HOUR

CASE: EXISTING (2006)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	1350	309	0
EASTBOUND	162	1504	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	196	0	142	81

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	1	1	0	0	2
EASTBOUND	1	0	2	0	0	0	3
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	2	0	0	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	830	830	N/A	N/A
EASTBOUND	162	N/A	752	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	108	N/A	N/A	N/A	142	N/A

EAST-WEST CRITICAL VOLUMES 992

NORTH-SOUTH CRITICAL VOLUMES 142

THE SUM OF CRITICAL VOLUMES 1134

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.656

LEVEL OF SERVICE B

* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 5, VENTURA BLVD. & WOODMAN AVE.

DATE: 4/23/2007 INITIALS: CT PERIOD: COMMUTER PM PEAK HOUR

CASE: EXISTING (2006)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	36	1145	188	0
EASTBOUND	188	1324	44	0
NORTHBOUND	57	268	36	0
SOUTHBOUND	250	198	236	94

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	36	N/A	666	666	N/A	N/A
EASTBOUND	188	N/A	684	684	N/A	N/A
NORTHBOUND	57	N/A	N/A	304	N/A	N/A
SOUTHBOUND	250	N/A	198	N/A	236	N/A

EAST-WEST CRITICAL VOLUMES 854

NORTH-SOUTH CRITICAL VOLUMES 554

THE SUM OF CRITICAL VOLUMES 1408

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.839

LEVEL OF SERVICE D

* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 6, VALLEY VISTA BLVD. & VAN NUYS BLVD.
DATE: 4/23/2007 INITIALS: CT PERIOD: COMMUTER PM PEAK HOUR
CASE: EXISTING (2006)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	0	110	0	551
EASTBOUND	91	110	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	419	0	0	82

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	1	0	1	0	2
EASTBOUND	0	1	0	0	0	0	1
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	110	N/A	0	N/A
EASTBOUND	N/A	201	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	419	N/A	N/A	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 201
NORTH-SOUTH CRITICAL VOLUMES 419

THE SUM OF CRITICAL VOLUMES 620

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.517

LEVEL OF SERVICE A

Capacity used = 1200.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 7, VALLEY VISTA BLVD./ROBLAR PL. & BEVERLY GLEN BLVD.
DATE: 4/23/2007 INITIALS: CT PERIOD: COMMUTER PM PEAK HOUR
CASE: EXISTING (2006)

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	7	3	5	0
EASTBOUND	33	9	0	435
NORTHBOUND	533	875	7	0
SOUTHBOUND	3	368	23	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	0	1	0	0	2
EASTBOUND	0	1	0	0	1	0	2
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	7	N/A	N/A	8	N/A	N/A
EASTBOUND	N/A	42	N/A	N/A	0	N/A
NORTHBOUND	533	N/A	N/A	882	N/A	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	394

EAST-WEST CRITICAL VOLUMES 50
NORTH-SOUTH CRITICAL VOLUMES 927

THE SUM OF CRITICAL VOLUMES 977

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.641

LEVEL OF SERVICE B

* Includes CMA value decreased due to ATSAC Implementation.

Eastbound and Westbound approaches have opposed signal phases.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 8, VALLEY VISTA BLVD. (SOUTH) & BEVERLY GLEN BLVD.
DATE: 4/23/2007 INITIALS: CT PERIOD: COMMUTER PM PEAK HOUR
CASE: EXISTING (2006)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	35	80	0	0
EASTBOUND	0	80	0	757
NORTHBOUND	1309	0	244	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	1	0	0	0	0	1
EASTBOUND	0	0	1	0	1	0	2
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	115	N/A	N/A	N/A	N/A
EASTBOUND	N/A	N/A	80	N/A	0	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	1553
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

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EAST-WEST CRITICAL VOLUMES ..... 115
NORTH-SOUTH CRITICAL VOLUMES ..... 1553
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THE SUM OF CRITICAL VOLUMES ..... 1668

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 0

CMA VALUE ..... 1.390

LEVEL OF SERVICE ..... F

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Capacity used = 1200.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 9, VALLEY VISTA BLVD. & STANSBURY AVE.
DATE: 4/23/2007 INITIALS: CT PERIOD: COMMUTER PM PEAK HOUR
CASE: EXISTING (2006)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	24	58	29	0
EASTBOUND	21	221	24	0
NORTHBOUND	38	77	33	0
SOUTHBOUND	41	50	21	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	1	1
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	111
EASTBOUND	N/A	N/A	N/A	N/A	N/A	266
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	148
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	112

EAST-WEST CRITICAL VOLUMES 290
NORTH-SOUTH CRITICAL VOLUMES 189

THE SUM OF CRITICAL VOLUMES 479

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.479

LEVEL OF SERVICE A

Capacity used = 1000.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 10, VALLEY VISTA BLVD. & BENEDICT CANYON DR.
DATE: 4/23/2007 INITIALS: CT PERIOD: COMMUTER PM PEAK HOUR
CASE: EXISTING (2006)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	0	89	18	0
EASTBOUND	68	250	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	26	0	77	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	1	1
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	107
EASTBOUND	N/A	N/A	N/A	N/A	N/A	318
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	103

EAST-WEST CRITICAL VOLUMES	318
NORTH-SOUTH CRITICAL VOLUMES	103

THE SUM OF CRITICAL VOLUMES	421
NUMBER OF CRITICAL CLEARANCE INTERVALS	2
CMA VALUE	0.281
LEVEL OF SERVICE	A

**FUTURE (2012) TRAFFIC CONDITIONS
WITHOUT PROJECT**

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:1, VENTURA BLVD. & VAN NUYS BLVD.
DATE: 4/23/2007 INITIALS: CT PERIOD: AM PEAK HOUR
CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	164	1751	203	0
EASTBOUND	309	1480	181	0
NORTHBOUND	33	433	113	0
SOUTHBOUND	333	613	607	170

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	2	0	1	1	0	0	4
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	164	N/A	977	977	N/A	N/A
EASTBOUND	170	N/A	830	830	N/A	N/A
NORTHBOUND	33	N/A	273	273	N/A	N/A
SOUTHBOUND	333	N/A	613	N/A	607	N/A

EAST-WEST CRITICAL VOLUMES 1147
NORTH-SOUTH CRITICAL VOLUMES 646

THE SUM OF CRITICAL VOLUMES 1793

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 1.204

LEVEL OF SERVICE F

* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 2, VENTURA BLVD. & BEVERLY GLEN BLVD./TYRONE AVE.
DATE: 4/23/2007 INITIALS: CT PERIOD: AM PEAK HOUR
CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	117	1567	23	0
EASTBOUND	115	1645	120	0
NORTHBOUND	86	153	105	0
SOUTHBOUND	20	219	174	102

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	117	N/A	795	795	N/A	N/A
EASTBOUND	115	N/A	882	882	N/A	N/A
NORTHBOUND	86	N/A	129	129	N/A	N/A
SOUTHBOUND	20	N/A	219	N/A	174	N/A

EAST-WEST CRITICAL VOLUMES 999
NORTH-SOUTH CRITICAL VOLUMES 305

THE SUM OF CRITICAL VOLUMES 1304

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.769

LEVEL OF SERVICE C

* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 3, VENTURA BLVD. & STANSBURY AVE.
DATE: 4/23/2007 INITIALS: CT PERIOD: AM PEAK HOUR
CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	429	1749	0	0
EASTBOUND	0	1516	239	0
NORTHBOUND	8	0	198	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	0	0	3
EASTBOUND	0	0	1	1	0	0	2
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	429	N/A	874	N/A	N/A	N/A
EASTBOUND	N/A	N/A	878	878	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	206
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 1307
NORTH-SOUTH CRITICAL VOLUMES 206

THE SUM OF CRITICAL VOLUMES 1513

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 1.261

LEVEL OF SERVICE F

Capacity used = 1200.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 4, VENTURA BLVD. & HAZELTINE AVE.
DATE: 4/23/2007 INITIALS: CT PERIOD: AM PEAK HOUR
CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	1748	127	0
EASTBOUND	135	1570	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	284	0	369	68

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	1	1	0	0	2
EASTBOUND	1	0	2	0	0	0	3
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	2	0	0	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	938	938	N/A	N/A
EASTBOUND	135	N/A	785	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	156	N/A	N/A	N/A	369	N/A

EAST-WEST CRITICAL VOLUMES 1073
NORTH-SOUTH CRITICAL VOLUMES 369

THE SUM OF CRITICAL VOLUMES 1442

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.861

LEVEL OF SERVICE D

* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 5, VENTURA BLVD. & WOODMAN AVE.
DATE: 4/23/2007 INITIALS: CT PERIOD: AM PEAK HOUR
CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	75	1350	102	0
EASTBOUND	247	1567	27	0
NORTHBOUND	60	234	34	0
SOUTHBOUND	321	327	335	124

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	75	N/A	726	726	N/A	N/A
EASTBOUND	247	N/A	797	797	N/A	N/A
NORTHBOUND	60	N/A	N/A	268	N/A	N/A
SOUTHBOUND	321	N/A	327	N/A	335	N/A

EAST-WEST CRITICAL VOLUMES 973
NORTH-SOUTH CRITICAL VOLUMES 589

THE SUM OF CRITICAL VOLUMES 1562

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.941

LEVEL OF SERVICE E

* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 6, VALLEY VISTA BLVD. & VAN NUYS BLVD.
DATE: 4/23/2007 INITIALS: CT PERIOD: AM PEAK HOUR
CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	0	120	0	266
EASTBOUND	134	105	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	590	0	0	49

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	1	0	1	0	2
EASTBOUND	0	1	0	0	0	0	1
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	120	N/A	0	N/A
EASTBOUND	N/A	239	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	590	N/A	N/A	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 254
NORTH-SOUTH CRITICAL VOLUMES 590

THE SUM OF CRITICAL VOLUMES 844

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.703

LEVEL OF SERVICE C

Capacity used = 1200.

File: I:\Crain Projects\Active Projects\Buckley School\Data\Icap6\03-07\BS
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4/23/2007 10:06:09 AM

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 7, VALLEY VISTA BLVD./ROBLAR PL. & BEVERLY GLEN BLVD.
DATE: 4/23/2007 INITIALS: CT PERIOD: AM PEAK HOUR
CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	21	12	1	0
EASTBOUND	3	2	376	346
NORTHBOUND	346	288	11	0
SOUTHBOUND	0	807	5	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	0	1	0	0	2
EASTBOUND	0	1	0	0	1	0	2
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	21	N/A	N/A	13	N/A	N/A
EASTBOUND	N/A	5	N/A	N/A	376	N/A
NORTHBOUND	346	N/A	N/A	299	N/A	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	812

EAST-WEST CRITICAL VOLUMES 397
NORTH-SOUTH CRITICAL VOLUMES 1158

THE SUM OF CRITICAL VOLUMES 1555

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 1.061

LEVEL OF SERVICE F

* Includes CMA value decreased due to ATSAC Implementation.

Eastbound and Westbound approaches have opposed signal phases.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 8, VALLEY VISTA BLVD. (SOUTH) & BEVERLY GLEN BLVD.
DATE: 4/23/2007 INITIALS: CT PERIOD: AM PEAK HOUR
CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	437	152	0	0
EASTBOUND	0	37	0	1521
NORTHBOUND	481	0	132	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	1	0	0	0	0	1
EASTBOUND	0	0	1	0	1	0	2
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	589	N/A	N/A	N/A	N/A
EASTBOUND	N/A	N/A	37	N/A	0	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	613
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 589
NORTH-SOUTH CRITICAL VOLUMES 613

THE SUM OF CRITICAL VOLUMES 1202

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 1.002

LEVEL OF SERVICE F

Capacity used = 1200.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 9, VALLEY VISTA BLVD. & STANSBURY AVE.
DATE: 4/23/2007 INITIALS: CT PERIOD: AM PEAK HOUR
CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	102	293	17	0
EASTBOUND	9	67	83	0
NORTHBOUND	84	188	76	0
SOUTHBOUND	36	290	255	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	1	1
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	412
EASTBOUND	N/A	N/A	N/A	N/A	N/A	159
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	348
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	581

EAST-WEST CRITICAL VOLUMES 421
NORTH-SOUTH CRITICAL VOLUMES 665

THE SUM OF CRITICAL VOLUMES 1086

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 1.086

LEVEL OF SERVICE F

Capacity used = 1000.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 10, VALLEY VISTA BLVD. & BENEDICT CANYON DR.
DATE: 4/23/2007 INITIALS: CT PERIOD: AM PEAK HOUR
CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	0	187	2	0
EASTBOUND	61	217	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	13	0	230	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	1	1
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	189
EASTBOUND	N/A	N/A	N/A	N/A	N/A	278
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	243

EAST-WEST CRITICAL VOLUMES	278
NORTH-SOUTH CRITICAL VOLUMES	243

THE SUM OF CRITICAL VOLUMES	521
NUMBER OF CRITICAL CLEARANCE INTERVALS	2
CMA VALUE	0.347
LEVEL OF SERVICE	A

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:1, VENTURA BLVD. & VAN NUYS BLVD.

DATE: 4/23/2007 INITIALS: CT PERIOD: SCHOOL PM PEAK HOUR

CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	124	1337	457	0
EASTBOUND	432	1421	148	0
NORTHBOUND	85	636	89	0
SOUTHBOUND	364	534	326	238

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	2	0	1	1	0	0	4
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	124	N/A	897	897	N/A	N/A
EASTBOUND	238	N/A	784	784	N/A	N/A
NORTHBOUND	85	N/A	362	362	N/A	N/A
SOUTHBOUND	364	N/A	534	N/A	326	N/A

EAST-WEST CRITICAL VOLUMES 1135

NORTH-SOUTH CRITICAL VOLUMES 726

THE SUM OF CRITICAL VOLUMES 1861

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 1.253

LEVEL OF SERVICE F

* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 2, VENTURA BLVD. & BEVERLY GLEN BLVD./TYRONE AVE.
DATE: 4/23/2007 INITIALS: CT PERIOD: SCHOOL PM PEAK HOUR
CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	147	1552	50	0
EASTBOUND	146	1615	135	0
NORTHBOUND	249	553	191	0
SOUTHBOUND	34	303	30	110

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	147	N/A	801	801	N/A	N/A
EASTBOUND	146	N/A	875	875	N/A	N/A
NORTHBOUND	249	N/A	372	372	N/A	N/A
SOUTHBOUND	34	N/A	303	N/A	30	N/A

EAST-WEST CRITICAL VOLUMES 1022
NORTH-SOUTH CRITICAL VOLUMES 552

THE SUM OF CRITICAL VOLUMES 1574

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.949

LEVEL OF SERVICE E

* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 3, VENTURA BLVD. & STANSBURY AVE.

DATE: 4/23/2007 INITIALS: CT PERIOD: SCHOOL PM PEAK HOUR

CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	155	1796	0	0
EASTBOUND	0	1771	61	0
NORTHBOUND	14	0	203	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	0	0	3
EASTBOUND	0	0	1	1	0	0	2
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	155	N/A	898	N/A	N/A	N/A
EASTBOUND	N/A	N/A	916	916	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	217
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 1071

NORTH-SOUTH CRITICAL VOLUMES 217

THE SUM OF CRITICAL VOLUMES 1288

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 1.073

LEVEL OF SERVICE F

Capacity used = 1200.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 4, VENTURA BLVD. & HAZELTINE AVE.

DATE: 4/23/2007 INITIALS: CT PERIOD: SCHOOL PM PEAK HOUR

CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	1634	248	0
EASTBOUND	227	1732	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	195	0	152	114

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	1	1	0	0	2
EASTBOUND	1	0	2	0	0	0	3
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	2	0	0	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	941	941	N/A	N/A
EASTBOUND	227	N/A	866	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	107	N/A	N/A	N/A	152	N/A

EAST-WEST CRITICAL VOLUMES 1168

NORTH-SOUTH CRITICAL VOLUMES 152

THE SUM OF CRITICAL VOLUMES 1320

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.780

LEVEL OF SERVICE C

* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 5, VENTURA BLVD. & WOODMAN AVE.

DATE: 4/23/2007 INITIALS: CT PERIOD: SCHOOL PM PEAK HOUR

CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	57	1321	194	0
EASTBOUND	246	1438	47	0
NORTHBOUND	63	221	46	0
SOUTHBOUND	235	161	192	123

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	57	N/A	758	758	N/A	N/A
EASTBOUND	246	N/A	742	742	N/A	N/A
NORTHBOUND	63	N/A	N/A	267	N/A	N/A
SOUTHBOUND	235	N/A	161	N/A	192	N/A

EAST-WEST CRITICAL VOLUMES 1004

NORTH-SOUTH CRITICAL VOLUMES 502

THE SUM OF CRITICAL VOLUMES 1506

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.904

LEVEL OF SERVICE E

* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 6, VALLEY VISTA BLVD. & VAN NUYS BLVD.
DATE: 4/23/2007 INITIALS: CT PERIOD: SCHOOL PM PEAK HOUR
CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	0	151	0	575
EASTBOUND	99	99	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	372	0	0	84

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	1	0	1	0	2
EASTBOUND	0	1	0	0	0	0	1
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	151	N/A	0	N/A
EASTBOUND	N/A	198	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	372	N/A	N/A	N/A	0	N/A

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EAST-WEST CRITICAL VOLUMES ..... 250
NORTH-SOUTH CRITICAL VOLUMES ..... 372
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THE SUM OF CRITICAL VOLUMES ..... 622

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 0

CMA VALUE ..... 0.518

LEVEL OF SERVICE ..... A

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Capacity used = 1200.

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4/23/2007 10:27:32 AM

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 7, VALLEY VISTA BLVD./ROBLAR PL. & BEVERLY GLEN BLVD.
DATE: 4/23/2007 INITIALS: CT PERIOD: SCHOOL PM PEAK HOUR
CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	5	4	1	0
EASTBOUND	30	12	0	413
NORTHBOUND	625	923	0	0
SOUTHBOUND	2	412	23	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	0	1	0	0	2
EASTBOUND	0	1	0	0	1	0	2
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	5	N/A	N/A	5	N/A	N/A
EASTBOUND	N/A	42	N/A	N/A	0	N/A
NORTHBOUND	625	N/A	N/A	923	N/A	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	437

EAST-WEST CRITICAL VOLUMES 47
NORTH-SOUTH CRITICAL VOLUMES 1062

THE SUM OF CRITICAL VOLUMES 1109

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.737

LEVEL OF SERVICE C

* Includes CMA value decreased due to ATSAC Implementation.

Eastbound and Westbound approaches have opposed signal phases.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 8, VALLEY VISTA BLVD. (SOUTH) & BEVERLY GLEN BLVD.
DATE: 4/23/2007 INITIALS: CT PERIOD: SCHOOL PM PEAK HOUR
CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	73	163	0	0
EASTBOUND	0	98	0	746
NORTHBOUND	1401	0	205	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	1	0	0	0	0	1
EASTBOUND	0	0	1	0	1	0	2
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	236	N/A	N/A	N/A	N/A
EASTBOUND	N/A	N/A	98	N/A	0	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	1606
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 236
NORTH-SOUTH CRITICAL VOLUMES 1606

THE SUM OF CRITICAL VOLUMES 1842

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 1.535

LEVEL OF SERVICE F

Capacity used = 1200.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 9, VALLEY VISTA BLVD. & STANSBURY AVE.
DATE: 4/23/2007 INITIALS: CT PERIOD: SCHOOL PM PEAK HOUR
CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	35	114	44	0
EASTBOUND	33	146	73	0
NORTHBOUND	97	101	57	0
SOUTHBOUND	25	105	25	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	1	1
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	193
EASTBOUND	N/A	N/A	N/A	N/A	N/A	252
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	255
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	155

EAST-WEST CRITICAL VOLUMES 287
NORTH-SOUTH CRITICAL VOLUMES 280

THE SUM OF CRITICAL VOLUMES 567

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.567

LEVEL OF SERVICE A

Capacity used = 1000.

File: I:\Crain Projects\Active Projects\Buckley School\Data\Icap6\03-07\BS
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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 10, VALLEY VISTA BLVD. & BENEDICT CANYON DR.
DATE: 4/23/2007 INITIALS: CT PERIOD: SCHOOL PM PEAK HOUR
CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	0	154	9	0
EASTBOUND	71	245	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	9	0	91	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	1	1
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	163
EASTBOUND	N/A	N/A	N/A	N/A	N/A	316
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	100

EAST-WEST CRITICAL VOLUMES	316
NORTH-SOUTH CRITICAL VOLUMES	100

THE SUM OF CRITICAL VOLUMES	416
NUMBER OF CRITICAL CLEARANCE INTERVALS	2
CMA VALUE	0.277
LEVEL OF SERVICE	A

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:1, VENTURA BLVD. & VAN NUYS BLVD.

DATE: 4/23/2007 INITIALS: CT PERIOD: COMMUTER PM PEAK HOUR

CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	129	1544	437	0
EASTBOUND	480	1516	130	0
NORTHBOUND	96	728	107	0
SOUTHBOUND	335	541	384	264

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	2	0	1	1	0	0	4
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	129	N/A	990	990	N/A	N/A
EASTBOUND	264	N/A	823	823	N/A	N/A
NORTHBOUND	96	N/A	418	418	N/A	N/A
SOUTHBOUND	335	N/A	541	N/A	384	N/A

EAST-WEST CRITICAL VOLUMES 1254

NORTH-SOUTH CRITICAL VOLUMES 753

THE SUM OF CRITICAL VOLUMES 2007

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 1.360

LEVEL OF SERVICE F

* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 2, VENTURA BLVD. & BEVERLY GLEN BLVD./TYRONE AVE.
DATE: 4/23/2007 INITIALS: CT PERIOD: COMMUTER PM PEAK HOUR
CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	154	1614	67	0
EASTBOUND	155	1718	138	0
NORTHBOUND	244	635	174	0
SOUTHBOUND	42	333	7	121

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	154	N/A	840	840	N/A	N/A
EASTBOUND	155	N/A	928	928	N/A	N/A
NORTHBOUND	244	N/A	404	404	N/A	N/A
SOUTHBOUND	42	N/A	333	N/A	7	N/A

EAST-WEST CRITICAL VOLUMES 1082
NORTH-SOUTH CRITICAL VOLUMES 577

THE SUM OF CRITICAL VOLUMES 1659

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 1.006

LEVEL OF SERVICE F

* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 3, VENTURA BLVD. & STANSBURY AVE.

DATE: 4/23/2007 INITIALS: CT PERIOD: COMMUTER PM PEAK HOUR

CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	177	1888	0	0
EASTBOUND	0	1835	59	0
NORTHBOUND	12	0	250	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	0	0	3
EASTBOUND	0	0	1	1	0	0	2
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	177	N/A	944	N/A	N/A	N/A
EASTBOUND	N/A	N/A	947	947	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	262
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 1124

NORTH-SOUTH CRITICAL VOLUMES 262

THE SUM OF CRITICAL VOLUMES 1386

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 1.155

LEVEL OF SERVICE F

Capacity used = 1200.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 4, VENTURA BLVD. & HAZELTINE AVE.

DATE: 4/23/2007 INITIALS: CT PERIOD: COMMUTER PM PEAK HOUR

CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	1680	351	0
EASTBOUND	206	1830	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	222	0	175	103

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	1	1	0	0	2
EASTBOUND	1	0	2	0	0	0	3
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	2	0	0	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	1016	1016	N/A	N/A
EASTBOUND	206	N/A	915	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	122	N/A	N/A	N/A	175	N/A

EAST-WEST CRITICAL VOLUMES 1222

NORTH-SOUTH CRITICAL VOLUMES 175

THE SUM OF CRITICAL VOLUMES 1397

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.831

LEVEL OF SERVICE D

* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 5, VENTURA BLVD. & WOODMAN AVE.

DATE: 4/23/2007 INITIALS: CT PERIOD: COMMUTER PM PEAK HOUR

CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	41	1400	214	0
EASTBOUND	253	1588	51	0
NORTHBOUND	66	302	41	0
SOUTHBOUND	282	223	293	126

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	41	N/A	807	807	N/A	N/A
EASTBOUND	253	N/A	820	820	N/A	N/A
NORTHBOUND	66	N/A	N/A	343	N/A	N/A
SOUTHBOUND	282	N/A	223	N/A	293	N/A

EAST-WEST CRITICAL VOLUMES 1060

NORTH-SOUTH CRITICAL VOLUMES 625

THE SUM OF CRITICAL VOLUMES 1685

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 1.023

LEVEL OF SERVICE F

* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 6, VALLEY VISTA BLVD. & VAN NUYS BLVD.
DATE: 4/23/2007 INITIALS: CT PERIOD: COMMUTER PM PEAK HOUR
CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	0	136	0	630
EASTBOUND	113	136	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	481	0	0	103

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	1	0	1	0	2
EASTBOUND	0	1	0	0	0	0	1
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	136	N/A	0	N/A
EASTBOUND	N/A	249	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	481	N/A	N/A	N/A	0	N/A

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EAST-WEST CRITICAL VOLUMES ..... 249
NORTH-SOUTH CRITICAL VOLUMES ..... 481
                                     -----
THE SUM OF CRITICAL VOLUMES ..... 730

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 0

CMA VALUE ..... 0.608

LEVEL OF SERVICE ..... B

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Capacity used = 1200.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 7, VALLEY VISTA BLVD./ROBLAR PL. & BEVERLY GLEN BLVD.
DATE: 4/23/2007 INITIALS: CT PERIOD: COMMUTER PM PEAK HOUR
CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	8	4	6	0
EASTBOUND	39	11	0	509
NORTHBOUND	619	998	8	0
SOUTHBOUND	4	424	28	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	0	1	0	0	2
EASTBOUND	0	1	0	0	1	0	2
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	8	N/A	N/A	10	N/A	N/A
EASTBOUND	N/A	50	N/A	N/A	0	N/A
NORTHBOUND	619	N/A	N/A	1006	N/A	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	456

EAST-WEST CRITICAL VOLUMES 60
NORTH-SOUTH CRITICAL VOLUMES 1075

THE SUM OF CRITICAL VOLUMES 1135

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.755

LEVEL OF SERVICE C

* Includes CMA value decreased due to ATSAC Implementation.

Eastbound and Westbound approaches have opposed signal phases.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 8, VALLEY VISTA BLVD. (SOUTH) & BEVERLY GLEN BLVD.
DATE: 4/23/2007 INITIALS: CT PERIOD: COMMUTER PM PEAK HOUR
CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	40	111	0	0
EASTBOUND	0	108	0	863
NORTHBOUND	1485	0	275	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	1	0	0	0	0	1
EASTBOUND	0	0	1	0	1	0	2
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	151	N/A	N/A	N/A	N/A
EASTBOUND	N/A	N/A	108	N/A	0	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	1760
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 151
NORTH-SOUTH CRITICAL VOLUMES 1760

THE SUM OF CRITICAL VOLUMES 1911

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 1.592

LEVEL OF SERVICE F

Capacity used = 1200.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 9, VALLEY VISTA BLVD. & STANSBURY AVE.
DATE: 4/23/2007 INITIALS: CT PERIOD: COMMUTER PM PEAK HOUR
CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	27	87	37	0
EASTBOUND	23	266	27	0
NORTHBOUND	43	90	37	0
SOUTHBOUND	49	60	23	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	1	1
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	151
EASTBOUND	N/A	N/A	N/A	N/A	N/A	316
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	170
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	132

EAST-WEST CRITICAL VOLUMES 343
NORTH-SOUTH CRITICAL VOLUMES 219

THE SUM OF CRITICAL VOLUMES 562

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.562

LEVEL OF SERVICE A

Capacity used = 1000.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 10, VALLEY VISTA BLVD. & BENEDICT CANYON DR.
DATE: 4/23/2007 INITIALS: CT PERIOD: COMMUTER PM PEAK HOUR
CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	126	20	0
EASTBOUND	76	302	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	29	0	87	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	1	1
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	146
EASTBOUND	N/A	N/A	N/A	N/A	N/A	378
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	116

EAST-WEST CRITICAL VOLUMES	378
NORTH-SOUTH CRITICAL VOLUMES	116

THE SUM OF CRITICAL VOLUMES	494
NUMBER OF CRITICAL CLEARANCE INTERVALS	2
CMA VALUE	0.329
LEVEL OF SERVICE	A

**FUTURE (2012) TRAFFIC CONDITIONS
WITH PROJECT**

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:1, VENTURA BLVD. & VAN NUYS BLVD.
DATE: 4/23/2007 INITIALS: CT PERIOD: AM PEAK HOUR
CASE: FUTURE (2012) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	164	1762	203	0
EASTBOUND	309	1494	181	0
NORTHBOUND	33	433	113	0
SOUTHBOUND	335	614	607	170

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	2	0	1	1	0	0	4
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	164	N/A	982	982	N/A	N/A
EASTBOUND	170	N/A	838	838	N/A	N/A
NORTHBOUND	33	N/A	273	273	N/A	N/A
SOUTHBOUND	335	N/A	614	N/A	607	N/A

EAST-WEST CRITICAL VOLUMES 1152
NORTH-SOUTH CRITICAL VOLUMES 647

THE SUM OF CRITICAL VOLUMES 1799

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 1.208

LEVEL OF SERVICE F

* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 2, VENTURA BLVD. & BEVERLY GLEN BLVD./TYRONE AVE.
DATE: 4/23/2007 INITIALS: CT PERIOD: AM PEAK HOUR
CASE: FUTURE (2012) WITH PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	117	1577	23	0
EASTBOUND	115	1660	121	0
NORTHBOUND	87	154	105	0
SOUTHBOUND	20	220	172	104

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	117	N/A	800	800	N/A	N/A
EASTBOUND	115	N/A	890	890	N/A	N/A
NORTHBOUND	87	N/A	130	130	N/A	N/A
SOUTHBOUND	20	N/A	220	N/A	172	N/A

EAST-WEST CRITICAL VOLUMES 1007
NORTH-SOUTH CRITICAL VOLUMES 307

THE SUM OF CRITICAL VOLUMES 1314

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.776

LEVEL OF SERVICE C

* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 3, VENTURA BLVD. & STANSBURY AVE.
DATE: 4/23/2007 INITIALS: CT PERIOD: AM PEAK HOUR
CASE: FUTURE (2012) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	435	1749	0	0
EASTBOUND	0	1516	254	0
NORTHBOUND	18	0	205	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	0	0	3
EASTBOUND	0	0	1	1	0	0	2
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	435	N/A	874	N/A	N/A	N/A
EASTBOUND	N/A	N/A	885	885	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	223
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 1320
NORTH-SOUTH CRITICAL VOLUMES 223

THE SUM OF CRITICAL VOLUMES 1543

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 1.286

LEVEL OF SERVICE F

Capacity used = 1200.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 4, VENTURA BLVD. & HAZELTINE AVE.
DATE: 4/23/2007 INITIALS: CT PERIOD: AM PEAK HOUR
CASE: FUTURE (2012) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	1754	127	0
EASTBOUND	137	1575	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	284	0	369	68

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	1	1	0	0	2
EASTBOUND	1	0	2	0	0	0	3
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	2	0	0	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	940	940	N/A	N/A
EASTBOUND	137	N/A	788	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	156	N/A	N/A	N/A	369	N/A

EAST-WEST CRITICAL VOLUMES 1077
NORTH-SOUTH CRITICAL VOLUMES 369

THE SUM OF CRITICAL VOLUMES 1446

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.864

LEVEL OF SERVICE D

* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 5, VENTURA BLVD. & WOODMAN AVE.
DATE: 4/23/2007 INITIALS: CT PERIOD: AM PEAK HOUR
CASE: FUTURE (2012) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	77	1352	102	0
EASTBOUND	250	1569	27	0
NORTHBOUND	60	235	36	0
SOUTHBOUND	321	329	338	125

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	77	N/A	727	727	N/A	N/A
EASTBOUND	250	N/A	798	798	N/A	N/A
NORTHBOUND	60	N/A	N/A	271	N/A	N/A
SOUTHBOUND	321	N/A	329	N/A	338	N/A

EAST-WEST CRITICAL VOLUMES 977
NORTH-SOUTH CRITICAL VOLUMES 592

THE SUM OF CRITICAL VOLUMES 1569

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.946

LEVEL OF SERVICE E

* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 6, VALLEY VISTA BLVD. & VAN NUYS BLVD.
DATE: 4/23/2007 INITIALS: CT PERIOD: AM PEAK HOUR
CASE: FUTURE (2012) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	0	121	0	266
EASTBOUND	134	106	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	591	0	0	49

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	1	0	1	0	2
EASTBOUND	0	1	0	0	0	0	1
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	121	N/A	0	N/A
EASTBOUND	N/A	240	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	591	N/A	N/A	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 255
NORTH-SOUTH CRITICAL VOLUMES 591

THE SUM OF CRITICAL VOLUMES 846

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.705

LEVEL OF SERVICE C

Capacity used = 1200.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 7, VALLEY VISTA BLVD./ROBLAR PL. & BEVERLY GLEN BLVD.
DATE: 4/23/2007 INITIALS: CT PERIOD: AM PEAK HOUR
CASE: FUTURE (2012) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	21	12	1	0
EASTBOUND	3	2	377	347
NORTHBOUND	347	290	11	0
SOUTHBOUND	0	809	5	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	0	1	0	0	2
EASTBOUND	0	1	0	0	1	0	2
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	21	N/A	N/A	13	N/A	N/A
EASTBOUND	N/A	5	N/A	N/A	377	N/A
NORTHBOUND	347	N/A	N/A	301	N/A	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	814

EAST-WEST CRITICAL VOLUMES 398
NORTH-SOUTH CRITICAL VOLUMES 1161

THE SUM OF CRITICAL VOLUMES 1559

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 1.064

LEVEL OF SERVICE F

* Includes CMA value decreased due to ATSAC Implementation.

Eastbound and Westbound approaches have opposed signal phases.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 8, VALLEY VISTA BLVD. (SOUTH) & BEVERLY GLEN BLVD.
DATE: 4/23/2007 INITIALS: CT PERIOD: AM PEAK HOUR
CASE: FUTURE (2012) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	444	155	0	0
EASTBOUND	0	41	0	1521
NORTHBOUND	481	0	141	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	1	0	0	0	0	1
EASTBOUND	0	0	1	0	1	0	2
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	599	N/A	N/A	N/A	N/A
EASTBOUND	N/A	N/A	41	N/A	0	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	622
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 599
NORTH-SOUTH CRITICAL VOLUMES 622

THE SUM OF CRITICAL VOLUMES 1221

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 1.018

LEVEL OF SERVICE F

Capacity used = 1200.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 9, VALLEY VISTA BLVD. & STANSBURY AVE.
DATE: 4/23/2007 INITIALS: CT PERIOD: AM PEAK HOUR
CASE: FUTURE (2012) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	110	293	17	0
EASTBOUND	9	68	90	0
NORTHBOUND	92	202	81	0
SOUTHBOUND	36	311	255	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	1	1
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	420
EASTBOUND	N/A	N/A	N/A	N/A	N/A	167
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	375
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	602

EAST-WEST CRITICAL VOLUMES 429
NORTH-SOUTH CRITICAL VOLUMES 694

THE SUM OF CRITICAL VOLUMES 1123

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 1.123

LEVEL OF SERVICE F

Capacity used = 1000.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 10, VALLEY VISTA BLVD. & BENEDICT CANYON DR.
DATE: 4/23/2007 INITIALS: CT PERIOD: AM PEAK HOUR
CASE: FUTURE (2012) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	0	191	2	0
EASTBOUND	64	220	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	13	0	234	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	1	1
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	193
EASTBOUND	N/A	N/A	N/A	N/A	N/A	284
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	247

EAST-WEST CRITICAL VOLUMES	284
NORTH-SOUTH CRITICAL VOLUMES	247

THE SUM OF CRITICAL VOLUMES	531
NUMBER OF CRITICAL CLEARANCE INTERVALS	2
CMA VALUE	0.354
LEVEL OF SERVICE	A

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:1, VENTURA BLVD. & VAN NUYS BLVD.

DATE: 4/23/2007 INITIALS: CT PERIOD: SCHOOL PM PEAK HOUR

CASE: FUTURE (2012) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	124	1345	457	0
EASTBOUND	432	1428	148	0
NORTHBOUND	85	636	89	0
SOUTHBOUND	365	534	326	238

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	2	0	1	1	0	0	4
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	124	N/A	901	901	N/A	N/A
EASTBOUND	238	N/A	788	788	N/A	N/A
NORTHBOUND	85	N/A	362	362	N/A	N/A
SOUTHBOUND	365	N/A	534	N/A	326	N/A

EAST-WEST CRITICAL VOLUMES 1139

NORTH-SOUTH CRITICAL VOLUMES 727

THE SUM OF CRITICAL VOLUMES 1866

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 1.257

LEVEL OF SERVICE F

* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 2, VENTURA BLVD. & BEVERLY GLEN BLVD./TYRONE AVE.
DATE: 4/23/2007 INITIALS: CT PERIOD: SCHOOL PM PEAK HOUR
CASE: FUTURE (2012) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	147	1560	50	0
EASTBOUND	146	1623	135	0
NORTHBOUND	249	554	191	0
SOUTHBOUND	34	304	30	110

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	147	N/A	805	805	N/A	N/A
EASTBOUND	146	N/A	879	879	N/A	N/A
NORTHBOUND	249	N/A	372	372	N/A	N/A
SOUTHBOUND	34	N/A	304	N/A	30	N/A

EAST-WEST CRITICAL VOLUMES 1026
NORTH-SOUTH CRITICAL VOLUMES 553

THE SUM OF CRITICAL VOLUMES 1579

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.953

LEVEL OF SERVICE E

* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 3, VENTURA BLVD. & STANSBURY AVE.

DATE: 4/23/2007 INITIALS: CT PERIOD: SCHOOL PM PEAK HOUR

CASE: FUTURE (2012) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	158	1796	0	0
EASTBOUND	0	1771	69	0
NORTHBOUND	22	0	208	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	0	0	3
EASTBOUND	0	0	1	1	0	0	2
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	158	N/A	898	N/A	N/A	N/A
EASTBOUND	N/A	N/A	920	920	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	230
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 1078

NORTH-SOUTH CRITICAL VOLUMES 230

THE SUM OF CRITICAL VOLUMES 1308

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 1.090

LEVEL OF SERVICE F

Capacity used = 1200.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 4, VENTURA BLVD. & HAZELTINE AVE.

DATE: 4/23/2007 INITIALS: CT PERIOD: SCHOOL PM PEAK HOUR

CASE: FUTURE (2012) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	1637	248	0
EASTBOUND	228	1736	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	195	0	152	114

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	1	1	0	0	2
EASTBOUND	1	0	2	0	0	0	3
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	2	0	0	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	942	942	N/A	N/A
EASTBOUND	228	N/A	868	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	107	N/A	N/A	N/A	152	N/A

EAST-WEST CRITICAL VOLUMES 1170

NORTH-SOUTH CRITICAL VOLUMES 152

THE SUM OF CRITICAL VOLUMES 1322

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.781

LEVEL OF SERVICE C

* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 5, VENTURA BLVD. & WOODMAN AVE.

DATE: 4/23/2007 INITIALS: CT PERIOD: SCHOOL PM PEAK HOUR

CASE: FUTURE (2012) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	58	1322	194	0
EASTBOUND	249	1439	47	0
NORTHBOUND	63	222	47	0
SOUTHBOUND	235	162	193	124

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	58	N/A	758	758	N/A	N/A
EASTBOUND	249	N/A	743	743	N/A	N/A
NORTHBOUND	63	N/A	N/A	269	N/A	N/A
SOUTHBOUND	235	N/A	162	N/A	193	N/A

EAST-WEST CRITICAL VOLUMES 1007

NORTH-SOUTH CRITICAL VOLUMES 504

THE SUM OF CRITICAL VOLUMES 1511

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.907

LEVEL OF SERVICE E

* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 6, VALLEY VISTA BLVD. & VAN NUYS BLVD.
DATE: 4/23/2007 INITIALS: CT PERIOD: SCHOOL PM PEAK HOUR
CASE: FUTURE (2012) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	0	152	0	575
EASTBOUND	99	100	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	372	0	0	84

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	1	0	1	0	2
EASTBOUND	0	1	0	0	0	0	1
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	152	N/A	0	N/A
EASTBOUND	N/A	199	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	372	N/A	N/A	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 251
NORTH-SOUTH CRITICAL VOLUMES 372

THE SUM OF CRITICAL VOLUMES 623

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.519

LEVEL OF SERVICE A

Capacity used = 1200.

File: I:\Crain Projects\Active Projects\Buckley School\Data\Icap6\03-07\BS
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4/23/2007 10:27:32 AM

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 7, VALLEY VISTA BLVD./ROBLAR PL. & BEVERLY GLEN BLVD.
DATE: 4/23/2007 INITIALS: CT PERIOD: SCHOOL PM PEAK HOUR
CASE: FUTURE (2012) WITH PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	5	4	1	0
EASTBOUND	30	12	0	414
NORTHBOUND	626	924	0	0
SOUTHBOUND	2	413	23	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	0	1	0	0	2
EASTBOUND	0	1	0	0	1	0	2
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	5	N/A	N/A	5	N/A	N/A
EASTBOUND	N/A	42	N/A	N/A	0	N/A
NORTHBOUND	626	N/A	N/A	924	N/A	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	438

EAST-WEST CRITICAL VOLUMES 47
NORTH-SOUTH CRITICAL VOLUMES 1064

THE SUM OF CRITICAL VOLUMES 1111

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.738

LEVEL OF SERVICE C

* Includes CMA value decreased due to ATSAC Implementation.

Eastbound and Westbound approaches have opposed signal phases.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 8, VALLEY VISTA BLVD. (SOUTH) & BEVERLY GLEN BLVD.
DATE: 4/23/2007 INITIALS: CT PERIOD: SCHOOL PM PEAK HOUR
CASE: FUTURE (2012) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	78	165	0	0
EASTBOUND	0	100	0	746
NORTHBOUND	1401	0	210	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	1	0	0	0	0	1
EASTBOUND	0	0	1	0	1	0	2
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	243	N/A	N/A	N/A	N/A
EASTBOUND	N/A	N/A	100	N/A	0	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	1611
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 243
NORTH-SOUTH CRITICAL VOLUMES 1611

THE SUM OF CRITICAL VOLUMES 1854

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 1.545

LEVEL OF SERVICE F

Capacity used = 1200.

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4/23/2007 10:27:32 AM

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 9, VALLEY VISTA BLVD. & STANSBURY AVE.
DATE: 4/23/2007 INITIALS: CT PERIOD: SCHOOL PM PEAK HOUR
CASE: FUTURE (2012) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	39	114	44	0
EASTBOUND	33	148	74	0
NORTHBOUND	102	112	60	0
SOUTHBOUND	25	116	25	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	1	1
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	197
EASTBOUND	N/A	N/A	N/A	N/A	N/A	255
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	274
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	166

EAST-WEST CRITICAL VOLUMES 294
NORTH-SOUTH CRITICAL VOLUMES 299

THE SUM OF CRITICAL VOLUMES 593

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.593

LEVEL OF SERVICE A

Capacity used = 1000.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 10, VALLEY VISTA BLVD. & BENEDICT CANYON DR.
DATE: 4/23/2007 INITIALS: CT PERIOD: SCHOOL PM PEAK HOUR
CASE: FUTURE (2012) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	0	156	9	0
EASTBOUND	73	248	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	9	0	93	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	1	1
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	165
EASTBOUND	N/A	N/A	N/A	N/A	N/A	321
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	102

EAST-WEST CRITICAL VOLUMES	321
NORTH-SOUTH CRITICAL VOLUMES	102

THE SUM OF CRITICAL VOLUMES	423
NUMBER OF CRITICAL CLEARANCE INTERVALS	2
CMA VALUE	0.282
LEVEL OF SERVICE	A

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:1, VENTURA BLVD. & VAN NUYS BLVD.

DATE: 4/23/2007 INITIALS: CT PERIOD: COMMUTER PM PEAK HOUR

CASE: FUTURE (2012) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	129	1549	437	0
EASTBOUND	480	1519	130	0
NORTHBOUND	96	728	107	0
SOUTHBOUND	335	541	384	264

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	2	0	1	1	0	0	4
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	129	N/A	993	993	N/A	N/A
EASTBOUND	264	N/A	824	824	N/A	N/A
NORTHBOUND	96	N/A	418	418	N/A	N/A
SOUTHBOUND	335	N/A	541	N/A	384	N/A

EAST-WEST CRITICAL VOLUMES 1257

NORTH-SOUTH CRITICAL VOLUMES 753

THE SUM OF CRITICAL VOLUMES 2010

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 1.362

LEVEL OF SERVICE F

* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 2, VENTURA BLVD. & BEVERLY GLEN BLVD./TYRONE AVE.
DATE: 4/23/2007 INITIALS: CT PERIOD: COMMUTER PM PEAK HOUR
CASE: FUTURE (2012) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	154	1619	67	0
EASTBOUND	155	1721	138	0
NORTHBOUND	244	636	174	0
SOUTHBOUND	42	333	8	120

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	154	N/A	843	843	N/A	N/A
EASTBOUND	155	N/A	930	930	N/A	N/A
NORTHBOUND	244	N/A	405	405	N/A	N/A
SOUTHBOUND	42	N/A	333	N/A	8	N/A

EAST-WEST CRITICAL VOLUMES 1084
NORTH-SOUTH CRITICAL VOLUMES 577

THE SUM OF CRITICAL VOLUMES 1661

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 1.007

LEVEL OF SERVICE F

* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 3, VENTURA BLVD. & STANSBURY AVE.

DATE: 4/23/2007 INITIALS: CT PERIOD: COMMUTER PM PEAK HOUR

CASE: FUTURE (2012) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	178	1888	0	0
EASTBOUND	0	1835	62	0
NORTHBOUND	17	0	253	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	0	0	3
EASTBOUND	0	0	1	1	0	0	2
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	178	N/A	944	N/A	N/A	N/A
EASTBOUND	N/A	N/A	948	948	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	270
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 1126

NORTH-SOUTH CRITICAL VOLUMES 270

THE SUM OF CRITICAL VOLUMES 1396

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 1.163

LEVEL OF SERVICE F

Capacity used = 1200.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 4, VENTURA BLVD. & HAZELTINE AVE.

DATE: 4/23/2007 INITIALS: CT PERIOD: COMMUTER PM PEAK HOUR

CASE: FUTURE (2012) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	1681	351	0
EASTBOUND	207	1832	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	222	0	174	104

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	1	1	0	0	2
EASTBOUND	1	0	2	0	0	0	3
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	2	0	0	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	1016	1016	N/A	N/A
EASTBOUND	207	N/A	916	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	122	N/A	N/A	N/A	174	N/A

EAST-WEST CRITICAL VOLUMES 1223

NORTH-SOUTH CRITICAL VOLUMES 174

THE SUM OF CRITICAL VOLUMES 1397

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.831

LEVEL OF SERVICE D

* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 5, VENTURA BLVD. & WOODMAN AVE.

DATE: 4/23/2007 INITIALS: CT PERIOD: COMMUTER PM PEAK HOUR

CASE: FUTURE (2012) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	42	1400	214	0
EASTBOUND	254	1589	51	0
NORTHBOUND	66	303	42	0
SOUTHBOUND	282	223	293	127

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	42	N/A	807	807	N/A	N/A
EASTBOUND	254	N/A	820	820	N/A	N/A
NORTHBOUND	66	N/A	N/A	345	N/A	N/A
SOUTHBOUND	282	N/A	223	N/A	293	N/A

EAST-WEST CRITICAL VOLUMES 1061

NORTH-SOUTH CRITICAL VOLUMES 627

THE SUM OF CRITICAL VOLUMES 1688

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 1.025

LEVEL OF SERVICE F

* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 6, VALLEY VISTA BLVD. & VAN NUYS BLVD.
DATE: 4/23/2007 INITIALS: CT PERIOD: COMMUTER PM PEAK HOUR
CASE: FUTURE (2012) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	0	137	0	630
EASTBOUND	113	137	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	481	0	0	103

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	1	0	1	0	2
EASTBOUND	0	1	0	0	0	0	1
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	137	N/A	0	N/A
EASTBOUND	N/A	250	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	481	N/A	N/A	N/A	0	N/A

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EAST-WEST CRITICAL VOLUMES ..... 250
NORTH-SOUTH CRITICAL VOLUMES ..... 481
                                     -----
THE SUM OF CRITICAL VOLUMES ..... 731

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 0

CMA VALUE ..... 0.609

LEVEL OF SERVICE ..... B

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Capacity used = 1200.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 7, VALLEY VISTA BLVD./ROBLAR PL. & BEVERLY GLEN BLVD.
DATE: 4/23/2007 INITIALS: CT PERIOD: COMMUTER PM PEAK HOUR
CASE: FUTURE (2012) WITH PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	8	4	6	0
EASTBOUND	39	12	0	509
NORTHBOUND	620	999	8	0
SOUTHBOUND	4	424	28	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	0	1	0	0	2
EASTBOUND	0	1	0	0	1	0	2
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	8	N/A	N/A	10	N/A	N/A
EASTBOUND	N/A	51	N/A	N/A	0	N/A
NORTHBOUND	620	N/A	N/A	1007	N/A	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	456

EAST-WEST CRITICAL VOLUMES 61

NORTH-SOUTH CRITICAL VOLUMES 1076

THE SUM OF CRITICAL VOLUMES 1137

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.757

LEVEL OF SERVICE C

* Includes CMA value decreased due to ATSAC Implementation.

Eastbound and Westbound approaches have opposed signal phases.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 8, VALLEY VISTA BLVD. (SOUTH) & BEVERLY GLEN BLVD.
DATE: 4/23/2007 INITIALS: CT PERIOD: COMMUTER PM PEAK HOUR
CASE: FUTURE (2012) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	43	113	0	0
EASTBOUND	0	109	0	863
NORTHBOUND	1485	0	277	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	1	0	0	0	0	1
EASTBOUND	0	0	1	0	1	0	2
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	156	N/A	N/A	N/A	N/A
EASTBOUND	N/A	N/A	109	N/A	0	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	1762
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 156
NORTH-SOUTH CRITICAL VOLUMES 1762

THE SUM OF CRITICAL VOLUMES 1918

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 1.598

LEVEL OF SERVICE F

Capacity used = 1200.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 9, VALLEY VISTA BLVD. & STANSBURY AVE.
DATE: 4/23/2007 INITIALS: CT PERIOD: COMMUTER PM PEAK HOUR
CASE: FUTURE (2012) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	29	87	37	0
EASTBOUND	23	267	24	0
NORTHBOUND	46	95	39	0
SOUTHBOUND	49	64	23	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	1	1
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	153
EASTBOUND	N/A	N/A	N/A	N/A	N/A	314
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	180
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	136

EAST-WEST CRITICAL VOLUMES 343
NORTH-SOUTH CRITICAL VOLUMES 229

THE SUM OF CRITICAL VOLUMES 572

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.572

LEVEL OF SERVICE A

Capacity used = 1000.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 10, VALLEY VISTA BLVD. & BENEDICT CANYON DR.
DATE: 4/23/2007 INITIALS: CT PERIOD: COMMUTER PM PEAK HOUR
CASE: FUTURE (2012) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	127	20	0
EASTBOUND	78	303	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	29	0	88	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	1	1
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	147
EASTBOUND	N/A	N/A	N/A	N/A	N/A	381
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	117

EAST-WEST CRITICAL VOLUMES	381
NORTH-SOUTH CRITICAL VOLUMES	117

THE SUM OF CRITICAL VOLUMES	498
NUMBER OF CRITICAL CLEARANCE INTERVALS	2
CMA VALUE	0.332
LEVEL OF SERVICE	A

**FUTURE (2012) TRAFFIC CONDITIONS
WITH PROJECT PLUS MITIGATION**

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 3, VENTURA BLVD. & STANSBURY AVE.
DATE: 4/23/2007 INITIALS: CT PERIOD: AM PEAK HOUR
CASE: FUTURE (2012) WITH PROJECT PLUS MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	433	1749	0	0
EASTBOUND	0	1516	247	0
NORTHBOUND	14	0	0	202
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	0	0	3
EASTBOUND	0	0	1	1	0	0	2
NORTHBOUND	1	0	0	0	1	0	2
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	433	N/A	874	N/A	N/A	N/A
EASTBOUND	N/A	N/A	882	882	N/A	N/A
NORTHBOUND	14	N/A	N/A	N/A	0	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 1315
NORTH-SOUTH CRITICAL VOLUMES 14

THE SUM OF CRITICAL VOLUMES 1329

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 1.107

LEVEL OF SERVICE F

Capacity used = 1200.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 8, VALLEY VISTA BLVD. (SOUTH) & BEVERLY GLEN BLVD.
DATE: 4/23/2007 INITIALS: CT PERIOD: AM PEAK HOUR
CASE: FUTURE (2012) WITH PROJECT PLUS MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	441	154	0	0
EASTBOUND	0	40	0	1521
NORTHBOUND	481	0	137	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	1	0	0	0	0	1
EASTBOUND	0	0	1	0	1	0	2
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	595	N/A	N/A	N/A	N/A
EASTBOUND	N/A	N/A	40	N/A	0	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	618
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 595
NORTH-SOUTH CRITICAL VOLUMES 618

THE SUM OF CRITICAL VOLUMES 1213

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 1.011

LEVEL OF SERVICE F

Capacity used = 1200.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 9, VALLEY VISTA BLVD. & STANSBURY AVE.
DATE: 4/23/2007 INITIALS: CT PERIOD: AM PEAK HOUR
CASE: FUTURE (2012) WITH PROJECT PLUS MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	107	293	17	0
EASTBOUND	9	68	85	0
NORTHBOUND	88	195	79	0
SOUTHBOUND	36	302	255	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	1	1
EASTBOUND	0	1	0	0	1	0	2
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	1	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	417
EASTBOUND	N/A	77	N/A	N/A	85	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	362
SOUTHBOUND	N/A	338	N/A	N/A	255	N/A

EAST-WEST CRITICAL VOLUMES 426
NORTH-SOUTH CRITICAL VOLUMES 426

THE SUM OF CRITICAL VOLUMES 852

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.852

LEVEL OF SERVICE D

Capacity used = 1000.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 3, VENTURA BLVD. & STANSBURY AVE.

DATE: 4/23/2007 INITIALS: CT PERIOD: SCHOOL PM PEAK HOUR

CASE: FUTURE (2012) WITH PROJECT PLUS MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	157	1796	0	0
EASTBOUND	0	1771	66	0
NORTHBOUND	19	0	128	78
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	0	0	3
EASTBOUND	0	0	1	1	0	0	2
NORTHBOUND	1	0	0	0	1	0	2
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	157	N/A	898	N/A	N/A	N/A
EASTBOUND	N/A	N/A	918	918	N/A	N/A
NORTHBOUND	19	N/A	N/A	N/A	128	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 1075

NORTH-SOUTH CRITICAL VOLUMES 128

THE SUM OF CRITICAL VOLUMES 1203

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 1.003

LEVEL OF SERVICE F

Capacity used = 1200.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 8, VALLEY VISTA BLVD. (SOUTH) & BEVERLY GLEN BLVD.
DATE: 4/23/2007 INITIALS: CT PERIOD: SCHOOL PM PEAK HOUR
CASE: FUTURE (2012) WITH PROJECT PLUS MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	76	164	0	0
EASTBOUND	0	99	0	746
NORTHBOUND	1401	0	208	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	1	0	0	0	0	1
EASTBOUND	0	0	1	0	1	0	2
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	240	N/A	N/A	N/A	N/A
EASTBOUND	N/A	N/A	99	N/A	0	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	1609
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

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EAST-WEST CRITICAL VOLUMES ..... 240
NORTH-SOUTH CRITICAL VOLUMES ..... 1609
-----
THE SUM OF CRITICAL VOLUMES ..... 1849

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 0

CMA VALUE ..... 1.541

LEVEL OF SERVICE ..... F

```

Capacity used = 1200.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 9, VALLEY VISTA BLVD. & STANSBURY AVE.
DATE: 4/23/2007 INITIALS: CT PERIOD: SCHOOL PM PEAK HOUR
CASE: FUTURE (2012) WITH PROJECT PLUS MITIGATION

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	37	114	44	0
EASTBOUND	33	148	71	0
NORTHBOUND	99	107	58	0
SOUTHBOUND	25	112	25	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	1	1
EASTBOUND	0	1	0	0	1	0	2
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	1	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	195
EASTBOUND	N/A	181	N/A	N/A	71	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	264
SOUTHBOUND	N/A	137	N/A	N/A	25	N/A

EAST-WEST CRITICAL VOLUMES 228
NORTH-SOUTH CRITICAL VOLUMES 289

THE SUM OF CRITICAL VOLUMES 517

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.517

LEVEL OF SERVICE A

Capacity used = 1000.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 3, VENTURA BLVD. & STANSBURY AVE.

DATE: 4/23/2007 INITIALS: CT PERIOD: COMMUTER PM PEAK HOUR

CASE: FUTURE (2012) WITH PROJECT PLUS MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	178	1888	0	0
EASTBOUND	0	1835	60	0
NORTHBOUND	15	0	163	89
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	0	0	3
EASTBOUND	0	0	1	1	0	0	2
NORTHBOUND	1	0	0	0	1	0	2
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	178	N/A	944	N/A	N/A	N/A
EASTBOUND	N/A	N/A	948	948	N/A	N/A
NORTHBOUND	15	N/A	N/A	N/A	163	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 1126

NORTH-SOUTH CRITICAL VOLUMES 163

THE SUM OF CRITICAL VOLUMES 1289

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 1.074

LEVEL OF SERVICE F

Capacity used = 1200.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 8, VALLEY VISTA BLVD. (SOUTH) & BEVERLY GLEN BLVD.
DATE: 4/23/2007 INITIALS: CT PERIOD: COMMUTER PM PEAK HOUR
CASE: FUTURE (2012) WITH PROJECT PLUS MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	42	112	0	0
EASTBOUND	0	109	0	863
NORTHBOUND	1485	0	276	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	1	0	0	0	0	1
EASTBOUND	0	0	1	0	1	0	2
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	154	N/A	N/A	N/A	N/A
EASTBOUND	N/A	N/A	109	N/A	0	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	1761
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 154
NORTH-SOUTH CRITICAL VOLUMES 1761

THE SUM OF CRITICAL VOLUMES 1915

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 1.596

LEVEL OF SERVICE F

Capacity used = 1200.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 9, VALLEY VISTA BLVD. & STANSBURY AVE.
DATE: 4/23/2007 INITIALS: CT PERIOD: COMMUTER PM PEAK HOUR
CASE: FUTURE (2012) WITH PROJECT PLUS MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	28	87	37	0
EASTBOUND	23	267	23	0
NORTHBOUND	44	92	38	0
SOUTHBOUND	49	62	23	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	1	1
EASTBOUND	0	1	0	0	1	0	2
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	1	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	152
EASTBOUND	N/A	290	N/A	N/A	23	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	174
SOUTHBOUND	N/A	111	N/A	N/A	23	N/A

EAST-WEST CRITICAL VOLUMES 318
NORTH-SOUTH CRITICAL VOLUMES 223

THE SUM OF CRITICAL VOLUMES 541

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.541

LEVEL OF SERVICE A

Capacity used = 1000.

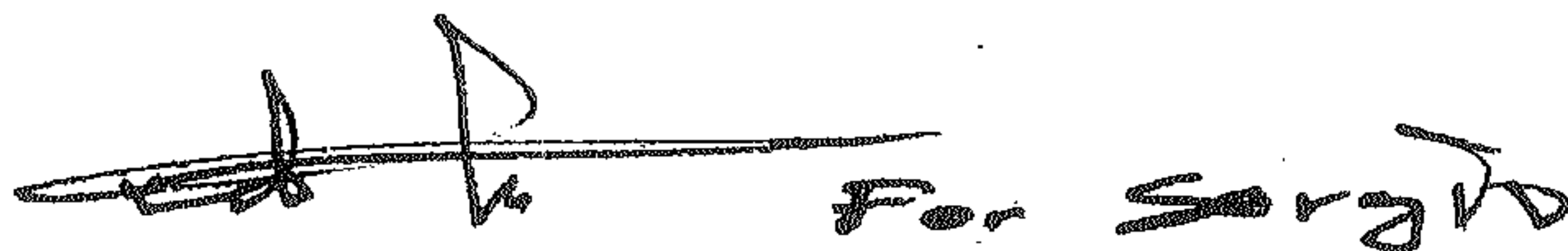
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4/23/2007 10:06:10 AM

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

3900 Stansbury Avenue
DOT Case No. SFV06-094

Date: June 11, 2007

To: Mike Young, Associate Zoning Administrator
Department of City Planning


For Sergio

From: Sergio D. Valdez, Transportation Engineer
Department of Transportation

Subject: **REVISED TRAFFIC ASSESSMENT FOR THE BUCKLEY SCHOOL
EXPANSION AT 3900 STANSBURY AVENUE**

The Department of Transportation (DOT) has revised the traffic assessment for the revised daily trips for Buckley School Project at 3900 Stansbury Avenue. This revised traffic assessment is based on a memorandum dated June 2007, and traffic study prepared by Crain & Associates, dated March 2006. After a careful review of the pertinent data, DOT has determined that the revised traffic memorandum adequately describes the project-related traffic impacts of the proposed development.

The proposed project will enlarge existing school building and increase student enrollment from existing 750 students to 830 students by year 2014. The proposed project will generate 278 daily new trips instead of previously estimated 329 daily new trips with 75 new trips in the a.m. peak hour, 47 new trips in the p.m. peak hour, and 25 new trips in the commuter p.m. peak hour. With the revised project trip generation rate, the project daily trips decrease by 51 trips. The daily trips decrease will not affect the results of the study intersection analysis in the March 2006 traffic study. Based on the revised trip generation rate, the residential street segment of Stansbury Avenue south of Valley Vista Boulevard would no longer be significantly impacted. Therefore, the previously required 40 percent reduction in project daily trips is no longer necessary as a mitigation measure, but the applicant has volunteered to reduce the daily trips by the same 40 percent. The physical mitigation measures described in the DOT traffic assessment of October 18, 2006 remain unchanged.

If you have any further questions, you may contact Albert Isagulian of my staff at (818) 374-4699.

SV:AI
c:3900ReviseStansbury.wpd

c: Roy Nakamura, Crain & Associates



VIA E-MAIL

June 22, 2007

Mr. Sergio Valdez
Transportation Engineer
Valley Development Review Section
Los Angeles Department of Transportation
6262 Van Nuys Boulevard, Suite 320
Van Nuys, California 91401

RE: Revised Daily Trip Generation Rate for Buckley School Project Traffic Impact
Analysis

Dear Mr. Valdez,

As you had requested in our meeting with you, Crain & Associates has prepared this technical letter that sets forth a revised daily trip generation rate and related traffic impact analysis for the Buckley School project. These revisions correct an error occurring during a 15-minute period of one of the three daily trip counts taken for the project.” The original daily trip generation rate and related analysis was provided in the traffic impact study report for the project, dated March 2006, which was approved in the LADOT assessment letter of October 18, 2006.

Background

The Buckley School project will allow an enrollment increase of 80 students to 830 total students. The weekday daily, AM, School PM, and Commuter PM peak-hour trip generation rates for the project were derived from empirical data collected at the existing driveway locations on Stansbury Avenue and Camino de la Cumbre, and at the off-site Fashion Square parking lot

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used by the School. Automated machine counters at the existing driveway locations were used to determine the existing School daily trip generation and daily trip generation rate. For the more critical peak hours, manual traffic counts were used to develop the existing School peak-hour trip generations and the peak-hour trip generation rates.

The 24-hour machine counts were conducted on October 25, 26 and 27, 2004 at the two School driveway locations on Stansbury Avenue and Camino de la Cumbre. The machines counted vehicles exiting and entering the School during normal school operating conditions. The counts at the Stansbury Avenue driveway measured volumes of 2,346, 2,380, and 2,767 vehicles per day for the three days, respectively. The counts at the Camino de la Cumbre driveway measured volumes of 175, 96, and 91 vehicles per day for the same respective days. For purposes of a more conservative trip generation analysis, the highest count was used to develop the empirical daily trip generation rate. The highest number of daily trips during this three-day period occurred on Wednesday, October 27, 2004, with 2,767 total daily trips at the Stansbury Avenue driveway, and on Monday, October 25, 2004, with 175 total daily trips at the Camino de la Cumbre driveway. These on-site daily vehicle trips were then combined with an estimate of the total School-related daily vehicle trips at the off-site Sherman Oaks Fashion Square parking lot to determine the existing daily School trip generation.

Manual peak-hour traffic counts were conducted on October 25, 2004, from 7:00 AM to 9:00 AM and 2:00 PM to 6:00 PM at the two existing School driveways, as well as at the off-site Fashion Square parking lot, where the School leases a total of 100 parking spaces for use by students only. These manual counts were used to derive the AM, School PM, and Commuter PM peak-hour trip generation rates for the proposed project.

As the driveways at the off-site Fashion Square lot are not exclusively used by Buckley School students, 24-hour machine counts could not be conducted to measure the daily trips generated by Buckley School only. Such machine counts would result in Buckley trips co-mingled with Fashion Square Shopping Center trips sharing the same driveways. Therefore, the School's daily trip generation at the off-site Fashion Square lot was estimated using the manual count data collected during the AM, School PM and Commuter PM peak hours at that location, multiplied by a daily trip ratio. The School daily trips at the off-site lot were estimated by multiplying the sum of the AM, School PM and Commuter PM peak-hour manual traffic count volumes by a ratio of the School daily traffic volume at the Stansbury driveway, divided by the sum of the AM, School PM and Commuter PM peak-hour manual traffic count volumes at the Stansbury driveway.

Based on this information, and as shown in Appendix C of the March 2006 traffic study, provided as Attachment 1, the traffic study estimated the total existing School trip generation to be 3,082 vehicles per day, which equates to a daily trip generation rate of 4.11 vehicle trips per student for the existing enrollment of 750 students.

After LADOT's approval of the March 2006 traffic study, and following the release of the Draft EIR in November 2006, Crain & Associates discovered an error in the Stansbury Avenue driveway machine count for the inbound direction between 4:30 PM and 4:45 PM, October 27, 2004. As shown on the count sheets, provided as Attachment 2, the machine count data from that day has 30 vehicles entering the Stansbury Avenue driveway from 4:15 PM to 4:30 PM, 322 vehicles from 4:30 PM to 4:45 PM, and 24 vehicles from 4:45 PM to 5:00 PM. It can only be surmised that the 322 vehicles entering during the 4:30 PM to 4:45 PM period is an erroneous miscount as this volume is approximately ten times more than the volume that would be expected during that brief period. It could not be ascertained whether this abnormally high count was due to mechanical error, or perhaps a typographical error.

Based on this revelation, it was concluded, in consultation with LADOT, that the Stansbury machine daily count for October 27, 2004 should be excluded from the traffic study analysis. LADOT concurred that an appropriate and representative existing daily traffic volume for the Stansbury driveway can be calculated based on an average of the remaining two days of machine count data, October 25 and 26, 2004, and have done so accordingly. For consistency, the average daily traffic volume at the driveway on Camino de la Cumbre has also been revised using an average of all three days of data, since no errors at this location were detected. The estimation of the daily School-related vehicle trips at the off-site parking lot has also been revised, as that estimate is proportioned according to the on-site daily vehicle trips. The peak-hour trip generation rates were not revised because they were based on manual traffic counts and, therefore, not affected by the daily count error at the Stansbury Avenue driveway.

Appendix C to the March 2006 traffic study has been revised to reflect these changes, provided as Attachment 3. As shown in Attachment 3, the revised total daily School trip generation is 2,603 vehicles, which results in a revised daily trip generation rate of 3.47 vehicle trips per student based on the existing 750-student enrollment.

Revised Traffic Impact Analysis

The traffic impact analysis has been revised to exclude the use of the Wednesday, October 27, 2004 daily traffic count at the Stansbury Avenue driveway. The resulting changes are provided in the sections below.

Revised Trip Generation

The empirical daily trip generation rate has been revised as discussed above. The peak-hour trip generation rates do not require revision as they were based on manual traffic counts and unaffected by the machine error. Table 1 below provides a comparison of the trip generation rates from the March 2006 traffic study and the revised trip generation rates.

Table 1
Project Trip Generation Rates

Previous Trip Generation Rates^[1]

Daily:	T = 4.11 (S)
AM Peak Hour:	T = 0.94 (S); I/B = 56%, O/B = 44%
School PM Peak Hour:	T = 0.59 (S); I/B = 47%, O/B = 53%
Commuter PM Peak Hour:	T = 0.31 (S); I/B = 36%, O/B = 64%

Revised Trip Generation Rates

Daily:	T = 3.47 (S)
AM Peak Hour:	T = 0.94 (S); I/B = 56%, O/B = 44%
School PM Peak Hour:	T = 0.59 (S); I/B = 47%, O/B = 53%
Commuter PM Peak Hour:	T = 0.31 (S); I/B = 36%, O/B = 64%

Where:

T = trip ends	I/B = inbound percentages
S = student	O/B = outbound percentages

Source:

[1] Table 6, Traffic Impact Study for Proposed Buckley School Revised Campus Enhancement Plan, 3900 North Stansbury Avenue, Sherman Oaks, Crain & Associates, March 2006.

As shown in Table 2, using the March 2006 traffic study project trip generation rates, the project had a trip generation of 329 trips per day, including 75 AM peak-hour trips, 47 School PM peak-hour trips, and 25 commuter PM peak-hour trips. The revised project trip generation rates result in 278 trips per day, including 75 AM peak-hour trips, 47 School PM peak-hour trips, and 25 commuter PM peak-hour trips. With the revised project trip generation rates, the project daily trip generation decreases by 51 trips, or 15.5 percent. The project peak-hour trip generations remain the same.

Table 2
Change in Project Trip Generation

	<u>Daily</u>	<u>AM Peak Hour</u>			<u>School PM Peak Hour</u>			<u>Commuter PM Peak Hour</u>		
		<u>I/B</u>	<u>O/B</u>	<u>Total</u>	<u>I/B</u>	<u>O/B</u>	<u>Total</u>	<u>I/B</u>	<u>O/B</u>	<u>Total</u>
March 2006 Traffic Study	329	42	33	75	22	25	47	9	16	25
Revised	278	42	33	75	22	25	47	9	16	25
Net Change	-51	0	0	0	0	0	0	0	0	0

Intersection Traffic Impact Analysis

The intersection impact analysis does not change as daily project trips are not used in this analysis. The intersection impact analysis is based only on the project's peak-hour trip generations, which have not changed. The project would still significantly impact the following three intersections, prior to the implementation of mitigation measures: Ventura Boulevard/Stansbury Avenue, Valley Vista Boulevard (south)/ Beverly Glen Boulevard, and Valley Vista Boulevard/Stansbury Avenue.

Residential Street Traffic Impact Analysis

Neighborhood residential street impacts are evaluated by LADOT based on the average daily traffic (ADT) along the street segment analyzed. For the purpose of this calculation, "With Project" is defined as the future study year projected ADT, including ambient and related project traffic growth, plus daily project traffic.

In the March 2006 traffic study, a significant project impact had been identified on the segment of Stansbury Avenue south of Valley Vista Boulevard. Table 3 indicates that with the revised daily trip generation, the project would no longer significantly impact this segment or any of the other analyzed residential street segments, as the percent of project traffic relative to the future volume on these segments would be less than the significant impact thresholds. Therefore, the 40 percent reduction in project daily trips, identified as project requirement D in the LADOT assessment letter of October 18, 2006, is no longer necessary.

Table 3
Revised Residential Street Traffic Impact Analysis

Street Segment	Existing (2006) ADT	Future (2014) ADT			% Project Traffic
		Without Project	Project Traffic ^[1]	With Project	
1. Stansbury Ave. north of Valley Vista Blvd.	3,427	4,253	130	4,383	2.97 %
2. Stansbury Ave. south of Valley Vista Blvd.	2,366	2,506	242	2,748	8.81 %
3. Valley Vista Blvd. east of Stansbury Ave.	4,110	5,301	56	5,357	1.05 %
4. Valley Vista Blvd. west of Stansbury Ave.	4,609	5,787	64	5,851	1.09 %
5. Greenleaf St. west of Stansbury Ave.	1,742	2,041	0	2,041	0 %
6. Dickens St. west of Stansbury Ave.	3,527	4,132	0	4,132	0 %
7. Camino de la Cumbre west of Stansbury Ave.	1,189	1,393	9	1,402	0.64 %
8. Camino de la Cumbre south of Valley Vista Blvd.	977	1,145	36	1,181	3.05 %

^[1] Accounts for limited site access via Camino de la Cumbre for some service vehicles and deliveries, some employees, athletic field access, and emergency access.

Construction Traffic Impact Analysis

The construction impact analysis does not change as the calculation of construction-related traffic impacts is based on the projected average daily traffic (ADT) volumes with construction-related traffic. No daily or peak-hour project trips are factored into the analysis.

Mitigation Measures

In order to mitigate the significant project traffic impacts identified at the intersections of Ventura Boulevard/Stansbury Avenue, Valley Vista Boulevard (south)/ Beverly Glen Boulevard, and Valley Vista Boulevard/Stansbury Avenue, the project will implement the physical improvements required in the LADOT assessment letter of October 18, 2006. These improvements do not change.

Under the previous analysis, the rationale was that the mitigating effect of the 40 percent reduction in project daily trips on Stansbury Avenue south of Valley Vista Boulevard would also carryover to the intersection of Valley Vista Boulevard (south)/ Beverly Glen Boulevard, which would more than adequately mitigate the AM and School PM peak-hour significant impacts at this intersection. As demonstrated in this revised analysis, the segment of Stansbury Avenue south of Valley Vista Boulevard would no longer be significantly impacted. Therefore, the previously required 40 percent reduction in project daily trips is no longer necessary, nor is such level of project daily trip reduction necessary for mitigation at the intersection of Valley Vista Boulevard (south)/ Beverly Glen Boulevard.

In order to mitigate the significant impact at the intersection of Valley Vista Boulevard (south)/ Beverly Glen Boulevard, the project will implement a Transportation Demand Management (TDM) Plan that achieves a reduction of at least 75 project trips during the AM peak hour as previously required. In addition, the TDM Plan will achieve a reduction of 4 project trips during the School PM peak hour. These reductions will reduce the AM and School PM peak-hour impacts at this intersection to a less than significant level.

With implementation of the above measures, including the minimum requirements for the TDM Plan, project traffic impacts would be reduced to less than significant levels.

Letter to Mr. Sergio Valdez
June 22, 2007
Page Eight

Transportation Demand Management (TDM) Plan

The School will implement an enhanced TDM Plan that increases the use of carpooling, public transportation, bicycling, and privately operated bus and shuttle services. The TDM Plan shall achieve a reduction of at least 75 project trips during the AM peak hour, resulting in no increase to the existing AM peak-hour trip generation level, and a reduction of at least 4 project trips during the School PM peak hour. In addition, although not required as mitigation, the School has volunteered to reduce the project daily generation of 278 vehicle trips by at least 40 percent (i.e., a reduction of at least 111 trips).

Summary

The revised traffic impact analysis, with the exclusion of the October 27, 2004 daily machine count at the Stansbury Avenue driveway, does not result in any new significant intersection or residential street impacts. The physical improvement mitigation measures previously approved by the October 18, 2006 assessment letter do not change. As the residential street segment of Stansbury Avenue south of Valley Vista Boulevard would no longer be significantly impacted, the previously required 40 percent reduction in project daily trips is no longer necessary, nor is such level of project daily trip reduction necessary for mitigation at the intersection of Valley Vista Boulevard (south)/ Beverly Glen Boulevard.

Please do not hesitate to contact me if you have any questions.

Sincerely,


Roy Nakamura
Senior Transportation Engineer

RN:rkf
C18243
attachments

cc: Larry Dougherty
David Goldberg
Lisa Turchan

ATTACHMENT 1
APPENDIX C – MARCH 2006 TRAFFIC STUDY
PROJECT TRIP GENERATION RATES

Attachment 1
Appendix C – March 2006 Traffic Study
Project Trip Generation Rates

Time Period	Observed Location	Inbound Vehicles	Outbound Vehicles	Total Vehicle Trips	Existing Enrollment	Derived Rate
Daily	Stansbury Avenue Driveway	---	---	2,767	750 students	= 4.11
	Camino de la Cumbre Driveway	---	---	175		
	Off-Site Fashion Square Lot	---	---	140		
				3,082		
				÷		
AM Peak Hour (7:45-8:45)	Stansbury Avenue Driveway	380	306	686	750 students	= 0.94
	Camino de la Cumbre Driveway	0	0	0		
	Off-Site Fashion Square Lot	13	3	16		
		393	309	702		
				÷		
School PM Peak Hour (3:00-4:00)	Stansbury Avenue Driveway	197	213	410	750 students	= 0.59
	Camino de la Cumbre Driveway	0	0	0		
	Off-Site Fashion Square Lot	9	24	33		
		206	237	443		
				÷		
Commuter PM Peak Hour (4:15-5:15)	Stansbury Avenue Driveway	76	137	213	750 students	= 0.31
	Camino de la Cumbre Driveway	0	0	0		
	Off-Site Fashion Square Lot	6	11	17		
		82	148	230		
				÷		

ATTACHMENT 2
DAILY TRAFFIC COUNT SHEETS
STANSBURY AVENUE & CAMINO DE LA CUMBRE DRIVEWAYS

24-HOUR ADT COUNT SUMMARY

CLIENT: CRAIN & ASSOCIATES
 PROJECT: BUCKLEY SCHOOL
 LOCATION: BUCKLEY SCHOOL DRIVEWAY
 STANSBURY AVENUE GATE
 DATE: MONDAY, OCTOBER 25TH, 2004

DIRECTION:		ENTER			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	0	0	0	0	0
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	0	0	0	0	0
4:00	0	0	0	0	0
5:00	0	0	0	0	0
6:00	0	0	0	4	4
7:00	11	10	45	136	202
8:00	133	82	51	13	279
9:00	10	5	6	8	29
10:00	5	8	4	4	21
11:00	4	4	8	6	22
12:00	6	6	6	2	20
13:00	8	4	8	7	27
14:00	13	18	24	38	93
15:00	66	37	49	48	200
16:00	30	24	20	18	92
17:00	17	14	10	9	50
18:00	0	0	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
				TOTAL	1039
AM PEAK HOUR			0745-0845		
VOLUME			402		
PM PEAK HOUR			1500-1600		
VOLUME			200		

DIRECTION:		EXIT			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	0	0	0	0	0
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	0	0	0	0	0
4:00	0	0	0	0	0
5:00	0	0	0	0	0
6:00	0	0	0	0	0
7:00	1	1	14	102	118
8:00	136	110	44	16	306
9:00	8	6	3	6	23
10:00	7	6	8	10	31
11:00	5	3	4	10	22
12:00	8	2	7	9	26
13:00	8	2	10	7	27
14:00	8	7	24	43	82
15:00	86	54	108	69	317
16:00	34	22	64	42	162
17:00	72	34	50	37	193
18:00	0	0	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
				TOTAL	1307
AM PEAK HOUR			0745-0845		
VOLUME			392		
PM PEAK HOUR			1500-1600		
VOLUME			317		

TOTAL BI-DIRECTIONAL VOLUME

2346

24-HOUR ADT COUNT SUMMARY

CLIENT: CRAIN & ASSOCIATES
 PROJECT: BUCKLEY SCHOOL
 LOCATION: BUCKLEY SCHOOL DRIVEWAY
 STANSBURY AVENUE GATE
 DATE: TUESDAY, OCTOBER 26TH, 2004

DIRECTION:		ENTER			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	0	0	0	0	0
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	0	0	0	0	0
4:00	0	0	0	0	0
5:00	0	0	0	0	0
6:00	0	0	0	0	0
7:00	14	12	57	140	223
8:00	122	84	34	11	251
9:00	2	8	12	4	26
10:00	4	6	3	8	21
11:00	8	7	4	10	29
12:00	6	7	1	4	18
13:00	4	2	6	6	18
14:00	6	19	18	41	84
15:00	60	39	54	42	195
16:00	44	36	30	34	144
17:00	18	11	16	11	56
18:00	6	3	1	0	10
19:00	0	0	2	4	6
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
TOTAL				1081	
AM PEAK HOUR					
VOLUME					
PM PEAK HOUR					
VOLUME					

DIRECTION:		EXIT			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	0	0	0	0	0
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	0	0	0	0	0
4:00	0	0	0	0	0
5:00	0	0	0	0	0
6:00	0	0	0	0	0
7:00	0	6	23	110	139
8:00	122	121	40	19	302
9:00	6	10	6	2	24
10:00	5	5	4	3	17
11:00	6	6	6	8	26
12:00	5	2	3	8	18
13:00	3	12	10	5	30
14:00	1	12	20	28	61
15:00	74	72	98	48	292
16:00	35	33	60	64	192
17:00	42	34	30	53	159
18:00	23	6	10	0	39
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
TOTAL				1299	
AM PEAK HOUR					
VOLUME					
PM PEAK HOUR					
VOLUME					

TOTAL BI-DIRECTIONAL VOLUME

2380

24-HOUR ADT COUNT SUMMARY

CLIENT: CRAIN & ASSOCIATES
 PROJECT: BUCKLEY SCHOOL
 LOCATION: BUCKLEY SCHOOL DRIVEWAY
 STANSBURY AVENUE GATE
 DATE: WEDNESDAY, OCTOBER 27TH, 2004

DIRECTION:		ENTER			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	0	0	0	0	0
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	0	0	0	0	0
4:00	0	0	0	0	0
5:00	0	0	0	0	0
6:00	0	0	0	2	2
7:00	10	13	64	116	203
8:00	138	90	41	14	283
9:00	6	6	8	8	28
10:00	4	10	2	6	22
11:00	5	5	15	5	30
12:00	8	4	3	8	23
13:00	4	3	4	4	15
14:00	16	15	22	18	71
15:00	54	50	54	54	212
16:00	28	30	322	24	404
17:00	14	14	18	4	50
18:00	2	1	1	0	4
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
				TOTAL	1347
AM PEAK HOUR			0730-0830		
VOLUME			408		
PM PEAK HOUR			1545-1645		
VOLUME			434		

DIRECTION:		EXIT			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	0	0	0	0	0
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	0	0	0	0	0
4:00	0	0	0	0	0
5:00	0	0	0	0	0
6:00	0	0	0	0	0
7:00	4	1	32	98	135
8:00	124	128	38	14	304
9:00	4	6	6	14	30
10:00	10	2	6	8	26
11:00	14	4	4	12	34
12:00	4	4	8	9	25
13:00	12	3	4	2	21
14:00	8	7	18	35	68
15:00	66	84	106	66	322
16:00	34	25	78	38	175
17:00	70	72	61	16	219
18:00	14	4	8	12	38
19:00	22	1	0	0	23
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
				TOTAL	1420
AM PEAK HOUR			0745-0845		
VOLUME			388		
PM PEAK HOUR			1500-1600		
VOLUME			322		

TOTAL BI-DIRECTIONAL VOLUME	2767

24-HOUR ADT COUNT SUMMARY

CLIENT: CRAIN & ASSOCIATES
 PROJECT: BUCKLEY SCHOOL
 LOCATION: BUCKLEY SCHOOL DRIVEWAY
 CAMINO DE LA CUMBRE
 DATE: MONDAY, OCTOBER 25TH, 2004

DIRECTION:		TOTAL			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	0	0	0	0	0
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	0	0	0	0	0
4:00	0	0	0	0	0
5:00	0	0	2	2	4
6:00	4	4	4	2	14
7:00	0	0	0	0	0
8:00	0	0	0	0	0
9:00	0	0	0	0	0
10:00	0	0	0	0	0
11:00	0	0	0	0	0
12:00	0	0	0	0	0
13:00	0	0	0	0	0
14:00	0	0	0	0	0
15:00	10	10	14	4	38
16:00	0	0	0	0	0
17:00	0	0	0	0	0
18:00	20	29	40	15	104
19:00	2	1	0	0	3
20:00	2	0	2	0	4
21:00	0	0	0	0	0
22:00	0	0	4	2	6
23:00	2	0	0	0	2
				TOTAL	175
AM PEAK HOUR			0545-0645		
VOLUME			14		
PM PEAK HOUR			1800-1900		
VOLUME			104		

DIRECTION:		O			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	0	0	0	0	0
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	0	0	0	0	0
4:00	0	0	0	0	0
5:00	0	0	0	0	0
6:00	0	0	0	0	0
7:00	0	0	0	0	0
8:00	0	0	0	0	0
9:00	0	0	0	0	0
10:00	0	0	0	0	0
11:00	0	0	0	0	0
12:00	0	0	0	0	0
13:00	0	0	0	0	0
14:00	0	0	0	0	0
15:00	0	0	0	0	0
16:00	0	0	0	0	0
17:00	0	0	0	0	0
18:00	0	0	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
				TOTAL	0
AM PEAK HOUR		0000-0100			
VOLUME		0			
PM PEAK HOUR		1200-1300			
VOLUME		0			

TOTAL BI-DIRECTIONAL VOLUME

175

24-HOUR ADT COUNT SUMMARY

CLIENT: CRAIN & ASSOCIATES
 PROJECT: BUCKLEY SCHOOL
 LOCATION: BUCKLEY SCHOOL DRIVEWAY
 CAMINO DE LA CUMBRE
 DATE: TUESDAY, OCTOBER 26TH, 2004

DIRECTION:		TOTAL			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	0	0	0	0	0
1:00	1	0	0	0	1
2:00	0	0	0	0	0
3:00	0	0	0	0	0
4:00	0	0	0	0	0
5:00	0	0	2	2	4
6:00	8	4	2	6	20
7:00	0	0	0	0	0
8:00	0	0	0	0	0
9:00	0	0	0	0	0
10:00	0	0	0	0	0
11:00	0	0	0	0	0
12:00	0	0	0	0	0
13:00	0	0	0	0	0
14:00	0	0	0	0	0
15:00	4	4	1	1	10
16:00	0	0	0	0	0
17:00	0	0	0	0	0
18:00	2	6	15	8	31
19:00	0	6	0	6	12
20:00	6	0	1	0	7
21:00	1	2	0	0	3
22:00	0	2	0	6	8
23:00	0	0	0	0	0
				TOTAL	96
AM PEAK HOUR			0600-0700		
VOLUME			20		
PM PEAK HOUR			1800-1900		
VOLUME			31		

DIRECTION:		O			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	0	0	0	0	0
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	0	0	0	0	0
4:00	0	0	0	0	0
5:00	0	0	0	0	0
6:00	0	0	0	0	0
7:00	0	0	0	0	0
8:00	0	0	0	0	0
9:00	0	0	0	0	0
10:00	0	0	0	0	0
11:00	0	0	0	0	0
12:00	0	0	0	0	0
13:00	0	0	0	0	0
14:00	0	0	0	0	0
15:00	0	0	0	0	0
16:00	0	0	0	0	0
17:00	0	0	0	0	0
18:00	0	0	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
				TOTAL	0
AM PEAK HOUR			0730-0830		
VOLUME			0		
PM PEAK HOUR			1200-1300		
VOLUME			0		

TOTAL BI-DIRECTIONAL VOLUME

96

24-HOUR ADT COUNT SUMMARY

CLIENT: CRAIN & ASSOCIATES
 PROJECT: BUCKLEY SCHOOL
 LOCATION: BUCKLEY SCHOOL DRIVEWAY
 CAMINO DE LA CUMBRE
 DATE: WEDNESDAY, OCTOBER 27TH, 2004

DIRECTION:	TOTAL				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	0	0	2	0	2
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	0	0	0	0	0
4:00	0	0	0	0	0
5:00	0	0	2	2	4
6:00	6	9	2	8	25
7:00	0	0	0	0	0
8:00	0	0	0	0	0
9:00	0	0	0	0	0
10:00	0	0	0	0	0
11:00	0	0	0	0	0
12:00	0	0	0	0	0
13:00	0	0	0	0	0
14:00	0	0	0	4	4
15:00	3	4	0	5	12
16:00	3	0	0	0	3
17:00	0	0	0	0	0
18:00	0	1	12	9	22
19:00	2	2	6	1	11
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	2	4	2	8
23:00	0	0	0	0	0
TOTAL					91
AM PEAK HOUR					
VOLUME					
PM PEAK HOUR					
VOLUME					

DIRECTION:	O				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	0	0	0	0	0
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	0	0	0	0	0
4:00	0	0	0	0	0
5:00	0	0	0	0	0
6:00	0	0	0	0	0
7:00	0	0	0	0	0
8:00	0	0	0	0	0
9:00	0	0	0	0	0
10:00	0	0	0	0	0
11:00	0	0	0	0	0
12:00	0	0	0	0	0
13:00	0	0	0	0	0
14:00	0	0	0	0	0
15:00	0	0	0	0	0
16:00	0	0	0	0	0
17:00	0	0	0	0	0
18:00	0	0	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
TOTAL					0
AM PEAK HOUR					
VOLUME					
PM PEAK HOUR					
VOLUME					

TOTAL BI-DIRECTIONAL VOLUME

91

ATTACHMENT 3
APPENDIX C
REVISED PROJECT TRIP GENERATION RATES

Attachment 3
Appendix C
Revised Project Trip Generation Rates

<u>Time Period</u>	<u>Observed Location</u>	<u>Inbound Vehicles</u>	<u>Outbound Vehicles</u>	<u>Total Vehicle Trips</u>	<u>Existing Enrollment</u>	<u>Derived Rate</u>
Daily	Stansbury Avenue Driveway	---	---	2,363	750 students	= 3.47
	Camino de la Cumbre Driveway	---	---	121		
	Off-Site Fashion Square Lot	---	---	119		
				2,603 ÷		
AM Peak Hour (7:45-8:45)	Stansbury Avenue Driveway	380	306	686	750 students	= 0.94
	Camino de la Cumbre Driveway	0	0	0		
	Off-Site Fashion Square Lot	13	3	16		
		393	309	702 ÷		
School PM Peak Hour (3:00-4:00)	Stansbury Avenue Driveway	197	213	410	750 students	= 0.59
	Camino de la Cumbre Driveway	0	0	0		
	Off-Site Fashion Square Lot	9	24	33		
		206	237	443 ÷		
Commuter PM Peak Hour (4:15-5:15)	Stansbury Avenue Driveway	76	137	213	750 students	= 0.31
	Camino de la Cumbre Driveway	0	0	0		
	Off-Site Fashion Square Lot	6	11	17		
		82	148	230 ÷		

DRAFT

**TRANSPORTATION DEMAND MANAGEMENT PLAN
FOR THE BUCKLEY SCHOOL
SHERMAN OAKS, CITY OF LOS ANGELES**

Prepared for:

THE BUCKLEY SCHOOL

Prepared By:

Crain & Associates
2007 Sawtelle Boulevard, Suite 4
Los Angeles, California 90025
(310) 473-6508

July 2007

DRAFT TRANSPORTATION DEMAND MANAGEMENT PLAN FOR THE BUCKLEY SCHOOL

Executive Summary

This Draft Transportation Demand Management (TDM) Plan demonstrates the various means by which the Buckley School (the School) can increase student enrollment by up to 80 students as part of the Campus Enhancement Plan (project), and achieve a reduction of at least 75 project trips during the AM peak hour, resulting in no increase to the existing AM peak-hour trip generation level, and a reduction of at least 4 project trips during the School PM peak hour. While these reductions during the AM and School PM peak hour would mitigate project traffic impacts to an insignificant level, this TDM Plan also establishes a voluntary goal of reducing the project daily generation of 278 vehicle trips by at least 40 percent (i.e., a reduction of at least 111 trips). The School also volunteers to reduce existing School-related trips by five percent during both the AM peak hour and the School PM peak hour, to be phased in over a three-year period.

The strategies outlined by this Plan fall within two major approaches: a) a program aimed primarily at increasing student carpooling, and b) a more comprehensive student busing program. The carpool-based program identified includes a combination of an incentive-based program and a requirement-based carpool program. During the AM peak hour when School trip generation is highest, it is estimated that the School would need to achieve an average vehicle ridership (AVR) of 2.10 among students, faculty and staff arriving at the campus to mitigate project traffic impacts to an insignificant level and also achieve the goal of the TDM Plan when at the maximum enrollment of 830 students. An increased AVR among students, faculty and staff departing the campus during the School PM peak hour would also be required to achieve the goal of the TDM Plan. As

the student enrollment increase would occur gradually, lower AVR rates would be sufficient during the interim years preceding maximum enrollment.

In addition to the student carpool program, this Plan includes an increased level of participation in the comprehensive student busing program. On its own, the busing program would ultimately need to achieve a daily bus ridership of approximately 33 percent of the total student population to mitigate project traffic impacts to an insignificant level and achieve the goal of the TDM Plan. As with the carpooling program, lower bus ridership would be sufficient during the interim years preceding full enrollment. The increase in bus ridership is a realistic goal as the School would have several years to achieve this level of participation.

All of these strategies and estimated participation rates conservatively assume that both the added student enrollment and the expected proportionate increase in faculty (8 members) and staff (13 members, including 5 staff members relocated from an off-site business office) would be addressed strictly by student-based efforts. Neither the carpool program nor the comprehensive busing program would need to reach maximum participation when used together to achieve the mandatory and voluntary trip reductions. This document includes specific examples of implementation strategies and participation rates for the AM peak-hour. Similar strategies would also need to be implemented during the School PM peak hour to achieve the goal of the TDM Plan. This document concludes with a section that outlines the procedure the School will follow towards submitting an annual Compliance Report to the Los Angeles Department of Transportation (LADOT) on the performance of the TDM Plan.

Introduction

This Draft Transportation Demand Management (TDM) Plan has been developed to address the traffic implications of the increased student enrollment proposed as part of

the Campus Enhancement Plan. The School is located in the Sherman Oaks community of the City of Los Angeles at 3900 Stansbury Avenue, and serves 13 grade levels of students, from Kindergarten through Grade 12. Aside from the renovations and modifications being proposed as part of the Campus Enhancement Plan, the School has requested to increase its student enrollment by a maximum of 80 students, to allow for a total future enrollment of up to 830 students on campus. Under this TDM Plan, the School will achieve a reduction of at least 75 project trips during the AM peak hour, resulting in no increase to the existing AM peak-hour trip generation level, and a reduction of at least 4 project trips during the School PM peak hour. In addition, although not required as mitigation, the School has a voluntary goal of reducing the project daily generation of 278 vehicle trips by at least 40 percent (i.e., a reduction of at least 111 trips). Also, as part of this TDM Plan, the School has a voluntary goal of reducing its existing trip generation by five percent during both the AM and School PM peak hours. There are a variety of key strategies the School may implement to achieve these trip reductions, which range from an incentive-based carpool program to a more comprehensive School busing program, or a combination of programs.

TDM Plan Goals

This TDM Plan will enable the School to reduce the project-related AM peak-hour trip generation by at least 75 trips, resulting in no increase to the existing AM peak-hour trip generation level. With this TDM Plan, the School will also reduce the project-related School PM peak-hour trip generation by at least 4 trips. Although not required as mitigation, as a goal under this TDM Plan, the School volunteers to reduce the project-related daily trip generation of 278 vehicle trips by at least 40 percent (i.e., a minimum of 111 trips), so that the School's final daily trip generation does not exceed 2,770 trips. Aside from the required reduction of 75 trips during the AM peak hour and the reduction

of 4 trips during the School PM peak hour, the remaining required reduction of 32 trips (i.e., $111 - 75 - 4 = 32$) will be achieved during any time of the School day. As a goal under this TDM Plan, the School also volunteers to reduce its existing trip generation by five percent during both the AM peak hour and the School PM peak hour. This reduction will be applied to the existing School trip generation of 702 trips during the AM peak hour and 443 trips during the School PM peak hour, thus yielding AM and School PM peak-hour trip generation levels of 667 trips and 421 trips, respectively. These five percent peak-hour reductions total 57 trips $[(702 - 667) + (443 - 421) = 57]$. Therefore, these 57 trips, in combination with the AM peak-hour reduction of 75 project-related trips and the School PM peak-hour reduction of 4 project-related trips, will exceed the voluntary 40 percent reduction in project-related daily trip generation, while also reducing School-related vehicle trips to less than existing levels.

The School will submit an annual Compliance Report to LADOT, which will monitor and report on trips generated by the School during a typical day. Details regarding the monitoring program are discussed in the last section of this Plan. The monitoring program will demonstrate whether the School is in compliance with the trip ceilings.

Table 1(a), which is based on data from the School's observed AM peak-hour trip generation, shows the estimated trip reduction percentages necessary for the School to achieve the goal of reducing its existing trips by five percent during the AM peak hour.

Table 1(a)
Estimate of Vehicle Trip Reduction Needs
AM Peak Hour

	<u>Student Enrollment</u>	<u>Vehicle Trips (Inbound + Outbound)</u>		<u>Vehicle Trips per Student</u>		<u>Percent Reduction</u>	
		<u>w/out Plan</u>	<u>with Plan</u>	<u>w/out Plan</u>	<u>with Plan</u>	<u>w/out Plan</u>	<u>with Plan</u>
Current (Observed):	750	702	---	0.936	---	---	---
Future:							
At Enrollment of:	770	721	667	0.936	0.866	0%	7%
At Enrollment of:	790	739	667	0.936	0.844	0%	10%
At Enrollment of:	810	758	667	0.936	0.823	0%	12%
At Enrollment of:	830	777	667	0.936	0.804	0%	14%

As shown above and discussed next, the ultimate reduction needed is 14 percent, although much smaller reductions would be sufficient at earlier stages of the enrollment expansion to achieve the trip ceilings of this Plan. The AM peak-hour trip generation of the School captures most of the trips generated by the School population's commute to the campus and expectedly overlaps with the AM peak hour of the adjacent street system.

The traffic counts conducted at the campus gates and the off-site Fashion Square parking facility determined that the School generates an average of 702 vehicle trips (393 inbound and 309 outbound) during its AM peak hour. As shown in Table 1(a) and reported in the project Traffic Analysis¹, this amount of trips translates to a trip generation factor of 0.936 (rounded to 0.94) vehicle trips per student. Based on this factor, it is estimated that the proposed enrollment increase of 80 students (and associated increase in faculty and staff) could add 75 total vehicle trips (42 inbound, 33

¹ Traffic Impact Study for Proposed Buckley School Revised Campus Enhancement Plan, 3900 Stansbury Avenue, Sherman Oaks, March 2006, prepared by Crain & Associates.

outbound) during the School's AM peak hour, prior to implementation of this TDM Plan. A five percent reduction in the existing 702 AM peak-hour trips yields 667 trips (373 inbound and 294 outbound), which equates to a trip generation factor of 0.804 (rounded to 0.80) trips per student. The School's existing 0.94 AM peak-hour trip generation rate will therefore need to be reduced by approximately 14 percent at the maximum enrollment of 830 students in order to achieve the goal of a five percent reduction in existing AM peak-hour trips. Smaller reductions, however, would be sufficient at earlier points of expansion to achieve the goal. An enrollment of 770 students (20 student increase), for example, would require a reduction of approximately seven percent, and an enrollment of 790 students (40 student increase) would necessitate a reduction of approximately ten percent.

Table 1(b), which is based on data from the School's observed School PM peak-hour trip generation, shows the estimated trip reduction percentage necessary for the School to achieve the goal of a five percent reduction in existing School PM peak-hour trips.

Table 1(b)
Estimate of Vehicle Trip Reduction Needs
School PM Peak Hour

	<u>Student Enrollment</u>	<u>Vehicle Trips (Inbound + Outbound)</u>		<u>Vehicle Trips per Student</u>		<u>Percent Reduction</u>	
		<u>w/out Plan</u>	<u>with Plan</u>	<u>w/out Plan</u>	<u>with Plan</u>	<u>w/out Plan</u>	<u>with Plan</u>
Current (Observed):	750	443	---	0.591	---	---	---
Future:							
At Enrollment of:	770	455	421	0.591	0.547	0%	7%
At Enrollment of:	790	467	421	0.591	0.533	0%	10%
At Enrollment of:	810	478	421	0.591	0.520	0%	12%
At Enrollment of:	830	490	421	0.591	0.507	0%	14%

As shown above, the traffic counts conducted at the campus gates and the off-site Fashion Square parking facility determined that the School generates an average of 443 vehicle trips (206 inbound and 237 outbound) during its School PM peak hour. As shown in Table 1(b) and reported in the project Traffic Analysis¹, this amount of trips translates to a trip generation factor of 0.591 (rounded to 0.59) vehicle trips per student. Based on this factor, it is estimated that the proposed enrollment increase of 80 students (and associated increase in faculty and staff) could add 47 total vehicle trips (22 inbound, 25 outbound) during the School PM peak hour, prior to implementation of this TDM Plan. A five percent reduction in the existing 443 AM peak-hour trips yields 421 trips (196 inbound and 225 outbound), which equates to a trip generation factor of 0.507 (rounded to 0.51) trips per student. The School's existing 0.59 AM peak-hour trip generation rate will therefore need to be reduced by approximately 14 percent at the maximum enrollment of 830 students in order to achieve the goal of a five percent reduction in existing School PM peak-hour trips. As previously mentioned, smaller reductions would be sufficient at earlier points of expansion to achieve the goal. An enrollment of 770 students, for example, would require a reduction of approximately seven percent, and an enrollment of 790 students would necessitate a reduction of approximately ten percent.

Again, the purpose of Tables 1(a) and 1(b) is to show how the School's trip ceilings will be set, and to present data indicating the approximate trip reductions necessary to meet the AM peak-hour trip ceiling of 667 trips and the School PM peak-hour trip ceiling of 421 trips.

TDM Plan Strategies

The goals of this TDM Plan can be achieved through several trip-reduction strategies. Discussed below are two major trip-saving approaches, the first of which relies primarily upon increased carpooling among School families, and the second an increased

participation in the current School busing program. Outlined within the carpool approach are three general strategies the School can pursue: (1) an entirely incentive-based carpool program; (2) the use of either an incentive-based or more rule-based carpool program; and (3) a program that incorporates some student bus service as part of the incentive-based and/or more rule-oriented program.

At the outset, it should be noted that whichever strategy, or variant thereof, the School ultimately implements, an important component of this Plan will be for the School to designate a staff member as the School's on-site Transportation Coordinator. This person will have responsibility for overseeing the implementation and ongoing operations of the School's TDM Plan, and will be the key contact person for those who have inquiries about transportation options and programs.

A. Carpool Program Strategies

As a prelude to the detailed carpool strategies, outlined below are five measures to disseminate information and facilitate carpool matching that the School would implement in conjunction with any carpool-based program.

1. Mailer Prior to Fall Semester - Prior to the beginning of each Fall semester, the School will mail a letter to parents/guardians that encourages them to bus or carpool their students to school. For families whose students are incorporated into the mandatory program, the mailer will serve as a reminder of the mandatory pooling policy agreed to in the signed School contract indicating their understanding and acceptance of these conditions. The mailing will introduce the Transportation Coordinator and provide information on School bus routes. It will also include a list prepared by the Transportation Coordinator of families stating a preference to carpool their students to school, which parents can then use to form carpools. The carpool lists will likely be

prepared by zip code, and include contact information for each household as well as their closest cross streets and the grade level of their student(s). As the program is developed over time, it may also list continuing carpools with open seats. Parents or students who are interested in registering for bus service or forming carpools will be asked to either call the Transportation Coordinator or return a form that is included within the packet. Parents and students will also be invited to the “meet-your-match” event described next.

2. Meet-Your-Match Open House - The School will host a meet-your-match event at the annual Open House at the start of each Fall semester to assist students and parents/guardians in forming carpools with one another. The Transportation Coordinator will prepare for the event using information called or mailed in by parents and/or students in the step above. The event may include refreshments and entertainment to make the Open House festive as well as successful.
3. Transportation Information Center - The School will develop and maintain a “trip-savers” bulletin board(s), to serve as the tangible focal point of the School’s TDM Plan. Such information board(s) will be posted in an area visible to the School population and could include:
 - a) Carpool "Meet-Your-Match" Section, to provide a means through which faculty, staff, students, and parents could form carpools on an ongoing basis. This section could list by residential zip code employees, students or parents seeking carpool partners, as well as carpools under formation with open seats. Sign-up sheets for those who wish to be added to the list could also be included, as well as a map that geographically displays approximate points of origin for ease of

identifying potential partners. While such a system would be set up to enable people to make and modify their own arrangements, the Transportation Coordinator could also use the posted information to suggest carpool opportunities.

- b) School Transportation Coordinator contact information, including office location, phone/voicemail extension and office hours.
- c) School Bus Service Section will display existing routes, pick-up points, and arrival and departure times at the stops.
- d) Availability of Public Transit, specifically the published schedules and numbers of bus routes that can be used to access the School.
- e) Availability of Site Amenities and Services, such as preferential parking for carpools and on-site transit pass sales, which can be useful to students and/or employees seeking alternative travel options.
- f) Details of the School Trip-Reduction Program, including applicable incentives and rules.
- g) General Promotional Material on the clean-air benefits of ridesharing, and information on the importance of ridesharing.

4. School Web Page - The School will add to its website, <http://www.buckleyla.org>, a page dedicated to transportation. The page could be informative while taking care not to supply too much information that could jeopardize the security of students, parents and employees of the School. The page could offer general information on the School trip-reduction program, and offer a means by which School families and employees could sign-up for the

carpool board and/or request information on potential carpool partners by submitting an electronic request to the School via the web page.

5. Handbook Section on Transportation Program - The School will dedicate a section of its Student Handbook to describe the applicable goals, policies, and incentives of the implemented TDM strategy.

A School carpool plan structured around an incentive program could effectively serve as the key trip-reduction strategy in meeting the goals of this TDM Plan, while also adding to the School festivities enjoyed by participants. The incentive program described herein would be designed to be sufficiently rewarding to achieve this level of carpooling among School families. An example of a possible award program is one based on monthly “trip-savers” prize drawings, in which participating students/families would be eligible for prize drawings each month, and participating faculty and staff would likewise have the chance to win prize drawings. The program could be designed such that chances of winning are graded by frequency of carpool (or other acceptable mode) usage. Each of these program components are addressed in greater detail in a later section.

Table 2(a) estimates the expanded student enrollment and faculty and staff population during the AM peak hour and the anticipated inbound vehicle trips expected without the TDM Plan. Based upon empirical surveys conducted at the School, the existing student AVR of 1.84 and faculty/staff AVR of 1.02 was maintained for the purpose of projecting the anticipated future trips without the TDM Plan. These estimates use as a starting point the approximate 1.73 AVR for the School's total population, as determined from vehicle surveys conducted for the 2004-2005 school year.

Table 2(a)
Current and Projected Students and Faculty/Staff
Inbound Vehicle Trips During AM Peak Hour -- Without TDM Plan

	<u>Student Population</u>		<u>Faculty/Staff Population</u>		<u>Without TDM Plan</u>	
	Current & Projected Students Arriving During AM Pk. Hr. ^[1]	AM Pk. Hr. I/B Trips (1.84 AVR)	Current & Projected Faculty/Staff Arriving During AM Pk. Hr. ^[2]	AM Pk. Hr. I/B Trips (1.02 AVR)	Current & Projected Students & Faculty/Staff Arriving During AM Pk. Hr.	AM Pk. Hr. I/B Trips (1.73 AVR)
Total School Population: Students and Faculty/Staff						
750 student, 162 faculty/staff:	607	330	51	50	658	380
770 student, 171 faculty/staff:	627	341	60	59	687	400
790 student, 175 faculty/staff:	647	352	64	63	711	415
810 student, 179 faculty/staff:	667	363	68	67	735	430
830 student, 183 faculty/staff:	687	373	72	71	759	444

[1] Future projections assume the additional 80 students will all be arriving during the AM peak hour.

[2] Future projections assume the additional 16 faculty/staff members and 5 staff members relocated from an off-site office will all be arriving during the AM peak hour.

Table 2(b) summarizes the current and projected AVR objectives at four different stages of expanded enrollment with this TDM Plan and utilizing a carpool program only. At maximum full enrollment of 830 students, the School would need to achieve a 2.10 AVR among students, faculty and staff arriving at campus during the School's AM peak hour to achieve the goal of a five percent reduction in existing School AM peak-hour trips. Of course, the presence of larger three-plus student carpools and current busing program, which already occur now and could be encouraged through the incentive program, would still allow for some students for whom carpooling proves infeasible to be transported alone. Furthermore, this level of ridesharing would not be necessary for perhaps five years. The School, for example, could add up to 40 students, or approximately 50 percent of the proposed enrollment increase, and achieve the goal of this TDM Plan through a lower 1.97 AVR during the AM peak hour.

Table 2(b)
Estimate of Needed Student AVR
Inbound Vehicle Trips During AM Peak Hour -- With TDM Plan

Total School Population: Students and Faculty/Staff	Current & Projected Students & Faculty/Staff Arriving During AM Pk. Hr.	AM Pk. Hr. Inbound Trips	AVR Needed to Reach TDM Goal
At 750 student, 162 faculty/staff:	658	361	1.82
At 770 student, 171 faculty/staff:	687	361	1.90
At 790 student, 175 faculty/staff:	711	361	1.97
At 810 student, 178 faculty/staff:	735	361	2.04
At 830 student, 182 faculty/staff:	759	361	2.10

The purpose of Table 2(b) is to show the increasing AVRs necessary to meet the goal of the TDM Plan. The School PM peak-hour AVR will also need to be increased to achieve the five percent reduction to the existing School PM peak-hour trips.

Described next are the strategies and participant benefits that could be used to increase the existing AVR during the AM peak hour and School PM peak hour. The School may opt to introduce these incentives gradually, putting forth efforts that are commensurate to the enrollment being added to the current student population.

Strategies Targeted to Students and Parents/Guardians

1. Annual Acknowledgment via School Contract

The School will include a requirement within the School's contract signed annually by parents/guardians, that students must either ride school buses or carpool to campus with at least one other student of the School, on a regular basis with exceptions provided during extenuating circumstances approved by School administration (i.e., illness, medical appointments, etc.). Walking, bicycling and riding public transit will be accepted as alternatives to the mandatory ridesharing

clause. Furthermore, the contracts will be underscored that, without exception, student drivers must be Senior or Junior class students and carpool with at least two other Buckley students (i.e., 3-student carpools) to be granted the privilege of driving to School, and that student parking on neighborhood streets is strictly prohibited.² For normal school operations, vehicles that bring students to and from School will load and unload students only within School property and not on any adjoining streets. At the time the contract is signed, parents/guardians will be asked to indicate the travel mode their children will likely use, and to supply relevant address and cross-street information for use by the Transportation Coordinator. Students not yet incorporated into the mandatory program will also be asked to respond to this last question for use in developing transit routes.

2. Student Driver Carpool Requirement

Senior class students are currently granted the privilege of driving to School only if they carpool with at least two other students of the School. This requirement would be extended to included Junior class students (depending on the available space on-site) and the carpool threshold would be at least three Buckley students per student-operated vehicle. Preference will also be given according to carpool size, to benefit larger carpools over smaller ones. The preferred carpool parking program will be monitored through a registration process. Qualifying students are required to register their vehicles and passengers with School administration to receive a campus parking permit. The student parking permits will be monitored on a regular basis to prevent misuse of the permits. The School will limit the number

² These carpool requirements will be strictly applied to morning trips to School. Some flexibility will be allowed for afternoon trips from School, understanding that pooling arrangements will be disrupted by afterschool extracurricular activities. However, on days when students are not engaged in such activities, students and their parents will be expected to uphold their registered travel arrangement.

of student parking permits issued per calendar year based on the availability of remaining parking spaces after accounting for spaces designated to faculty, staff members, and visitors to the School. Under this program, the preferred parking spaces would be made identifiable as warranted by demand, through clearly marked signs and/or striping. As has been the policy in past years, student parking on neighborhood streets is strictly prohibited.

3. Monthly Trip-Savers Prize Drawings

This incentive could serve as the primary benefit offered to participants of the School's trip-reduction program. The School would hold a special prize drawing event each month for students (and their families) who participate in the School "trip-savers" program by carpooling to School with two or more other Buckley students, on at least a part-time basis. Students who live close to the campus and bicycle or walk would also qualify as program participants. Among the prizes that could be offered each month are:

- Computer Equipment / Computer Store Gift Certificates;
- Weekend Get-Away for Four Packages;
- Restaurant Gift Certificates;
- Movie Tickets, Concert Tickets, and/or Amusement Park Tickets;
- School Store Gift Certificates;
- Clothing Gift Certificates;
- Card Packs and/or other Collectibles;
- Television Show Screening Tickets;
- Special Campus Lunch-for-Four brought in from Local Restaurant; etc.

Because the desirability of the prizes may differ by student or grade level, the School may offer a menu list of prizes per drawing or per month from which the winners of the drawings could choose.

This incentive would likely be implemented in a manner that would link the probability of winning with frequency of carpooling. This could be done, for example, by posting monitors near the campus driveway on three randomly selected days per week, to check-off on a log those students who arrive or depart within an eligible carpool. Every three to four checkmarks received by a student that month could then equate to a ticket entry into that month's drawing.

Larger (4+ Student) carpools could be encouraged and rewarded by: a) issuing two checkmarks per monitoring period; and/or b) setting the values of each month's raffled prizes so that a student who typically participates in a larger carpool receives more of the prize won (e.g., a higher gift certificate value) than would a student who typically participates in a three-student carpool.

Strategies Targeted to Faculty and Staff

1. Adjustable Work Hours – To facilitate carpooling among School employees, the School may allow staff members (and faculty members when possible) to permanently adjust the start and end times of their daily work schedule. Such adjustments would only be allowed upon the approval of the appropriate supervising administrator and/or School Principal, and only if needed to be able to carpool to campus with another School employee on a full time basis (i.e., at least three days per week).
2. Emergency Ride Home Program – Free taxi service may also be offered to employees in need of a ride home due to a daytime emergency or unexpected overtime. Again, this service will be extended to only those faculty and staff members who carpool with another person from the School, ride public transit, bicycle or walk to campus at least three days per week. Eligible employees will be limited to six emergency rides per academic year.

3. Monthly Trip-Savers Prize Drawing – Somewhat mirroring the incentive described previously for students, the School could also hold a special prize drawing each month for faculty and staff who commute to the School via carpool with another School employee, or by other approved trip-saving methods. Employees would receive a ticket entry for each day of trip-saving behavior to increase the probability of winning for employees who use alternative modes frequently yet still encourage and reward part-time participation. As with the student incentive, faculty and staff could also be given extra credit for participating in larger carpools.
4. On-Site Public Transit Pass Sales – Upon request, the on-site Transportation Coordinator will order MTA bus passes that employees need to purchase for their commute to campus. It should be noted, however, that the viability of public transit as a travel alternative is limited by the fact that the nearest public transit stops to the campus are over a half-mile away on Ventura Boulevard and some of the adjacent streets do not have sidewalks. The stops along Ventura Boulevard are presently served by several Metro bus routes, including Metro Rapid Line 750, and Metro Routes 150-240 and 158.

Finally, it should be noted that the School will continue to utilize buses to transport students, faculty and staff to athletic competitions and other School events, so as to mitigate the vehicle trips that would otherwise be generated.

Strategies Targeted to both Students/Guardians and Faculty/Staff

1. Preferred Parking for Student and Employee Carpools

The School will maintain its ongoing preferred parking program for students and employees who carpool to campus with at least two other School employees or students on a full-time basis. The preferred parking spaces would be clearly

marked with signs, and for faculty and staff are offered in a number sufficient to meet demand for them. Employees who do not carpool will generally park further away from project buildings. The preferred parking program will be modified to provide an increased benefit to larger carpools and to improve monitoring and control of this amenity. First, the most preferred of the designated carpool parking spaces will be issued to the largest carpools. Second, numbered permits, which must be displayed while parked in the designated spaces, are issued to carpools that register their vehicles and passengers with School Administration. Each parking permit shall designate the specific parking space that the permit is valid for. In addition, the permit shall be displayed on the front of the vehicle (eg. by dashboard placard or mirror hanger) and clearly discernible from outside the vehicle.

2. Bicycle Facilities

The School currently provides a bicycle rack that is able to hold up to 12 bicycles. This number will be increased should demand ever warrant. Amenities such as on-site clothes lockers and showers are also available at the athletic field house and the boys and girls athletic locker rooms for students and employees who bicycle to campus.

Described next is the second major trip-saving approach – one that focuses on a comprehensive student busing program.

B. Student Busing Program Strategy

A comprehensive student busing program by the School would serve as the other key trip-reduction strategy in meeting the goals of this TDM Plan. The School is highly committed to student busing as a key trip-reduction strategy. To operate such a

service, the School would need to continue its contract with a licensed school bus provider, such as Tumbleweed Transportation and find ways to encourage and increase student bus ridership and route reconfiguration based on student population.

For the 2005-2006 academic school year, approximately 115 students enrolled in the School bus service which amounts to approximately 15 percent of the student population. An additional 300 daily bus passes were sold during that school year for one-way trips. As part of this service, the School will continue to offer a “late bus” service provided at 5:30 PM for middle and upper school students participating in after-school activities. A daily ridership of approximately 33 percent of the total student population would ultimately be needed for this program to meet the TDM goal on increased student busing alone. However, the School will be able to achieve the goal of this TDM Plan with a lower bus ridership if other trip-saving methods such as carpooling are used in combination with busing. The School will continue to give priority to students contracted to utilize the bus service on a full-time round-trip basis and only sell one-way daily bus passes to students based on the availability of remaining open seats, if any.

The eight routes that may be successfully maintained, given the current distribution of the student population, are:

- Route Option 1: Pacific Palisades/Brentwood/Bel Air Estates/Sherman Oaks
- Route Option 2: Los Angeles/Beverly Hills
- Route Option 3: Coldwater Canyon/Summit/Deep Canyon
- Route Option 4: Westwood/Beverly Glen
- Route Option 5: Los Angeles/Hancock Park
- Route Option 6: Studio City
- Route Option 7: Woodland Hills/Tarzana/Encino
- Route Option 8: Calabasas/Northridge

Calculated in Table 3(a) is the level of student participation in the new service that would be needed at three different stages of expanded enrollment to achieve the goal of this Plan.

Table 3(a)
Estimate of Needed School Bus Ridership

	<u>Students Added To 750 Enrollment</u>	<u>Expected Increase in Faculty/Staff</u>	<u>Total Increase in Population</u>	<u>Existing Student Population Enrolled in Bus Service</u>	<u>5% of Existing Vehicle Trips (AM Peak Hour + PM Peak Hour)</u>	<u>Future Student Population Enrolled in Bus Service</u>	<u>Percent of Students Needed on School Bus Service</u>
At Enrollment of 750:	0	0	0	115	---	115	15.3%
At Enrollment of 770:	20	9	29	144	57	201	26.1%
At Enrollment of 790:	40	13	53	168	57	225	28.5%
At Enrollment of 810:	60	17	77	192	57	249	30.7%
At Enrollment of 830:	80	21	101	216	57	273	32.9%

As shown in Table 3(a), a daily bus ridership of approximately 33 percent of the student population, or 273 students, would be needed when the campus reaches the maximum enrollment of 830 students to achieve the goals of a 40 percent reduction in project-related daily trips, and a five percent reduction in existing AM and School PM peak-hour trips on its own. This total bus participation level of approximately 33 percent would be a realistic goal for the School due to several key reasons.

This goal is one the School will have as much as five years to attain, as lower ridership levels would suffice for the interim years before the full enrollment level is reached. The School, for example, could add the first one-quarter (20 students) of its proposed enrollment increase and achieve its trip-reduction goals through a total bus ridership of approximately 26 percent (11 percent new riders plus 15 percent existing riders). Recall that these percentages also assume that all of the School's trip-reduction needs will be addressed by the School busing program, alone. The School may ultimately implement a reduced-scale version of this program in conjunction with one of the carpool strategies introduced previously.

Table 3(b) is an example breakdown of the required student participation by grade level necessary to achieve or exceed the 33 percent student bus ridership by the School's future maximum student enrollment of 830 students.

Table 3(b)
Sample School Bus Ridership
At Maximum Enrollment of 830 Students

Grade Level	Enrollment	% Student Participation	No. of Student Bus Ridership
Lower School:			
Kindergarten	42	20%	8
1st Grade	42	20%	8
2nd Grade	42	20%	8
3rd Grade	44	30%	13
4th Grade	44	30%	13
5th Grade	44	30%	13
Subtotals:	258 (Max.)		63
Middle School:			
6th Grade	52	50%	26
7th Grade	80	50%	40
8th Grade	80	50%	40
Subtotals:	212 (Max.)		106
Upper School:			
9th Grade	90	35%	32
10th Grade	90	35%	32
11th Grade	90	35%	32
12th Grade	90	10%	9
Subtotals:	360 (Max.)		105
Total:	830		274

With a student bus ridership participation rate of 20 to 30 percent for lower school students (Kindergarten through 5th grade), 50 percent for all middle school students (6th, 7th and 8th grades), and a combination of 35 percent and 10 percent for the upper school students, the total number of student bus ridership will be approximately 274 students, which amounts to approximately 33 percent of the future maximum enrollment of 830 students. The School currently provides two 48-seat buses and six 32-seat

buses for a total actual capacity of 288 seats available on the eight routes previously listed. With a 33 percent student bus ridership, the buses would be running at approximately 95 percent of the existing capacity with sufficient room for increased busing needs in the future program, while permitting students to purchase one-way daily bus passes for the remaining open seats. More detailed information on the future student population is needed to fully determine whether these existing routes will be sufficient to accommodate the future student population.

Below are several key strategies the School could pursue to further increase the attractiveness and usefulness of the student bus service:

- A Presentation by School administrators and the transportation provider prior to initiation of the increased participation level in the School busing program. The purpose would be to introduce School families to the service provider, their credentials, and the bus vehicles that would be used; to discuss the procedures of the new service; and to answer general questions and concerns School families may have about using the service.
- Locate Parent Volunteers to serve as bus stop chaperones and thereby offer an added safety measure to the program.
- Encourage School Staff to use School Bus Service, provided that there are open seats available on the desired bus route.
- Allow School Staff to Permanently Adjust Their Daily Work Schedule upon the approval of their supervising administrator and the School Principal, if needed to be able to use the School bus service to commute to and from the campus on a full-time basis.

- Add to Buckley School's Website, a page dedicated to transportation that offers general information about the student busing program, while taking care not to supply specifics that could threaten the security of School families. The page could be designed such that School families may submit a direct request for more specific routing information via email or regular mail within a specified timeframe (i.e., within one working day).

C. Busing and Carpooling Combination Strategy

By combining the busing program and carpooling strategies previously described, the School would also be able to successfully achieve the goal of this Plan. The example in Table 4 provides a detailed summary of various categories of travel modes that could be utilized for the School to generate no project-related trips during the morning peak hour and reduce existing trips by five percent during the AM peak hour. Different combinations of student travel modes would also be possible to achieve these reductions. For example, if more on-site parking spaces were assigned to Senior or Junior class students, more three-student carpools would be able to arrive on campus and fewer parent-operated vehicles may be necessary. Similarly, various combinations of the busing program and carpooling strategies could be implemented during the School PM peak hour to achieve the goals of a 40 percent reduction in project-related daily trip generation, and a five percent reduction in existing School PM peak-hour trips.

Table 4
Projection of AM Peak Hour Vehicle Trips
School Year at Maximum Student Enrollment

	With TDM Plan		Average	
	During AM Peak Hour		Vehicle	
			Ridership	
<u>Projected Assumptions For Students</u>	<u>Students</u>	<u>Inbound Vehicle Trips</u>		
Maintain higher bus ridership for student population.	115	4		
Seniors and/or Juniors drive 3-student carpools.	96	32		
2% of total student population are assumed to walk/bike.	16	0		
Students arrive in 2-student, parent-operated carpools.	410	205		
Remainder of students arrive alone in parent-operated vehicles.	50	50	Students:	
Total for Students [a]:	687	291	=	2.36 AVR
<u>Projected Assumptions for Faculty/Staff</u>	<u>Faculty/Staff</u>	<u>Inbound Vehicle Trips</u>		
Faculty/staff arrive in two-person carpools.	4	2		
Remainder of faculty/staff arrive as drive-alone.	68	68	Faculty/Staff:	
Total for Faculty/Staff [b]:	72	70	=	1.02 AVR
Projected Total for Entire School Population [a+b]:	759	361	TDM Goal:	
			2.10 AVR	
		↓		
2004-2005 Yr. Traffic Count, or "Current", Inbound Vehicle Trips in the AM Peak Hour:		380		
Difference (Projected Savings over Current):		-19		

It should be noted that approximately 22 percent of the projected maximum student population ($830 \times 22\% = 183$ students) was assumed to participate in bus ridership in Table 4. Of the 183 students projected to utilize the bus, it was assumed that the same proportion (62.7%, or 115 students) as those currently arriving during the peak hour will continue to arrive during the peak hour in the future. As noted previously in Table 2(b), the proposed increase in the School population (maximum of 80 students and 21

faculty/staff) was conservatively estimated to all arrive during the AM peak hour. Since the goal of this Plan is focused on student-based efforts, the faculty and staff travel behavior is maintained at the existing AVR of 1.02 while the student based AVR is projected to increase from 1.84 to 2.36 during the morning peak hour. Collectively, in order for the School to achieve the goal of this Plan, at a minimum, it will need to achieve a morning peak-hour AVR of 2.10. As previously mentioned, to achieve the goals of a 40 percent reduction in project-related daily trip generation, and a five percent reduction in existing AM and School PM peak-hour trips, the School will also need to increase the AVR during the School PM peak hour.

TDM Plan Monitoring & Enforcement

As a project Condition of Approval, the School will submit an annual Compliance Report to the Los Angeles Department of Transportation (LADOT), which details the results of driveway traffic counts as they relate to the School's vehicle trip ceilings of 2,770 daily trips, 667 AM peak-hour trips and 421 School PM peak-hour trips, which represent both mandatory and voluntary trip reductions. The School will hire a licensed traffic engineer to conduct trip generation counts at the School during the fall of each year and will submit a Compliance Report to LADOT before the end of November of the same year. The annual reporting will begin the first academic year in which the School increases enrollment beyond the current level of 750 students.

All reported volumes will be based on one consecutive three-day average (Tuesday through Thursday) of traffic counts conducted at the campus driveways. The counts will be conducted during a typical school week void of national or other significant school holidays, or scheduled school special events. The monitoring program will demonstrate whether the School is in compliance with the trip ceilings.

In the event the School exceeds its trip ceilings, the School will conduct new trip generation counts and submit a spring Compliance Report before the end of April of that same year. As required by LADOT in their Revised Traffic Assessment for the Buckley School Expansion at 3900 Stansbury Avenue³, if the School is not in compliance with the trip ceilings according to the spring Compliance Report, the School will be required to pay a \$1,000 penalty to the City of Los Angeles for each AM peak-hour or School PM peak-hour trip that the School generates in excess of its trip ceilings, or reduce the student enrollment for the following academic year an amount equal to the total number of AM peak-hour and School PM peak-hour trips exceeded during the previous Compliance Report. The student enrollment reduction will be calculated using count data from its most recent Compliance Report. After the first annual Compliance Report, however, the School will be given a one year grace period to adjust the TDM program and demonstrate compliance with the AM peak-hour and School PM peak-hour trip ceilings through the second Compliance Report, before the monetary penalty or student enrollment reduction take effect.

Required annual reporting to LADOT will end once the School has demonstrated compliance with the trip ceilings for five consecutive years, at the proposed “full enrollment” of 830 students. If the School elects to maintain a level of enrollment above the current 750 students but below the proposed full enrollment of 830, the School may notify LADOT of its decision to do so. In this case, the School will be released of annual reporting if it demonstrates compliance at this level for five consecutive years. Prior to increasing enrollment above this level, the School will notify LADOT and the annual

³ Revised Traffic Assessment for the Buckley School Expansion at 3900 Stansbury Avenue, October 18, 2006, and Revised Traffic Assessment for the Buckley School Expansion at 3900 Stansbury Avenue, June 11, 2007, Los Angeles Department of Transportation (LADOT). (Note: Per verbal acknowledgement from LADOT regarding a typographical error, the correct date for the letter assessment is July 11, 2007.)

monitoring and reporting program will continue as provided herein.

Additional information on the traffic count methodology, reporting procedures, and related TDM Plan amendment provisions included as part of this annual reporting element is supplied in Appendix A as part of the School's overall Transportation Monitoring Plan.

APPENDIX A

TRANSPORTATION MONITORING PLAN

APPENDIX A

TRANSPORTATION MONITORING PLAN

The following outlines the Transportation Monitoring Plan for the proposed Buckley School Traffic Mitigation and Campus Enhancement Plan. This monitoring plan is separated into levels based on the responsible agency and the timing of the monitoring tasks, to give clear monitoring and enforcement responsibilities to the appropriate parties. Full implementation of this plan would be initiated upon City approval of the project, largely as part of the School's TDM Plan.

1. Agency: School Administration

Time Period: Prior to Each School Year and Ongoing

- a) Each student will be required to register their travel mode(s) to and from the School. Those students who have not yet made arrangements will be assisted in selecting an Acceptable Mode. No student's registration will be deemed complete until an Acceptable Mode has been selected and an agreement to abide by the TDM Program has been signed by their parent or guardian.
- b) Students will be allowed to change their travel modes only if a) they register a new Acceptable Mode, and b) any other affected students (e.g., other participants in the same carpool) also remain registered in an Acceptable Mode.
- c) A single vehicle identification permit will be issued to all registered carpools. A walk-in permit will be issued to students living within walking distance who register for that mode. Some flexibility to this requirement may be considered on a case-by-case basis by the School, but only if the requirement is deemed

to impose an undue hardship (i.e., disabled students). Students registered to use the School's bus system will not require permits.

- d) School administration shall implement a TDM program designed to reduce project-related trips during the AM peak hour by at least 75 trips, resulting in no increase to the existing AM peak-hour trip generation level, and to reduce the project-related trips during the School PM peak hour by at least 4 trips. Although not required as mitigation, the TDM program shall also reduce the project-related daily trip generation of 278 vehicle trips by at least 40 percent (i.e., a minimum of 111 trips), and shall reduce existing School-related trips by five percent during both the AM peak hour and the School PM peak hour, to be phased in over a three year period. Such a TDM program shall focus on student carpooling, bus service, and/or other measures that reduce vehicle commute trips to the campus based upon an established baseline developed in conjunction with LADOT.

2. **Agency:** Driveway Traffic Monitors

Time Period: Each School Day, During Student Arrival and Departure Periods

- a) Each motorized vehicle (excluding School vehicles) entering the site and each student walking into the site will be checked for a permit each morning. Any student arriving by vehicle or walking into the site who does not have an appropriate permit will be required to report directly to a designated member of the School's administration. A record shall be kept of all such violations, and students shall be subject to appropriate disciplinary measures as discussed on page A-3 as a responsibility of the School administration.
- b) Students arriving by School vehicle or by bicycle shall be exempted from showing a permit.

- c) The Driveway Traffic Monitors shall also monitor the length of vehicle queues formed during student pick-up and drop-off periods. In the unlikely event that standing queues begin to extend beyond the front gate, the monitors shall direct the queues into appropriate holding areas entirely within the School grounds, i.e., new parking facility.

3. **Agency:** School Administration

Time Period: Ongoing

- a) The School administration shall maintain a log at all times of each covered student, their travel mode and any violations of the School's TDM policy.
- b) The School shall designate a Community Liaison and notify a list of neighbors agreed upon with the Sherman Oaks Homeowners Association (SOHA), including all homes on Stansbury Avenue, by August 15 of each year, stating the name and telephone number of the School representative to contact in the event of traffic, parking, construction, noise, trash can removal or other issues. All reported violations shall be recorded in a log and investigated. Appropriate disciplinary actions shall be taken by the School administration if actual violations are found to have occurred. A record shall be kept of all such violations, and that student shall be subject to strict progressive disciplinary measures, as follows:
 - 1). Warning for the first violation;
 - 2). Detention for the second violation;
 - 3). Suspension and/or suspension of driving privileges for the third violation and thereafter;
 - 4). Expulsion for extreme cases.

Parents/guardian found to be in violation will receive a warning call from the Head or Assistant Head of the School and repeated violations will result in the termination of the student contract for the following academic school year.

Employees found to be out of compliance with the School's transportation, traffic and parking rules will also be subject to disciplinary action deemed appropriate by School administration.

- c) The administration will organize a task force of School personnel to conduct "sweeps" once per week of both the campus parking and the adjacent neighborhood streets. The purpose of the parking lot sweeps will be to ensure that only student vehicles that are registered with the Transportation Coordinator as transporting 3-student carpools are parked on campus, and that faculty/staff are properly observing the School's preferential carpool parking program. The purpose of the neighborhood sweeps will be to ensure that none of the School's students, faculty or staff are parking on the adjacent neighborhood streets while at class or at work. The School will maintain a log indicating the dates on which the parking sweeps are conducted and any violations observed to the preferred parking space restrictions and street parking prohibition.

This program will operate in conjunction with those mentioned previously. As part of this program, all School personnel will be required to register their vehicle license plate numbers with School administration and affix general School stickers to their vehicles. Likewise, parents of School students will be asked to register the license plate numbers of vehicles operated by their students at the time annual School contracts are signed. Parents of students and faculty/staff members who acquire a new vehicle during the school year will also be required to register the new vehicle with the School administration prior to driving it to/from campus.

4. **Agency:** School Administration

Time Period: Annually Each Fall

- a) The School will monitor and report on trips generated by the School during a typical day (i.e., 7:00 AM to 8:30 PM). All reported volumes will be based on one consecutive three-day average (Tuesday through Thursday) of traffic counts conducted at the campus driveways. The counts shall be conducted during a typical School week void of national or other significant School holidays, or scheduled School special events. The monitoring program will demonstrate whether the School is in compliance with the 2,770 daily, 667 AM peak-hour and 421 School PM peak-hour trip ceilings. Over the same three-day period, monitoring shall also be kept to confirm that no vehicles were queued on-street during the morning student drop-off and afternoon student pick-up periods.
- b) Submit a Compliance Report to LADOT before the end of November of the same year, starting the first school year that an increase in enrollment beyond the current 750 students is used. The traffic counts must be conducted and the reports prepared by a professional traffic engineering company contracted by the School and mutually agreed upon by LADOT. Required reporting shall end once the School has demonstrated compliance with the trip ceilings for five consecutive years at “full enrollment” or other designated enrollment levels, until such time that enrollment is again increased towards the 830-student maximum enrollment.

The annual Compliance Report shall contain the following information:

- A summary of the registered modes for the beginning of the Fall term and the student enrollment for that year;

- The average number of total vehicles entering and exiting the campus during the School day between 7:00 AM and 8:30 PM;
- The average number of vehicles entering and exiting the campus during the single hour between 7:00 AM and 9:00 AM with the highest volume;
- The average number of vehicles entering and exiting the campus during the single hour between 2:30 PM and 4:30 PM with the highest volume;
- If the average number of vehicles entering and exiting the campus exceeds the trip ceilings, additional TDM measures will be implemented to reduce trips to no more than the trip ceilings.
- Observed occasions, if any, of vehicle queue lengths on-street during the morning student drop-off and afternoon student pick-up periods.
- Observed incidents of street parking by School students, faculty and staff, as logged on a weekly basis.

The annual Compliance Report shall be submitted to LADOT by either November 30th of each academic school year following project approval until the fifth consecutive year at maximum enrollment. The School may discontinue conducting the vehicle counts and issuing the annual Compliance Report if total AM peak-hour and School PM peak-hour trips remain at or less than the trip ceilings after the fifth consecutive year at full enrollment.

Discontinuation of the annual monitoring counts and report shall not relieve the School of the obligation to implement the then approved TDM program or to keep logs of registered modes and violations, daily gate closure times, and neighborhood parking sweeps.

- c) The School will provide notification to LADOT when enrollment will be increased above any established interim level at which the School gained temporary release from the required annual monitoring reports.

5. **Agency:** LADOT

Time Period: Annually

- a) Within 30 days of receiving the annual Compliance Report, LADOT shall complete its review and determine whether the School has not exceeded its AM peak-hour and School PM peak-hour trip ceilings. If the School is not in compliance with these trip ceilings, then LADOT shall determine whether the additional TDM measures listed in the annual Compliance Report are likely to result in the AM peak-hour and School PM peak-hour trip ceilings not being exceeded. If LADOT determines that the measures are not likely to be sufficient, then it shall require a redraft of the report to contain additional and/or more effective measures.
- b) Issue “warning of noncompliance” to the School if a report is not received by November 30th of each year, allowing the School 30 school days (i.e., exclusive of holiday breaks) to submit a report.
- c) The School may from time to time, within or outside of its annual Compliance Reports, request substitutions, modification, or deletions be made to its TDM Program elements. If LADOT, in its reasonable discretion, determines that such substitutions, modifications, or deletions are likely to still maintain vehicle trips at or below the trip ceilings, it shall grant the request. LADOT may make the granting of such a request subject to the annual Compliance Report showing up to five successive years of compliance by the School following implementation of the substitution or deletion, even if this requires the extension or reinitiation of the monitoring program.

Definitions

Acceptable Mode -- A mode of transport for students traveling to campus prior to the start of each daily school session which produces less than 0.5 inbound vehicle trips per student. Acceptable Modes shall include, but are not limited to, parent/guardian-driven carpools with two or more students, student-driven carpools with three or more students, public transit, the school student bus system, bicycling and walking. Specifically, modes excluded are parent/guardian-driven vehicles with one student or student-driven vehicles with one or two students. Appropriate allowances may be made by School administration for disabled students, carpools with one or more students temporarily absent, and/or extenuating circumstances where student participation in any Acceptable Mode is deemed infeasible.

AM Peak Hour Trips -- The average over a three-weekday period of all motorized vehicle trips, including School vehicles and automobiles driven by parents/guardians, students and staff but excluding bicycles, which enter and exit the campus during the four consecutive 15-minute periods between 7:00 AM and 9:00 AM with the highest traffic volume.

Annual Compliance Report -- Reports produced in accordance with Section ____ which are used to determine compliance with the daily, AM peak-hour, and School PM peak-hour trip ceilings.

LADOT -- The General Manager of the City of Los Angeles Department of Transportation or his/her designee, or his/her successor or their designee.

Project Approval -- Approval of CUP ____.

School -- The educational facilities permitted to operate under CUP _____, whether those facilities are operated by the Buckley School as its Stansbury Campus or under another name or by its successor in interest.

School PM Peak Hour Trips -- The average over a three-weekday period of all motorized vehicle trips, including School vehicles and automobiles driven by parents/guardians, students and staff but excluding bicycles, which enter and exit the campus during the four consecutive 15-minute periods between 2:30 PM and 4:00 PM with the highest traffic volume.

School Vehicle -- Vehicles owned or operated by the School, or operating under contract to the School, for transporting multiple students.

TDM Program -- The set of measures designated to be implemented to maintain vehicle trip generation at existing levels by the Covered Students as approved by LADOT.

APPENDIX 4 - TREE REPORT

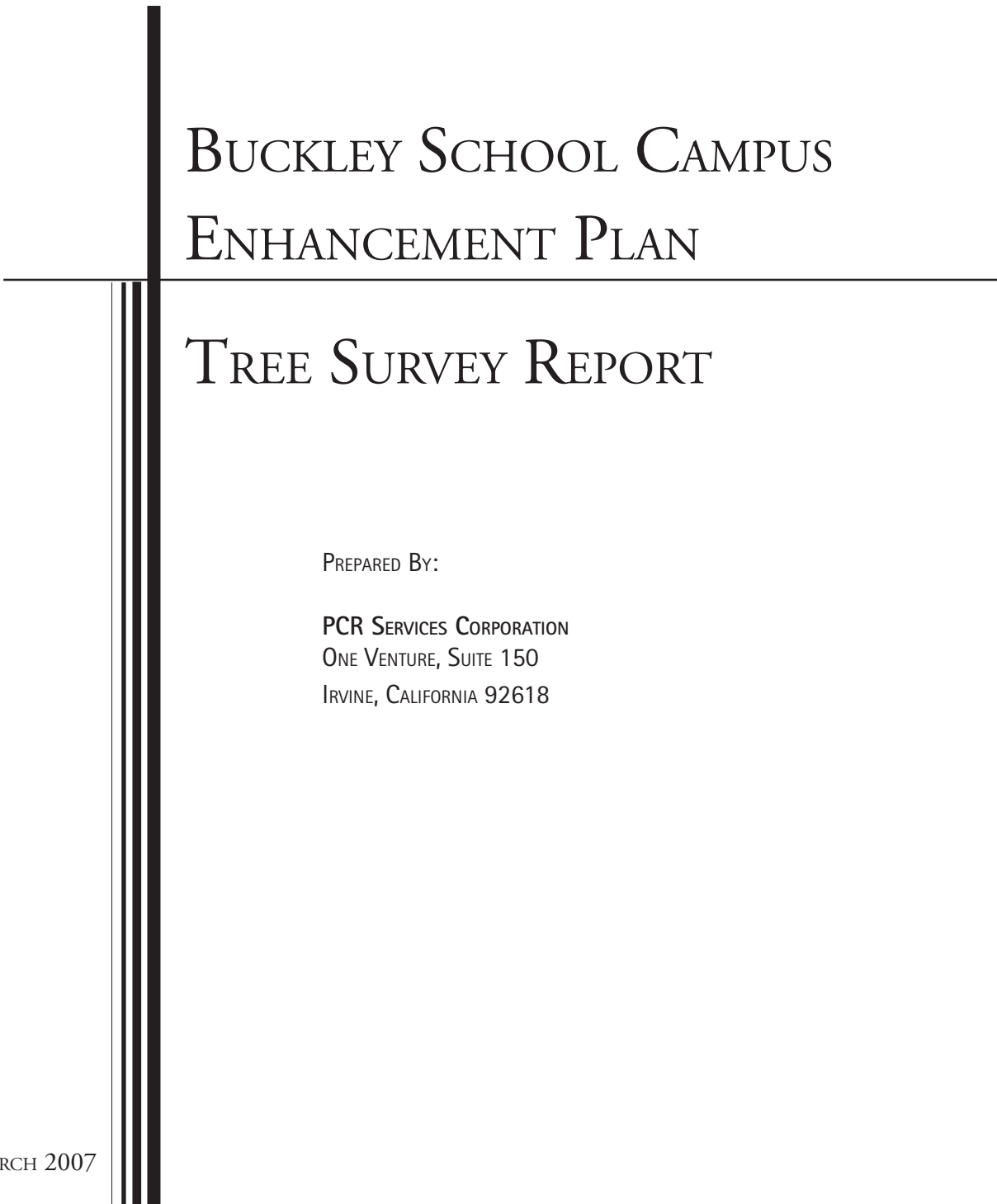


BUCKLEY SCHOOL CAMPUS ENHANCEMENT PLAN

TREE SURVEY REPORT

MARCH 2007





BUCKLEY SCHOOL CAMPUS ENHANCEMENT PLAN

TREE SURVEY REPORT

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MARCH 2007

TABLE OF CONTENTS

	<u>Page</u>
1.0 INTRODUCTION.....	1
2.0 EXISTING SITE CONDITIONS	1
3.0 METHODOLOGY	7
4.0 RESULTS	9
5.0 IMPACTS	9
6.0 RECOMMENDATIONS AND MITIGATION MEASURES	10
7.0 CONCLUSIONS	13
8.0 REFERENCES.....	14
 APPENDIX A: TREE SURVEY	
 APPENDIX B: IMPACTS TO ORDINANCE PROTECTED TREES	

LIST OF FIGURES

	<u>Page</u>
Figure 1 Regional Map	2
Figure 2 Vicinity Map	3
Figure 3 Site Photographs.....	5
Figure 4 Site Photograph	6
Figure 5 Tree Location and Impacts Map	10
Figure 6 Tree Photographs	11

LIST OF TABLES

	<u>Page</u>
Table 1 Tree Inventory.....	7
Table 2 Impacts to Trees.....	13

**TREE SURVEY REPORT
FOR THE BUCKLEY SCHOOL CAMPUS ENHANCEMENT PLAN
SHERMAN OAKS, CITY OF LOS ANGELES, CALIFORNIA**

1.0 INTRODUCTION

This report presents the results of a tree survey conducted by PCR Services Corporation (PCR) for the Buckley School project site (Site). The Site consists of approximately 18.35 acres located south of Ventura Boulevard, east of Beverly Glen Boulevard, north of Mulholland Drive, and immediately west of undeveloped land owned by the Santa Monica Mountains Conservancy (refer to Figure 1, *Regional Map*, on page 2 and Figure 2, *Vicinity Map*, on page 3). The Site can be found on the United States Geological Survey (USGS) 7.5-minute Van Nuys topographic quadrangle map within Section 22, T. 1 N., R. 15 W., as shown in Figure 2.

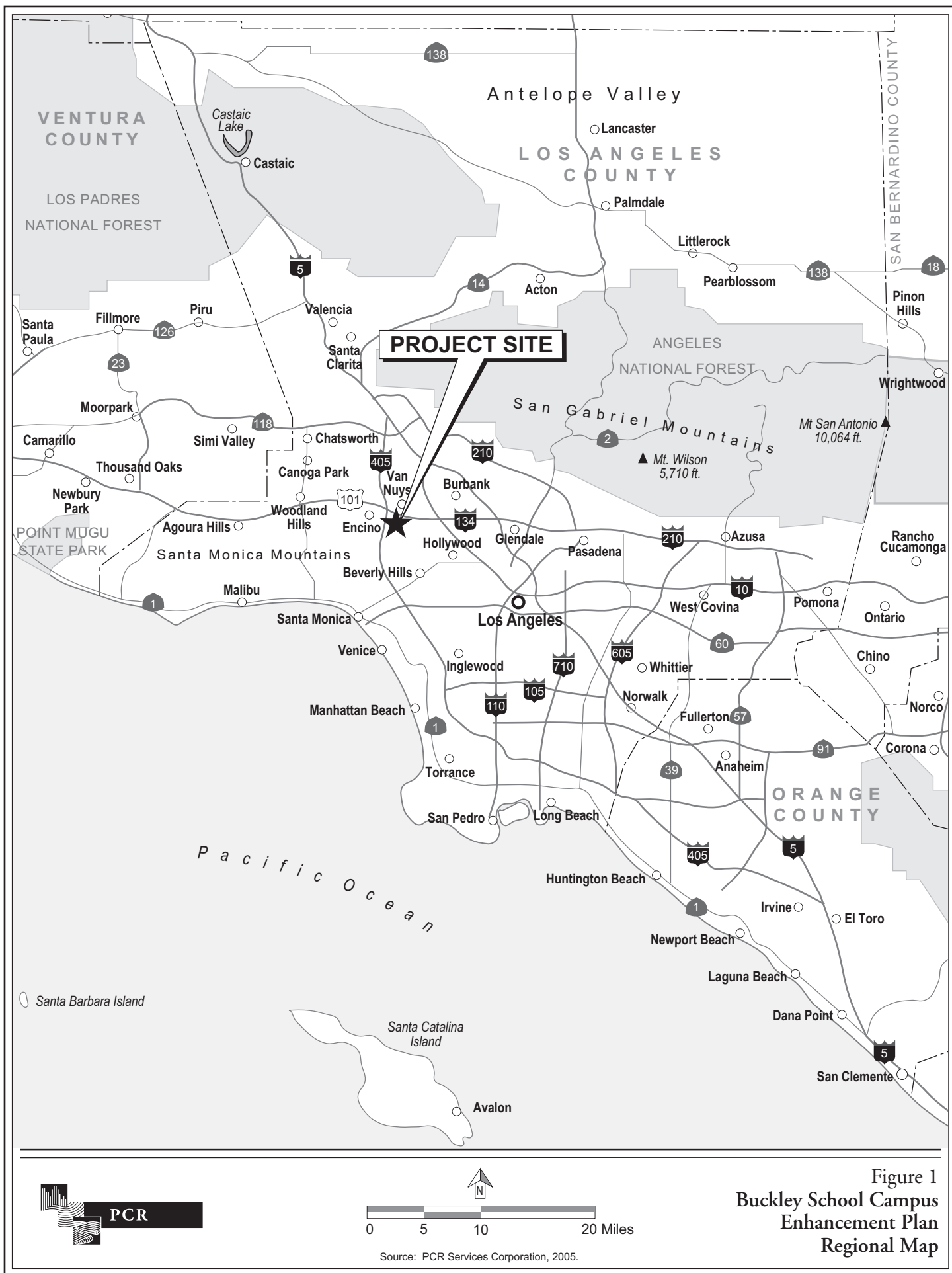
The Buckley School proposes to enhance its existing campus through implementation of the Buckley School Campus Enhancement Plan. The project addresses the needs of existing and future programs offered within the campus, including the provision of adequate teaching space for all educational levels, specialty teaching spaces, and multipurpose spaces for educational gatherings that cannot occur in a standard classroom. Included within the project are circulation and queuing improvements, increased parking within a new enclosed parking facility, the demolition of six buildings, construction of five new/replacement buildings, additions to and renovation of one existing building, and renovation of several existing buildings.

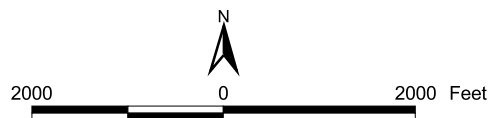
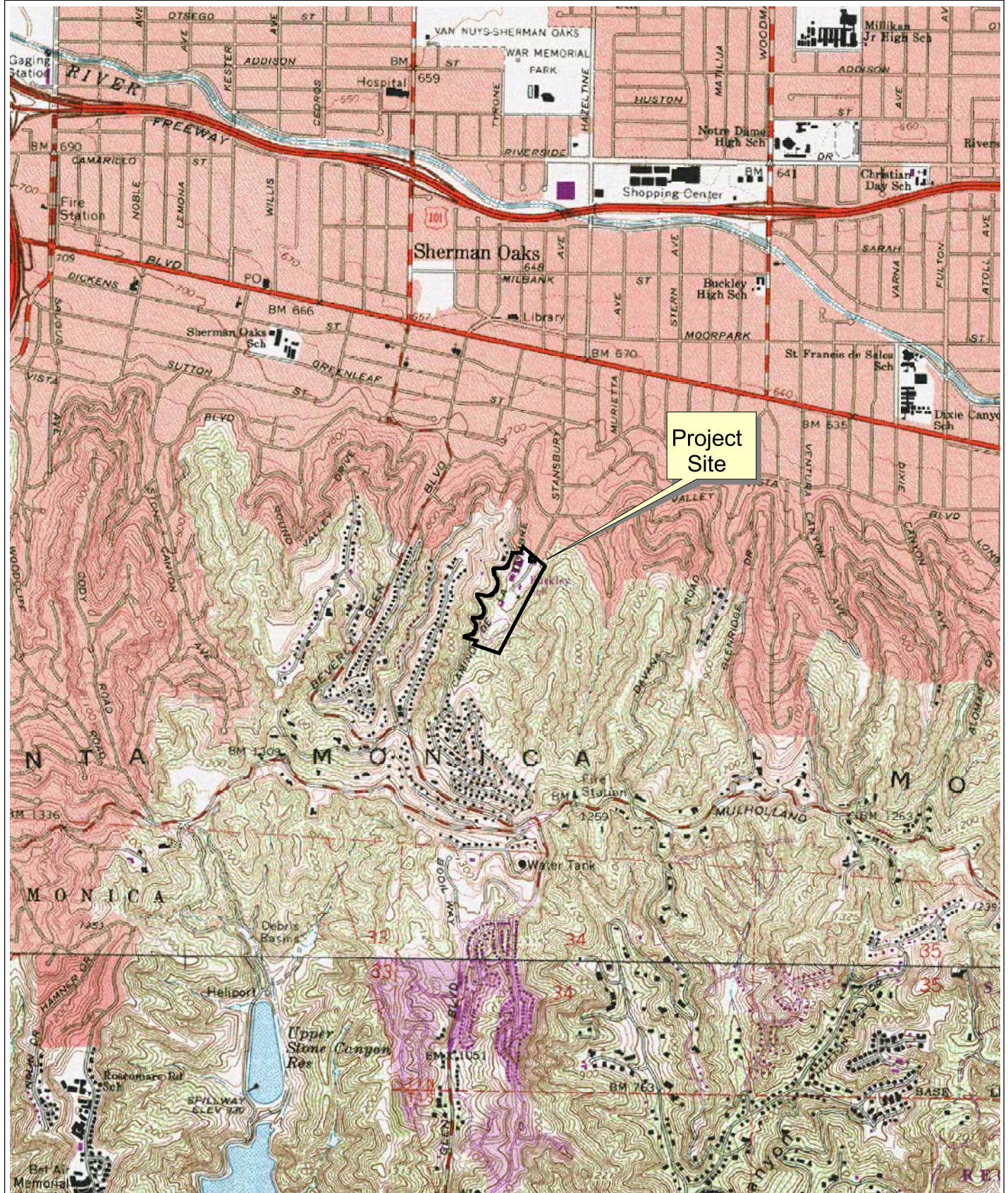
This report has been prepared in accordance with the recently amended City of Los Angeles Native Tree Ordinance (Ordinance No. 177404) as well as the accepted scientific and professional standards of the International Society of Arboriculture (ISA) 9th Edition Guide for Plant Appraisal (ISA 2000). The scope of this tree survey encompasses the methods, survey results, mitigation recommendations, and conclusions for the trees located within the tree survey area.

2.0 EXISTING SITE CONDITIONS

The Site encompasses approximately 18.35 acres located within the community of Sherman Oaks in the City of Los Angeles.¹ The Site is situated within a canyon on the north side

¹ The Buckley School also owns a 12.6-acre non-contiguous parcel of land to the south of the campus. Development is not proposed in this area under the project.





Source: USGS Topographic Series (Beverly Hills, Van Nuys, CA);
PCR Services Corporation, 2005.

Figure 2
Buckley School Campus
Enhancement Plan
Vicinity Map

of the Santa Monica Mountains. Additionally, the southernmost portion of the Site lies within the Mulholland Scenic Parkway Specific Plan area, specifically within the “Outer Corridor,” as defined by the Mulholland Scenic Parkway Specific Plan. The Site is located at the terminus of a residential neighborhood on Stansbury Avenue. Surrounding uses to the north and west consist of single-family residential uses, and to the east and south is the 44-acre Fossil Ridge Park owned by the Santa Monica Mountains Conservancy (see Figure 2). The fully operational elementary through high school campus was originally founded in 1933 and moved to its current location in the late 1960s. With buildings constructed through the late 1970s, the Buckley School campus presently includes approximately 99,150 square feet of building area, 214 surface parking spaces, and various natural plantings and non-native landscaping (refer to Figure 3, *Site Photographs 1, 2, and 3*, on page 5 and Figure 4, *Site Photograph 4*, on page 6). Existing development in the immediate area thus includes the school, consisting of academic buildings, roads, parking lots, an athletic field and associated campus facilities, as well as private residences along Camino de la Cumbre immediately west of the Site. The topography of the Site generally slopes upward toward the south, with elevations ranging from approximately 750 feet above mean sea level (MSL) along the lower margin of the property to over 900 feet above MSL to the south. A number of small ephemeral drainages exist on-site that are ultimately tributary to the Los Angeles River, a cement-lined USGS-designated blue-line stream located about one mile north of the Site.

The canyon slopes within and surrounding the Site are dominated by California walnut-coast live oak woodland totaling approximately 4.9 acres. This community conforms to Sawyer and Keeler-Wolf’s description of California walnut series, and to descriptions contained in Holland for walnut woodland (Element Code 71210) and coast live oak woodland (Element Code 71160). Dominant species found in this community within the Site include California walnut (*Juglans californica* var. *californica*) and coast live oak (*Quercus agrifolia*) in the tree canopy; scrub oak (*Q. berberidifolia*), toyon (*Heteromeles arbutifolia*), Mexican elderberry (*Sambucus mexicana*), sugarbush (*Rhus ovata*), and lemonadeberry (*R. integrifolia*) in the shrub layer; and an understory consisting of leaf litter, black mustard (*Brassica nigra*), brome grasses (*Bromus madritensis* ssp. *rubens* and *B. diandrus*), fuchsia-flowered gooseberry (*Ribes speciosum*), phacelia (*Phacelia* sp.), and giant wild rye (*Leymus condensatus*). The canopy cover ranges from 70 to 90 percent cover. In general, the community appears to be very mature and the understory is very open (Table 1, *Tree Inventory*, on page 7).

Larger areas of landscaping, totaling approximately 1.0 acres, within the developed portions of the Site have been identified as ornamental landscaping. These areas are dominated by a variety of non-native plantings that are used for fuel modification and aesthetic purposes within the campus setting (refer to Table 1). The remaining 1.70 acres of the site have been mapped as California walnut-coast live oak woodland/ornamental (approximately 0.6 acre), ornamental landscaping (approximately 1.0 acre), non-native grassland (approximately 0.1



Photograph 1: Looking west at trees #2 and #3.



Photograph 2: Looking east at athletic facility and tree #61.



Photograph 3: Looking west at athletic field bathrooms.



Figure 3 Buckley School Campus Enhancement Plan Site Photographs

Source: PCR Services Corporation, 2004.



Photograph 4: Looking north at slope above lunch area.



Source: PCR Services Corporation, 2004.

Table 1

Tree Inventory

Scientific Name	Common Name	Quantity
Native Trees		
<i>Juglans californica</i> var. <i>californica</i>	Southern California black walnut	58
<i>Platanus racemosa</i>	California sycamore	2
<i>Quercus agrifolia</i>	Coast live oak	37
Subtotal – Native Trees		97
Non-native Trees		
<i>Eucalyptus globulus</i>	Bluegum Eucalyptus	3
<i>Eucalyptus</i> sp.	Eucalyptus	3
<i>Ficus</i> sp.	Fig	3
<i>Fraxinus</i> sp.	Ash	2
<i>Gleditsia</i> sp.	Honeylocust tree	1
<i>Jacaranda mimosifolia</i>	Jacaranda	17
<i>Liquidamber styraciflua</i>	Sweetgum	2
<i>Magnolia grandiflora</i>	Southern Magnolia tree	7
<i>Melaleuca quinquenervia</i>	Cajeput tree	1
<i>Olea europea</i>	Olive	6
<i>Persea americana</i>	Avocado tree	1
<i>Pinus</i> sp.	Pine	27
<i>Pittosporum</i> sp.	Pittosporum tree	7
<i>Podocarpus</i> sp.	Fern pine	5
<i>Prunus</i> sp.	Cherry and Plum trees	4
<i>Robinia</i> sp.	Locust	1
<i>Salix</i> sp.	Willow	3
<i>Sapindus saponaria</i>	Wingleaf soapberry	17
<i>Schinus molle</i>	Peruvian pepper tree	1
<i>Schinus terebinthifolius</i>	Brazilian pepper tree	1
<i>Ulmus parvifolia</i>	Chinese elm	7
Unknown non-native, ornamental	Unknown, non-native ornamental	40
Subtotal – Non-native Trees		160
TOTAL		257

Source: PCR Services Corporation, 2007.

acre), Coast goldenbush grassland (less than 0.1 acre), and coyote brush scrub (less than 0.1 acre).

3.0 METHODOLOGY

This tree survey report is based on information compiled through field reconnaissance, previous documentation, and appropriate reference materials. Such reference materials include aerial photography, a USGS topographic map, digital ortho quarter quadrangle data, and literature search. A tree survey was conducted on December 17, 2004, May 3, 2005, and March

14, 2006 by PCR biologist/ISA Certified Arborist Stephanie Picha and biologist Crysta Dickson. A staff Registered Consulting Arborist (RCA) with the American Society of Consulting Arborists has provided oversight and close review of the results and recommended mitigation measures for this report.

To identify the most current conditions found on the Site a subsequent tree survey was conducted on March 9, 2007 by PCR Biologist Joanna Nigro and verified by PCR Wetland Ecologist/ISA Certified Arborist Richard Haywood. This survey included the reassessment of the on-site trees identified in the previous tree survey as well as the mapping and assessment of additional trees not previously located and assessed within the development footprint. Please note that no new ordinance-protected-tree species were identified in this most survey.

In order to determine the approximate location of each tree or clump of trees on-site, the July 2003 tree survey map prepared by Hennon Surveying and Mapping, Inc. was used in the field. A handful of trees assessed as part of this survey were not previously assessed in 2003; therefore, a grid system was developed using fixed objects such as existing buildings, street trees and roads along the Site borders as reference points to assist in the approximate location of each tree or clump of trees throughout the tree survey area. During the 2007 visit, a color aerial photograph (1=125') and a hand-held Global Positioning System (GPS) unit were used to relocate the trees from the previous survey. The Trimble GeoXT system is an advanced geographic data collection tool that integrates satellite differential and wide area augmentation system capabilities to provide sub-meter (50 cm RMS) positional accuracy on a real-time basis. Any trees that were not previously surveyed were located and marked using the GPS unit.

The tree survey consisted of assessing the over-all health of each single- and multi-trunked tree with four-inch or greater diameter at breast height (DBH), which is measured at 54-inches from ground level. Both native and non-native, ornamental trees were surveyed. Native trees include all native oak trees (*Quercus* sp.), except scrub oak (*Quercus dumosa*), as well as western sycamore (*Platanus racemosa*), Southern California black walnut (*Juglans californica* var. *californica*), and California bay (*Umbellularia californica*). Each tree was located, identified, and numbered. The trees were measured for DBH, height, and average canopy width. Additionally, an assessment of the condition of each tree was done by rating their health, structure, and aesthetics with very good, good, fair, poor, or very poor (dead) rating.

PCR's methodology for determining the extent of project impacts to trees on-site involved placing trees into one of four categories: impacted, partially impacted, potentially impacted, or avoided. Any trees located within the development area would be considered directly impacted. Trees that fell outside of the grading limits, but had a small portion of their trunk or canopy within the grading limits were considered partially impacted. Partially impacted trees also included a 5-foot buffer around the tree canopy to ensure protection of the trees root system. An additional 20-foot buffer was placed around the limits of grading to define the 4.5

acre grading buffer area, and any trees that fell within, or had a portion of their trunk or canopy within the 20-foot buffer area are considered potentially impacted. All trees located outside of the 20-foot buffer area were considered avoided and would not be impacted by the proposed project.

A staff Registered Consulting Arborist (RCA) with the American Society of Consulting Arborists has provided oversight and close review of the results and recommended mitigation measures for this report.

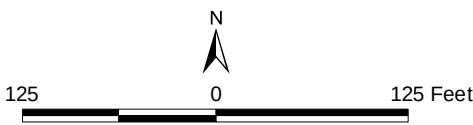
4.0 RESULTS

A total of 257 native trees were counted, recorded and assessed as part of this survey (refer to Figure 5, *Tree Location and Impacts Map*, on page 10).² Of these trees, 97 are native tree species (i.e., Southern California black walnut, coast live oak, and western sycamore). Most trees assessed were found to be, on average, in fair condition physiologically, structurally, and aesthetically (refer to Appendix A, *Tree Survey*). Of the 160 non-native, ornamental trees scattered throughout the tree survey area, the majority were found to be in fair overall condition, with some structural deformities, while 22 were found to be in good overall condition (see Figure 6, *Tree Photographs 5, 6, 7, and 8*, on page 11). Please refer to Appendix A for a summary of tree conditions and impacts.

5.0 IMPACTS

Of the 257 trees assessed, 80 will be impacted by the proposed development, 37 will be partially impacted, 36 will be potentially impacted, and 104 will be avoided. A total of 16 non-native ornamental trees and 21 native trees, including 11 walnut trees, nine oak trees, and one sycamore, will be partially impacted by the proposed project. A total of 17 non-native ornamental trees and 19 native trees, including 11 walnut trees, seven oak trees, and one sycamore, will be potentially impacted by the proposed project. Finally, a total of 75 ornamental trees and 29 native trees, including 16 walnut trees and 13 oak trees, will be completely avoided by the proposed project.

² A total of 175 trees were previously surveyed by Hennon Surveying and Mapping Inc. (July 2003), 92 of which are native trees.



Source: Don Read Corp. (Aerial), Feb. 6, 2003; PCR Services Corporation, 2007.

Figure 5
Buckley School Campus
Enhancement Plan
Tree Location and Impacts Map

Figure 6
Buckley School Campus
Enhancement Plan
Tree Photographs



Photograph 5: Tree #8 surrounded by mushroom ring.



Photograph 6: Tree #13, merged trunks into one larger trunk and main root cut.



Photograph 7: Tree #84



Photograph 8: Tree #95

6.0 RECOMMENDATIONS AND MITIGATION MEASURES

PCR has made recommendations based on each tree's condition-rating for all three of the following categories; health, structure, and aesthetics. On average, the non-native trees were found to be in fair condition, and the native trees within the proposed project area were found to be in good or fair condition across all three categories; however, none of these trees have been identified as candidates for transplanting (see Table 2, *Impacts to Trees*, on page 13).

PCR recommends the following mitigation measures be implemented to reduce potential impacts associated with native trees and migratory birds to less than significant levels:

Mitigation Measure 1: Trees removed that are protected by the City of Los Angeles Native Tree Ordinance shall be replaced within the property by at least two trees of a protected variety including Valley & California live oak, or any other tree of the oak genus (excluding scrub oak), the Southern California black walnut, the western sycamore, and the California bay. Each replacement tree shall be a 15-gallon, or larger specimen in size, measuring one inch or more in diameter at a point one foot above the base, and not less than seven feet in height measured from the base. The size and number of replacement trees shall approximate the value of the tree to be replaced.

Mitigation Measure 2: All construction work potentially impacting any protected tree shall be approved by, performed under the supervision of, and inspected by a tree expert as defined by the City of Los Angeles Protected Tree Ordinance. This tree expert shall also oversee all maintenance work on the protected trees including irrigation, pruning and spraying.

Mitigation Measure 3: During construction, the construction supervisor shall ensure that all construction employees are fully informed of the tree protection practices. This shall include information on the tree protection zone, the necessity of preventing damage, and the discussion of work practices that will accomplish such.

Mitigation Measure 4: During construction, a six-foot-high, brightly colored construction fencing shall be erected along the construction side of the partially and potentially impacted native trees to delineate the tree protection area. The protective fence shall be installed five feet outside of the drip line, if possible. If construction is to occur within the drip line, the fencing shall be installed 12 inches inside the new footing or trenching line.

Mitigation Measure 5: Due to some sizeable trees and shrubs occurring within and adjacent to the Site, removal of any large trees and large vegetation (i.e., large

Table 2

Impacts to Trees

Tree Species	Directly Impacted ^a	Partially Impacted ^b	Potentially Impacted ^c	Avoided ^d
Native Trees				
Southern California black walnut (<i>Juglans californica</i> var. <i>californica</i>)	20	11	11	16
Coast live oak (<i>Quercus agrifolia</i>)	8	9	7	13
Western sycamore (<i>Platanus racemosa</i>)	0	1	1	0
<i>Sub-Total</i>	28	21	19	29
Non-Native, Ornamental Trees	52	16	17	75
Total	80	37	36	104

^a Impacted trees are proposed for removal due to the proposed development.

^b Partially impacted trees include trees which may be impacted within the 5' buffer zone of the tree canopy.

^c For potentially impacted trees, removal would not be necessary with proper pre-construction protection measures (see Section 5.0, Recommendations and Mitigation Measures).

^d Avoided trees would not be removed.

Source: PCR Services Corporation, 2007.

branching shrubs) shall take place outside of the nesting season (February 15-August 31) in accordance with the Migratory Bird Treaty Act (MBTA). If such removal activities must occur during the nesting season, a biological monitor shall be present during the removal activities to ensure that no active nests will be impacted. If active nests are found, a 200-foot buffer radius (500 feet for raptors) shall be established until the fledglings have left the nest.

7.0 CONCLUSIONS

A total of 257 trees were surveyed within the Site. Of these, 97 are native trees, which include 58 Southern California black walnut trees, two western sycamore trees, and 37 coast live oak trees. The remaining 160 trees assessed are non-native, ornamental trees.

A total of 80 trees will be impacted, of which 20 are Southern California black walnut trees, eight are coast live oak trees, and 52 are non-native, ornamental trees. A total of 37 trees will be partially impacted, of which 11 are Southern California black walnut trees, one is a western sycamore tree, nine are coast live oak trees, and 16 are non-native, ornamental trees. A total of 36 trees will be potentially impacted, of which 11 are Southern California black walnut trees, one is a western sycamore tree, seven are coast live oak trees, and 17 are non-native, ornamental trees. The remaining 104 trees will be avoided, of which 16 are Southern California black walnut trees, 13 are coast live oak trees, and 75 are non-native, ornamental trees.

No trees found on-site are recommended for transplanting. The majority of trees located within the tree survey area are in fair condition physiologically, structurally, and aesthetically (see Appendix A).

8.0 REFERENCES

Los Angeles Municipal Code (LAMC) Sections 12.21; 17.00 et seq.; 46.00 – 46.06; 96.303. *City of Los Angeles Protected Tree Ordinance* (Ord. No. 177404).

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APPENDIX A: TREE SURVEY

Tree No.	Tree Species	DBH (in) ^a	Health	Structure	Aesthetics	Tree		Comments	General Location	Reason for Removal
						Height (ft)	Canopy Width (ft)			
1	<i>Prunus</i> sp.	8, 9, 4	Fair	Poor	Fair	20	30	Within planter; ivy	East of Elementary school building	Avoided
2	Unknown ornamental	12	Fair	Fair	Fair	25	20	Surrounded by grass	North of Elementary school building	Avoided
3	Unknown ornamental	10	Fair	Fair	Fair	20	20	Surrounded by grass	North of Elementary school building	Avoided
4	<i>Magnolia grandiflora</i>	14	Fair	Fair	Fair	40	20	Growing within grass	North of Elementary school building	Avoided
5	<i>Pittosporum</i> sp.	8	Fair	Fair	Fair	25	15	Growing within ivy	North of Elementary school building	Potential impacts; however, with proper pre-construction protection measures no removal is necessary
6	<i>Melaleuca quinquenervia</i>	9,7,5	Fair	Fair	Fair	25	15	Growing within ivy	North of Elementary school building	Avoided
7	<i>Pittosporum</i> sp.	10	Fair	Fair	Fair	25	15	Surrounded by grass	North of Elementary school building	Avoided
8	<i>Pittosporum</i> sp.	9	Fair	Fair	Fair	20	10	Mushroom ring around trunk	North of Elementary school building	Impacted, due to the enhancement of the school

Tree No.	Tree Species	DBH (in) ^a	Health	Structure	Aesthetics	Tree		Comments	General Location	Reason for Removal
						Height (ft)	Canopy Width (ft)			
9	<i>Pittosporum</i> sp.	10	Fair	Fair	Fair	20	10	Surrounded by grass	North of Elementary school building	Potential impacts; however, with proper pre-construction protection measures no removal is necessary
10	<i>Magnolia grandiflora</i>	9	Fair	Fair	Fair	25	15	Within planter/sitting area	North of Elementary school building	Potential impacts; however with proper pre-construction protection measures no removal is necessary
11	Unknown ornamental	8,7	Fair	Fair	Fair	20	15	Within planter/sitting area	North of Elementary school building	Avoided
12	<i>Ficus</i> sp.	27	Fair	Fair	Fair	20	20	Several large trunks merged together; main roots cut to fit within planter.	North of Elementary school building	Avoided
13	<i>Ficus</i> sp.	13, 10	Fair	Fair	Fair	20	20	Several large trunks merged together; main roots cut to fit within planter.	North of Elementary school building	Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
14	<i>Platanus racemosa</i>	11	Fair	Fair	Fair	40	15	Growing within ice plant and periwinkle	Northeast of Elementary school building	Potential impacts; however, with proper pre-construction protection measures no removal would be necessary

Tree No.	Tree Species	DBH (in) ^a	Health	Structure	Aesthetics	Tree		Comments	General Location	Reason for Removal
						Height (ft)	Canopy Width (ft)			
15	<i>Platanus racemosa</i>	9	Fair	Fair	Fair	40	15	Growing within ice plant and periwinkle	Northeast of Elementary school building	Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
16	<i>Prunus</i> sp.	8	Fair	Fair	Fair	15	10	Concrete/asphalt at base of trunk	Northeast of Elementary school building	Potential impacts; however, with proper pre-construction protection measures no removal is necessary
17	<i>Quercus agrifolia</i>	19	Good	Good	Good	40	25	East facing slope	North of Elementary school building	Avoided
18	<i>Sapindus saponaria</i>	10,9	Fair	Fair	Fair	30	40	Located in-front of guard gate; weak trunk attachment	North of guard kiosk	Impacted, due to the enhancement of the school
19	<i>Prunus</i> sp.	8,5	Fair	Fair	Fair	25	20	Located in a median; weak trunk attachment	East of Elementary school building	Impacted, due to the enhancement of the school
20	<i>Jacaranda mimosifolia</i>	5	Fair	Fair	Fair	15	10	Located within a median	East of Elementary school building	Impacted, due to the enhancement of the school
21	<i>Jacaranda mimosifolia</i>	7	Fair	Fair	Fair	15	10	Located within a median	East of Elementary school building	Impacted, due to the enhancement of the school
22	<i>Jacaranda mimosifolia</i>	7	Fair	Fair	Fair	15	10	Located within a median	East of Elementary school building	Potential impacts; however, with proper pre-construction protection measures no removal is necessary

Tree No.	Tree Species	DBH (in) ^a	Health	Structure	Aesthetics	Tree		Comments	General Location	Reason for Removal
						Height (ft)	Canopy Width (ft)			
23	<i>Gleditsia</i> sp.	6	Fair	Fair	Fair	20	10	Tree stake grown into tree; within children's playground	Within kindergarten playground	Potential impacts; however, with proper pre-construction protection measures no removal is necessary
24	Unknown ornamental	15	Fair	Fair	Fair	30	15	Located within the children's playground along a brick wall	Within kindergarten playground	Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
25	<i>Sapindus saponaria</i>	13	Fair	Fair	Fair	40	20	Located on a slope within the children's playground	Within kindergarten playground	Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
26	<i>Pinus</i> sp.	10	Fair	Fair	Fair	25	10	Located on a slope within the children's playground	Within kindergarten playground	Impacted, due to the enhancement of the school
27	<i>Pinus</i> sp.	24	Fair	Fair	Fair	60	40	Growing within ivy just outside of school wall	North of kindergarten playground	Impacted, due to the enhancement of the school
28	<i>Pinus</i> sp.	15	Fair	Fair	Fair	50	20	Growing within ivy just outside of school wall	North of kindergarten playground	Impacted, due to the enhancement of the school
29	<i>Pinus</i> sp.	20	Fair	Fair	Fair	50	20	Growing within ivy just outside of school wall	North of Elementary school building	Impacted, due to the enhancement of the school
30	<i>Jacaranda mimosifolia</i>	11	Fair	Fair	Fair	45	20	Ivy	North of Elementary school building	Impacted, due to the enhancement of the school

Tree No.	Tree Species	DBH (in) ^a	Health	Structure	Aesthetics	Tree Height (ft)	Canopy Width (ft)	Comments	General Location	Reason for Removal
31	<i>Jacaranda mimosifolia</i>	8,8,10	Fair	Fair	Fair	40	40	Growing within a median	North of Elementary school building	Impacted, due to the enhancement of the school
32	Unknown ornamental	20	Fair	Fair	Fair	60	20	Growing within a planter	Within high school lunch area	Avoided
33	Unknown ornamental	13,12	Fair	Fair	Fair	60	20	Growing within a planter	Within high school lunch area	Avoided
34	Unknown ornamental	15	Fair	Fair	Fair	30	25	Growing within a planter	Within high school lunch area	Avoided
35	Unknown ornamental	12	Fair	Fair	Fair	45	15	Growing within a planter	Within high school lunch area	Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
36	<i>Ulmus parvifolia</i>	8	Fair	Fair	Fair	30	15	Growing on slope	Western slope above high school lunch area	Impacted, due to the enhancement of the school
37	Unknown ornamental	8	Poor	Fair	Poor	20	10	Close to death	Western slope above high school lunch area	Potential impacts; however, with proper pre-construction protection measures no removal is necessary
38	<i>Quercus agrifolia</i>	11,9	Fair	Fair	Fair	30	40	On slope with poison	Western slope above high school lunch area	Potential impacts; however, with proper pre-construction protection measures no removal is necessary
39	<i>Quercus agrifolia</i>	8,10,10,10,7	Fair	Fair	Fair	30	40	On slope with poison	Western slope above high school lunch area	Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary

Tree No.	Tree Species	DBH (in) ^a	Health	Structure	Aesthetics	Tree		Comments	General Location	Reason for Removal
						Height (ft)	Canopy Width (ft)			
40	<i>Quercus agrifolia</i>	9,8,7	Fair	Fair	Fair	30	40	Contains large broken branches	Western slope above high school lunch area	Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
41	Unknown ornamental	9	Fair	Fair	Fair	30	15	slope	Western slope above high school lunch area	Avoided
42	Unknown ornamental	8	Fair	Fair	Fair	30	15	slope	Western slope above high school lunch area	Potential impacts; however, with proper pre-construction protection measures no removal is necessary
43	Unknown ornamental	8	Fair	Fair	Fair	30	15	slope	Western slope above high school lunch area	Potential impacts; however, with proper pre-construction protection measures no removal is necessary
44	Unknown ornamental	8	Fair	Fair	Fair	30	15	Contains a bird feeder	Western slope above high school lunch area	Potential impacts; however, with proper pre-construction protection measures no removal is necessary
45	<i>Quercus agrifolia</i>	11	Good	Good	Fair	30	15	Slope	Western slope above high school lunch area	Potential impacts; however, with proper pre-construction protection measures no removal is necessary
46	<i>Juglans californica</i> var. <i>californica</i>	8	Fair	Fair	Fair	25	10	Slope	Western slope above high school lunch area	Potential impacts; however, with proper pre-construction protection measures no removal is necessary

Tree No.	Tree Species	DBH (in) ^a	Health	Structure	Aesthetics	Tree		Comments	General Location	Reason for Removal
						Height (ft)	Canopy Width (ft)			
47	<i>Eucalyptus globulus</i>	32	Fair	Fair	Fair	60	20	Slope	Western slope above high school lunch area	Potential impacts; however, with proper pre-construction protection measures no removal is necessary
48	<i>Juglans californica</i> var. <i>californica</i>	8,6,4	Fair	Good	Fair	25	10	Located on slope, contains deadwood and decay	Western slope above high school lunch area	Potential impacts; however, with proper pre-construction protection measures no removal is necessary
49	<i>Quercus agrifolia</i>	10,10,12,14	Good	Fair	Fair	40	40	Slope and decay	Western slope above high school lunch area	Impacted, due to the enhancement of the school
50	<i>Ulmus parvifolia</i>	8	Fair	Fair	Fair	20	15	School lunch area	Within high school lunch area	Impacted, due to the enhancement of the school
51	Unknown ornamental	17,10,12	Fair	Fair	Fair	30	20	School lunch area	Within high school lunch area	Impacted, due to the enhancement of the school
52	<i>Jacaranda mimosifolia</i>	7,7	Fair	Fair	Fair	25	10	School lunch area; ivy	Within high school lunch area	Impacted, due to the enhancement of the school
53	<i>Jacaranda mimosifolia</i>	8,6,9	Fair	Fair	Fair	30	10	Surrounded by ornamental shrubs	Western slope above high school lunch area	Impacted, due to the enhancement of the school
54	<i>Juglans californica</i> var. <i>californica</i>	12,10	Fair	Fair	Fair	25	10	Slope; ivy growing all over the trunks	Western slope above sports field bathrooms	Impacted, due to the enhancement of the school
55	<i>Juglans californica</i> var. <i>californica</i>	7	Fair	Fair	Fair	25	10	Leaning; ivy	Western slope above sports field bathrooms	Potential impacts; however, with proper pre-construction protection measures no removal is necessary

Tree No.	Tree Species	DBH (in) ^a	Health	Structure	Aesthetics	Tree		Comments	General Location	Reason for Removal
						Height (ft)	Canopy Width (ft)			
56	<i>Juglans californica</i> var. <i>californica</i>	6,6,7	Fair	Fair	Fair	25	10	Contains deadwood, growing from within a lemonade berry bush	Western slope above sports field bathrooms	Potential impacts; however, with proper pre-construction protection measures no removal is necessary
57	<i>Juglans californica</i> var. <i>californica</i>	13	Fair	Fair	Fair	25	10	Surrounded by ice plant; deadwood and decay	Western slope above sports field bathrooms	Potential impacts; however, with proper pre-construction protection measures no removal is necessary
58	<i>Juglans californica</i> var. <i>californica</i>	5,5	Fair	Fair	Fair	25	10	Birdhouse; deadwood	Western slope above sports field bathrooms	Potential impacts; however, with proper pre-construction protection measures no removal is necessary
59	<i>Juglans californica</i> var. <i>californica</i>	10,5,5	Fair	Fair	Fair	25	10	Adjacent to fence	Western slope above sports field bathrooms	Avoided
60	<i>Quercus agrifolia</i>	9	Good	Good	Good	25	15	Vegetated slope	Western slope above sports field bathrooms	Avoided
61	<i>Pinus</i> sp.	10	Fair	Fair	Fair	40	15	Adjacent to Tennis Courts near playing field	Eastern edge of playing field adjacent to tennis/basketball court	Avoided
62	<i>Pinus</i> sp.	12	Fair	Fair	Fair	40	15	Adjacent to Tennis Courts near playing field	Eastern edge of playing field adjacent to tennis/basketball court	Potential impacts; however, with proper pre-construction protection measures no removal is necessary

Tree No.	Tree Species	DBH (in) ^a	Health	Structure	Aesthetics	Tree		Comments	General Location	Reason for Removal
						Height (ft)	Canopy Width (ft)			
63	<i>Pinus</i> sp.	10	Fair	Fair	Fair	40	15	Adjacent to Tennis Courts near playing field	Eastern edge of playing field adjacent to tennis/basketball court	Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
64	<i>Pinus</i> sp.	9	Fair	Fair	Fair	40	15	Adjacent to Tennis Courts near playing field	Eastern edge of playing field adjacent to tennis/basketball court	Impacted, due to the enhancement of the school
65	<i>Pinus</i> sp.	9	Fair	Fair	Fair	40	15	Adjacent to Tennis Courts near playing field	Eastern edge of playing field adjacent to tennis/basketball court	Impacted, due to the enhancement of the school
66	<i>Olea europaea</i>	8	Fair	Fair	Fair	25	10	Bee hive near by, no tree tag	Eastern edge of playing field adjacent to tennis/basketball court	Impacted, due to the enhancement of the school
67	Unknown ornamental	9	Fair	Fair	Fair	25	15	Adjacent to storage unit	Eastern edge of playing field adjacent to tennis/basketball court	Impacted, due to the enhancement of the school
68	<i>Persea americana</i>	8	Fair	Fair	Fair	25	20	Adjacent to canopy covered bleachers	Eastern edge of playing field adjacent to tennis/basketball court	Avoided
69	<i>Juglans californica</i> var. <i>californica</i>	11	Fair	Fair	Fair	25	10	Slope behind gym	Southeast of weight-room on north-facing slope	Avoided

Tree No.	Tree Species	DBH (in) ^a	Health	Structure	Aesthetics	Tree Height (ft)	Canopy Width (ft)	Comments	General Location	Reason for Removal
70	<i>Juglans californica</i> var. <i>californica</i>	8,6,7	Fair	Fair	Fair	25	10	Slope behind gym	Southeast of weight-room on north-facing slope	Avoided
71	<i>Quercus agrifolia</i>	7	Good	Good	Good	20	10	Slope	Eastern edge of playing field adjacent to tennis/basketball court	Avoided
72	<i>Ulmus parvifolia</i>	10	Fair	Fair	Fair	30	15	Toe of slope	Eastern edge of playing field adjacent to tennis/basketball court	Avoided
73	<i>Pinus</i> sp.	10	Fair	Fair	Fair	40	20	Toe of slope	Eastern edge of playing field adjacent to tennis/basketball court	Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
74	<i>Pinus</i> sp.	9,8	Fair	Fair	Fair	40	20	Toe of slope	Eastern edge of playing field adjacent to tennis/basketball court	Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
75	<i>Pinus</i> sp.	11	Fair	Fair	Fair	40	20	Toe of slope	Eastern edge of playing field adjacent to tennis/basketball court	Impacted, due to the enhancement of the school
76	<i>Sapindus saponaria</i>	6,6,7	Fair	Fair	Fair	20	15	Adjacent to batting cages	North of baseball diamond	Impacted, due to the enhancement of the school

Tree No.	Tree Species	DBH (in) ^a	Health	Structure	Aesthetics	Tree		Comments	General Location	Reason for Removal
						Height (ft)	Canopy Width (ft)			
77	<i>Sapindus saponaria</i>	8,8,6	Fair	Fair	Fair	20	15	Adjacent to batting cages	North of baseball diamond	Impacted, due to the enhancement of the school
78	<i>Sapindus saponaria</i>	9	Fair	Fair	Fair	20	15	Adjacent to batting cages	North of baseball diamond	Impacted, due to the enhancement of the school
79	<i>Pinus</i> sp.	9	Fair	Fair	Fair	40	10	North facing slope near classrooms	North of baseball diamond	Impacted, due to the enhancement of the school
80	<i>Schinus molle</i>	10	Fair	Fair	Fair	35	20	North facing slope near classrooms	North of baseball diamond	Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
81	<i>Olea europaea</i>	2 (10)	Fair	Fair	Fair	20	10	North facing Slope near classrooms	North of baseball diamond	Impacted, due to the enhancement of the school
82	<i>Pinus</i> sp.	27	Fair	Fair	Fair	55	15	North facing slope near classrooms	West of upper-level classroom buildings	Avoided
83	<i>Fraxinus</i> sp.	4,7	Fair	Fair	Fair	25	10	North facing slope near classrooms	West of upper-level classroom buildings	Potential impacts; however, with proper pre-construction protection measures no removal is necessary
84	<i>Sapindus saponaria</i>	6,5,5	Fair	Fair	Fair	15	15	Asphalt up to base of trunk	West of upper-level classroom buildings	Potential impacts; however, with proper pre-construction protection measures no removal is necessary

Tree No.	Tree Species	DBH (in) ^a	Health	Structure	Aesthetics	Tree		Comments	General Location	Reason for Removal
						Height (ft)	Canopy Width (ft)			
85	<i>Pinus</i> sp.	30	Fair	Fair	Fair	65	15	Slope	West of upper-level classroom buildings	Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
86	<i>Quercus agrifolia</i>	8	Good	Good	Good	25	10	Slope	West of upper-level classroom buildings	Avoided
87	<i>Pinus</i> sp.	27	Fair	Fair	Fair	65	15	Slope	West of upper-level classroom buildings	Avoided
88	<i>Quercus agrifolia</i>	8,4,3	Good	Good	Good	25	20	Slope	North-facing slope south of upper-level classroom buildings	Avoided
89	<i>Pinus</i> sp.	10	Fair	Fair	Fair	40	10	Slope	North North-facing slope south of upper-level classroom buildings	Avoided
90	<i>Pinus</i> sp.	10	Fair	Fair	Fair	40	10	Slope	North-facing slope south of upper-level classroom buildings	Avoided
91	<i>Juglans californica</i> var. <i>californica</i>	8	Fair	Fair	Fair	20	20	Leaning; slope	North-facing slope south of upper-level classroom buildings	Avoided
92	<i>Juglans californica</i> var. <i>californica</i>	9	Fair	Fair	Fair	30	15	Slope	East of upper-level classroom building	Avoided
93	<i>Juglans californica</i> var. <i>californica</i>	8,8	Fair	Fair	Fair	30	15	Slope	East of upper-level classroom building	Avoided
94	<i>Quercus agrifolia</i>	7	Good	Good	Good	30	10	Planter	Northeast of upper-level classroom building	Avoided

Tree No.	Tree Species	DBH (in) ^a	Health	Structure	Aesthetics	Tree		Comments	General Location	Reason for Removal
						Height (ft)	Canopy Width (ft)			
95	<i>Quercus agrifolia</i>	50	Good	Fair	Good	35	40	Located within development area; trunk is lying down in a low area (see Figure 6, <i>Tree Photographs</i> , photo No. 8, on page 11).	Northeast of upper-level classroom building	Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
96	<i>Jacaranda mimosifolia</i>	11	Good	Good	Good	30	25	Nest		Avoided
97	<i>Salix</i> sp.	11	Good	Good	Good	30	40	Nest		Impacted, due to the enhancement of the school
98	<i>Salix</i> sp.	11	Good	Good	Good	40	30			Avoided
99	<i>Sapindus saponaria</i>	10	Good	Good	Good	30	25			Avoided
100	<i>Sapindus saponaria</i>	8,5,6,7	Good	Good	Good	20	30	Slope; periwinkle and ice plant		Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
101	<i>Sapindus saponaria</i>	8,6	Good	Good	Good	30	20	Adjacent to v-ditch		Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
102	<i>Fraxinus</i> p.	8	Good	Good	Good	20	15	Adjacent v-ditch		Avoided

Tree No.	Tree Species	DBH (in) ^a	Health	Structure	Aesthetics	Tree		Comments	General Location	Reason for Removal
						Height (ft)	Canopy Width (ft)			
103	<i>Sapindus saponaria</i>	14	Good	Good	Good	25	20	English Ivy		Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
104	<i>Jacaranda mimosifolia</i>	12	Good	Good	Good	40	25	English Ivy		Avoided
105	<i>Sapindus saponaria</i>	18	Good	Good	Good	25	30	English Ivy		Avoided
106	<i>Quercus agrifolia</i>	22	Good	Good	Good	45	55	English Ivy		Avoided
107	<i>Ulmus parvifolia</i>	11	Good	Good	Good	40	25	English Ivy growing up trunk		Avoided
108	<i>Pinus</i> sp.	9	Good	Good	Good	60	15	English Ivy growing up trunk		Avoided
109	<i>Pinus</i> sp.	20	Good	Good	Good	40	60	English Ivy; laying down		Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
110	<i>Pinus</i> sp.	28	Good	Good	Good	80	30			Avoided
111	<i>Sapindus saponaria</i>	8,7,7,5	Fair	Fair	Fair	30	20			Avoided
112	<i>Ulmus parvifolia</i>	12	Fair	Fair	Fair	35	25			Avoided
113	<i>Pinus</i> sp.	26	Fair	Fair	Fair	70	20			Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary

Tree No.	Tree Species	DBH (in) ^a	Health	Structure	Aesthetics	Tree Height (ft)	Canopy Width (ft)	Comments	General Location	Reason for Removal
114	<i>Pinus</i> sp.	26	Fair	Fair	Fair	70	20			Avoided
115	<i>Pinus</i> sp.	26	Fair	Fair	Fair	70	20			Avoided
116	<i>Pittosporum</i> sp.	8	Fair	Fair	Fair	20	10	Adjacent to retaining wall		Avoided
117	<i>Jacaranda mimosifolia</i>	16	Fair	Fair	Fair	40	15	School Planter		Avoided
118	<i>Magnolia grandiflora</i>	10	Fair	Fair	Fair			School Planter		Avoided
119	<i>Magnolia grandiflora</i>	16	Fair	Fair	Fair	25	10	School Planter		Avoided
120	<i>Pinus</i> sp.	30	Fair	Fair	Fair	65	20	School Planter		Avoided
121	<i>Liquidambar styraciflua</i>	11	Fair	Fair	Fair	25	10	School Planter		Avoided
122	<i>Liquidambar styraciflua</i>	10	Fair	Fair	Fair	25	10	School Planter		Avoided
123	<i>Jacaranda mimosifolia</i>	11	Fair	Fair	Fair	30	20	School Planter		Avoided
124	Unknown ornamental	8	Fair	Fair	Fair	25	10	School Planter		Avoided
125	<i>Jacaranda mimosifolia</i>	14	Fair	Fair	Fair	40	20	School Planter		Avoided
126	<i>Robinia</i> sp.	10	Fair	Fair	Fair	25	10	School Planter		Avoided
127	<i>Podocarpus</i> sp.	16	Fair	Fair	Fair	35	20	School Planter		Avoided
128	<i>Podocarpus</i> sp.	15	Fair	Fair	Fair	30	20	School Planter		Potential impacts; however, with proper pre-construction protection measures no removal is necessary

Tree No.	Tree Species	DBH (in) ^a	Health	Structure	Aesthetics	Tree Height (ft)	Canopy Width (ft)	Comments	General Location	Reason for Removal
129	<i>Podocarpus</i> sp.	10	Fair	Fair	Fair	20	10	School Planter		Avoided
130	<i>Podocarpus</i> sp.	5,10	Fair	Fair	Fair	25	10	School Planter		Avoided
131	<i>Podocarpus</i> sp.	14	Fair	Fair	Fair	25	10	School Planter		Avoided
132	<i>Sapindus saponaria</i>	8,5,6	Fair	Fair	Fair	25	15	Grass Playing field; Adjacent to fence		Avoided
133	<i>Ulmus parvifolia</i>	12	Fair	Fair	Fair	25	20	Grass Playing field; Adjacent to fence		Avoided
134	<i>Sapindus saponaria</i>	9,14	Fair	Fair	Fair	25	20	Grass Playing field; Adjacent to fence		Avoided
135	<i>Olea europaea</i>	7,7,10	Fair	Fair	Fair	30	20	Grass Playing field; Adjacent to fence		Avoided
136	<i>Olea europaea</i>	9,10	Fair	Fair	Fair	25	15	Grass Playing field; Adjacent to fence		Avoided
137	<i>Olea europaea</i>	9,9,10,9	Fair	Fair	Fair	30	20	Grass Playing field; Adjacent to fence		Avoided
138	<i>Olea europaea</i>	12	Fair	Fair	Fair	25	10	Grass Playing field; Adjacent to fence		Avoided
139	<i>Ulmus parvifolia</i>	8	Fair	Fair	Fair	20	15	Grass Playing field; Adjacent to fence		Avoided
140	<i>Sapindus saponaria</i>	8	Fair	Fair	Fair	15	15	Grass Playing field; Adjacent to fence		Avoided
141	<i>Jacaranda mimosifolia</i>	6,4,2	Fair	Fair	Fair	35	10	Grass Playing field; Adjacent to fence		Avoided
142	<i>Pinus</i> sp.	27	Fair	Fair	Fair	60	20	Grass Playing field; Adjacent to fence		Avoided
143	<i>Sapindus saponaria</i>	17	Fair	Fair	Fair	35	20	Adjacent to Bleachers		Avoided

Tree No.	Tree Species	DBH (in) ^a	Health	Structure	Aesthetics	Tree		Comments	General Location	Reason for Removal
						Height (ft)	Canopy Width (ft)			
144	<i>Quercus agrifolia</i>	28	Fair	Fair	Fair	45	50	Scope; Adjacent to Bleachers		Potential impacts; however, with proper pre-construction protection measures no removal is necessary
145	<i>Quercus agrifolia</i>	16	Fair	Fair	Fair	40	20	Slope; Adjacent Bleachers		Impacted, due to the enhancement of the school
146	<i>Juglans californica</i> var. <i>californica</i>	6,8	Fair	Fair	Fair	15	20	Scope; Adjacent Bleachers		Impacted, due to the enhancement of the school
147	<i>Juglans californica</i> var. <i>californica</i>	14,10	Fair	Fair	Fair	40	40	Slope; Adjacent to Bleachers		Impacted, due to the enhancement of the school
148	<i>Quercus agrifolia</i>	8	Fair	Fair	Fair	30	10	Slope; Adjacent to Bleachers		Impacted, due to the enhancement of the school
149	<i>Juglans californica</i> var. <i>californica</i>	6,8	Fair	Fair	Fair	20	40	Slope; Adjacent to Trail		Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
150	<i>Quercus agrifolia</i>	9	Fair	Fair	Fair	35	10	Slope; Adjacent to Trail		Impacted, due to the enhancement of the school
151	<i>Quercus agrifolia</i>	20	Fair	Fair	Fair	50	40	Slope; Adjacent to Trail		Avoided
152	<i>Juglans californica</i> var. <i>californica</i>	10,8	Fair	Fair	Fair	45	40	Slope; Adjacent to Trail		Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary

Tree No.	Tree Species	DBH (in) ^a	Health	Structure	Aesthetics	Tree		Comments	General Location	Reason for Removal
						Height (ft)	Canopy Width (ft)			
153	<i>Quercus agrifolia</i>	18,22	Fair	Fair	Fair	60	45	Slope; Adjacent to Trail		Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
154	<i>Quercus agrifolia</i>	26	Fair	Fair	Fair	65	50	Slope; Adjacent to Trail		Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
155	Unknown ornamental	8	Fair	Fair	Fair	30	20	Drainage Area		Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
156	<i>Eucalyptus</i> sp.	18	Fair	Fair	Fair	65	10	Drainage Area		Avoided
157	Unknown ornamental	8	Fair	Fair	Fair	30	10	Drainage Area		Avoided
158	<i>Eucalyptus</i> sp.	14	Fair	Fair	Fair	70	18	Drainage Area		Avoided
159	<i>Eucalyptus</i> sp.	12	Fair	Fair	Fair	70	18	Drainage Area		Avoided
160	<i>Salix</i> sp.	10	Fair	Fair	Fair	30	20	Drainage Area		Avoided
161	Unknown ornamental	7,8	Fair	Fair	Fair	35	10			Potential impacts; however, with proper pre-construction protection measures no removal would be necessary

Tree No.	Tree Species	DBH (in) ^a	Health	Structure	Aesthetics	Tree		Comments	General Location	Reason for Removal
						Height (ft)	Canopy Width (ft)			
162	<i>Sapindus saponaria</i>	8=5, 7	Fair	Fair	Fair	30	15			Avoided
163	<i>Juglans californica</i> var. <i>californica</i>	5,9,5	Fair	Fair	Fair	25	20	Behind Shed Area		Avoided
164	<i>Juglans californica</i> var. <i>californica</i>	8	Fair	Fair	Fair	20	5			Avoided
165	<i>Juglans californica</i> var. <i>californica</i>	14,10,18	Fair	Fair	Fair	25	25			Impacted, due to the enhancement of the school
166	<i>Quercus agrifolia</i>	9,10,9	Fair	Fair	Fair	45	30			Impacted, due to the enhancement of the school
167	<i>Quercus agrifolia</i>	18,12	Fair	Fair	Fair	40	30			Impacted, due to the enhancement of the school
168	<i>Prunus</i> sp.	9	Fair	Fair	Fair	15	10	Dead Tree; English Ivy		Impacted, due to the enhancement of the school
169	<i>Juglans californica</i> var. <i>californica</i>	11,10	Fair	Fair	Fair	30	20	English Ivy		Impacted, due to the enhancement of the school
170	<i>Juglans californica</i> var. <i>californica</i>	8,9,8,5	Fair	Fair	Fair	25	20	English Ivy		Impacted, due to the enhancement of the school
171	<i>Quercus agrifolia</i>	10	Fair	Fair	Fair	35	25	Nest		Impacted, due to the enhancement of the school
172	<i>Quercus agrifolia</i>	10	Fair	Fair	Fair	35	25	Nest		Avoided
173	<i>Quercus agrifolia</i>	22,18	Fair	Fair	Fair	65	40	English Ivy		Impacted, due to the enhancement of the school

Tree No.	Tree Species	DBH (in) ^a	Health	Structure	Aesthetics	Tree		Comments	General Location	Reason for Removal
						Height (ft)	Canopy Width (ft)			
174	<i>Juglans californica</i> var. <i>californica</i>	8,5,6	Fair	Fair	Fair	20	15	Slope Above Parking Lot		Impacted, due to the enhancement of the school
175	<i>Juglans californica</i> var. <i>californica</i>	9	Fair	Fair	Fair	20	30	Slope above parking lot		Impacted, due to the enhancement of the school
176	<i>Juglans californica</i> var. <i>californica</i>	9,5,8	Fair	Fair	Fair	25	15	Slope above parking lot		Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
177	<i>Juglans californica</i> var. <i>californica</i>	15	Fair	Fair	Fair	30	30	Slope Above Parking lot		Impacted, due to the enhancement of the school
178	<i>Quercus agrifolia</i>	18	Fair	Fair	Fair	40	40	Deadwood; slope above parking lot		Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
179	<i>Juglans californica</i> var. <i>californica</i>	6,6,8	Fair	Fair	Fair	48	30	Decay; slope above parking lot		Impacted, due to the enhancement of the school
180	<i>Quercus agrifolia</i>	11	Fair	Fair	Fair	25	45	Decay; cavity		Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary

Tree No.	Tree Species	DBH (in) ^a	Health	Structure	Aesthetics	Tree		Comments	General Location	Reason for Removal
						Height (ft)	Canopy Width (ft)			
181	<i>Quercus agrifolia</i>	8,14	Fair	Fair	Fair	50	30	Decay; cavity		Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
182	<i>Juglans californica</i> var. <i>californica</i>	5,5,5	Fair	Fair	Fair	25	15	Decay; cavity		Potential impacts; however, with proper pre-construction protection measures no removal is necessary
183	<i>Juglans californica</i> var. <i>californica</i>	8	Fair	Fair	Fair	25	15	Decay; cavity		Avoided
184	<i>Juglans californica</i> var. <i>californica</i>	8	Fair	Fair	Fair	25	15	Decay; cavity		Avoided
185	<i>Juglans californica</i> var. <i>californica</i>	8	Fair	Fair	Fair	25	15	Decay; cavity		Avoided
186	<i>Quercus agrifolia</i>	8	Fair	Fair	Fair	20	10	Fence		Avoided
187	<i>Juglans californica</i> var. <i>californica</i>	17,14	Fair	Fair	Fair	25	30	Fence		Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
188	<i>Juglans californica</i> var. <i>californica</i>	10	Fair	Fair	Fair	30	40	Fence		Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
189	<i>Quercus agrifolia</i>	18,16,15	Good	Good	Good	45	40	Slope		Avoided

Tree No.	Tree Species	DBH (in) ^a	Health	Structure	Aesthetics	Tree		Comments	General Location	Reason for Removal
						Height (ft)	Canopy Width (ft)			
190	<i>Ficus</i> sp.	8,8,6,6,5,5	Good	Good	Good	30	30			Avoided
191	<i>Juglans californica</i> var. <i>californica</i>	8	Good	Good	Good	20	15			Avoided
192	<i>Quercus agrifolia</i>	9,9	Good	Good	Good	20	30			Avoided
193	<i>Juglans californica</i> var. <i>californica</i>	8	Good	Good	Good	15	10			Avoided
194	<i>Juglans californica</i> var. <i>californica</i>	8	Good	Good	Good	15	10			Avoided
195	<i>Juglans californica</i> var. <i>californica</i>	8	Good	Good	Good	15	10			Avoided
196	<i>Juglans californica</i> var. <i>californica</i>	5,6	Good	Good	Good	20	10			Avoided
197	<i>Pinus</i> sp.	8	Good	Good	Good	25	10	Parking Lot		Potential impacts; however, with proper pre-construction protection measures no removal would be necessary
198	<i>Juglans californica</i> var. <i>californica</i>	13	Fair	Fair	Fair	20	16	Tree #91 is approximately 17 feet northwest of tree #79c		Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
199	<i>Juglans californica</i> var. <i>californica</i>	7,4	Fair	Fair	Fair	18	12	Tree #92 is approximately 13 feet southwest of tree #80c		Impacted, due to the enhancement of the school

Tree No.	Tree Species	DBH (in) ^a	Health	Structure	Aesthetics	Tree		Comments	General Location	Reason for Removal
						Height (ft)	Canopy Width (ft)			
200	<i>Quercus agrifolia</i>	9,11,12,	Good	Fair	Good	22	20		Slope above 80c	Potential impacts; however, with proper pre-construction protection measures no removal would be necessary
201	<i>Juglans californica</i> var. <i>californica</i>	7,3	Fair	Fair	Fair	12	16	Laying down; decay		Potential impacts; however, with proper pre-construction protection measures no removal would be necessary
202	<i>Quercus agrifolia</i>	8	Fair	Fair	Fair	16	10	Lean; decay; deadwood		Potential impacts; however, with proper pre-construction protection measures no removal is necessary
203	<i>Quercus agrifolia</i>	10	Fair	Fair	Fair	23	14	Slight lean		Potential impacts; however, with proper pre-construction protection measures no removal would be necessary
204	<i>Juglans californica</i> var. <i>californica</i>	9,10	Fair	Fair	Fair	16	20	Slight lean		Potential impacts; however, with proper pre-construction protection measures no removal would be necessary

Tree No.	Tree Species	DBH (in) ^a	Health	Structure	Aesthetics	Tree		Comments	General Location	Reason for Removal
						Height (ft)	Canopy Width (ft)			
205	<i>Quercus agrifolia</i>	8,8,9	Fair	Fair	Fair	17	12			Potential impacts; however, with proper pre-construction protection measures no removal would be necessary
206	<i>Juglans californica</i> var. <i>californica</i>	5	Fair	Fair	Fair	12	8	Broken co-dominant trunk		Impacted, due to the enhancement of the school
207	<i>Juglans californica</i> var. <i>californica</i>	5,2	Fair	Fair	Fair	12	8			Impacted, due to the enhancement of the school
208	<i>Juglans californica</i> var. <i>californica</i>	4,2,7	Fair	Fair	Fair	12	8	Broken co-dominant trunk; decay		Impacted, due to the enhancement of the school
209	<i>Quercus agrifolia</i>	14	Fair	Fair	Fair	20	16	Point is approximately 15 feet east-northeast of tree		Avoided
210	<i>Juglans californica</i> var. <i>californica</i>	7,5	Fair	Fair	Fair	15	12		Above fountain area	Impacted, due to the enhancement of the school
211	<i>Juglans californica</i> var. <i>californica</i>	5,4,4,3,2,2,2	Fair	Fair	Fair	13	8	Barbed wire		Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
212	<i>Juglans californica</i> var. <i>californica</i>	7,9,2	Fair	Fair	Fair	15	8			Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary

Tree No.	Tree Species	DBH (in) ^a	Health	Structure	Aesthetics	Tree		Comments	General Location	Reason for Removal
						Height (ft)	Canopy Width (ft)			
213	<i>Juglans californica</i> var. <i>californica</i>	6	Fair	Fair	Fair	18	10			Impacted, due to the enhancement of the school
214	<i>Juglans californica</i> var. <i>californica</i>	5,3	Fair	Fair	Fair	15	8			Impacted, due to the enhancement of the school
215	<i>Juglans californica</i> var. <i>californica</i>	4,6,6,4,5	Fair	Fair	Fair	18	12	Barbed wire; decay		Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
216	<i>Juglans californica</i> var. <i>californica</i>	3,6	Fair	Fair	Fair	16	12	Decay		Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
217	<i>Quercus agrifolia</i>	4	Fair	Fair	Fair	12	8			Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
218	<i>Juglans californica</i> var. <i>californica</i>	5,5,6,4,3,4	Fair	Fair	Fair	16	10	Barbed wire		Potential impacts; however, with proper pre-construction protection measures no removal would be necessary

Tree No.	Tree Species	DBH (in) ^a	Health	Structure	Aesthetics	Tree		Comments	General Location	Reason for Removal
						Height (ft)	Canopy Width (ft)			
219	<i>Juglans californica</i> var. <i>californica</i>	7,5,5,4	Fair	Fair	Fair	16	8	Poison oak		Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
220	<i>Juglans californica</i> var. <i>californica</i>	5,4	Fair	Fair	Fair	12	8			Impacted, due to the enhancement of the school
221	<i>Juglans californica</i> var. <i>californica</i>	8	Fair	Fair	Fair	16	8	Decay at base of tree		Impacted, due to the enhancement of the school
222	<i>Juglans californica</i> var. <i>californica</i>	7,8,5,4	Fair	Fair	Fair	16	8			Potential impacts; however, with proper pre-construction protection measures no removal would be necessary
223	<i>Juglans californica</i> var. <i>californica</i>	5	Fair	Fair	Fair	14	5		Tennis court	Avoided
224	<i>Juglans californica</i> var. <i>californica</i>	4	Fair	Fair	Fair	12	8		Ivy slope	Impacted, due to the enhancement of the school
225	<i>Pittosporum</i> sp.	6,5.5	Fair	Fair	Fair	15	17		Adjacent to building on the top of the slope	Avoided
226	<i>Pittosporum</i> sp.	4,4	Fair	Fair	Fair	20	18.5		Adjacent to building on the top of the slope	Avoided
227	<i>Eucalyptus globulus</i>	8	Fair	Fair	Fair	35	13.5	Periwinkle growing up the trunk	On a slope on the other side of the wall of the parking lot.	Avoided

Tree No.	Tree Species	DBH (in) ^a	Health	Structure	Aesthetics	Tree Height (ft)	Canopy Width (ft)	Comments	General Location	Reason for Removal
228	<i>Eucalyptus globulus</i>	6	Fair	Fair	Fair	35	13		On a slope on the other side of the wall of the parking lot	Avoided
229	Unknown ornamental	4.5	Fair	Fair	Fair	18	10.5		Near corner of parking lot	Avoided
230	Unknown ornamental	7	Fair	Fair	Fair	15	20		Near front entrance	Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
231	<i>Schinus terebinthifolius</i>	3.5	Good	Good	Good	16	11		Adjacent to building near front entrance	Avoided
232	Unknown ornamental	6	Good	Good	Good	25	11.5		Next to corner of building	Impacted, due to the enhancement of the school
233	<i>Magnolia grandiflora</i>	7	Good	Good	Good	20	12.5		Adjacent to building	Impacted, due to the enhancement of the school
234	Unknown ornamental	6	Good	Good	Good	18	18		In a planter in the parking lot	Impacted, due to the enhancement of the school
235	<i>Jacaranda mimosifolia</i>	12	Good	Good	Good	33	21		Adjacent to building	Impacted, due to the enhancement of the school
236	Unknown ornamental	7,8,7	Good	Good	Good	15	13.5		Adjacent to building	Impacted, due to the enhancement of the school
237	<i>Jacaranda mimosifolia</i>	12	Good	Good	Good	20	14.5	Surrounded by English ivy	In a school planter	Impacted, due to the enhancement of the school

Tree No.	Tree Species	DBH (in) ^a	Health	Structure	Aesthetics	Tree Height (ft)	Canopy Width (ft)	Comments	General Location	Reason for Removal
238	<i>Jacaranda mimosifolia</i>	6	Good	Good	Good	15	13	Surrounded by English ivy	In a school planter	Impacted, due to the enhancement of the school
239	Unknown ornamental	10,8	Poor	Poor	Poor	22	22		On a slope across the street from the school	Avoided
240	<i>Jacaranda mimosifolia</i>	28	Good	Good	Good	20	12		In center island of a turnaround	Impacted, due to the enhancement of the school
241	Unknown ornamental	4.5	Fair	Fair	Fair	18	13		Adjacent to building	Impacted, due to the enhancement of the school
242	Unknown ornamental	5,,4	Fair	Fair	Fair	23	15		Inside a planter	Impacted, due to the enhancement of the school
243	Unknown ornamental	4.5	Fair	Fair	Fair	25	9		In a planter next to corner of building	Impacted, due to the enhancement of the school
244	Unknown ornamental	4	Good	Good	Good	15	12		Inside a school planter	Impacted, due to the enhancement of the school
245	Unknown ornamental	4	Good	Good	Good	15	12		Inside a school planter	Impacted, due to the enhancement of the school
246	Unknown ornamental	4	Good	Good	Good	15	12		Inside a school planter	Impacted, due to the enhancement of the school
247	Unknown ornamental	4	Good	Good	Good	15	12		Inside a school planter	Impacted, due to the enhancement of the school
248	Unknown ornamental	4	Good	Good	Good	15	12		Inside a school planter	Impacted, due to the enhancement of the school

Tree No.	Tree Species	DBH (in) ^a	Health	Structure	Aesthetics	Tree Height (ft)	Canopy Width (ft)	Comments	General Location	Reason for Removal
249	Unknown ornamental	4	Good	Good	Good	15	12		Inside a school planter	Impacted, due to the enhancement of the school
250	Unknown ornamental	3,3,4,4,5,2.5	Fair	Fair	Fair	15	10	Staked	Inside a planter	Impacted, due to the enhancement of the school
251	Unknown ornamental	4	Good	Good	Good	16	10		Inside a planter next to staked shrubs	Impacted, due to the enhancement of the school
252	Unknown ornamental	4.5	Good	Good	Good	19	11		Grassy area between buildings	Impacted, due to the enhancement of the school
253	Unknown ornamental	3	Good	Good	Good	15	10		Grassy area between buildings	Impacted, due to the enhancement of the school
254	Unknown ornamental	2.5,2.5	Good	Good	Good	12	8		Grassy area between buildings	Impacted, due to the enhancement of the school
255	Unknown ornamental	6	Good	Good	Good	20	18		Grassy area between buildings	Impacted, due to the enhancement of the school
256	<i>Magnolia grandiflora</i>	11	Poor	Poor	Poor	30	16		Adjacent to building	Impacted, due to the enhancement of the school
257	<i>Magnolia grandiflora</i>	2.5,3.5	Good	Good	Good	18	13.5		Adjacent to building	Avoided

^a **DBH** equals diameter at base height in inches and multiple numbers equals multiple tree trunks.

Source: PCR Services Corporation 2007

APPENDIX B: IMPACTS TO ORDINANCE PROTECTED TREES

AVOIDED

Tree No.	Tree Species	DBH (in)	Health	Structure	Aesthetics	Tree Height (ft)	Average Canopy Width (ft)	Comments	General Location	Reason for Removal
17	<i>Quercus agrifolia</i>	19	Good	Good	Good	40	25	East facing slope	North of Elementary school building	Avoided
59	<i>Juglans californica</i> var. <i>californica</i>	10,5,5	Fair	Fair	Fair	25	10	Adjacent to fence	Western slope above sports field bathrooms	Avoided
60	<i>Quercus agrifolia</i>	9	Good	Good	Good	25	15	Vegetated slope	Western slope above sports field bathrooms	Avoided
69	<i>Juglans californica</i> var. <i>californica</i>	11	Fair	Fair	Fair	25	10	Slope behind gym	Southeast of weight-room on north-facing slope	Avoided
70	<i>Juglans californica</i> var. <i>californica</i>	8,6,7	Fair	Fair	Fair	25	10	Slope behind gym	Southeast of weight-room on north-facing slope	Avoided
71	<i>Quercus agrifolia</i>	7	Good	Good	Good	20	10	Slope	Eastern edge of playing field adjacent to tennis/basketball court	Avoided

AVOIDED (Continued)

Tree No.	Tree Species	DBH (in)	Health	Structure	Aesthetics	Tree Height (ft)	Average Canopy Width (ft)	Comments	General Location	Reason for Removal
86	<i>Quercus agrifolia</i>	8	Good	Good	Good	25	10	Slope	West of upper-level classroom buildings	Avoided
88	<i>Quercus agrifolia</i>	8,4,3	Good	Good	Good	25	20	Slope	North-facing slope south of upper-level classroom buildings	Avoided
91	<i>Juglans californica</i> var. <i>californica</i>	8	Fair	Fair	Fair	20	20	Leaning; slope	North-facing slope south of upper-level classroom buildings	Avoided
92	<i>Juglans californica</i> var. <i>californica</i>	9	Fair	Fair	Fair	30	15	Slope	East of upper-level classroom building	Avoided
93	<i>Juglans californica</i> var. <i>californica</i>	8,8	Fair	Fair	Fair	30	15	Slope	East of upper-level classroom building	Avoided
94	<i>Quercus agrifolia</i>	7	Good	Good	Good	30	10	Planter	Northeast of upper-level classroom building	Avoided
106	<i>Quercus agrifolia</i>	22	Good	Good	Good	45	55	English Ivy	Slope; Adjacent to Trail	Avoided
151	<i>Quercus agrifolia</i>	20	Fair	Fair	Fair	50	40	Slope; Adjacent to Trail		Avoided
163	<i>Juglans californica</i> var. <i>californica</i>	5,9,5	Fair	Fair	Fair	25	20	Behind Shed Area		Avoided

AVOIDED (Continued)

Tree No.	Tree Species	DBH (in)	Health	Structure	Aesthetics	Tree Height (ft)	Average Canopy Width (ft)	Comments	General Location	Reason for Removal
164	<i>Juglans californica</i> var. <i>californica</i>	8	Fair	Fair	Fair	20	5			Avoided
172	<i>Quercus agrifolia</i>	10	Fair	Fair	Fair	35	25	Nest		Avoided
183	<i>Juglans californica</i> var. <i>californica</i>	8	Fair	Fair	Fair	25	15	Decay; cavity		Avoided
184	<i>Juglans californica</i> var. <i>californica</i>	8	Fair	Fair	Fair	25	15	Decay; cavity		Avoided
185	<i>Juglans californica</i> var. <i>californica</i>	8	Fair	Fair	Fair	25	15	Decay; cavity		Avoided
186	<i>Quercus agrifolia</i>	8	Fair	Fair	Fair	20	10	Fence		Avoided
189	<i>Quercus agrifolia</i>	18,16,15	Good	Good	Good	45	40	Slope		Avoided
191	<i>Juglans californica</i> var. <i>californica</i>	8	Good	Good	Good	20	15			Avoided
192	<i>Quercus agrifolia</i>	9,9	Good	Good	Good	20	30			Avoided
193	<i>Juglans californica</i> var. <i>californica</i>	8	Good	Good	Good	15	10			Avoided
194	<i>Juglans californica</i> var. <i>californica</i>	8	Good	Good	Good	15	10			Avoided
195	<i>Juglans californica</i> var. <i>californica</i>	8	Good	Good	Good	15	10			Avoided

AVOIDED (Continued)

Tree No.	Tree Species	DBH (in)	Health	Structure	Aesthetics	Tree Height (ft)	Average Canopy Width (ft)	Comments	General Location	Reason for Removal
196	<i>Juglans californica</i> var. <i>californica</i>	5,6	Good	Good	Good	20	10			Avoided
209	<i>Quercus agrifolia</i>	14	Fair	Fair	Fair	20	16	Point is approximately 15 feet east-northeast of tree		Avoided
223	<i>Juglans californica</i> var. <i>californica</i>	5	Fair	Fair	Fair	14	5		Tennis court	Avoided

IMPACTED, DUE TO THE ENHANCEMENT OF THE SCHOOL

Tree No.	Tree Species	DBH (in)	Health	Structure	Aesthetics	Tree Height (ft)	Average Canopy Width (ft)	Comments	General Location	Reason for Removal
49	<i>Quercus agrifolia</i>	10,10,12,14	Good	Fair	Fair	40	40	Slope and decay	Western slope above high school lunch area	Impacted, due to the enhancement of the school
54	<i>Juglans californica</i> var. <i>californica</i>	12,10	Fair	Fair	Fair	25	10	Slope; ivy growing all over the trunks	Western slope above sports field bathrooms	Impacted, due to the enhancement of the school
145	<i>Quercus agrifolia</i>	16	Fair	Fair	Fair	40	20	Slope; Adjacent Bleachers		Impacted, due to the enhancement of the school
146	<i>Juglans californica</i> var. <i>californica</i>	6,8	Fair	Fair	Fair	15	20	Scope; Adjacent Bleachers		Impacted, due to the enhancement of the school
147	<i>Juglans californica</i> var. <i>californica</i>	14,10	Fair	Fair	Fair	40	40	Slope; Adjacent to Bleachers		Impacted, due to the enhancement of the school
148	<i>Quercus agrifolia</i>	8	Fair	Fair	Fair	30	10	Slope; Adjacent to Bleachers		Impacted, due to the enhancement of the school
150	<i>Quercus agrifolia</i>	9	Fair	Fair	Fair	35	10	Slope; Adjacent to Trail		Impacted, due to the enhancement of the school
165	<i>Juglans californica</i> var. <i>californica</i>	14,10,18	Fair	Fair	Fair	25	25			Impacted, due to the enhancement of the school
166	<i>Quercus agrifolia</i>	9,10,9	Fair	Fair	Fair	45	30			Impacted, due to the enhancement of the school

IMPACTED, DUE TO THE ENHANCEMENT OF THE SCHOOL (Continued)

Tree No.	Tree Species	DBH (in)	Health	Structure	Aesthetics	Tree Height (ft)	Average Canopy Width (ft)	Comments	General Location	Reason for Removal
167	<i>Quercus agrifolia</i>	18,12	Fair	Fair	Fair	40	30			Impacted, due to the enhancement of the school
169	<i>Juglans californica</i> var. <i>californica</i>	11,10	Fair	Fair	Fair	30	20	English Ivy		Impacted, due to the enhancement of the school
170	<i>Juglans californica</i> var. <i>californica</i>	8,9,8,5	Fair	Fair	Fair	25	20	English Ivy		Impacted, due to the enhancement of the school
171	<i>Quercus agrifolia</i>	10	Fair	Fair	Fair	35	25	Nest		Impacted, due to the enhancement of the school
173	<i>Quercus agrifolia</i>	22,18	Fair	Fair	Fair	65	40	English Ivy		Impacted, due to the enhancement of the school
174	<i>Juglans californica</i> var. <i>californica</i>	8,5,6	Fair	Fair	Fair	20	15	Slope Above Parking Lot		Impacted, due to the enhancement of the school
175	<i>Juglans californica</i> var. <i>californica</i>	9	Fair	Fair	Fair	20	30	Slope above parking lot		Impacted, due to the enhancement of the school
177	<i>Juglans californica</i> var. <i>californica</i>	15	Fair	Fair	Fair	30	30	Slope Above Parking lot		Impacted, due to the enhancement of the school
179	<i>Juglans californica</i> var. <i>californica</i>	6,6,8	Fair	Fair	Fair	48	30	Decay; slope above parking lot		Impacted, due to the enhancement of the school

IMPACTED, DUE TO THE ENHANCEMENT OF THE SCHOOL (Continued)

Tree No.	Tree Species	DBH (in)	Health	Structure	Aesthetics	Tree Height (ft)	Average Canopy Width (ft)	Comments	General Location	Reason for Removal
199	<i>Juglans californica</i> var. <i>californica</i>	7,4	Fair	Fair	Fair	18	12	Tree #92 is approximately 13 feet southwest of tree #80c		Impacted, due to the enhancement of the school
206	<i>Juglans californica</i> var. <i>californica</i>	5	Fair	Fair	Fair	12	8	Broken co-dominant trunk		Impacted, due to the enhancement of the school
207	<i>Juglans californica</i> var. <i>californica</i>	5,2	Fair	Fair	Fair	12	8			Impacted, due to the enhancement of the school
208	<i>Juglans californica</i> var. <i>californica</i>	4,2,7	Fair	Fair	Fair	12	8	Broken co-dominant trunk; decay		Impacted, due to the enhancement of the school
210	<i>Juglans californica</i> var. <i>californica</i>	7,5	Fair	Fair	Fair	15	12		Above fountain area	Impacted, due to the enhancement of the school
213	<i>Juglans californica</i> var. <i>californica</i>	6	Fair	Fair	Fair	18	10			Impacted, due to the enhancement of the school
214	<i>Juglans californica</i> var. <i>californica</i>	5,3	Fair	Fair	Fair	15	8			Impacted, due to the enhancement of the school
220	<i>Juglans californica</i> var. <i>californica</i>	5,4	Fair	Fair	Fair	12	8			Impacted, due to the enhancement of the school

IMPACTED, DUE TO THE ENHANCEMENT OF THE SCHOOL (Continued)

Tree No.	Tree Species	DBH (in)	Health	Structure	Aesthetics	Tree Height (ft)	Average Canopy Width (ft)	Comments	General Location	Reason for Removal
221	<i>Juglans californica</i> var. <i>californica</i>	8	Fair	Fair	Fair	16	8	Decay at base of tree		Impacted, due to the enhancement of the school
224	<i>Juglans californica</i> var. <i>californica</i>	4	Fair	Fair	Fair	12	8		Ivy slope	Impacted, due to the enhancement of the school

PARTIAL IMPACTS MAY OCCUR; HOWEVER, WITH PROPER PRE-CONSTRUCTION PROTECTION MEASURES NO REMOVAL WOULD BE NECESSARY

Tree No.	Tree Species	DBH (in)	Health	Structure	Aesthetics	Tree Height (ft)	Average Canopy Width (ft)	Comments	General Location	Reason for Removal
15	<i>Platanus racemosa</i>	9	Fair	Fair	Fair	40	15	Growing within ice plant and periwinkle	Northeast of Elementary school building	Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
39	<i>Quercus agrifolia</i>	8,10,10,10,7	Fair	Fair	Fair	30	40	On slope with poison	Western slope above high school lunch area	Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
40	<i>Quercus agrifolia</i>	9,8,7	Fair	Fair	Fair	30	40	Contains large broken branches	Western slope above high school lunch area	Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary

PARTIAL IMPACTS MAY OCCUR; HOWEVER, WITH PROPER PRE-CONSTRUCTION PROTECTION MEASURES NO REMOVAL WOULD BE NECESSARY (Continued)

Tree No.	Tree Species	DBH (in)	Health	Structure	Aesthetics	Tree Height (ft)	Average Canopy Width (ft)	Comments	General Location	Reason for Removal
95	<i>Quercus agrifolia</i>	50	Good	Fair	Good	35	40	Located within development area; trunk is lying down in a low area (see Figure 6, <i>Tree Photographs</i> , photo No. 8, on page 11).	Northeast of upper-level classroom building	Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
149	<i>Juglans californica</i> var. <i>californica</i>	6,8	Fair	Fair	Fair	20	40	Slope; Adjacent to Trail		Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
152	<i>Juglans californica</i> var. <i>californica</i>	10,8	Fair	Fair	Fair	45	40	Slope; Adjacent to Trail		Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary

PARTIAL IMPACTS MAY OCCUR; HOWEVER, WITH PROPER PRE-CONSTRUCTION PROTECTION MEASURES NO REMOVAL WOULD BE NECESSARY (Continued)

Tree No.	Tree Species	DBH (in)	Health	Structure	Aesthetics	Tree Height (ft)	Average Canopy Width (ft)	Comments	General Location	Reason for Removal
153	<i>Quercus agrifolia</i>	18,22	Fair	Fair	Fair	60	45	Slope; Adjacent to Trail		Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
154	<i>Quercus agrifolia</i>	26	Fair	Fair	Fair	65	50	Slope; Adjacent to Trail		Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
176	<i>Juglans californica</i> var. <i>californica</i>	9,5,8	Fair	Fair	Fair	25	15	Slope above parking lot		Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary

PARTIAL IMPACTS MAY OCCUR; HOWEVER, WITH PROPER PRE-CONSTRUCTION PROTECTION MEASURES NO REMOVAL WOULD BE NECESSARY (Continued)

Tree No.	Tree Species	DBH (in)	Health	Structure	Aesthetics	Tree Height (ft)	Average Canopy Width (ft)	Comments	General Location	Reason for Removal
178	<i>Quercus agrifolia</i>	18	Fair	Fair	Fair	40	40	Deadwood; slope above parking lot		Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
180	<i>Quercus agrifolia</i>	11	Fair	Fair	Fair	25	45	Decay; cavity		Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
181	<i>Quercus agrifolia</i>	8,14	Fair	Fair	Fair	50	30	Decay; cavity		Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary

PARTIAL IMPACTS MAY OCCUR; HOWEVER, WITH PROPER PRE-CONSTRUCTION PROTECTION MEASURES NO REMOVAL WOULD BE NECESSARY (Continued)

Tree No.	Tree Species	DBH (in)	Health	Structure	Aesthetics	Tree Height (ft)	Average Canopy Width (ft)	Comments	General Location	Reason for Removal
187	<i>Juglans californica</i> var. <i>californica</i>	17,14	Fair	Fair	Fair	25	30	Fence		Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
188	<i>Juglans californica</i> var. <i>californica</i>	10	Fair	Fair	Fair	30	40	Fence		Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
198	<i>Juglans californica</i> var. <i>californica</i>	13	Fair	Fair	Fair	20	16	Tree #91 is approximately 17 feet northwest of tree #79c		Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary

PARTIAL IMPACTS MAY OCCUR; HOWEVER, WITH PROPER PRE-CONSTRUCTION PROTECTION MEASURES NO REMOVAL WOULD BE NECESSARY (Continued)

Tree No.	Tree Species	DBH (in)	Health	Structure	Aesthetics	Tree Height (ft)	Average Canopy Width (ft)	Comments	General Location	Reason for Removal
211	<i>Juglans californica</i> var. <i>californica</i>	5,4,4,3,2,2,2	Fair	Fair	Fair	13	8	Barbed wire		Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
212	<i>Juglans californica</i> var. <i>californica</i>	7,9,2	Fair	Fair	Fair	15	8			Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
215	<i>Juglans californica</i> var. <i>californica</i>	4,6,6,4,5	Fair	Fair	Fair	18	12	Barbed wire; decay		Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary

PARTIAL IMPACTS MAY OCCUR; HOWEVER, WITH PROPER PRE-CONSTRUCTION PROTECTION MEASURES NO REMOVAL WOULD BE NECESSARY (Continued)

Tree No.	Tree Species	DBH (in)	Health	Structure	Aesthetics	Tree Height (ft)	Average Canopy Width (ft)	Comments	General Location	Reason for Removal
216	<i>Juglans californica</i> var. <i>californica</i>	3,6	Fair	Fair	Fair	16	12	Decay		Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
217	<i>Quercus agrifolia</i>	4	Fair	Fair	Fair	12	8			Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary
219	<i>Juglans californica</i> var. <i>californica</i>	7,5,5,4	Fair	Fair	Fair	16	8	Poison oak		Partial impacts may occur; however, with proper pre-construction protection measures no removal would be necessary

POTENTIAL IMPACTS; HOWEVER, WITH PROPER PRE-CONSTRUCTION PROTECTION MEASURES NO REMOVAL IS NECESSARY

Tree No.	Tree Species	DBH (in)	Health	Structure	Aesthetics	Tree Height (ft)	Average Canopy Width (ft)	Comments	General Location	Reason for Removal
38	<i>Quercus agrifolia</i>	11,9	Fair	Fair	Fair	30	40	On slope with poison	Western slope above high school lunch area	Potential impacts; however, with proper pre-construction protection measures no removal is necessary
45	<i>Quercus agrifolia</i>	11	Good	Good	Fair	30	15	Slope	Western slope above high school lunch area	Potential impacts; however, with proper pre-construction protection measures no removal is necessary
46	<i>Juglans californica</i> var. <i>californica</i>	8	Fair	Fair	Fair	25	10	Slope	Western slope above high school lunch area	Potential impacts; however, with proper pre-construction protection measures no removal is necessary
48	<i>Juglans californica</i> var. <i>californica</i>	8,6,4	Fair	Good	Fair	25	10	Located on slope, contains deadwood and decay	Western slope above high school lunch area	Potential impacts; however, with proper pre-construction protection measures no removal is necessary

POTENTIAL IMPACTS; HOWEVER, WITH PROPER PRE-CONSTRUCTION PROTECTION MEASURES NO REMOVAL IS NECESSARY
(Continued)

Tree No.	Tree Species	DBH (in)	Health	Structure	Aesthetics	Tree Height (ft)	Average Canopy Width (ft)	Comments	General Location	Reason for Removal
55	<i>Juglans californica</i> var. <i>californica</i>	7	Fair	Fair	Fair	25	10	Leaning; ivy	Western slope above sports field bathrooms	Potential impacts; however, with proper pre-construction protection measures no removal is necessary
56	<i>Juglans californica</i> var. <i>californica</i>	6,6,7	Fair	Fair	Fair	25	10	Contains deadwood, growing from within a lemonade berry bush	Western slope above sports field bathrooms	Potential impacts; however, with proper pre-construction protection measures no removal is necessary
57	<i>Juglans californica</i> var. <i>californica</i>	13	Fair	Fair	Fair	25	10	Surrounded by ice plant; deadwood and decay	Western slope above sports field bathrooms	Potential impacts; however, with proper pre-construction protection measures no removal is necessary
58	<i>Juglans californica</i> var. <i>californica</i>	5,5	Fair	Fair	Fair	25	10	Birdhouse; deadwood	Western slope above sports field bathrooms	Potential impacts; however, with proper pre-construction protection measures no removal is necessary

POTENTIAL IMPACTS; HOWEVER, WITH PROPER PRE-CONSTRUCTION PROTECTION MEASURES NO REMOVAL IS NECESSARY
(Continued)

Tree No.	Tree Species	DBH (in)	Health	Structure	Aesthetics	Tree Height (ft)	Average Canopy Width (ft)	Comments	General Location	Reason for Removal
144	<i>Quercus agrifolia</i>	28	Fair	Fair	Fair	45	50	Scope; Adjacent to Bleachers		Potential impacts; however, with proper pre-construction protection measures no removal is necessary
182	<i>Juglans californica</i> var. <i>californica</i>	5,5,5	Fair	Fair	Fair	25	15	Decay; cavity		Potential impacts; however, with proper pre-construction protection measures no removal is necessary
202	<i>Quercus agrifolia</i>	8	Fair	Fair	Fair	16	10	Lean; decay; deadwood		Potential impacts; however, with proper pre-construction protection measures no removal is necessary
14	<i>Platanus racemosa</i>	11	Fair	Fair	Fair	40	15	Growing within ice plant and periwinkle	Northeast of Elementary school building	Potential impacts; however, with proper pre-construction protection measures no removal would be necessary

POTENTIAL IMPACTS; HOWEVER, WITH PROPER PRE-CONSTRUCTION PROTECTION MEASURES NO REMOVAL IS NECESSARY
(Continued)

Tree No.	Tree Species	DBH (in)	Health	Structure	Aesthetics	Tree Height (ft)	Average Canopy Width (ft)	Comments	General Location	Reason for Removal
200	<i>Quercus agrifolia</i>	9,11,12,	Good	Fair	Good	22	20		Slope above 80c	Potential impacts; however, with proper pre-construction protection measures no removal would be necessary
201	<i>Juglans californica</i> var. <i>californica</i>	7,3	Fair	Fair	Fair	12	16	Laying down; decay		Potential impacts; however, with proper pre-construction protection measures no removal would be necessary
203	<i>Quercus agrifolia</i>	10	Fair	Fair	Fair	23	14	Slight lean		Potential impacts; however, with proper pre-construction protection measures no removal would be necessary
204	<i>Juglans californica</i> var. <i>californica</i>	9,10	Fair	Fair	Fair	16	20	Slight lean		Potential impacts; however, with proper pre-construction protection measures no removal would be necessary

POTENTIAL IMPACTS; HOWEVER, WITH PROPER PRE-CONSTRUCTION PROTECTION MEASURES NO REMOVAL IS NECESSARY
(Continued)

Tree No.	Tree Species	DBH (in)	Health	Structure	Aesthetics	Tree Height (ft)	Average Canopy Width (ft)	Comments	General Location	Reason for Removal
205	<i>Quercus agrifolia</i>	8,8,9	Fair	Fair	Fair	17	12			Potential impacts; however, with proper pre-construction protection measures no removal would be necessary
218	<i>Juglans californica</i> var. <i>californica</i>	5,5,6,4,3,4	Fair	Fair	Fair	16	10	Barbed wire		Potential impacts; however, with proper pre-construction protection measures no removal would be necessary
222	<i>Juglans californica</i> var. <i>californica</i>	7,8,5,4	Fair	Fair	Fair	16	8			Potential impacts; however, with proper pre-construction protection measures no removal would be necessary

APPENDIX 5 - FIRE/LAFD DOCUMENTS

JEFFREY M. KALBAN & ASSOCIATES ARCHITECTURE, INC.

Lisa Turkan - Buckley Jim Shelton - PDG
Rick Davis : Rega Resgion - KPFF Mark O'Neil - DGA

FACSIMILE TRANSMITTAL

TO: *Stephanie Gaystone PCR*DATE: *3/1/07*

AT: _____

FROM: *Susan Oakley*

FAX NUMBER: _____

JOB: *Buckley School*TOTAL NO. OF PAGES: *7*
(Including cover)SUBJECT: *Fire Dept Approval*HARD COPY TO FOLLOW: _____ YES ☒ NO

CONTENTS/COMMENTS:

*approval of fire dept access -
plan sent via pdf. check your email*

THESE ARE:

- ☐ Per your request
☐ For your review & comment
☐ Please call for additional information

- ☐ For your information
☐ For your approval
☐ For use on job

COPIES TO:

Install 1 → FIRE HYDRANTS TO BE INSTALLED IN THE CITY OF LOS ANGELES SHALL HAVE A GENERAL APPROVAL ISSUED BY THE LOS ANGELES CITY FIRE DEPARTMENT.

SPECIFICATIONS: SIZE 2 1/2" X 4"
4" X 4" DPH.

ONLY 1 1/2" OR 1 3/4" PENTAGONAL NUTS SHALL BE ACCEPTED ON STEMS AND PROTECTIVE CAPS.

CLOW / RICH

#560, 555 OR 850

JAMES JONES

#13700 Fluted Barrel

LB IRONWORKS

#702 Lido or 425

OTHER

Muller A-480-E

PROVIDE

- 1) 1500 GPM AT FARTHEST FIRE HYDRANT
- 2) 0 GPM AT ANY 0 INTERMEDIATE FIRE HYDRANT (S).

- 3) TOTAL GPM 1500 GPM @ 20 PSI
- INSTALL HYDRANT ON A 6" LATERAL WITH A 6" KEY GATE VALVE NOT LESS THAN 4' OR MORE THAN 10' FROM HYDRANT

ACCESS AND HYDRANTS
LOS ANGELES FIRE DEPARTMENT
Approved: W. R. Barnette
Fire Chief

By A. Johnson Date 2-27-07



Los Angeles Fire Department

200 N. Main St., 16th Floor Room 1620, Los Angeles, CA 90012

PERMIT

Application for Division 5 Permit

LOCATION INFORMATION										
Address:	3900 STANSBURY AVE	Date of Use:	2/27/2007	Date Granted:	2/27/2007	Date Expires:	2/27/2008	PERMIT#	60104999	
Name:	BRUCE A. MILLER & ASSOC. INC	Multiple Use Dates	Phone:		(213) 625-2592					
City	LOS ANGELES	State:		CA	Zip Cod		90013-			
CONTACT INFORMATION										
Name:	BUCKLEY SCHOOL				Phone:					(818) 461-6720
Address:	3900 STANSBURY AVE									
City:	SHERMAN OAKS				State:		CA	Zip Code		91423
Print Name	KIRA MILLER	Signature:				Title:				AGENT
										
PERSONNEL INFORMATION										
Name:	BUCKLEY SCHOOL				Phone:					(818) 461-6720
Address:	3900 STANSBURY AVE									
City:	SHERMAN OAKS				State:		CA	Zip Code		91423-
Print Name:	LARRY DOUGHBRTY	Signatures:				Titles:				HEADMASTER
										
INSPECTOR INFORMATION										
Inspector Signature:	Johnson, Joseph				FIRE MARSHAL					
Date:	2/27/2007	Unit:		Hydrant Unit						
Phone#		213-482-6543		Permit will not be valid unless signed by Fire Marshal's Billing and Accounts Receivable 16th Fir. Rm. 1620						
Install		300	1	\$405.00		Fee Exempt ☐				

Total Fees: \$405.00

L.A.F.D.
Hydrant and Access Unit

PAID

Date Received: 2-27-2007
 Received By: JS/SAB
 Check Date/No: 2-27-07 #2078
 Amount: \$405.00

To Schedule Inspection call (213) 482-6903

LOS ANGELES CITY FIRE DEPARTMENT

Application For Division 5 Permit

F-20

LOCATION INFORMATION

▼ FD USE ONLY ▼

Address:

Dates of Use:

Date Granted: 2-27-07

PERMIT#

3900 Stansbury Ave

Date Expires: 2-27-08

Name: Bruce A Miller & Assoc Inc.

Phone: (213) 625-2592

City: Los Angeles

State: CA

Zip: 90013

CONTRACTOR INFORMATION

Name: Buckley School

Phone: ()

Address: 3900 Stansbury Ave

City: Sherman Oaks

State: CA

Zip: 91423

Print Name:

Kira Miller

Signature:

Kira Miller

Title:

Agent

PROPERTY OWNER / SPONSORING ORGANIZATION

Name: Buckley School

Phone: (818) 461-6720

Address: 3900 Stansbury Ave

City: Sherman Oaks

State: CA

Zip: 91423

Print Name:

Kira Miller LARRY

Signature:

Kira Miller

Title:

Agent

* Do Not Write Below This Line *

Inspector Signature:

J. Johnson

Date:

2-27-07

Unit Hydrant & Access

Phone # (213) 482-6543

FIRE MARSHAL

Billing and Accounts receivable 10th Floor Room 1070 (Rev Code 3832)

ITEM

Code
ID

No

FEE

Private Hydrant

300

1

\$405.00

TOTALS

\$405.00

Signature

**** Check here _____ if comments are used on back of form. ****

to Kira from Spar
City of Los Angeles
Los Angeles Department of Water and Power - Water System

SAR NUMBER 11177

Fire Service Pressure Flow Report

SERVICE NUMBER **671009**

For: **3000 STANSBURY AV**

Report Date: **4-26-2006**

Existing / Proposed **8 INCH** off of the

8 inch main in **STANSBURY AV** on the **EAST** side approximately

670 feet **SOUTH** of **CENTERLINE** of **VALLEY VIEW BL** The system maximum pressure is

232 psi based on street curb elevation of **715** feet above sea level at this location.

The distance from the DWP street main to the property line is **647** feet

System maximum pressure should be used only for determining pressure of piping and fittings.

Residual Flow/Pressure Table for water system street main at this location

Flow (gpm)	Press. (psi)	Flow (gpm)	Press. (psi)	Flow (gpm)	Press. (psi)
0	278	1550	189	2255	89
325	274	1595	184	2290	84
475	269	1640	179	2320	89
590	264	1685	174	2365	84
690	259	1730	169	2385	79
775	254	1770	164	2420	74
865	249	1810	159	2450	69
930	244	1850	154	2480	64
1000	239	1890	149	2500	61
1065	234	1930	144		
1130	229	1970	139		
1190	224	2005	134		
1245	219	2045	129		
1300	214	2080	124		
1355	209	2115	119		
1405	204	2150	114		
1455	199	2185	109		
1505	194	2220	104		

Meter Assembly Capacities

Domestic Meters

1 inch=58 gpm
1-1/2 inch=98 gpm
2 inch=180 gpm
3 inch=220 gpm
4 inch=400 gpm
6 inch=700 gpm
8 inch=1500 gpm
10 inch=2500 gpm

Fire Service

2 inch=250 gpm
4 inch=600 gpm
6 inch=1400 gpm
8 inch=2500 gpm
10 inch=5000 gpm

Post-Box Fax Note 7871

To: **RICK DAVIS**

Card: **KPFF**

Phone: **LA DWP**

Fax: **LA DWP**

These values are subject to change due to changes in system facilities or demands.

Name:

RECEIVED KPFF - L.A.
CC:

This information will be sent to the Department of Building and Safety for plan checking.

This SAR is valid for one year from date above. Call DWP for recalculation or for release if no system changes have occurred.

APR 27 2006

For additional information contact the Water Distribution Services Section -
Printed: 4-27-2006

EAST VALLEY
(713) 387-1242

JOB #
FILE #

THOMAS E. VAN HORN

LUIS NUNO APR 27 2006

Prepared by

Approved by

164.153
Water Service Map

wood & duckley plans stamped & approved

FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

January 10, 2007

TO: Emily Gabel-Luddy, Supervisor
Department of City Planning
Attention: Lynn Harper

FROM: Fire Department

SUBJECT: **PARCEL MAP NO. 06-8876 (3900 N. Stansbury Ave.)**

Subject property has been investigated by members of the Fire Department.

RECOMMENDATIONS:

Submit plot plans for Fire Department approval and review prior to recordation of Parcel Map Action.

In order to mitigate the inadequacy of fire protection in travel distance, sprinkler systems shall be required throughout any structure to be built, in accordance with the Los Angeles Municipal Code, Section 57.09.07.

Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.

Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.

Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.

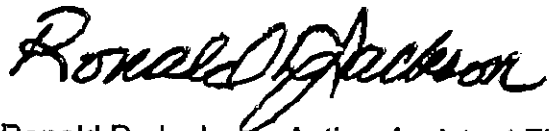
No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.

Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.

Lynn Harper
January 10, 2007
Page 2

No building or portion of a building shall be constructed more than 300 feet from an approved fire hydrant. Distance shall be computed along path of travel. Exception: Dwelling unit travel distance shall be computed to front door of unit.

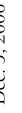
DOUGLAS L. BARRY
Acting Fire Chief

A handwritten signature in black ink, reading "Ronald D. Jackson". The signature is written in a cursive, flowing style.

Ronald D. Jackson, Acting Assistant Fire Marshal
Bureau of Fire Prevention and Public Safety

DLB:JJ:vlj
c:PM 06-8876

Map No: 164 - 153
162 - 153



FIRE DEPT. ACCESS PLAN
THE BUCKLEY SCHOOL
3900 STANSBURY AVE.
SHERMAN OAKS, CA 91423