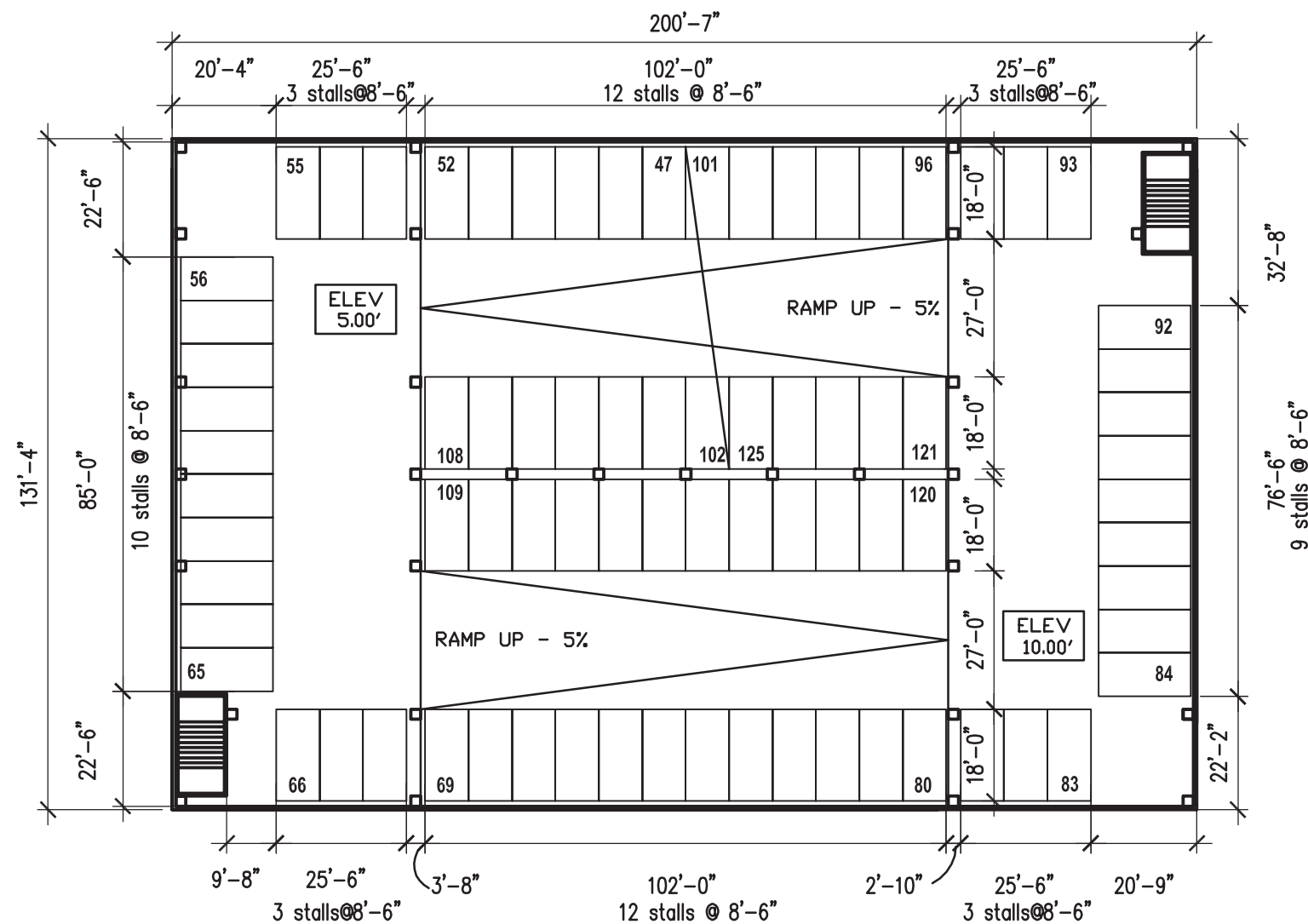
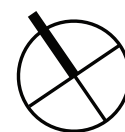


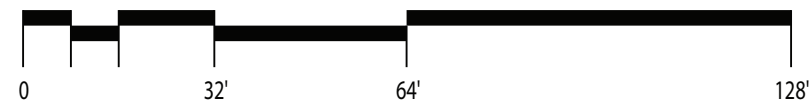
Level 3 68 Cars
 Level 2 79 Cars
 Level 1 46 Cars + 7 HC



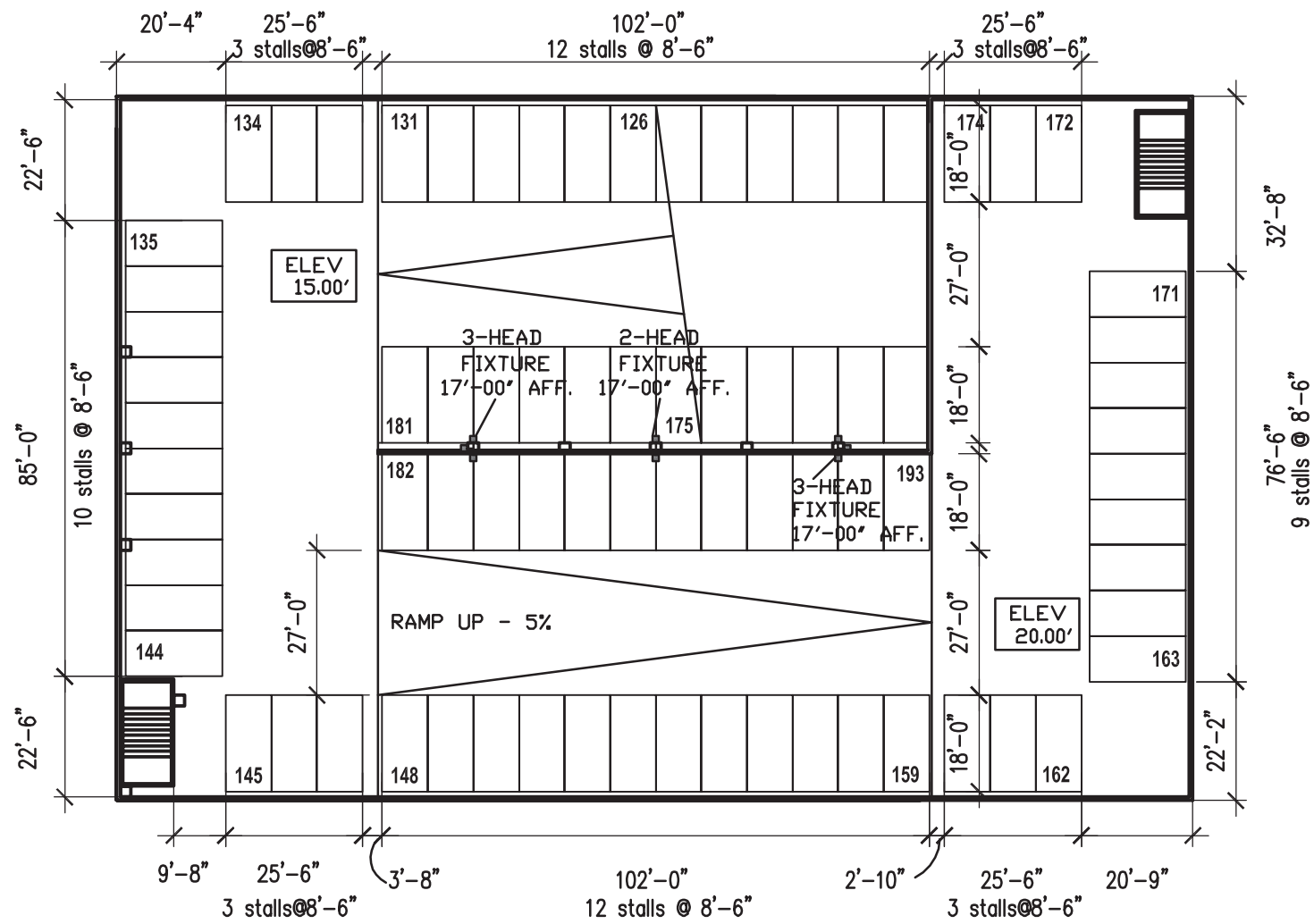
Level 2
 79 Cars



Scale: 1/32"=1'-0"



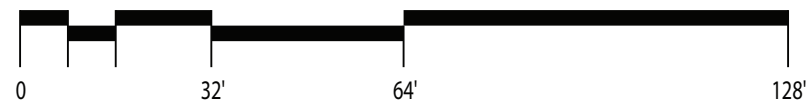
Parking Structure



Level 3
68 Cars



Scale: 1/32"=1'-0"

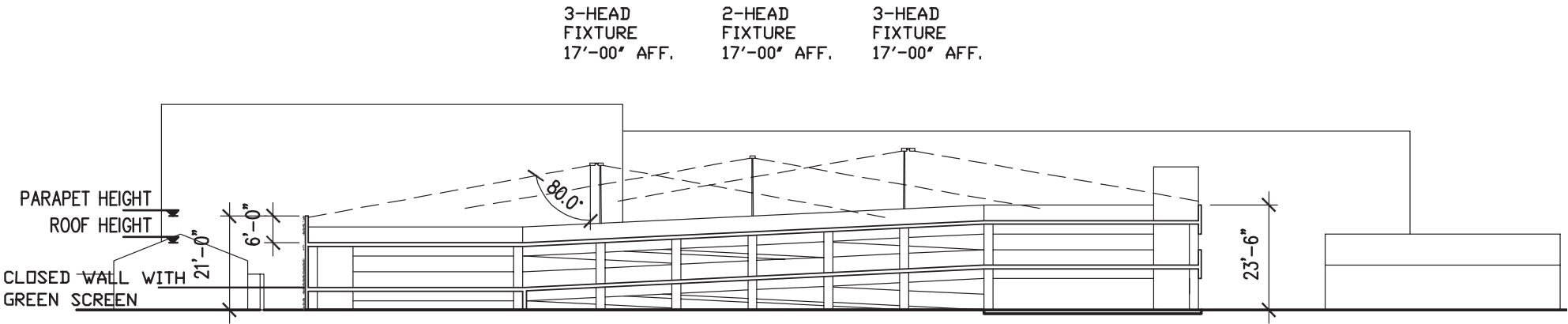


Parking Structure

Parking Structure Lighting

Lighting in the parking structure has been designed to minimize impacts on the surrounding neighborhood.

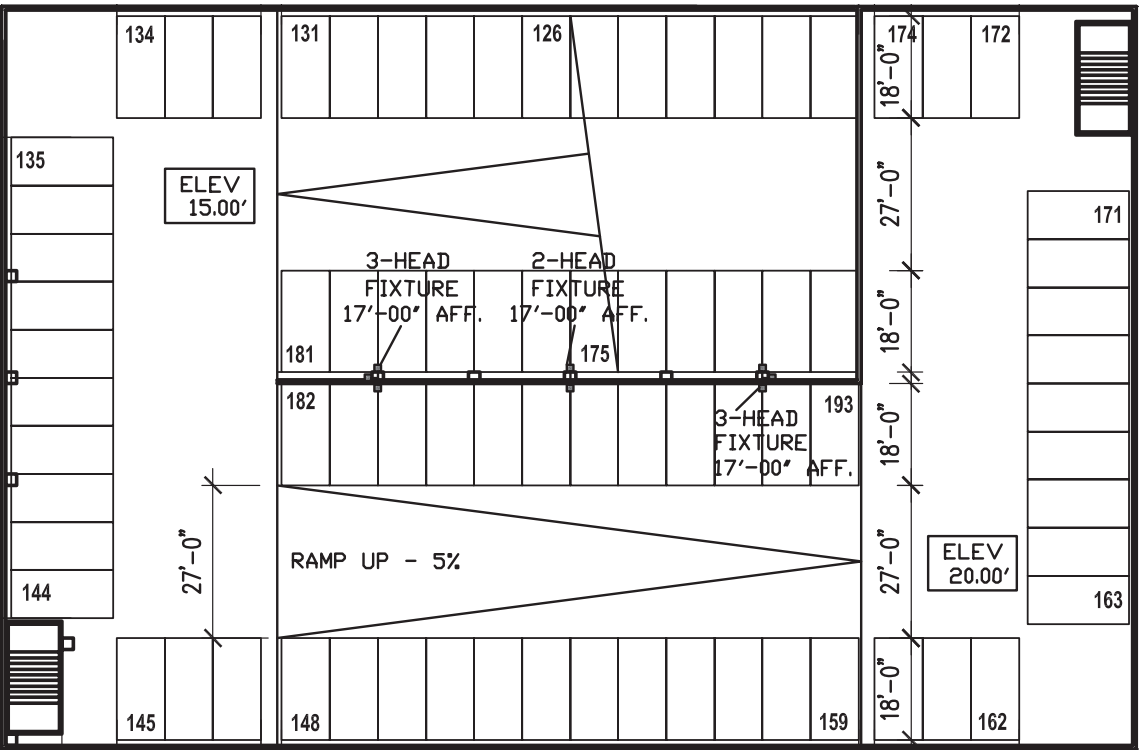
The floors of the parking deck have a high parapet (6-foot high on the top deck facing Van Buren Pl.) designed to prevent any light spills either from deck lighting or auto head-lights into the residential neighborhood. Special deck lighting has been selected and sited in order to avoid any light spill over this parapet height, while still providing the security necessary in a parking facility. These light fixtures were selected to maintain a controlled, downward angle of light that will illuminate the parking structure ground surface without allowing direct light to be emitted into the neighboring parcels.



The light fixtures are mounted at 17'-0", with a fixture cut-off angle of 80 degrees, and a 6'-0" high parapet wall. All the lighting from these fixtures will not fall outside of the garage to the neighborhood.

Parking Structure Landscaping

See pages 34-36 for images. See page 38 for more description.



Notes:

Job:
Type:

FORM 10 SQUARE

EH/H/HT ARM MOUNT

GENERAL DESCRIPTION: The Gardco arm mounted Square Form 10 products are sharp cutoff luminaires for high intensity discharge lamps up to 1000 watts. The EH units are manufactured from mitered extruded aluminum and finished in an Architectural Class 1 anodizing. The H and HT style luminaires are dieformed aluminum with a thermoset polyester finish. Both products can accept one of eight (8) interchangeable and rotatable precision segmented optical systems.

ORDERING Flat glass lens luminaires meet IESNA Full Cutoff criteria. Sag lens luminaires meet IESNA Cutoff criteria.

PREFIX	CONFIGURATION	DISTRIBUTION	WATTAGE	VOLTAGE	FINISH	OPTIONS
Enter the order code into the appropriate box above. Note: Gardco reserves the right to refuse a configuration. Not all combinations and configurations are valid. Refer to notes below for exclusions and limitations. For questions or concerns, please consult the factory.						

PREFIX		CONFIGURATION	
EH14	14" Square Extruded Luminaire	1	Single Assembly
EH19	19" Square Extruded Luminaire	2	Twin Assembly
H14	14" Square Fabricated Luminaire	2@90	Twin Assembly at 90°
H19	19" Square Fabricated Luminaire	3	Triple at 90°
HT19	19" Tall Square Fabricated Luminaire		
H26	26" Square Fabricated Luminaire		

CONFIGURATION	
3@120	Triple at 120°
4	Quad Assembly

DISTRIBUTION		WATTAGE	
Horizontal Lamp	Vertical Lamp	14"	19"
1 Type I	VS Type V	100MH ¹	250MH
3 Type III		150MH ¹	400MH
4X Type IV (19"/T19" only)	14" and 19" supplied with acrylic sag lens. 26" supplied with sag glass lens. Medium base, 200w max on 14" units.	175MH	250PSMH ⁴
FM Type IV		200MH	320PSMH ⁵
Q Type V		250MH ⁶	350PSMH
	FC3V* Full Cutoff Type III	175PSMH ⁷	400PSMH ⁸
	FCVS* Full Cutoff Type V		450PSMH ²
		100HPS	
		150HPS ³	250HPS
			400HPS

Type 4X optics supplied with sag glass lens standard.

*19" 320PSMH only. Supplied w/MS320/BU/ED28/LLC/PS lamp

1. Medium base lamp

2. Available with vertical lamp optics only.

3. Operates 55V lamp.

4. M138 or M153.

5. M132 or M154.

6. M135 or M155.

7. M137 or M152.

8. Available with Horizontal optics only.

9. M149 only. Horizontal optics require MS750/PS/BU/HOR/BT37 lamp

10. Requires Sag Glass Lens.

VOLTAGE					
120	240	347	QUAD	MH	Metal Halide
208	277	480	120/208/240/277, Factory tied to 277V.	PSMH	Pulse Start Metal Halide
				HPS	High Pressure Sodium

FINISH		OPTIONS	
EH and H26		F	Fusing In Head
BLA	Black Anodized	LF	In-Line/In-Pole Fusing
BRA	Bronze Anodized	PC	Photocontrol and Receptacle
NA	Natural Aluminum Anodized		N/A with 480V.
OC	Optional Color Paint	PCR	Photocontrol Receptacle only
	Specify RAL designation ex: OC-RAL7024	POLY	Polycarbonate Sag Lens
SC	Special Color Paint		In lieu of flat glass. N/A with 4X optics. 450w maximum.
	Specify. Must supply color chip.	HS	Internal Houseside Shield
H/HT Style			Supplied standard with FM optics.
BRP	Bronze Paint	QS	Quartz Standby
BLP	Black Paint	SG	Sag Glass Lens In lieu of flat glass
OC	Optional Color Paint		Supplied standard with 4X optics and 26" VS
	Specify RAL designation ex: OC-RAL7024		
SC	Special Color Paint		
	Specify. Must supply color chip.		

Gardco Lighting reserves the right to change materials or modify the design of its product without notification as part of the company's continuing product improvement program. The 4X optical system is protected by U.S. patent number 5690422.

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A Genlyte Company

Gardco Lighting

2661 Alvarado Street

San Leandro, CA 94577

800/227-0758

510/357-6900 in California

Fax: 510/357-3088

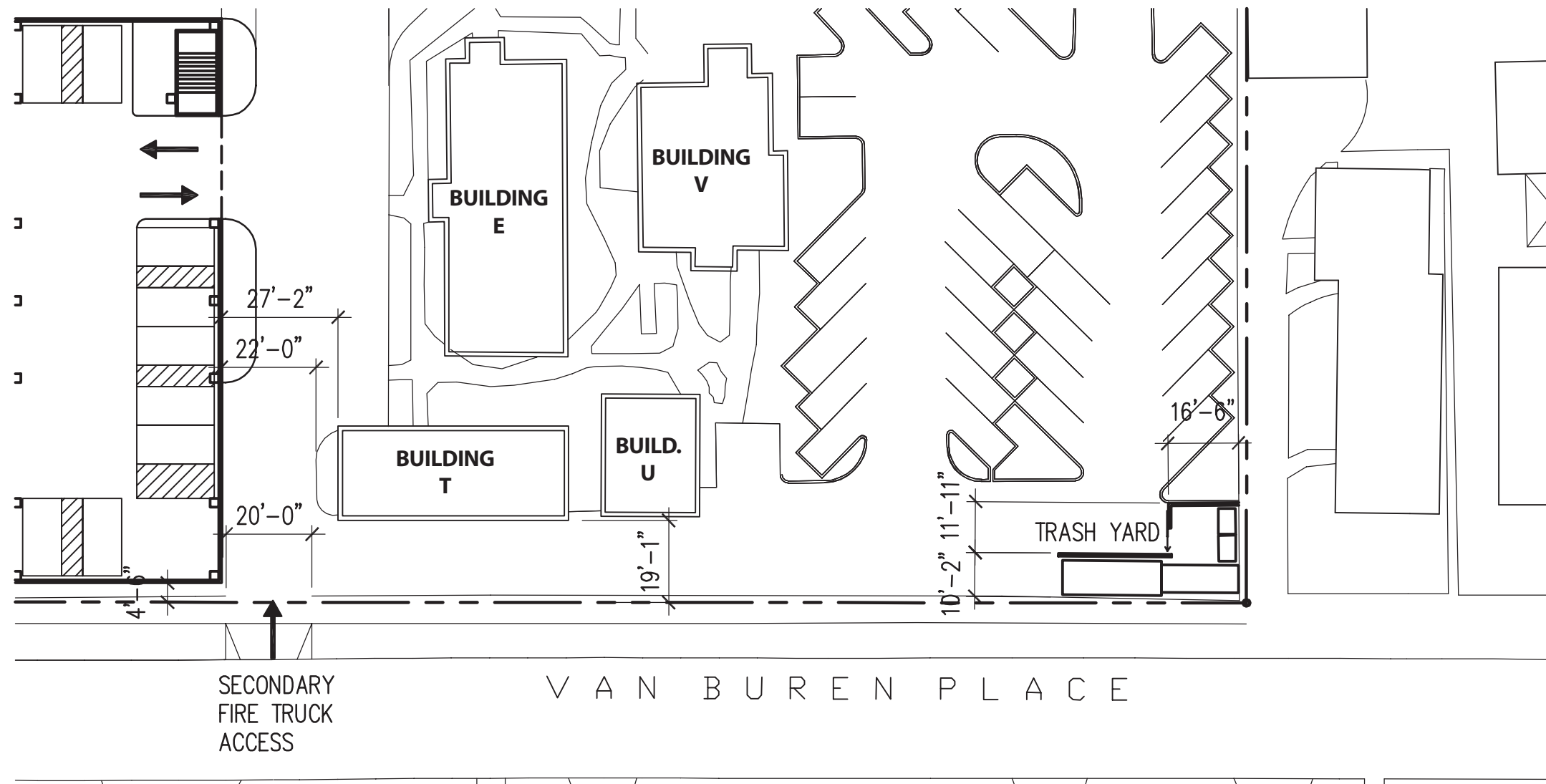
www.sitelighting.com

GARDCO LIGHTING

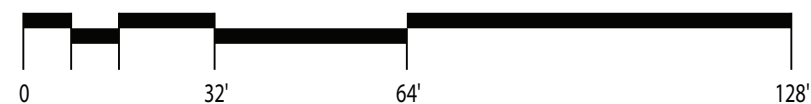
79115-43/0705



Example of light fixture for use in parking structure.



Scale: 1/32"=1'-0"



Studio Lot Landscaping

As noted on the site plans, the Master Plan calls for only a slight (100 SF) decrease in the square-footage of landscaped area on the Studio Lot. The majority of existing landscape (including the areas adjacent to the Mansion building and the historic landscaping in the bungalow courtyard) will remain as is.

The biggest change in on-site landscaping will occur around the new parking structure. Special attention will be paid to using climbing vines, and other plants to shield the parking structure from the residential neighborhood on VanBuren Pl. The south- and west-facing facades will be designed to create a “green screen” of climbing plants that will cover the structure’s concrete exterior. In addition this Master Plan calls for the planting of bushes in the setback between the perimeter wall along Van-Buren Pl. and the parking structure, as well as the replacement of landscaping along the Van Buren Pl. wall.

Plant Selection

Plants will be selected to fit with thte existing landscaping on the Studio Lot. Following is a partial listing of plants currently being used by the Culver studios. The Culver Studios intends to use these or similar plants as part of the landscaping around the parking structure and the bungalow courtyard.

GATE 1

- Iceberg Roses
- Bird of Paradise
- Santa Barbara Daisys
- Hybiscus
- Rapheolepsis
- Juniper
- Day Lilies
- Iris
- Camphor
- Xylosma
- Purple Princes
- Boxwood
- Ficus
- Azaleas

GATE 3

- Iceberg Roses
- Boxwood
- Sycamore trees
- Bronze Flax
- Lantana
- Day Lilies
- Morea
- Star Jasmine
- Rapheolepsis
- Natal Plum
- Agapanthus
- Xylosma
- Axaleas
- Breath of Heaven

FRONT OF MANSION

- Privets
- Sycamore tree
- Sword fern
- Rapheolepsis
- Agapanthus
- Day Lilies
- Pigmy Palms
- Peach Tree
- Hybiscus
- Roses
- Junipers
- Eugenias
- Tree Roses
- Azaleas
- Boxwood
- Gladiolas
- Breath of heaven
- Hydrangea
- Camellias
- Euonymous
- Society Garlic
- Brich Trees
- Star Jasmine
- Spider Plants
- Margarita Daisy
- Capanella



Existing landscaping in front of Mansion



Existing landscaping at Gate 2

Parking Structure Green Screen Type Planting

The images on this page illustrate the effective use of green screen type planting to create a lush, green cover for a utilitarian parking structure. While the scale of the structures in many of these images is larger than the new Culver Studios parking structure, the technique used to create the green screen will be similar.

Green Screen type planting utilizes a wire mesh armature attached to the surface of the parking structure as an armature for planted vines to grow on.

The parking structure green screen will be planted with either Star Jasmine (the same material that is used on the De Mille theater) or Creeping Fig, which provides a lush green look year-round. Both of these are fast growing vines, and can be anticipated to fully cover the wire mesh with greenery within a year of planting.



Star Jasmine



Creeping Fig



Parking Structure - Aptos, CA



Parking Structure - Mountain View, CA



Parking Structure - Palo Alto, CA



Parking Structure - Tustin, CA



Universal City, CA

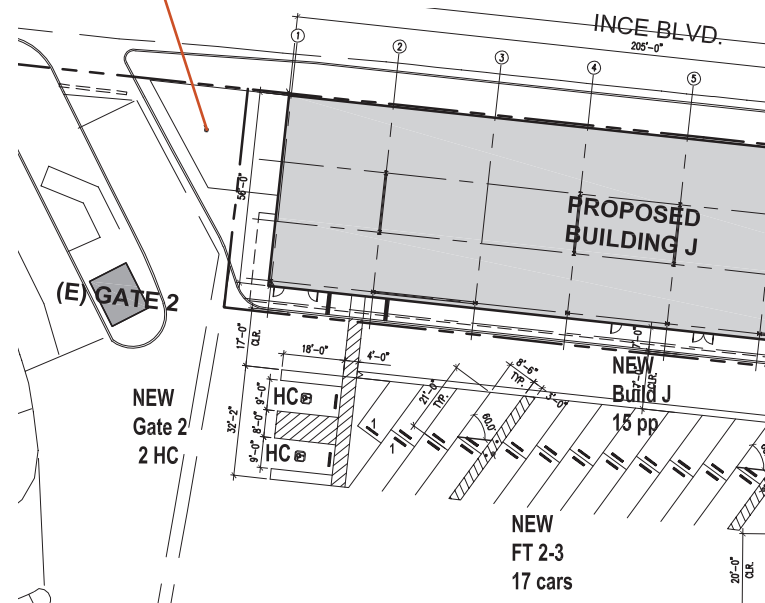


Universal City, CA

Public Art

As a part of the City of Culver City's Art in Public Places program, the Culver Studios design team proposes to work with the City of Culver City to develop publically visible art located adjacent to the North-west facade of Building J facing the Gate #2 entrance. The art will be visible to the public from the street and will add to the character of the Studio Lot.

Proposed Public Art Location



Building J Signage

Signage will be incorporated onto the lot facing (interior) facade of Building J. The signage will be used to identify Building J and will be of a consistent look and feel as the existing signage on the Studio Lot.

The location of this signage on the Building J facade is identified by the red square on this building image.

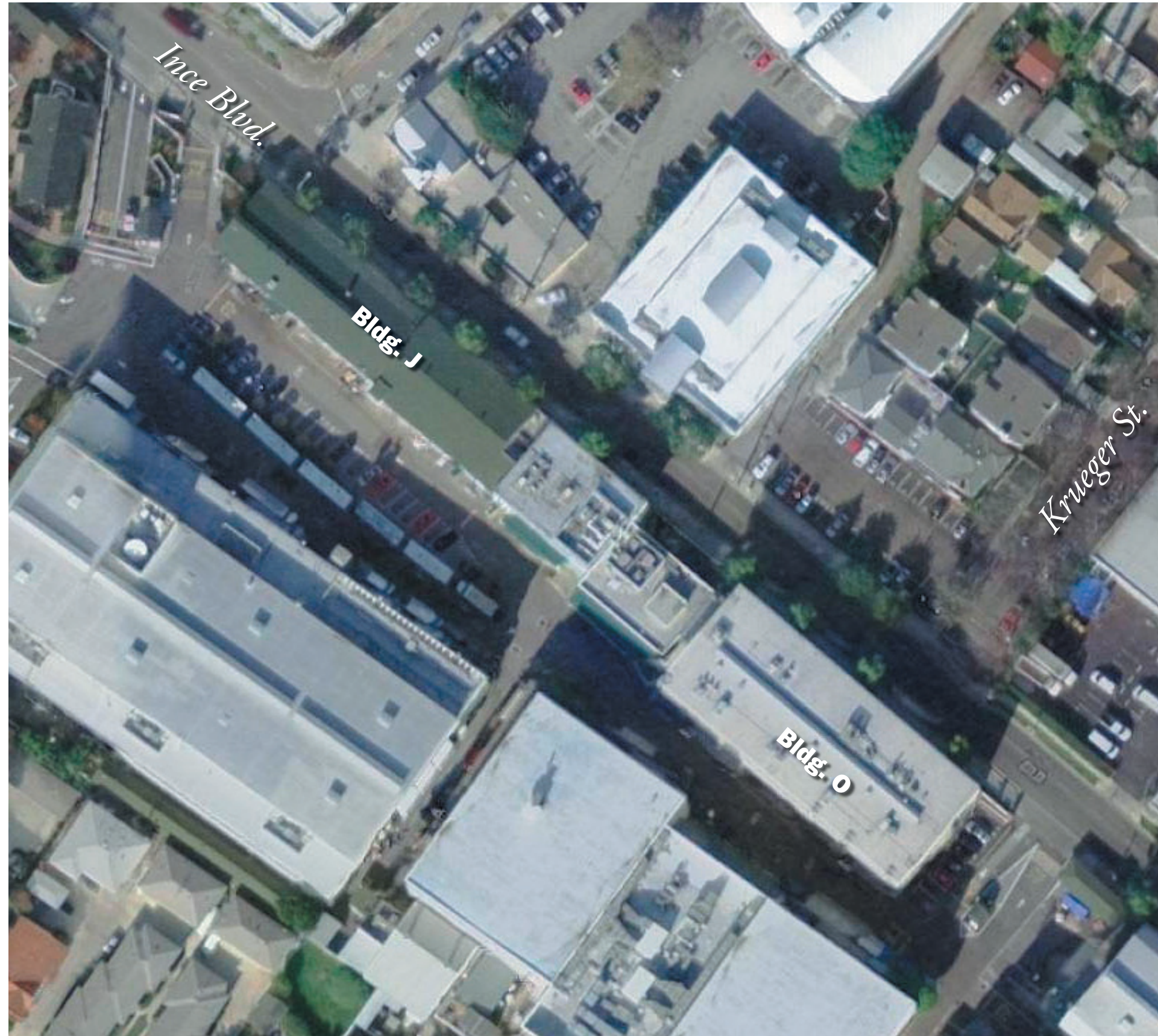


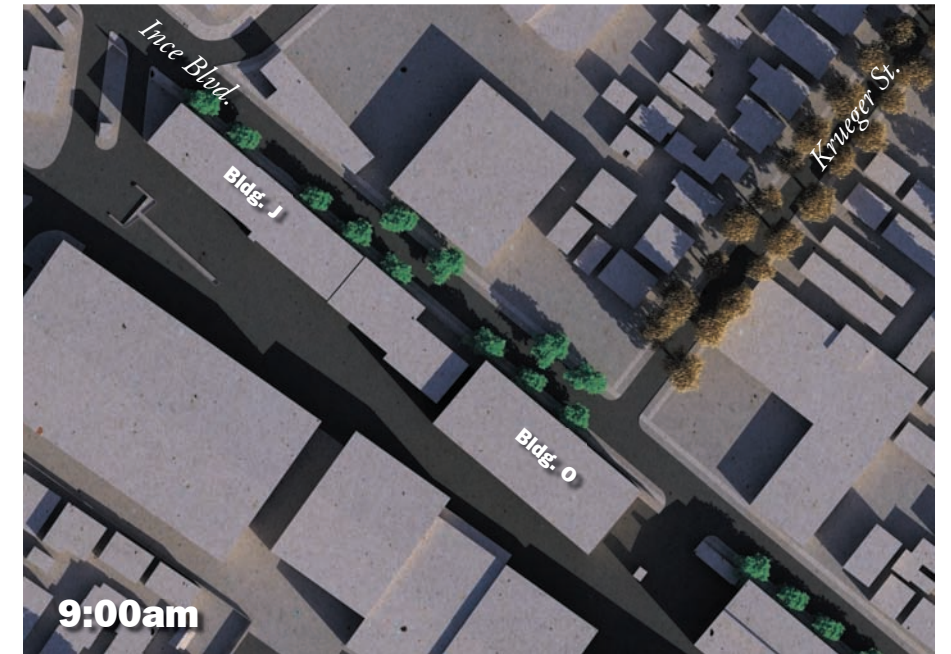
Shade & Shadow Study

In the shade and shadow study the effects of the new construction were studied at three times of day during Winter Solstice, Summer Solstice and the Spring/Fall Equinox. The study looks at the shade and shadow effects at the completion of the Master Plan.

The results are illustrated by the drawings on the following pages and summarized as follows:

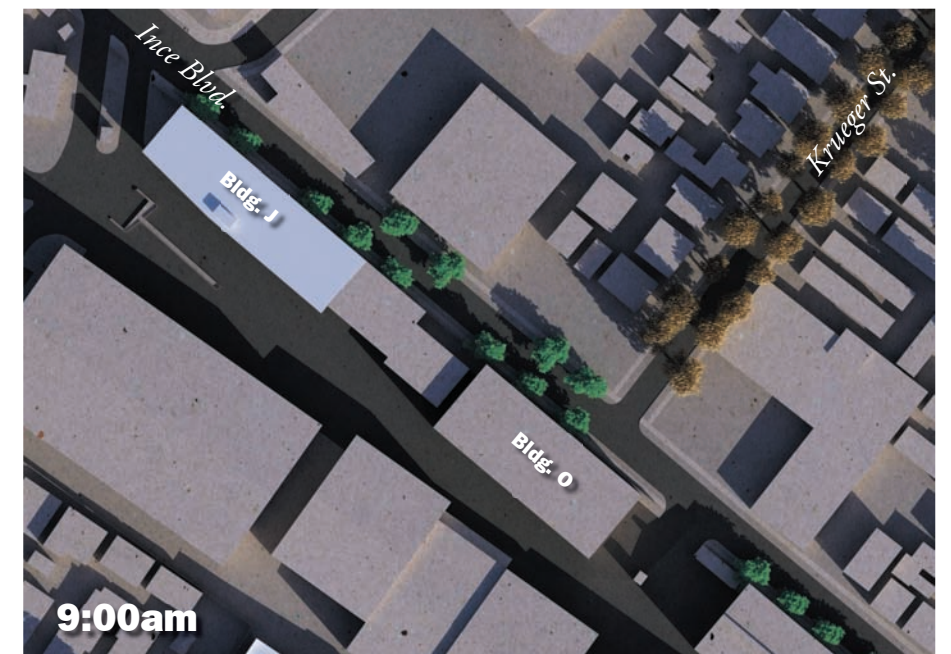
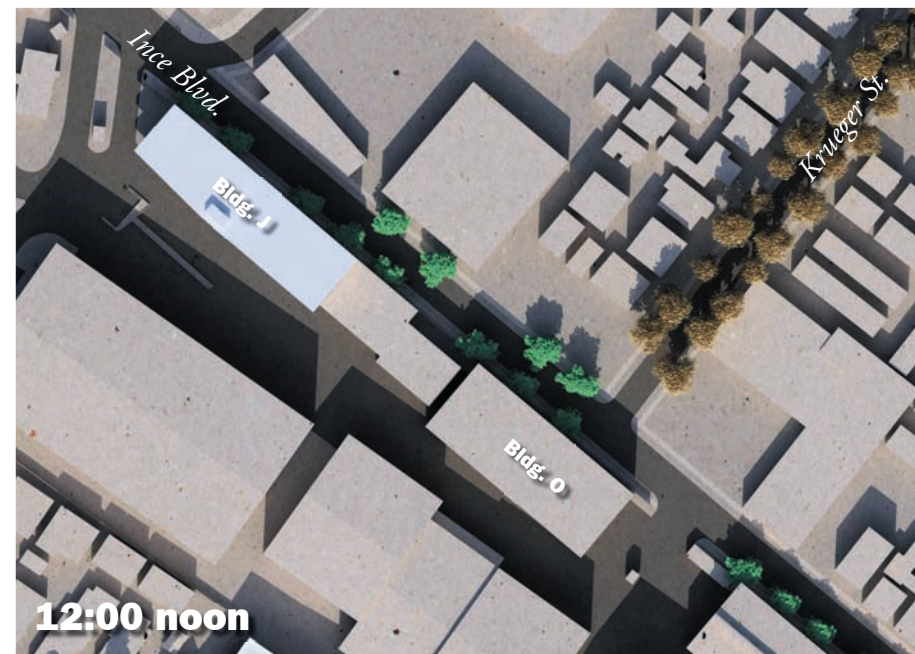
- 1. Existing Building J
- 2. Winter Solstice
 - 9:00 AM – Additional shadow from J cast onto Culver Studios Lot (entry Gate #2)
 - 12 Noon – Some additional shadow cast onto Ince Ave and the street side of the commercial buildings on Ince.
 - 4:00 PM – Some additional shadow on the commercial properties along Ince and minimally on the the back portion of some residential properties. These properties are already largely in the shade from the existing sound stages and evening twilight.
- 3. Summer Solstice
 - 9:00 AM – Some shadow cast onto Culver Studios Lot
 - 12 Noon – MInor shadow on Ince
 - 4:00 PM – Some shadow cast onto Ince Blvd, but not onto the Commercial properties
- 4. Spring/Fall Equinox
 - 9:00 AM – Some shadow cast onto Culver Studios Lot
 - 12 Noon – Some shadow cast onto Ince. Blvd.
 - 4:00 PM – Some additional shadow on the commercial properties along Ince (not on the residential areas.)
- 5. Existing Parking Structure Location
- 6. Winter Solstice
 - 9:00 AM – Minimal shadow cast onto Culver Studios Lot
 - 12 Noon – Minimal shadow cast onto Culver Studios Lot
 - 4:00 PM – Minimal additional shadow cast onto Culver Studios Lot. Studio and residential properties are already largely in the shade from existing trees and the evening twilight.
- 7. Summer Solstice
 - 9:00 AM – Minor shadow cast onto Culver Studios Lot
 - 12 Noon – No Shadow
 - 4:00 PM – Some Shadow cast partially onto Culver Studios Lot
- 8. Spring/Fall Equinox
 - 9:00 AM – Minor shadow cast onto Culver Studios Lot and partly onto edge of residential area
 - 12 Noon – Minor shadow cast onto Culver Studios Lot
 - 4:00 PM – Shadow cast onto Culver Studios Lot





Existing

Proposed



**Building J
WINTER SOLSTICE**

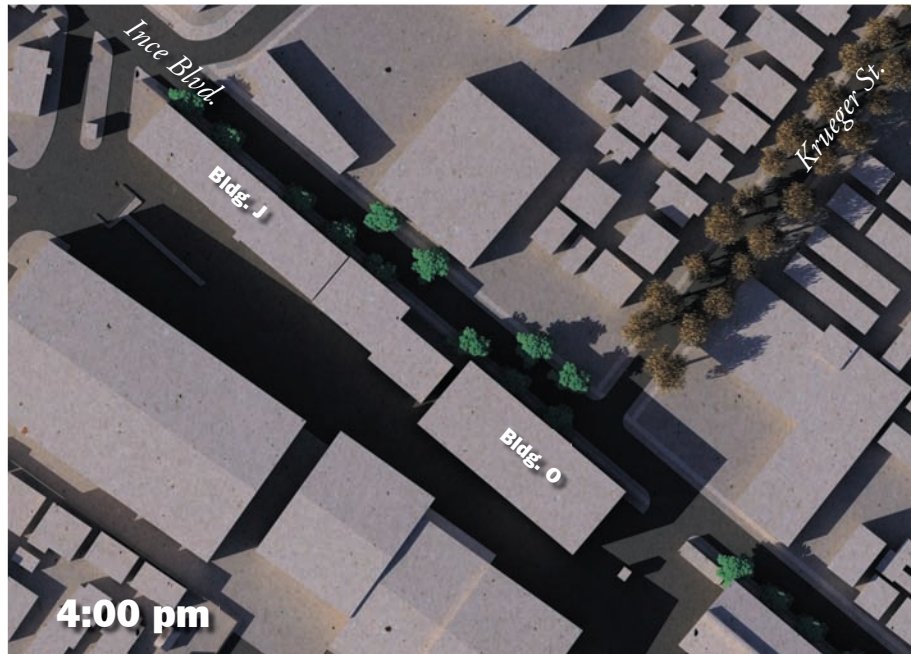


Existing

Proposed

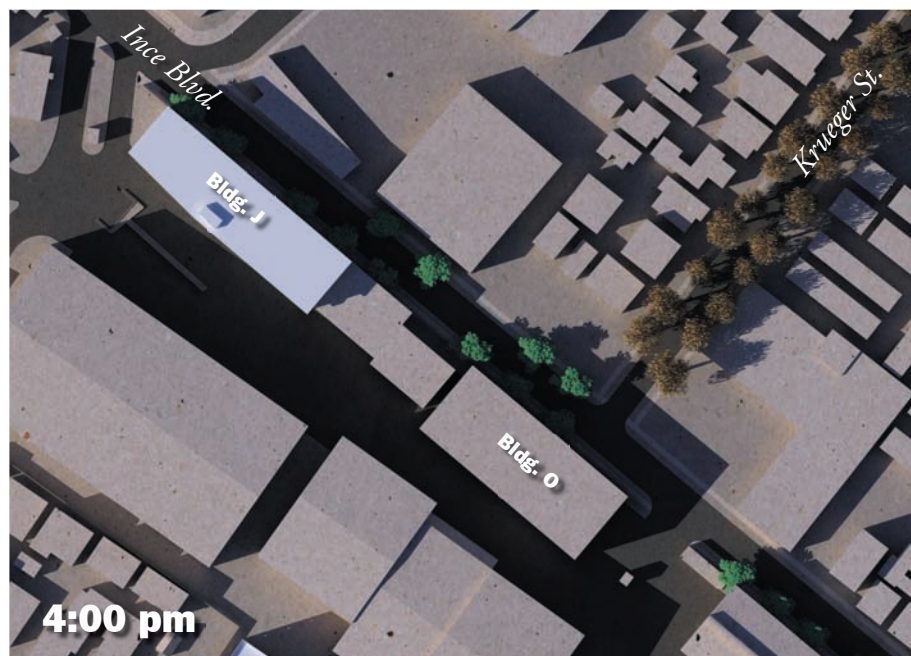


**Building J
SUMMER SOLSTICE**



Existing

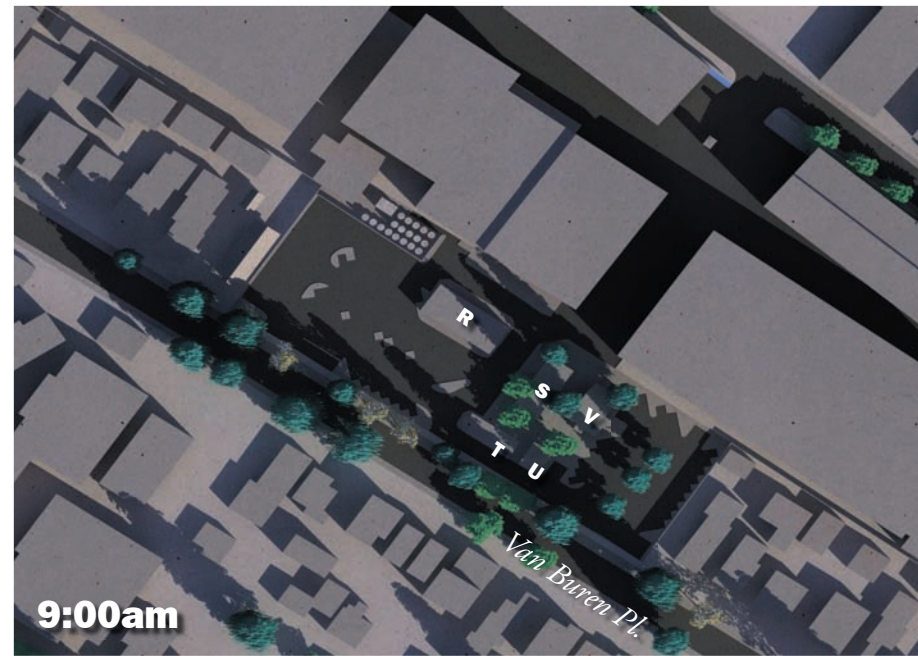
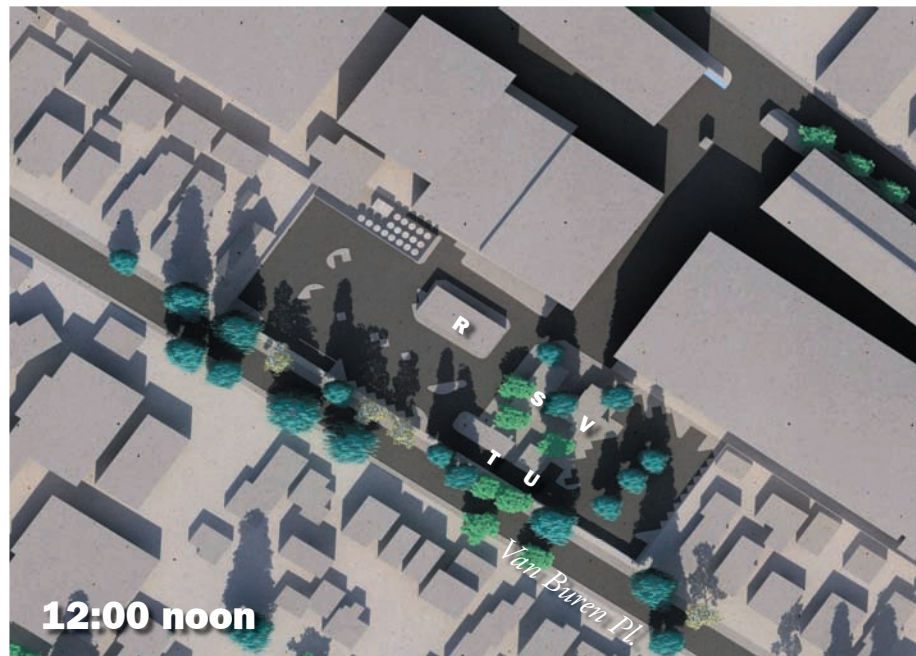
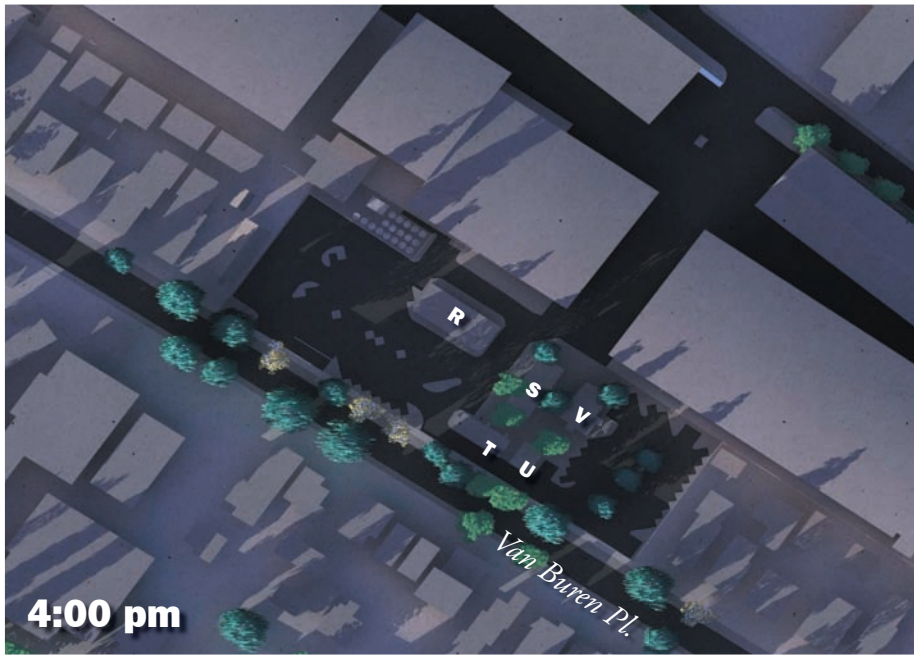
Proposed



Building J
SPRING/FALL EQUINOX

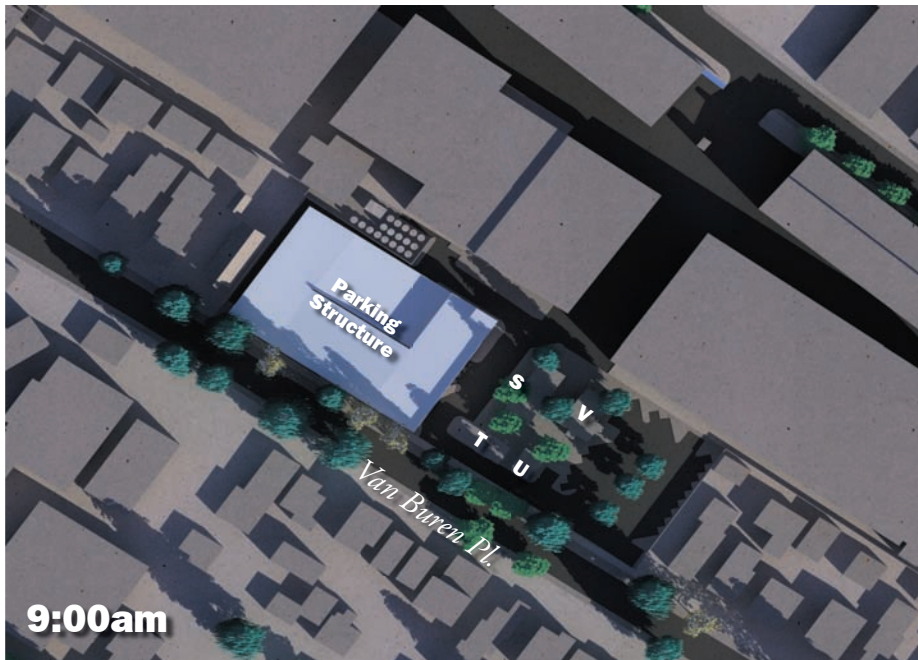
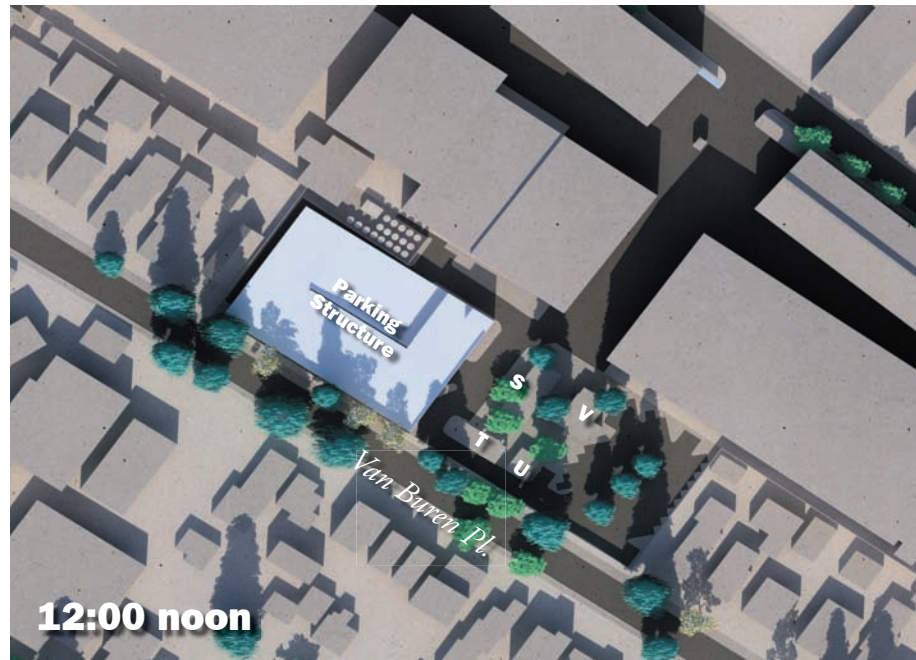
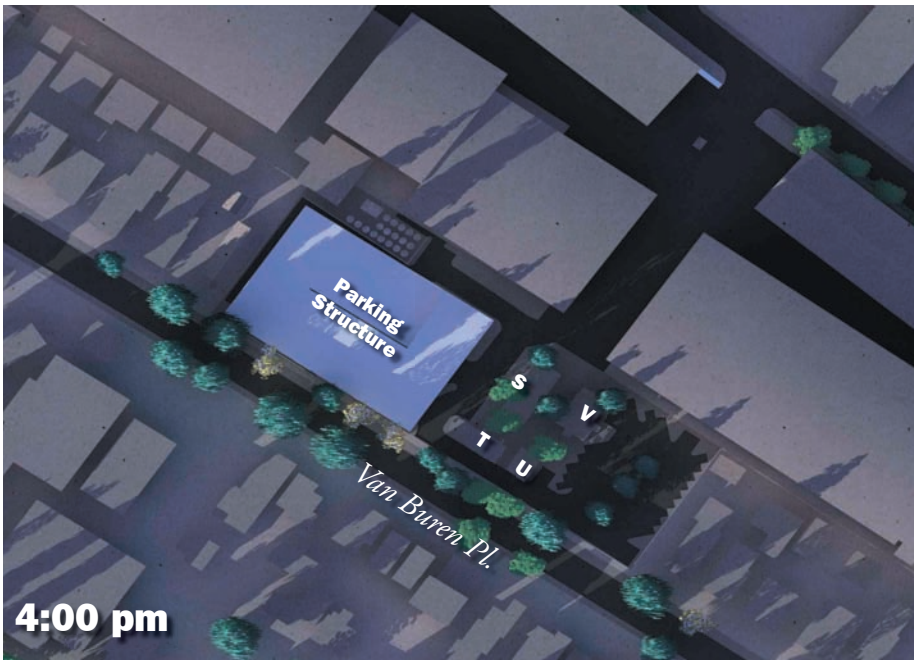


Location of Proposed Parking Structure

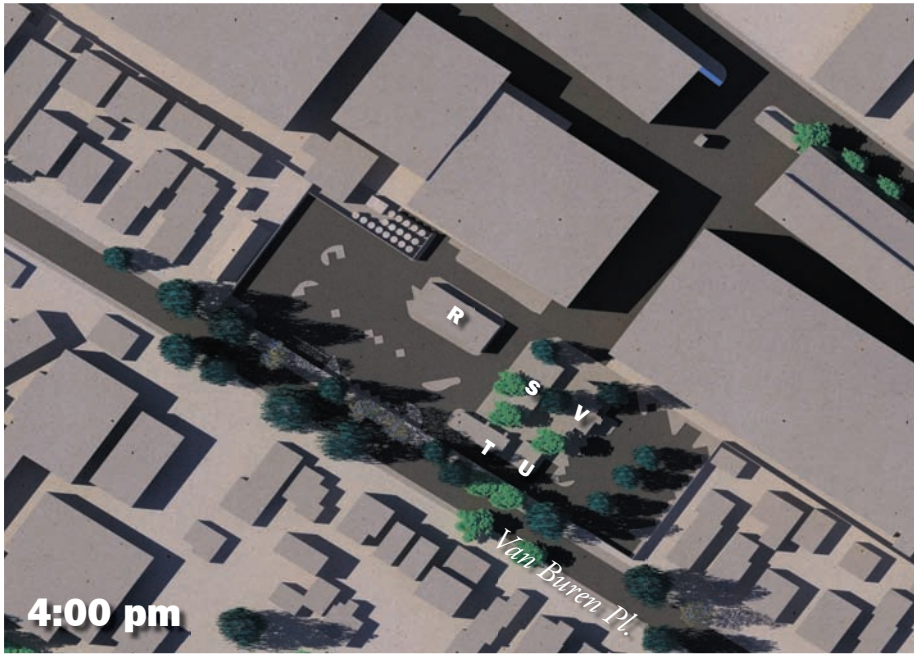


Existing

Proposed

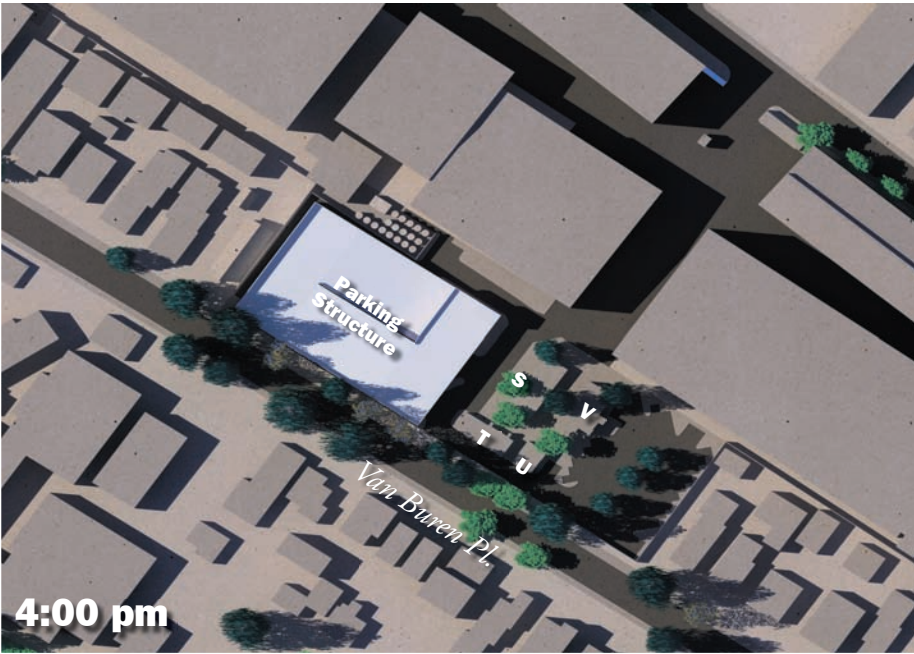


**Parking Structure
WINTER SOLSTICE**

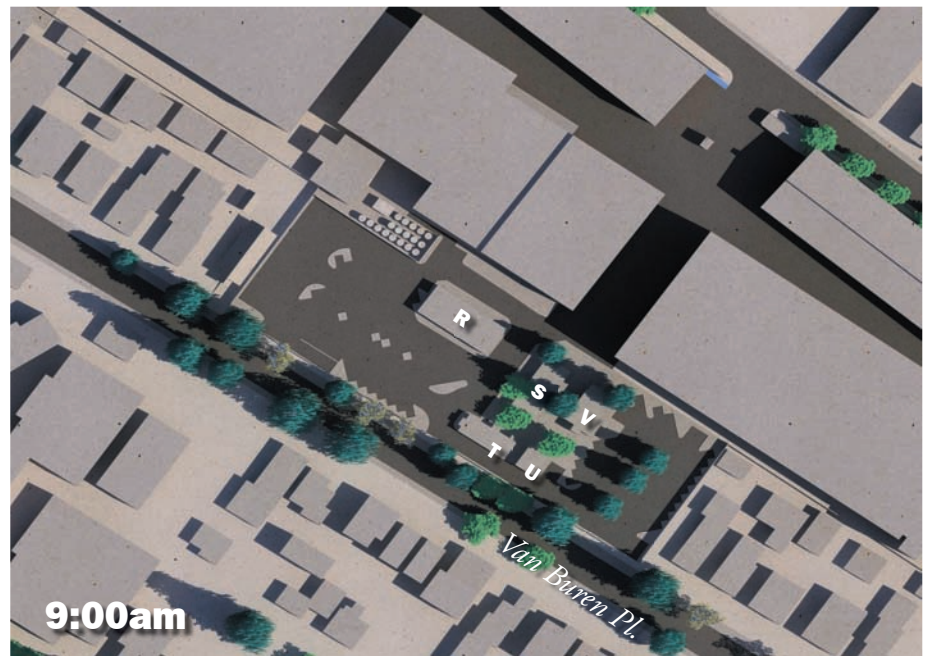
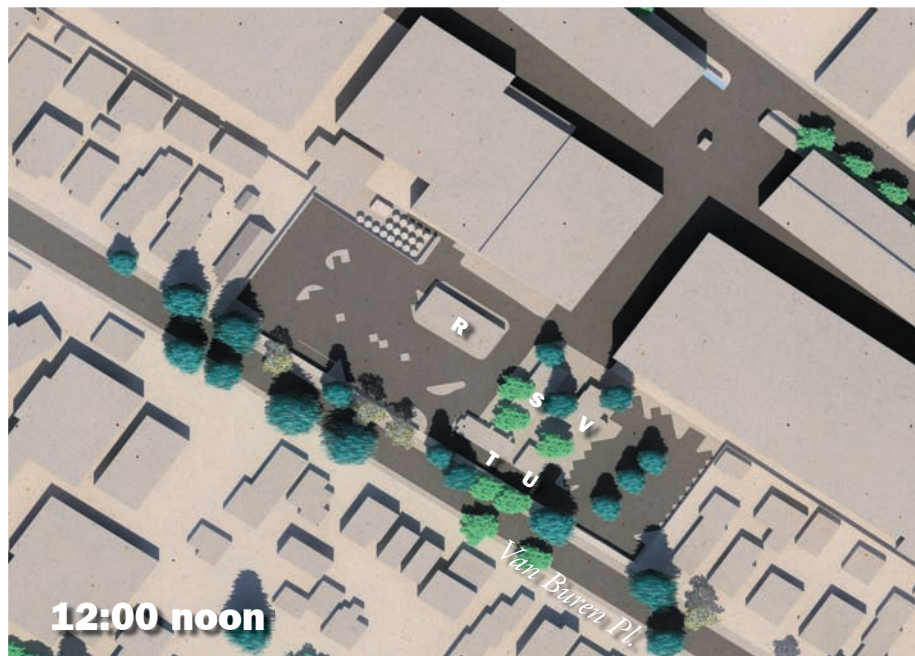
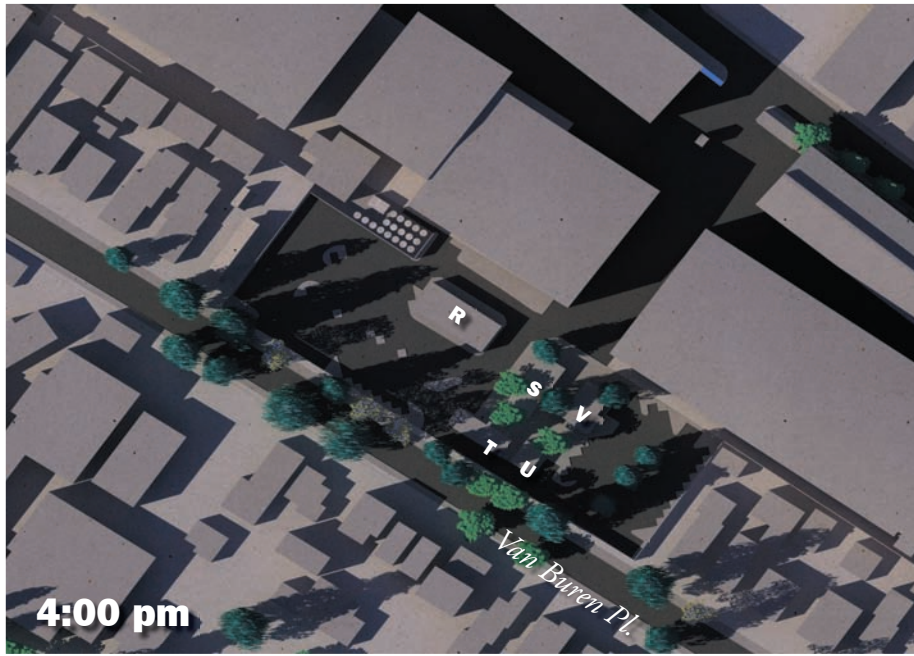


Existing

Proposed

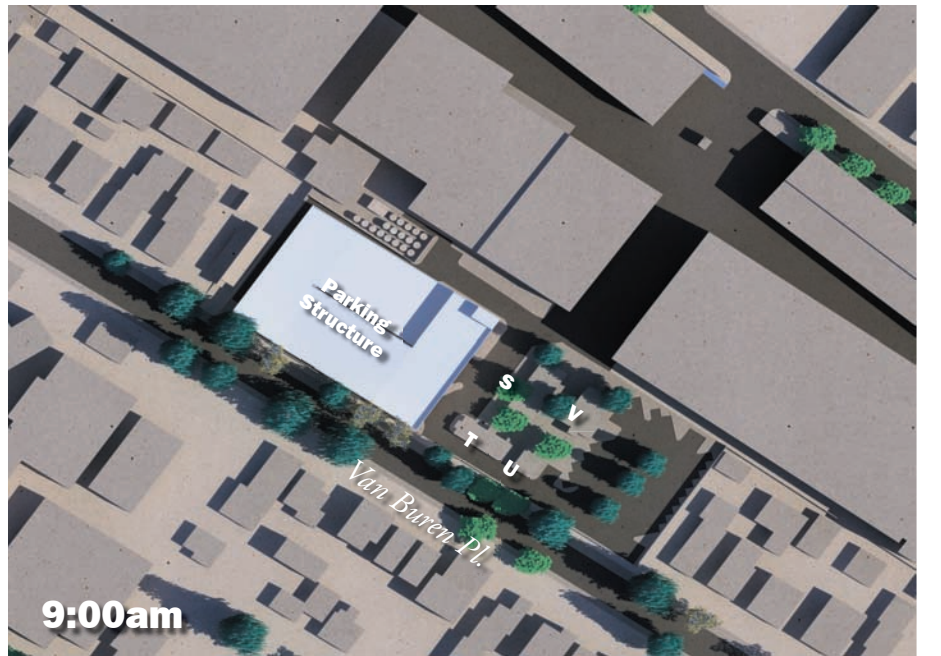


**Parking Structure
SUMMER SOLSTICE**



Existing

Proposed



**Parking Structure
SPRING/FALL EQUINOX**

**TRAFFIC AND PARKING STUDY
FOR
CULVER STUDIOS COMPREHENSIVE PLAN
AMENDMENT #5**

JUNE 2006

PREPARED FOR
GENSLER & ASSOCIATES

PREPARED BY

KAKU ASSOCIATES
A Corporation

**TRAFFIC STUDY
FOR
CULVER STUDIOS
COMPREHENSIVE PLAN AMENDMENT #5**

June 2006

Prepared for:

GENSLER & ASSOCIATES

Prepared by:

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I. INTRODUCTION

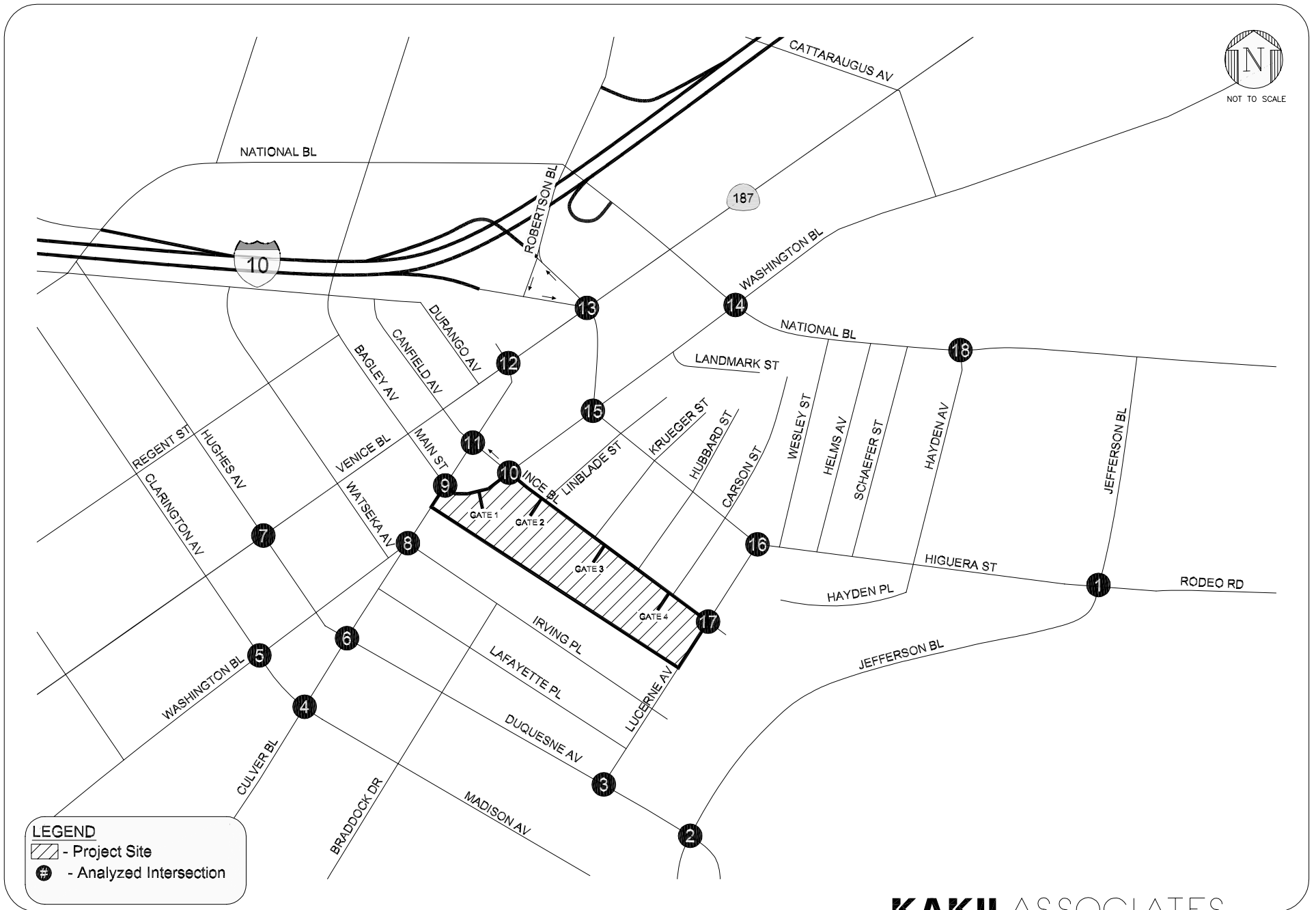
This report documents the assumptions, methodologies and findings of a study conducted by Kaku Associates, Inc. to evaluate the potential traffic and parking impacts of proposed development that is part of the Culver Studios Comprehensive Plan Amendment #5.

PROJECT DESCRIPTION

The proposed project is located at 9336 and 9412 West Washington Boulevard in Culver City, California. Figure 1 illustrates the location of the proposed project in relation to the surrounding street system. The site plan for the project is shown in Figure 2.

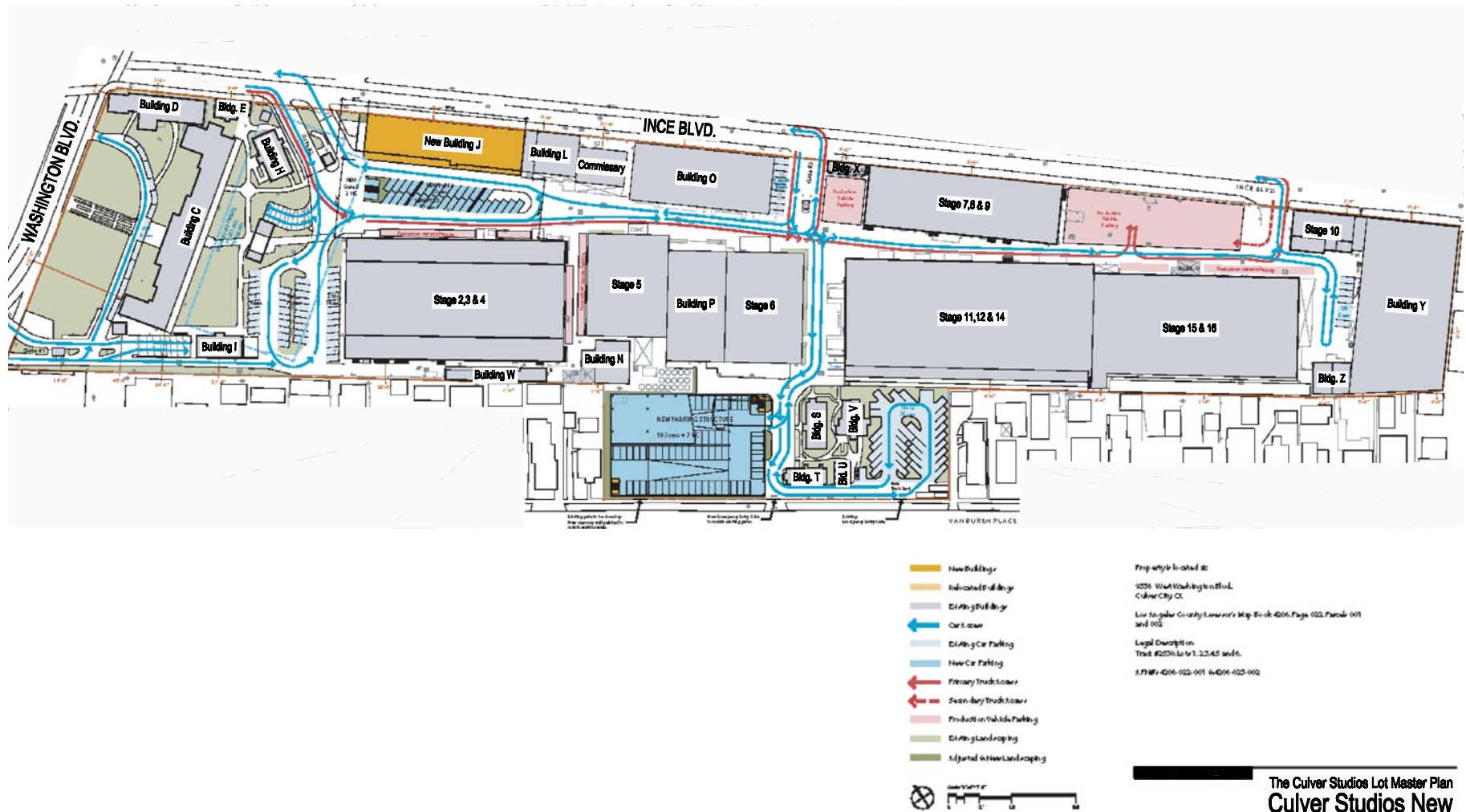
The project includes the demolition of existing Building J (11,852 sf) and Building R (2,248 sf) and replacement with a new building with 49,500 sf of office production space. The project also includes the construction of a new parking structure with 200 parking spaces thus providing a total of 751 future spaces on site. The project would continue to use the three existing active entry gates (Gates 1, 2 and 3) and modify the internal circulation system on the site. The project will also continue the limited truck use of Gate #4 as described in the Comprehensive Plan Amendment #5 appendix documentation. It is assumed that the gate on Van Buren Place would be used for emergency fire access only, as it is today.

The project would be developed on the current site of Culver Studios, bordered by Washington Boulevard to the west, Ince Boulevard to the north, Van Buren Place and single-family residential properties to the south and west in the downtown area of the City of Culver City. In the future Ince Boulevard would provide vehicular access to Gate 1 and vehicular and pedestrian access to Gates 2 and 3.



KAKU ASSOCIATES

FIGURE 1
STUDY AREA AND ANALYZED INTERSECTIONS



Source: Gensler

KAKU ASSOCIATES

FIGURE 2
PROJECT SITE PLAN

Future Washington Boulevard Realignment

It should be noted that the City Council recently approved the realignment of Washington Boulevard in the downtown area of Culver City. The goal is to create a pedestrian friendly downtown without obstructing vehicular movement. The realignment would alter Washington Boulevard from Ince Boulevard to Culver Boulevard directly in front of the Culver Studios Mansion. With the proposed expansion of the town plaza, this part of Washington Boulevard would only limited access to Gate 1. The existing traffic would be rerouted along an improved Ince Boulevard that would become a two-way facility.

STUDY SCOPE

The scope of work for this study was developed in conjunction with the City of Culver City. The base assumptions and technical methodologies were all discussed as part of the study approach. The study, which is directed at the analysis of potential project-generated traffic impacts on the adjacent street system, expects that the project would be completed by year 2007. Because of the imminent closure of Washington Boulevard adjacent to the project site, the future base conditions will be evaluated with the contemplated closure. The analysis of future year traffic forecasts is based on projected conditions in year 2007 both with and without the addition of the project traffic. The following traffic scenarios have been developed and analyzed as part of this study:

- Existing 2005 Conditions - The analysis of existing traffic conditions is intended to provide a basis for the remainder of the study. The existing conditions analysis includes a description of the street system serving the site, current traffic volumes, and an assessment of the operating conditions at these locations.
- Cumulative Base (2007) Conditions - Future traffic conditions without the proposed project will be developed for the year 2007 with the contemplated closure of Washington Boulevard adjacent to the project site. The objective of this analysis is to project future traffic growth and operating conditions that could be expected to result from regional growth and related projects in the vicinity of the project site by the year 2007.
- Cumulative (2007) plus Project Conditions – This traffic scenario provides projected traffic volumes and an assessment of operating conditions under future conditions with the addition of project-generated traffic with the contemplated closure of Washington

Boulevard adjacent to the project site. The impacts of the proposed project on future traffic operating conditions can then be identified.

The City of Culver City has identified the following 18 intersections to be analyzed as part of the scope of work for this project:

1. Jefferson Boulevard and Rodeo Road and Higuera Street
2. Jefferson Boulevard and Duquesne Avenue
3. Duquesne Avenue and Lucerne Avenue
4. Culver Boulevard and Madison Avenue
5. Washington Boulevard and Clarington Avenue
6. Culver Boulevard and Duquesne Avenue
7. Venice Boulevard and Hughes Avenue
8. Culver Boulevard and Washington Boulevard
9. Culver Boulevard and Main Street and Washington Boulevard
10. Washington Boulevard and Ince Boulevard
11. Culver Boulevard and Ince Boulevard
12. Venice Boulevard and Culver Boulevard
13. Venice Boulevard and Robertson Boulevard and Exposition Boulevard
14. Washington Boulevard and National Boulevard
15. Washington Boulevard and Higuera Street
16. Higuera Street and Lucerne Avenue
17. Ince Boulevard and Lucerne Avenue
18. Hayden Avenue and National Boulevard

ORGANIZATION OF REPORT

This report is divided into seven chapters. Chapter I provides an introduction to the study and presents details of the various elements of the study. Chapter II describes the existing conditions in the study area including an inventory of the streets and highways in the study area, a summary of traffic volumes, and an assessment of the operating conditions of these streets. The methodologies used to develop traffic forecasts for the cumulative base and cumulative plus project scenarios and the forecasts themselves are included in Chapter III. Chapter IV presents an assessment of potential traffic impacts for the project and any proposed mitigation measures that may be needed. Chapter V presents the regional transportation system impact analysis. Chapter VI presents an assessment of project site access, circulation, and parking. Chapter VII provides a summary of the results. Appendices to this report include details of the technical analysis.

II. EXISTING CONDITIONS

A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions in the study area. The assessment of conditions relevant to this study includes a description of the study area, an inventory of the local street system in the vicinity of the project site, a review of traffic volumes on these facilities, an assessment of the resultant operating conditions, and the current transit service in the study area. A detailed description of these elements is presented in this chapter.

STUDY AREA

The proposed project is located at 9336 and 9412 West Washington Boulevard in Culver City, California. Washington Boulevard and Ince Boulevard provide access to the site via Gates 1, 2 and 3. Based on discussions with City Staff, and for the purpose of the analysis in this report, it has been assumed that access to the site would be restricted via Gates 2 and 3 as that would represent the worse case traffic scenario. It is anticipated that Gate 1 will not be closed in the future and studio traffic will continue to be use this entry/exit point. The study area for this analysis is bounded by National Boulevard on the north, Madison Avenue on the south, Jefferson Boulevard on the east, and Venice Boulevard on the west.

EXISTING STREET SYSTEM

As indicated, Washington Boulevard, Culver Boulevard and Ince Boulevard provide direct access to the site via Gates 1, 2 and 3. Primary regional access to the site is provided by I-10 and National Boulevard and Venice Boulevard and Jefferson Boulevard. The following is a brief description of the streets that serve the site:

- Santa Monica Freeway (I-10) - The Santa Monica Freeway runs east-west approximately one-half mile north of the project site. Access to the Santa Monica Freeway can be obtained via full interchanges at Robertson Boulevard, Venice Boulevard, La Cienega Boulevard and Washington Boulevard.
- Venice Boulevard – Venice Boulevard is State Route 187 within the study area and provides six travel lanes, three per direction, with a raised median. Restricted and unrestricted parking is available on both sides of the street in the study area. The posted speed limit is 35 miles per hour (mph).
- Washington Boulevard – Washington Boulevard is a major east-west arterial that provides four travel lanes, two per direction, with a raised median near the project site. Restricted and metered parking is available on both sides of the street within the study area. The posted speed limit is 35 mph.
- Culver Boulevard – Culver Boulevard is a major east-west arterial that provides four travel lanes, two per direction, with a raised median. Restricted and metered parking is available on both sides of the street within the study area. The posted speed limit is 35 mph.
- National Boulevard – National Boulevard is a major east-west arterial. It has on-ramps for I-10 East in the study area. It provides four travel lanes, two per direction. Parking is not allowed on either side of the street within the study area. The posted speed limit is 35 mph.
- Robertson Boulevard – Robertson Boulevard is a north-south road that has on and off ramps to the I-10 freeway within the study area. It provides four travel lanes, two per direction. Restricted parking is allowed on one side of the street within the study area. The posted speed limit is 35 mph.

Table 1 provides a description of each of these facilities and summarizes the physical characteristics of all key streets within the study area. Diagrams of the existing lane configurations at each of the 18 analyzed intersections are provided in Appendix A.

EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE

This section presents the existing peak hour turning movement traffic volumes for each of the intersections analyzed in the study, describes the methodology used to assess the traffic conditions at each intersection, and analyzes the resulting operating conditions at each, indicating volume/capacity ratios and levels of service. Traffic counts are provided in Appendix B.

TABLE 1
EXISTING SURFACE STREET CHARACTERISTICS

SEGMENT	FROM	TO	LANE		MEDIAN TYPE	PARKING RESTRICTIONS		SPEED LIMIT
			NB/EB	SB/WB		NB/EB	SB/WB	
National Bl	Robertson Bl	I-10 EB On Ramp	2	2	RM	NSAT	NSAT	35
	I-10 EB On Ramp	Venice Bl	2	2	2LT	NSAT	NSAT	35
	Venice Bl	Washington Bl	2	2	2LT	PA/NSAT	PA/RZ	35
	Washington Bl	Wesley St	2	2	2LT	NSAT	NSAT	40
	Wesley St	Hayden Av	2	2	RM/2LT	PA	NSAT	40
	Hayden Av	Jefferson Bl	2	2	RM	PA/NSAT	NSAT	40
Jefferson Bl	La Cienega Bl	National Bl	2	2	RM/2LT	PA/NSAT	PA/NSAT	40/35
	National Bl	Higuera St/Rodeo Rd	2	2	2LT	PA	NSAT	35
	Higuera St/Rodeo Rd	Holdrege Av	2	2	RM	NSAT	NSAT	35
	Holdrege Av	Duquesne Av	2	2	2LT	PA	PA/ 30min	35/40
	Duquesne Av	Leahy St	2	2	2LT	PA	MP	35/40
Robertson Bl	National Bl	I-10 WB On Ramp	1/2	2	RM/2LT	NSAT	NSAT	35
	I-10 WB On Ramp	Exposition Bl	2	2	N/A	NSAT/PA, 30 min	NSAT	35
	Venice	Washington Bl	2	2	2LT	NSAT	NSAT/MP, 2hrs(8-6)	35
Robertson Bl/Higuera St	Washington Bl	Lucerne Av	1	1	SDY	PA/NSAT	PA/NSAT	35
	Lucerne Av	Helms	1	1	RM	PA, 1hr(8-6)	NSAT	35
	Helms	Hayden Av	1	1	SDY	NSAT/PA, 1hr(8-6), PE	NSAT	35
	Hayden Av	Eastham Dr	2	2	2LT	PA	NSAT	25
	Eastham Dr	Jefferson Bl	1	2	DY	NSAT	NSAT	25
Higuera St/Rodeo Rd	Jefferson Bl	Kalsman Dr	2	2	RM	NSAT	NSAT	35
	Kalsman Dr	La Cienega Bl	2	3	2LT	NSAT	NSAT	35
Washington Bl	Helms Av	National Bl	2	2	2LT	MP	MP	40
	National Bl	Higuera St	2	2	DY	NSAT/MP	MP	35
	Higuera St	Ince Bl	2	2	2LT	RZ	NSAT/MP	35
	Ince Bl	Culver Bl	2	2	RM	NSAT	NSAT	35
	Culver Bl/Washington Bl	Culver Bl/Washington Bl	3	3	RM	NSAT	NSAT	35
	Culver Bl/Washington Bl	Hughes Av/Duquesne Av	2	2	RM	NSAT/MP, 2hrs(10-4)	NSAT/MP, 2hrs(10-4)	35
	Hughes Av/Duquesne Av	Clarington Av/Madison Av	2	2	RM	NSAT	NSAT/MP, 2hrs(10-4)	35
	Clarington Av/Madison Av	Jasmine Av	2	2	2LT	NSAT	NSAT/MP, 2hrs(10-4)	35
Culver Bl	Venice Bl	Ince Bl	2	2	RM	NSAT	RZ	35
	Ince Bl	Culver Bl/Washington Bl	2	2	RM	MP, 2hrs(8-6)	MP, 2hrs(8-6)	35
	Culver Bl/Washington Bl	Culver Bl/Washington Bl	3	2	RM	NSAT/MP, 2hrs(10-4)	NSAT	35
	Culver Bl/Washington Bl	Hughes Av/Duquesne Av	2	2	RM	MP, 2hrs	MP, 2hrs(8-6)	35
	Hughes Av/Duquesne Av	Clarington Av/Madison Av	2	2	RM	NSAT/MP, 2hrs	PA/GZ	35
	Clarington Av/Madison Av	Jasmine Av	2	2	RM/2LT	NSAT/MP	NSAT/MP, 2hrs(8-6)	35
Ince Bl	Washington Bl	Lindblade St	1	1	DY	NSAT	NSAT	25
	Lindblade St	Lucerne Av	1	1	SDY	NSAT	PA/MP	25
Irving PL	Lucerne Av	Farragut Dr	1	1	UD	1hr(6a-12a), PE	1hr(6a-12a), PE	25
	Farragut Dr	Braddock Dr	1	N/A	UD	1hr(6a-12a), PE, SZ	N/A	25
	Braddock Dr	Culver Bl	1	1	UD	1hr(6a-12a)	1hr(6a-12a)	25
Watseka Av	Washington Bl	Venice Bl	1	1	UD	MP, 1hr	MP, 1hr	25
	Venice Bl	Regent St	1	1	UD	PA, 2hrs(8-6)	PA, 2hrs(8-6)	25
Hughes Av	Regent St	Venice Bl	1	1	SDY	NSAT	PA/SZ	25
	Venice Bl	Washington Bl	1	1	SDY	NSAT	NSAT	25
Hughes Av/Duquesne Av	Washington Bl	Culver Bl	1	2	RM	NSAT	NSAT	35
	Culver Bl	Braddock Dr	1	1	SDY	PA, (30min)	PA	35
	Braddock Dr	Lucerne Av	1	1	SDY	PA	PA	35
	Lucerne Av	Jefferson Bl	1	1	DY	NSAT/PA, 2hrs	NSAT/PA, 2hrs	35
Bagley Av	Regent St	Venice Bl	1	1	UD	PA	NSAT	35
	Bagley Av/Main Av	Culver Bl/Washington Bl	1	1	DY	MP, 2hrs(8-6)	MP, 1hr	35
Clarington Av	Regent St	Venice Bl	1	1	SDY	PA	PA	35/25
	Venice Bl	Washington Bl	1	1	SDY	PA, 1hrs(8-6)	RZ/NSAT (8-6)	35/25
Clarington Av/Madison Av	Washington Bl	Culver Bl	2	2	RM	NSAT	NSAT	35
	Culver Bl	Braddock Dr	1	1	SDY	PA, 2hrs(8-6)	PA, 2hrs(8-6)	35
	Braddock Dr	Farragut Dr	1	1	SDY	PA	PA	35

Notes:

MEDIAN TYPE:

DY = Double Yellow
SDY = Single Dashed Yellow
2LT = Dual Left Turn
RM = Raised Median
UD = Undivided Lane
= Number of lanes

LANES:

PARKING:

PA = Parking Allowed
NSAT = No Stopping Any Time
GZ = Green zone - Passenger loading and unloading
RZ = Red zone - No parking allowed
MP = Metered Parking
N/A = Not Applicable
PE = Permit Exempt
SZ = School Zone

Existing Traffic Volumes

Weekday morning and evening peak hour traffic counts were conducted at the 18 analyzed intersections in May, July and October 2005. These weekday traffic volumes, which are illustrated in Figure 3, represent for the purposes of this analysis the existing 2005 conditions.

Level of Service Methodology

Level of service (LOS) is a qualitative measure used to describe the condition of traffic flow on the street system, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. LOS D is typically recognized as the minimum acceptable level of service in urban areas. Level of service definitions for signalized intersections are provided in Table 2. Three of the analyzed intersections are four-way stop-controlled intersections. These include the following:

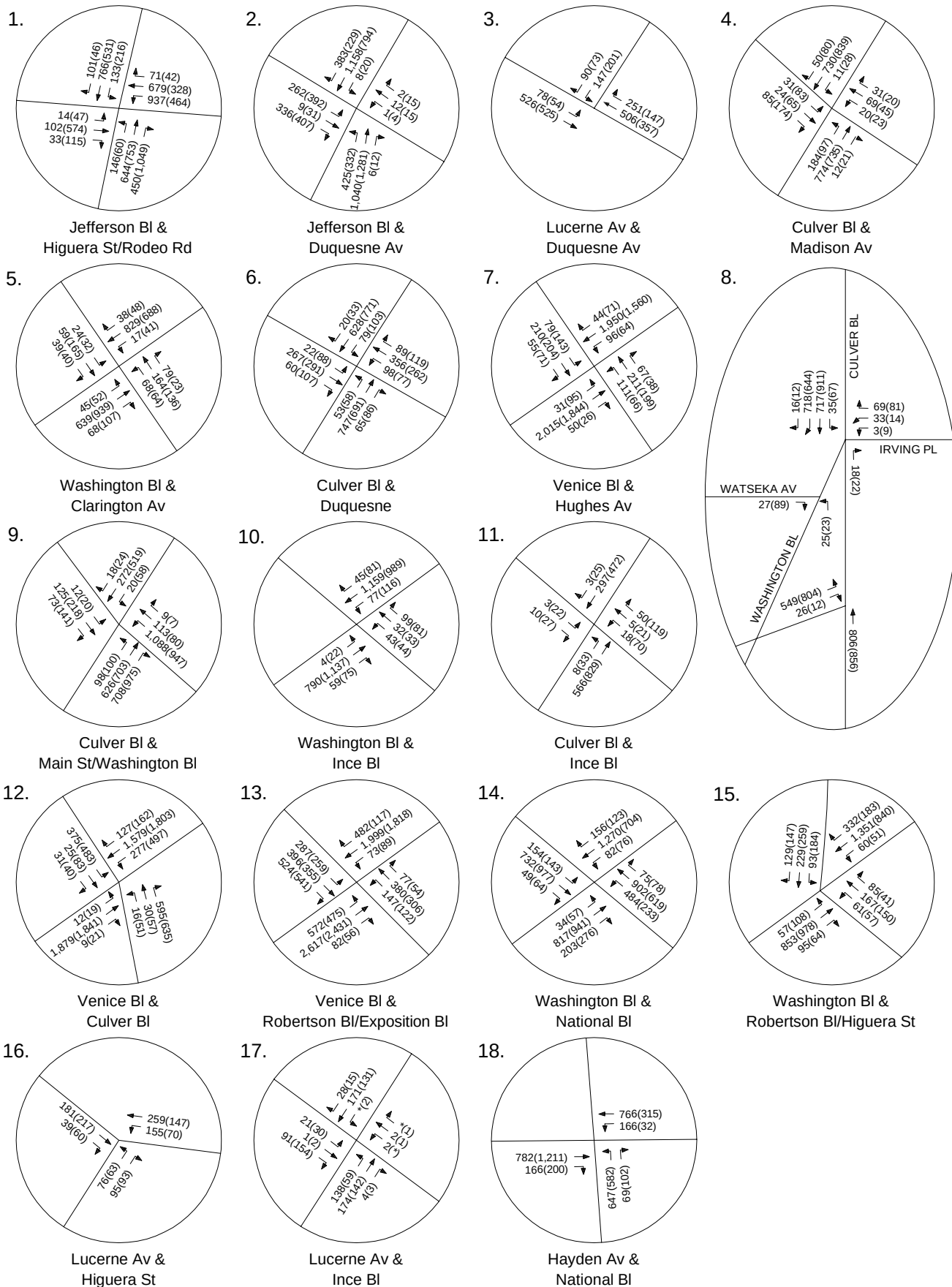
- Duquesne Avenue and Lucerne Avenue
- Higuera Street and Lucerne Avenue
- Ince Boulevard and Lucerne Avenue

Level of service definitions for unsignalized intersections are provided in Table 3.

Of the 18 study intersections, 14 are in the City of Culver City and four are in the City of Los Angeles. The following four intersections have been analyzed per City of Los Angeles requirements:

- Jefferson Boulevard and Rodeo Road and Higuera Street
- Venice Boulevard and Hughes Avenue
- Venice Boulevard and Culver Boulevard
- Venice Boulevard and Robertson Boulevard and Exposition Boulevard

The intersection capacity utilization (ICU) method of intersection analysis, per the City of Culver City's requirements for analyzing intersection conditions, was used to determine the intersection volume-to-capacity (V/C) ratio and corresponding LOS for the 14 signalized study intersections



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FIGURE 3
EXISTING PEAK HOUR TRAFFIC VOLUMES

TABLE 2
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

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

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

TABLE 3
LEVEL OF SERVICE DEFINITIONS FOR
ALL-WAY STOP-CONTROLLED INTERSECTIONS

Level of Service	Average Vehicle Delay (seconds)
A	0 to 10
B	>10 to 15
C	>15 to 25
D	>25 to 35
E	>35 to 50
F	> 50

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

in the City of Culver City. For the four four-way stop-controlled intersections, *Highway Capacity Manual* (HCM) (Transportation Research Board, 2000) methodology was used to evaluate the capacity and the performance of the intersection.

The City of Los Angeles requires the use of Critical Movement Analysis (CMA) methodology (*Transportation Research Circular No. 212, Interim Materials on Highway Capacity*, Transportation Research Board, 1980) to evaluate the operations of intersections and this methodology was used to analyze the study locations in the City of Los Angeles. The CMA method of intersection capacity analysis determines the intersection V/C ratio and corresponding LOS for the turning movements and intersection characteristics at signalized intersections. The CALCADB software package developed by LADOT was used to implement the CMA methodology at the four study intersections in Los Angeles.

Additionally, 13 of the 18 study intersections are currently controlled by the City of Los Angeles' Automated Traffic Surveillance and Control (ATSAC) system. In accordance with Los Angeles Department of Transportation (LADOT) procedures, a capacity increase of 7% (0.07 V/C adjustment) was applied to reflect the benefits of ATSAC control at these intersections. The intersections operating under ATSAC include the following:

- Jefferson Boulevard and Rodeo Road and Higuera Street
- Jefferson Boulevard and Duquesne Avenue
- Culver Boulevard and Madison Avenue
- Washington Boulevard and Clarington Avenue and Madison Avenue
- Culver Boulevard and Duquesne Avenue
- Venice Boulevard and Hughes Avenue
- Culver Boulevard and Washington Boulevard
- Culver Boulevard and Washington Boulevard and Main Street
- Washington Boulevard and Ince Boulevard
- Venice Boulevard and Culver Boulevard
- Washington Boulevard and National Boulevard
- Washington Boulevard and Robertson Boulevard and Higuera Street
- Hayden Avenue and National Boulevard

Existing Levels of Service

The traffic volumes presented in Figure 3 were analyzed using the ICU/CMA analysis and HCM methodology described above to determine the current operating conditions at the 18 intersections.

Table 4 summarizes the results of this analysis, indicating the existing morning and evening peak hour V/C ratio (or delay) and corresponding LOS at each of the analyzed intersections. Appendix C contains LOS worksheets. As indicated in the table, one of the 18 intersections, Venice Boulevard and Robertson Boulevard and Exposition Boulevard, is currently operating at poor levels of service, i.e., LOS E or F, during both of the analyzed peak hours.

EXISTING TRANSIT SERVICE

Twelve bus lines currently serve the study area. These transit lines, which are described below, are illustrated in Figure 4:

- Metro Line 33 & Line 333 – Line 33/Line 333 is an east-west line that travels from downtown Los Angeles to Santa Monica. This line provides service to Union Station. This line travels along Venice Boulevard in the study area.
- Metro Line 220 – Line 220 is a north-south line that travels from Los Angeles International Airport (LAX) to West Hollywood. This line serves Playa del Rey, Marina del Rey, Culver City, Palms and Beverly Hills. This line travels along Robertson Boulevard and Culver Boulevard within the study area.
- Metro Line 434 – Line 434 is an express bus line that travels from Malibu to downtown Los Angeles. This line provides service to Santa Monica, West Los Angeles Transit Center and Union Station. This line travels on I-10 within the study area.
- Culver City Bus Line 1 – Line 1 is a local east-west line that runs along Washington Boulevard from Venice Beach in the west to Washington and Fairfax in the east. This line travels along Washington Boulevard in the study area.
- Culver City Bus Line 3 – Line 3 is a local north-south line that runs from Century City in the north to Fox Hills Mall in the south on a route that includes Pico Boulevard, Westwood Boulevard, Motor Avenue, Overland Avenue and the Fox Hills/Corporate Pointe business area along Slauson Avenue, Buckingham Parkway, Bristol Parkway,

TABLE 4
INTERSECTION LEVEL OF SERVICE ANALYSIS
EXISTING CONDITIONS (YEAR 2005)

No.	Intersection	Peak Hour	2005 Existing Conditions	
			V/C or Delay	LOS
1.	Jefferson Boulevard & Higuera Street & Rodeo Road ^(a)	A.M. P.M.	0.788 0.726	C C
2.	Jefferson Boulevard & Duquesne Avenue ^(a)	A.M. P.M.	0.875 0.763	D C
3.	Duquesne Avenue & Lucerne Avenue ^(b)	A.M. P.M.	32.1 24.6	D C
4.	Culver Boulevard & Madison Avenue ^(a)	A.M. P.M.	0.467 0.460	A A
5.	Washington Boulevard & Clarington Avenue & Madison Avenue ^(a)	A.M. P.M.	0.435 0.551	A A
6.	Culver Boulevard & Duquesne Avenue ^(a)	A.M. P.M.	0.570 0.556	A A
7.	Venice Boulevard & Hughes Avenue ^(a)	A.M. P.M.	0.754 0.705	C C
8.	Culver Boulevard & Washington Boulevard & Watseka Avenue & Irving Place ^(a)	A.M. P.M.	0.546 0.721	A C
9.	Culver Boulevard & Washington Boulevard & Main Street ^(a)	A.M. P.M.	0.750 0.805	C D
10.	Washington Boulevard & Ince Boulevard ^(a)	A.M. P.M.	0.442 0.530	A A
11.	Culver Boulevard & Ince Boulevard	A.M. P.M.	0.316 0.464	A A
12.	Venice Boulevard & Culver Boulevard ^(a)	A.M. P.M.	0.668 0.743	B C
13.	Venice Boulevard & Robertson Boulevard & Exposition Boulevard	A.M. P.M.	1.070 0.993	F E
14.	Washington Boulevard & National Boulevard ^(a)	A.M. P.M.	0.881 0.788	D C
15.	Washington Boulevard & Robertson Boulevard & Higuera Street ^(a)	A.M. P.M.	0.773 0.616	C B
16.	Higuera Street & Lucerne Avenue ^(b)	A.M. P.M.	11.3 9.3	B A
17.	Ince Boulevard & Lucerne Avenue ^(b)	A.M. P.M.	9.7 8.8	A A
18.	Hayden Avenue & National Boulevard ^(a)	A.M. P.M.	0.710 0.758	C C

Notes:

^(a) Intersection is currently operating under the LADOT ATSAC system.

^(b) Intersection is all-way stop controlled. Indicates vehicle delay in seconds.



FIGURE 4
EXISTING TRANSIT LINES

Hannum Avenue and Green Valley Circle. This line travels along Washington Boulevard and Overland Avenue in the study area.

- Culver City Bus Line 4 – Line 4 is a local east-west line that runs between Washington Boulevard and Fairfax Avenue to West Los Angeles College and Fox Hills Mall on a route that includes Washington Boulevard, Duquesne Avenue, Jefferson Boulevard, Sepulveda Boulevard, Bristol Parkway and Hannum Avenue. This line travels along Washington Boulevard, Culver Boulevard and Duquesne Avenue in the study area. Line 4 is operated on an hourly basis on weekdays only.
- Culver City Bus Line 5 – Line 5 is a local east-west line that runs from Blair Hills in the east to Washington and Inglewood Boulevards in the west. This line travels along Washington Boulevard, Culver Boulevard and Higuera Street within the study area.
- LADOT Commuter Express Line 430 – Line 430 is a commuter express line that travels from downtown Los Angeles to Pacific Palisades. This line also serves Brentwood and Westwood. This line travels on the I-10 in the study area. Line 430 is operated on weekdays only.
- LADOT Commuter Express Line 431 – Line 431 is a north-south commuter express line that travels from downtown Los Angeles to Westwood. This line also serves Rancho Park and Palms. This line travels on the I-10 in the study area. Line 431 is operated on weekdays only.
- LADOT Commuter Express Line 437 – Line 437 is a north-south commuter express line that travels from downtown Los Angeles to Venice. This line also serves Culver City and Marina del Rey. This line travels along Robertson Boulevard and Culver Boulevard in the study area. Line 437 is operated on weekdays only.
- Santa Monica Big Blue Bus Express Line 10 – Line 10 is a freeway express line that travels from Santa Monica to Los Angeles. This line serves Santa Monica Pier, Third Street Promenade, Financial District, Los Angeles Civic Center, Union Station and Patsaouras Transit Plaza. This line travels on the I-10 in the study area.
- Santa Monica Big Blue Bus Line 12 – Line 12 travels from the Pico Rimpau Transit Center to UCLA - Westside Pavilion. This line serves Culver City, Rancho Park and Westwood. This line travels along National Boulevard, Robertson Boulevard and Venice Boulevard in the study area.
- Santa Monica Big Blue Bus Line Super 12 – The Super 12 line travels from the Pico Rimpau Transit Center to UCLA – Ackerman Union. This line serves Palms, Rancho Park and Westwood. This line travels along National Boulevard in the study area.

III. FUTURE TRAFFIC CONDITIONS

In order to evaluate properly the potential impact of the proposed project on the local street system, it was necessary to develop estimates of future traffic conditions both with and without the project. Future traffic volumes without the project are first estimated, representing the cumulative base conditions. The traffic generated by the proposed project is then estimated and separately assigned to the surrounding street system. The sum of the cumulative base and project-generated traffic represents cumulative plus project conditions.

The City Council recently approved the realignment of Washington Boulevard in the downtown area of Culver City. The goal is to create a pedestrian-friendly downtown without obstructing vehicular movement. The realignment would alter Washington Boulevard from Ince Boulevard to Culver Boulevard directly in front of the Culver Studios Mansion. With the proposed expansion of the town plaza, this part of Washington Boulevard would allow only limited access to Gate 1. The existing traffic would be removed along an improved Ince Boulevard that would become a two-way facility. The existing section of Ince Boulevard that serves as a one-way street from Culver Boulevard to Washington Boulevard would serve a two-way traffic flow. The realignment would essentially affect future traffic conditions by diverting the traffic on Washington Boulevard along Ince Boulevard and then onto Culver Boulevard. The diverted traffic would then travel in both directions on Culver Boulevard from its existing intersection with Ince Boulevard to the intersection with Main Street. Traffic volumes would essentially remain unchanged beyond these segments. As a result, all future conditions were evaluated with the contemplated closure.

The proposed new lane configurations at the three intersections: Culver Boulevard and Ince Boulevard, Washington Boulevard and Ince Boulevard, and Culver Boulevard and Main Street, are illustrated in Appendix A.

CUMULATIVE BASE TRAFFIC PROJECTIONS

The cumulative base traffic projections reflect growth in traffic from two primary sources: background or ambient growth in the existing traffic volumes to reflect the effects of overall regional growth both in and outside of the study area, and traffic generated by specific projects located within, or in the vicinity of, the study area. These factors are described below.

Areawide Traffic Growth

Culver City Engineering Division staff indicates that traffic volumes in the vicinity of the study area have increased at a rate of about 1% per year. Future increases in the background traffic volumes due to regional growth and development are expected to continue at this rate, at least through the year 2007. Due to the realignment of Washington Boulevard, the existing traffic volumes were reassigned to the street network based on the proposed realignment and then adjusted for areawide regional growth. With the assumed completion date of 2007, the existing 2005 traffic volumes were adjusted upward by a factor of 2% to reflect areawide regional growth.

Cumulative Project Traffic Generation and Assignment

As indicated, the second major source of traffic growth in the study area is from other future developments in the area. These cumulative projects are those planned developments that are expected to be completed in the same timeframe as the proposed project. Data describing cumulative projects in the area was obtained from Culver City Engineering Division. A total of 39 cumulative projects were identified within the study area and are summarized in Table 5. Their locations are illustrated in Figure 5.

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

Map ID	Project	Description	Location	Daily Trips	A.M. Peak Hour Trips			P.M. Peak Hour Trips		
					In	Out	Total	In	Out	Total
1.	New office and retail building	9,000 sf office building	4447 Sepulveda Bl	99	12	2	14	2	11	13
2.	Baldwin Hills Scenic Overlook Project	10,300 sf visitor center with a nourishment area, passive recreation, and parking	Hetzler Rd	265	2	1	3	5	7	12
3.	Office Building	Construction of 151,000 sf office building	3505 Hayden Ave	1,663	208	28	236	38	187	225
4.	Chevron Gas Station	3,314 sf service station with convenience store and carwash	5975 Centinela Av	N/A	131	126	257	160	160	319
5.	School building expansion	Building expansion (net increase of 8,352 sf) and an increase of 40 students	3430 Mc Manus Av	N/A	19	11	30	0	0	0
6.	Chevron Gas Station	Relocate the car wash facility and construction of a new 2,000+ sf convenience store	10649 Jefferson Bl	N/A	79	76	155	96	96	192
7.	Culver City Commerce Center	242,950 sf office/industrial facility with tandem parking	10100 Jefferson Bl	2,620	333	45	378	60	292	352
8.	Culver City Dog Park	1-acre dog park	9910 Jefferson Bl	225	20	15	35	30	10	40
9.	Mixed Use Development	25,969 sf two-story office building with 8 live-work units, a small studio and coffee house	8601-8637 Washington Bl	471	56	8	64	18	90	108
10.	Mixed Use Retail/Condos	Mixed-use development w/5,300 sf ground floor commercial (retail) space and eight 2-bedroom condominium units	11281 Washington Pl	197	3	5	8	9	8	17
11.	Skateboard Park	12,000 sf	9910 Jefferson Bl	N/A	N/A	N/A	N/A	13	15	28
12.	Residential Development	Demolish two existing single family houses, adjust the lot line to create a larger lot, and develop 8-unit apartment building	4210 Duquesne Av	28	1	6	7	15	8	23
13.	Grand View Palms	62,737 sf multi-unit care facility	4061 Grand View Bl	151	2	2	4	7	5	12
14.	Culver City Muffler Shop	2,500 sf car repair facility	11333 Washington Bl	N/A	5	3	8	4	4	8
15.	Baldwin Hills Regional Park Master Plan project	Development of a 38-acre park	Stocker Street	174	1	1	2	4	4	8
16.	Theater Complex	101,551 sf office; 30,110 sf retail; 18,076 sf. restaurant and three theaters w/ a 3,100 seat capacity	8511 Warner Drive	4,940	111	16	127	127	162	289
17.	Westfield Mall Expansion	293,786 sf and 427 parking spaces	200 Fox Hills Mall	12,615	185	118	303	529	573	1,102
18.	Culver City Transfer Station	Increased throughput from 500 tpd to 1056 tpd	9255 Jefferson Bl	N/A	12	5	17	3	14	17
19.	Mixed Use Development	6,411 sf mixed-use project consisting of three retail spaces and three (two bedroom, two bath) apartment units on the second floor	11511 Washington Bl	150	0	1	1	5	6	11
20.	700-701 Corporate Point	240,612 sf of office building and 4,242 sf of ancillary retail space	700-701 Corporate Point	2,649	330	44	374	61	298	359
21.	Veterinary Clinic	7,000 sf	11182 Culver Bl	220	N/A	N/A	N/A	N/A	N/A	36
22.	Condo	4-unit condo	3915 Bentley Av	27	0	2	2	2	1	3
23.	Max Leather AUP (Clothing Manufacturer)	Adding 3,763 sf spaces to existing 4,237 sf building as retail, showroom and office uses.	8533 Washington Bl	70	7	3	10	4	5	9
24.	Apartment Building	New 3-unit Apartment Building	3863 Bentley Av	20	0	1	1	1	1	2

TABLE 5
TRIP GENERATION ESTIMATES FOR RELATED PROJECTS

Map ID	Project	Description	Location	Daily Trips	A.M. Peak Hour Trips			P.M. Peak Hour Trips		
					In	Out	Total	In	Out	Total
25.	Symantec Office Development	550,000 sf of office development	800-900 Corporate Pointe	4,910	639	87	726	118	578	696
26.	Hayden Tower	Hayden Tower	3585 Hayden Av	400	38	9	47	12	36	48
27.	Sony	49,516 sf addition to stage 6: converting to office	10202 Washington Bl	545	68	9	77	13	61	74
28.	Washington/National TOD	181 residential town homes, 59 Live-Work units, 48,000 sf retail space	Washington Bl/National Bl	3,580	176	261	437	143	115	258
29.	Park Century School	6,950 sf	3939 Landmark St.	365	80	82	162	-8	-17	-25
30.	Hampton Inn	77-unit hotel	3954 Sepulveda Bl	629	26	17	43	24	21	45
31.	Surfas Restaurant Supplies	14,856 sf	8777 Washington Bl	1,030	21	26	47	26	33	59
32.	Parcel B	115,108 sf of office, restaurant, retail space	9300 Culver Bl	4,672	224	84	308	129	194	323
33.	Warehouse	10,500 sf of office and warehouse	Jefferson Bl	52	4	1	5	1	4	5
34.	West Los Angeles Community College	Proposed Master Plan for the College to increase the student enrollment from current 10,312 to 15,124 students by year 2015; anticipated enrollment growth through 2008 used for trip generation for purposes of this study	Overland Av/ Freshman Dr	17,367	1,117	115	1,232	767	341	1,108
35.	Metro Division 6	Proposed construction of a transportation center for operations and maintenance facility for up to 175 MTA buses and associated administrative staff	Jefferson Bl	1,666	67	40	107	77	26	103
36.	Villa Marina Mixed-Use Project	350 condominiums , 4,000 sf retail space	Lincoln Bl	547	-9	101	92	74	37	111
37.	Turning Point School	School Expansion	National Bl & Wesley St		91	83	174	0	0	0
38.	Washington/Landmark Mixed-use project	145 condominium dwelling units & 6,000 sf retail	8810, 8840, 8850 Washington Blvd & 3920 Landmark Street	1,108	15	55	70	61	37	98
39.	Expo Light Rail Transit				346	38	384	31	277	308
Total				63,455	4,420	1,528	5,948	2,660	3,701	6,361

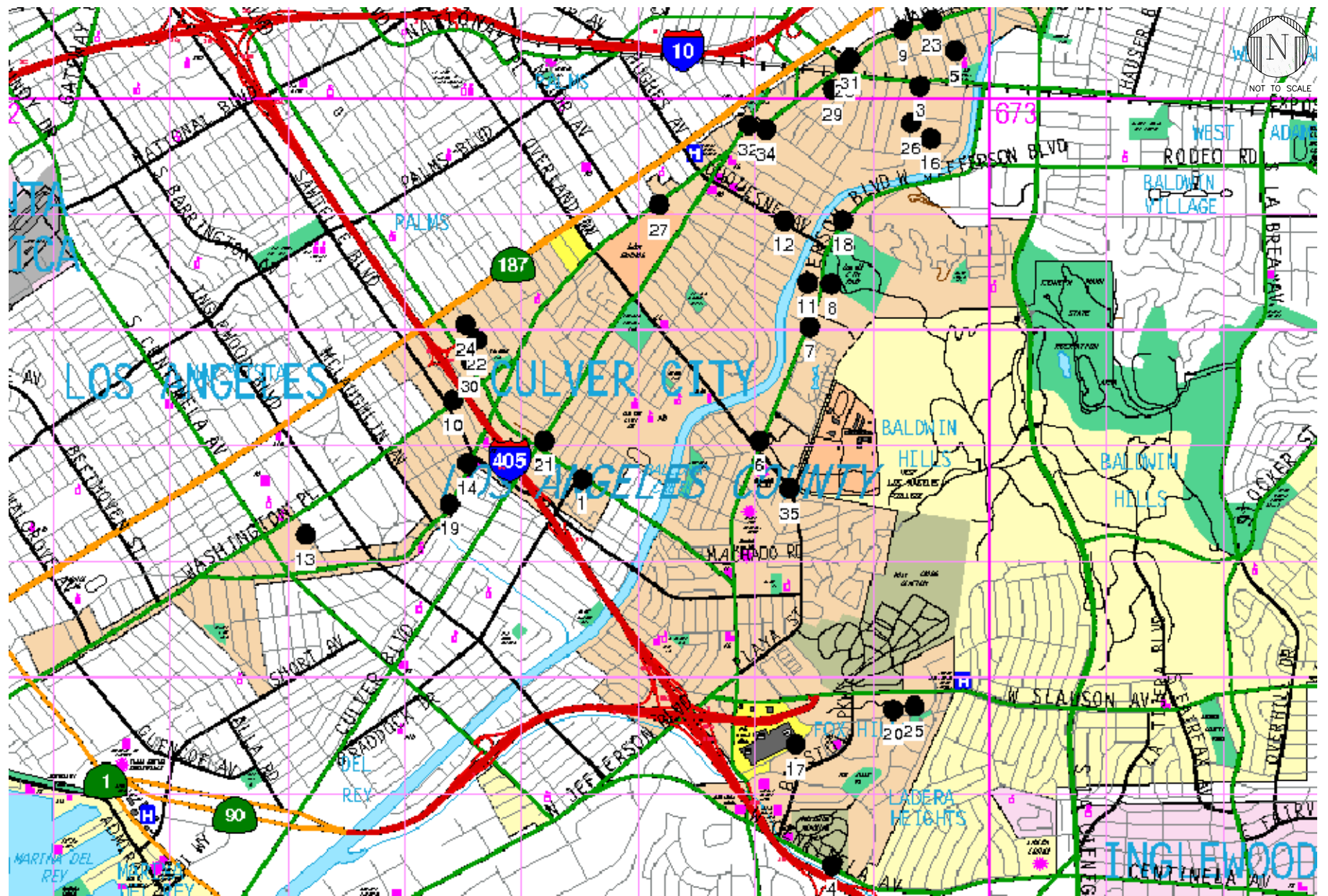
Source:

Planning Department, City of Culver City

Traffic Study for the West Los Angeles College Facilities Master Plan , Kaku Associates, September 2004.

Traffic Study for Symantec Office Development Project , Kaku Associates, July 2004.

Traffic Study for Expo Light Rail Transit , Kaku Associates, July 2005. *Mid-City/Exposition LRT Project*. http://www.metro.net/projects_plans/exposition/default.htm



KAKU ASSOCIATES

FIGURE 5
LOCATIONS OF RELATED PROJECTS

Trip Generation

Trip generation estimates for each of the cumulative projects were obtained from Culver City. As shown in Table 5, the cumulative projects are expected to generate approximately 5,948 vehicles per hour (vph) during the morning peak hour and 6,361 vph during the evening peak hour.

Trip Distribution

The geographic distribution of the traffic generated by the cumulative projects is dependent on several factors. These factors include the type and density of the proposed land uses, the geographic distribution of population from which the employees and potential patrons of the proposed developments are drawn, and the location of the projects in relation to the surrounding street system. The traffic distribution patterns took the proposed realignment of Washington Boulevard into consideration.

Traffic Assignment

The trip generation estimates were assigned to the local street system using the trip distribution pattern described above. These volumes, which were then added to the existing traffic volumes after the adjustment for areawide growth, are illustrated in Figure 6. They represent cumulative base conditions, i.e., future conditions without the proposed project.

PROJECT TRAFFIC VOLUMES

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

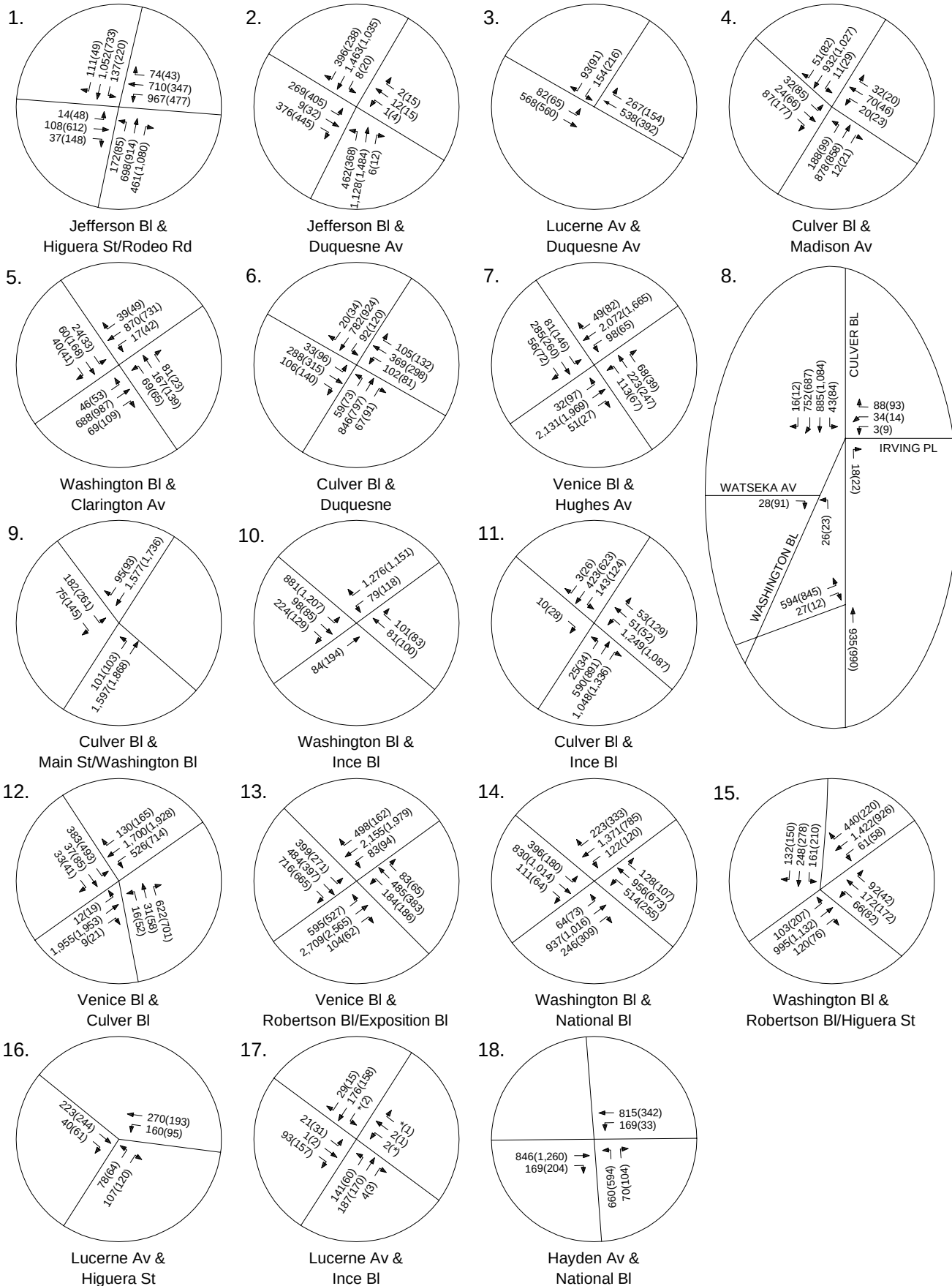


FIGURE 6
CUMULATIVE BASE PEAK HOUR TRAFFIC VOLUMES

Project Traffic Generation

As indicated, the proposed project consists of 49,500 sf of active production support development. Per discussions with Culver City staff, it has been assumed that the proposed land use has a trip generation equal to 75% of a general office building (*Transportation/Circulation and Parking Technical Report, Grand Central Creative Campus*, Kaku Associates Inc., June 2000). Trip generation rates from *Trip Generation, 7th Edition* (Institute of Transportation Engineers, 2003) were used to estimate the number of trips associated with general office building. The estimates of future trips expected to be generated by the proposed project are summarized in Table 6. Under current conditions, the trips generated by Building J park off the site. When project buildout is completed, these trips would be routed back to the project site and hence the trip generation represents a conservative analysis, as no trip credits were taken. As shown, it is estimated that the project would generate a total of 409 daily trips, of which 58 would occur during the morning peak hour and 55 during the evening peak hour.

Project Traffic Distribution

The geographic distribution of the traffic generated by the proposed project depends on several factors. These factors include the type and density of the proposed land uses, the geographic distribution of population from which the employees and potential patrons of the proposed development are drawn, and the location of the project in relation to the surrounding street system. The distribution pattern for this project is illustrated in Figure 7. The project traffic distribution took the proposed realignment of Washington Boulevard into consideration. No project trips were assigned to Gate 1 as this gate was assumed closed to represent a worst-case scenario. It is anticipated that Gate 1 will not be closed in the future and studio traffic will continue to use this entry/exit point.

**TABLE 6
PROPOSED PROJECT TRIP GENERATION**

Land Use	Trip Generation Equivalency [b]	Rate	Daily	A.M. Peak			P.M. Peak		
				Trip Gen	In	Out	Trip Gen	In	Out
<u>Trips Rates [a]</u>									
Active Production Support	75%	per 1,000 square feet	8.26	1.163	88%	12%	1.118	17%	83%

Land Use	Size	Daily	A.M. Peak			P.M. Peak		
			In	Out	Total	In	Out	Total
<u>Existing Land Uses:</u>								
Active Production Support (Building J)	11.9 ksf	98	12	2	14	2	11	13
<u>Proposed Land Uses:</u>								
Active Production Support (Building J)	49.5 ksf	409	51	7	58	9	46	55
New Trips		409	51	7	58	9	46	55

[a] Source: *Trip Generation, 7th Edition, Institute of Transportation Engineers, 2003* (rates for General Office).

[b] Trip generation equivalency defined as the percent of general office trips which would be generated by the indicated use for a given floor area. Source: *Transportation/Circulation and Parking Technical Report, Grand Central Creative Campus*, Kaku Associates Inc., June 2000.



FIGURE 7
TRIP DISTRIBUTION

Project Traffic Assignment

The traffic expected to be generated by the proposed project was assigned to the street network using the distribution pattern described in Figure 7. Figure 8 illustrates the assignment of this traffic at each of the 18 intersections analyzed in this study.

CUMULATIVE PLUS PROJECT TRAFFIC PROJECTIONS

The project-generated traffic volumes from Figure 8 were added to the cumulative base traffic volumes in Figure 6 to develop cumulative plus project peak hour traffic volumes illustrated in Figure 9.