

TRAFFIC STUDY

ONE CULVER CITY OF CULVER CITY, CALIFORNIA

This Traffic Study has been prepared under the supervision of
Donson Liu, T.E.

Signed



LSA

May 2016

TRAFFIC STUDY

ONE CULVER CITY OF CULVER CITY, CALIFORNIA

Submitted to:

City of Culver City
Transportation Department
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Culver City, California 90232

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Project No. LBA1502

LSA

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EXECUTIVE SUMMARY

LSA Associates, Inc. (LSA) has prepared the following Traffic Study to identify the traffic impacts as a result of the proposed change in land use from office use to a mixed-use creative office and retail center (project) at 10000 Washington Boulevard in Culver City (City), County of Los Angeles, California. This Traffic Study was prepared in accordance with the City Traffic Study Criteria (July 2012).

The project site is currently an office building between Culver Boulevard and Washington Boulevard. The project site currently consists of 263,313 square feet (sf) of office use, 12,514 sf of high-turnover restaurant use, and 818 sf of specialty retail use. The proposed project will consist of 261,816 sf of office use, 9,960 sf of quality restaurant use, 4,835 sf of high-turnover restaurant use, 6,961 sf of specialty retail use, and 3,687 sf of health/fitness club use.

The project site is located at the northwest corner of the intersection of Madison Avenue and Culver Boulevard, just northeast of Sony Pictures Studios, in the City. The site is situated within a block bounded by Washington Boulevard to the north, Culver Boulevard to the south, Madison Avenue to the west, and Duquesne Avenue to the east.

This Traffic Study focuses on the daily, a.m. peak-hour, and p.m. peak-hour trip generation of the project versus existing uses on site. Based on the City Traffic Study Criteria (July 2012), level of service (LOS) analyses is required if a project is estimated to add 500 or more new daily trips or 50 or more trips during the a.m. or p.m. peak periods. LOS analyses is not required because the proposed development would generate fewer trips in the a.m. peak hour and fewer than 50 trips in the p.m. peak hour, resulting in minimal traffic from the project site on local roadways and at local intersections. Minimal local traffic would result in no significant circulation impacts.

Based on the results of this Traffic Study, the proposed project can be implemented without creating significant impacts to the roadway and intersection service. No mitigation measures are required to address project-related impacts.

PROJECT DESCRIPTION

The One Culver project site is currently an eight-story office building between Culver Boulevard and Washington Boulevard, as shown on Figure 1. The proposed project consists of a proposed change in land use from office use to a mixed-use creative office and retail center at 10000 Washington Boulevard. The project site currently consists of 263,313 sf of office use, 12,514 sf of high-turnover restaurant use, and 818 sf of specialty retail use. The proposed project will consist of 261,816 sf of office use, 9,960 sf of quality restaurant use, 4,835 sf of high-turnover restaurant use, 6,961 sf of specialty retail use, and 3,687 sf of health/fitness club use. The project build-out year is 2017.

Current vehicular access is provided by a full-access driveway along Madison Avenue and a right-in right-out (RIRO) only driveway along Duquesne Avenue. Access to the retail center will continue to be provided via the full-access Madison Avenue driveway and the RIRO Duquesne Avenue driveway. No bike lanes are in the project's vicinity. Crosswalks are available at each intersection adjacent to the project site, including a crosswalk at the project driveway on Madison Avenue. These crosswalks provide pedestrian circulation to the site.



FIGURE 1

One Culver
Project Site



METHODOLOGY

This Traffic Study is prepared consistent with the objectives and requirements of the City and the Los Angeles County Metropolitan Transportation Authority (Metro) Congestion Management Program (CMP) (2010) and the City of Culver City Traffic Study Criteria (July 2012). Based on the City Traffic Study Criteria (July 2012), LOS analyses is required if a project is estimated to add 500 or more new daily trips or 50 or more trips during the a.m. or p.m. peak periods.

EXISTING (2015) BASELINE CONDITION

Existing Project Site Characteristics

The project site is currently an existing office building. The site is surrounded by residential, retail, and office buildings along Washington Boulevard and Culver Boulevard. Vehicular access is provided via a full-access driveway along Madison Avenue and a RIRO driveway along Duquesne Avenue. Crosswalks are available at each intersection adjacent to the project site, including a crosswalk at the project driveway on Madison Avenue. These crosswalks provide pedestrian circulation to the site. Figure 2 illustrates the project location.

Existing Circulation System

Key roadways in the vicinity of the project site are as follows:

- **Washington Boulevard.** Washington Boulevard is classified as a Primary Artery in the City Circulation Element. Washington Boulevard extends east-west across the City. In the vicinity of the project site, Washington Boulevard provides two travel lanes in each direction.
- **Culver Boulevard.** Culver Boulevard is classified as a Primary Artery in the City Circulation Element. Culver Boulevard extends east-west across the City. In the vicinity of the project site, Culver Boulevard provides two travel lanes in each direction.
- **Duquesne Avenue.** Duquesne Avenue is classified as a Secondary Artery in the City Circulation Element. Duquesne Avenue extends north-south across the City. In the vicinity of the project site, Duquesne Avenue provides one travel lane in each direction.
- **Madison Avenue.** Madison Avenue is classified as a Local Street in the City Circulation Element. Madison Avenue extends north-south from Washington Boulevard to the Ballona Creek Bike Path. Madison Avenue provides one travel lane in each direction.
- **Motor Avenue.** Motor Avenue is classified as a Local Street in the City Circulation Element. In the vicinity of the project site, Motor Avenue extends north-south from Culver Boulevard to Le Bourget Avenue, and provides one travel lane in each direction.

Existing Transit System

Transit options in the project vicinity are illustrated on Figure 3. The Metro Expo line runs east-west approximately 0.60 mile north of the project site on Washington Boulevard. Vehicle and bicycle parking are provided at the Metro station. Bus stops exist immediately adjacent to the project site at Washington Boulevard east of Madison Avenue, Washington Boulevard west of Duquesne Avenue,

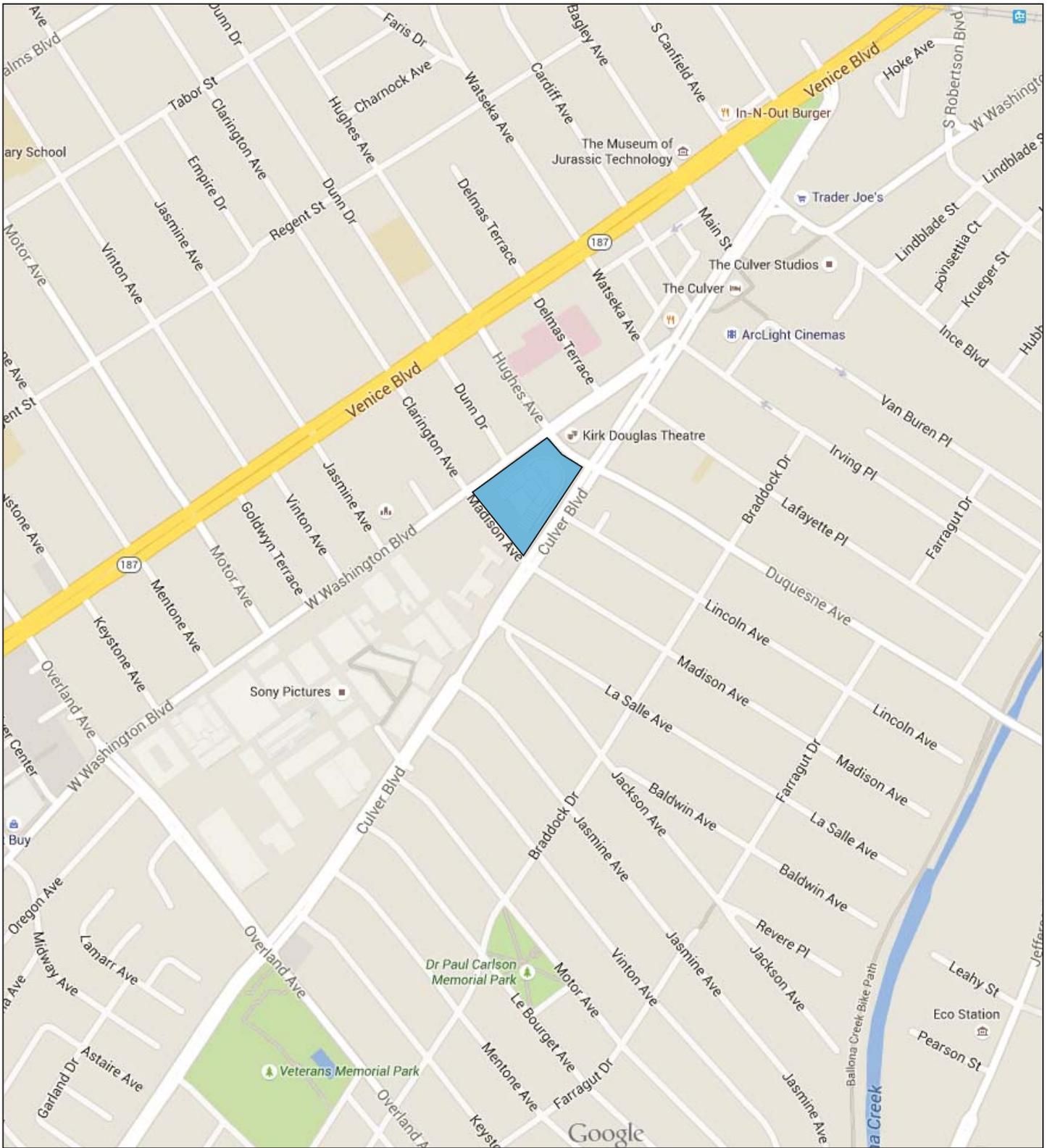
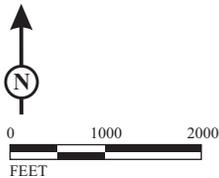


FIGURE 2

LSA

LEGEND

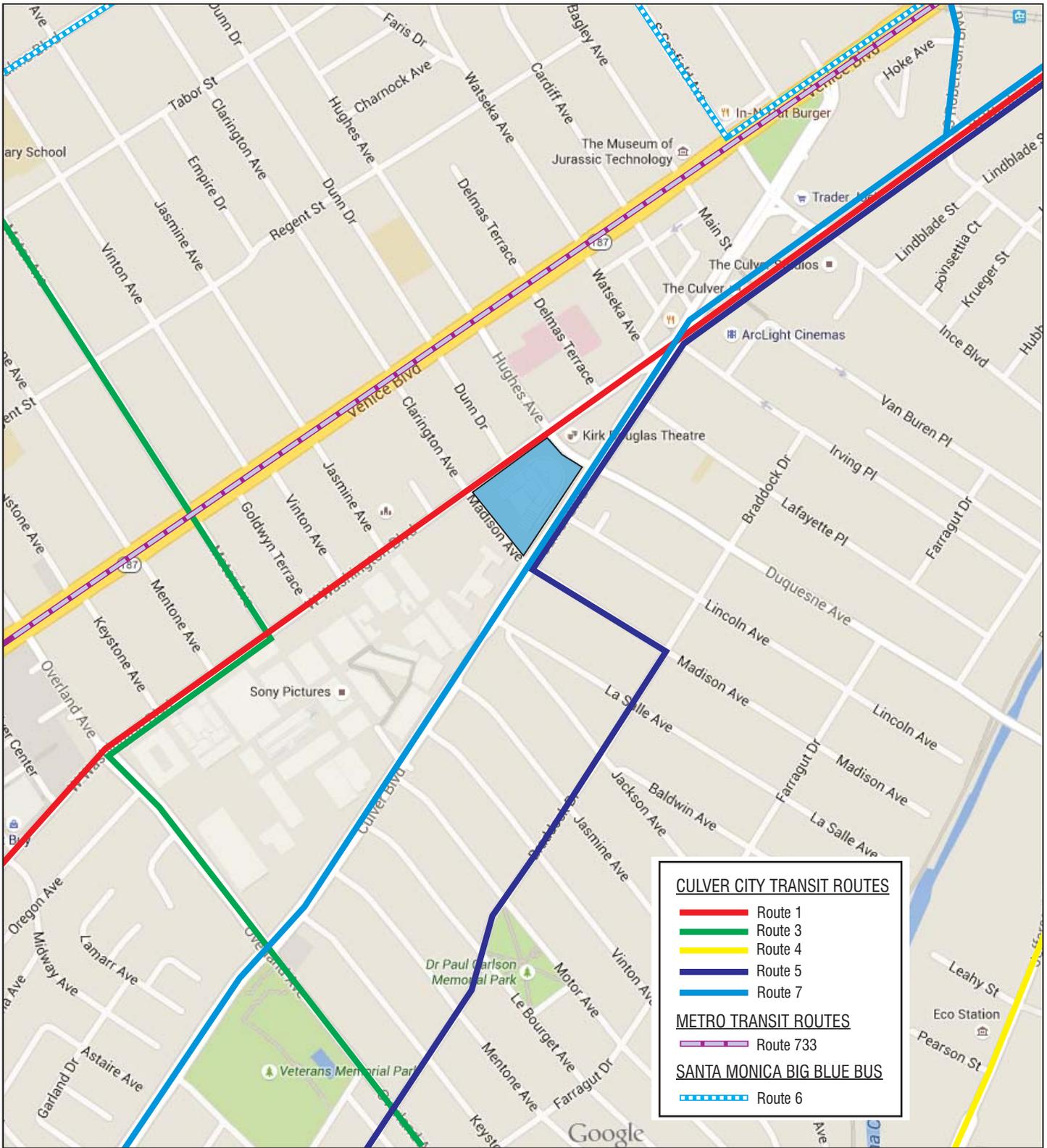
- Project Site



SOURCE: Google Earth

I:\LBA1502\G\Project Location.cdr (4/25/2016)

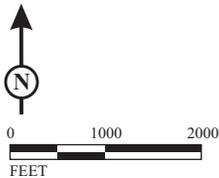
One Culver
Project Location



LSA

LEGEND

- Project Site



SOURCE: Google Earth

I:\LBA1502\G\Existing Transit.cdr (4/25/2016)

FIGURE 3

One Culver
Existing Transit Lines

and Culver Boulevard south of Duquesne Avenue. Seven additional bus stops exist within one block of the project site. Transit service in the vicinity of the project is available through multiple providers. The Santa Monica Big Blue Bus Route 6 and Metro Routes 33 and 733 provide service along Venice Boulevard. Culver City Bus Routes 5 and 7 provide service along Culver Boulevard, while Culver Bus Route 1 provides service along Washington Boulevard. Headways on these bus lines can vary from 25 to 35 minutes. The project will not impact existing transit service.

Bicycle System

Class II bicycle lanes on Venice Boulevard provide east-west bicycle access in the vicinity of the proposed project. The City's Bicycle and Pedestrian Master Plan (November 2010) shows a proposed bicycle route on Madison Avenue, proposed sharrows on Culver Boulevard and Duquesne Avenue, and a proposed bicycle route on Washington Boulevard, shown on Figure 4.

PROJECT CONDITION

Trip Generation

Trip generation calculations for the proposed project were based on the daily and peak-hour trip rates taken from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (9th Edition, 2012). The proposed project includes the conversion of the existing office building into a mixed-use office building, with a new mixed-use plaza. Vehicle trip generation has been reduced by 10 percent for the internal trip capture. Project trip generation is presented in Table A.

As Table A indicates, the existing project generates approximately 3,930 trips per day, including approximately 496 trips in the a.m. peak hour (396 inbound and 100 outbound) and approximately 448 trips in the p.m. peak hour (124 inbound and 324 outbound). The proposed project has the potential to generate approximately 4,202 trips per day, including approximately 439 trips in the a.m. peak hour (364 inbound and 75 outbound) and approximately 474 trips in the p.m. peak hour (142 inbound and 332 outbound). The net trip generation would add approximately 272 trips per day, including a reduction of 57 trips in the a.m. peak hour (-32 inbound and -25 outbound) and an addition of 26 trips in the p.m. peak hour (18 inbound and 8 outbound). The proposed project would generate fewer trips in the a.m. peak hour and fewer than 50 trips in the p.m. peak hour. Because the net trip generation results in a negative number of trips in the a.m. peak hour and fewer than 50 trips in the p.m. peak hour, LOS analyses is not required.

PROJECT IMPACTS AND MITIGATION MEASURES

To determine project impacts, if any, traffic generated by the proposed project was added to the existing trip generation. As shown in Table A, the proposed project would generate fewer trips in the a.m. peak hour and fewer than 50 trips in the p.m. peak hour. Therefore, the project would not have any significant impacts on nearby intersections or residential streets.

As the proposed project is not anticipated to result in any significant impacts, no traffic mitigation measures are required or recommended.

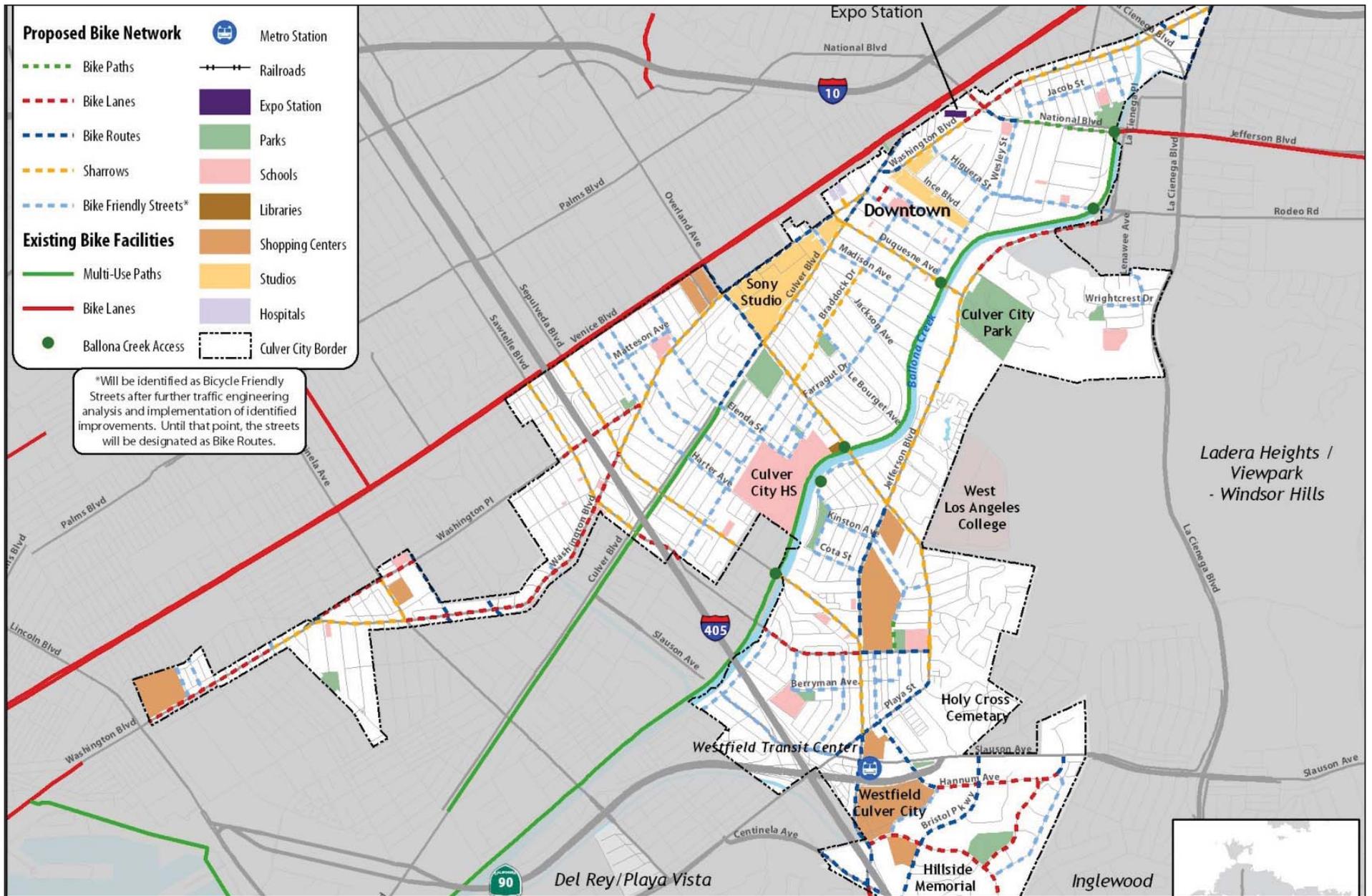
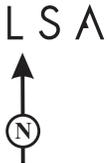


FIGURE 4



SOURCE: Alta Planning + Design
 F:\LBA1502\G\Proposed Bicycle Network.cdr (4/25/2016)

Table A: Project Trip Generation

Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates¹									
Office		TSF	ITE Regression Equation						
Quality Restaurant		TSF	89.95	0.45	0.36	0.81	5.02	2.47	7.49
High-Turnover Restaurant		TSF	127.15	5.95	4.86	10.81	5.91	3.94	9.85
Specialty Retail ²		TSF	44.32	0.72	0.48	1.20	1.19	1.52	2.71
Health/Fitness Club		TSF	32.93	0.71	0.71	1.41	2.01	1.52	3.53
Project Trip Generation									
Office	261.816	TSF	2,728	364	50	413	63	308	372
Quality Restaurant	9.960	TSF	896	4	4	8	50	25	75
High-Turnover Restaurant	4.835	TSF	615	29	23	52	29	19	48
Specialty Retail	6.961	TSF	309	5	3	8	8	11	19
Health/Fitness Club	3.687	TSF	121	3	3	6	7	6	13
Subtotal	287.259	TSF	4,669	404	83	487	157	369	526
Internal Trip Capture ³	-10%		-467	-40	-8	-48	-15	-37	-52
Total			4,202	364	75	439	142	332	474
Existing Trip Generation									
Office	263.313	TSF	2,740	365	50	415	63	310	373
High-Turnover Restaurant	12.514	TSF	1,591	74	61	136	74	49	123
Specialty Retail	0.818	TSF	36	1	0	1	1	1	2
Subtotal	276.645	TSF	4,367	440	111	552	138	360	498
Internal Trip Capture ³	-10%		-437	-44	-11	-56	-14	-36	-50
Total			3,930	396	100	496	124	324	448
Net Trip Generation (Project - Existing)			272	-32	-25	-57	18	8	26

¹ Trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation* Manual, 9th Edition (2012).

Land Use Code (710) - General Office Building

ADT: $\ln(T) = 0.76\ln(X) + 3.68$; AM: $\ln(T) = 0.80\ln(X) + 1.57$; PM: $T = 1.12(X) + 78.45$

Land Use Code (931) - Quality Restaurant

Land Use Code (932) - High-Turnover (Sit-Down) Restaurant

Land Use Code (826) - Specialty Retail

² SANDAG trip rates were used for the AM peak hour for Specialty Retail; AM: Total = $40 * 0.03$; (60% In: 40% Out)

Land Use Code (492) - Health/Fitness Club

³ Internal trip capture percentage from the Traffic Study Criteria for the City of Culver City (2012).

TSF = thousand square feet

SUMMARY

The project proposes to change the retail potential on the existing eight-story office building. The building would consist of a new plaza with added retail, restaurant space, and a health club. Prior to preparation of this Traffic Study, LSA completed the scoping process with City Planning Department staff for preparation of a Traffic Study. The Traffic Study concluded that no significant impacts would result from the proposed project. Therefore, mitigation measures are neither required nor recommended.