

COLONIAL AVENUE GRAPHICS

The two options are as follows:

1. A semi-diverter that would prevent northbound traffic from entering Colonial Avenue from the south end of the block, while keeping the southbound side of Colonial Avenue open;
2. A modified cul-de-sac composed of several small raised, landscaped islands with separations designed to allow larger City services vehicles (such as fire trucks and refuse collection trucks), to enter from the north or south, while preventing access by passenger vehicles.

The graphics bellow illustrate the two options:

OPTION 1

A semi-diverter that would prevent northbound traffic from entering Colonial Avenue from the south end of the block, while keeping the southbound side of Colonial Avenue open. The graphic illustrates this concept.



The graphic below illustrates a plan view of Option 1.



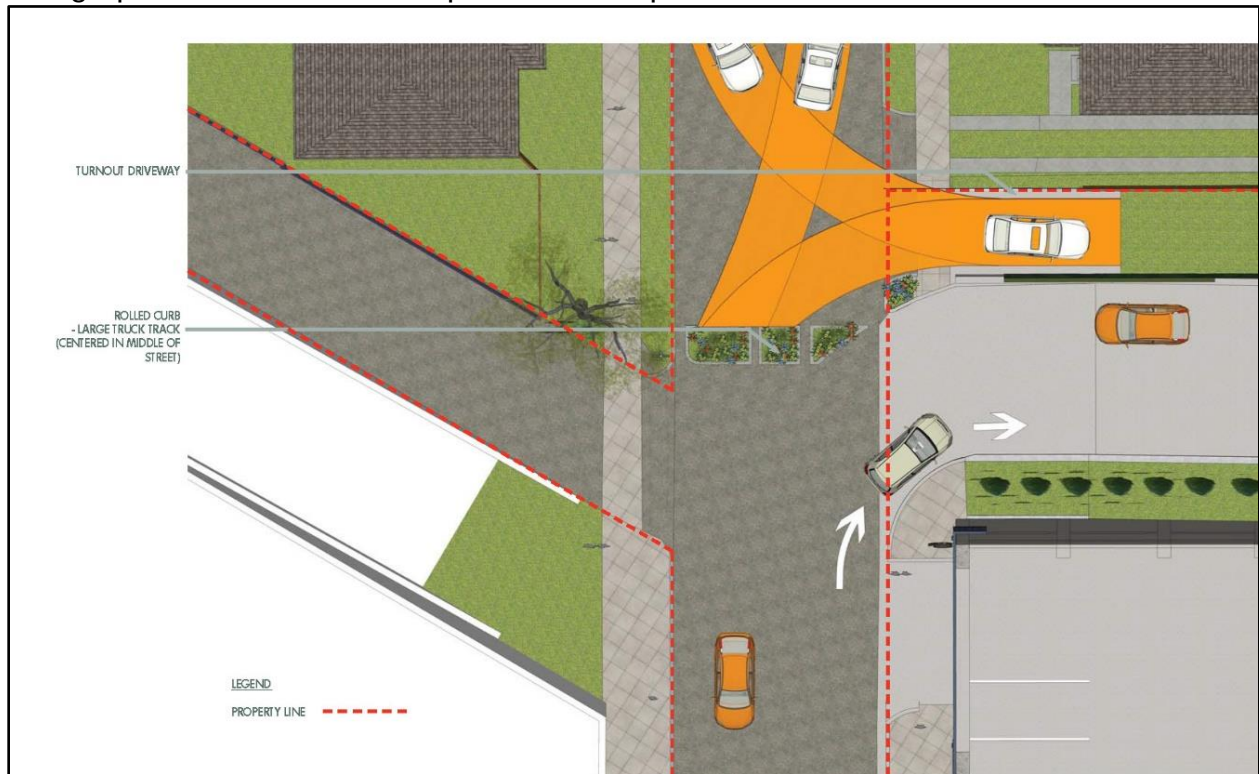
Northbound traffic from Washington Boulevard can turn right into Market Hall or left in the alley, but cannot legally proceed northbound past the semi-diverter. Standard roadway signage would indicate this prohibition.

OPTION 2

A modified cul-de-sac composed of several small raised, landscaped islands with separations designed to allow larger City services vehicles (such as fire trucks and refuse collection trucks), to enter from the south, while preventing access by passenger vehicles.



The graphic below illustrates a plan view of Option 2.



Northbound passenger vehicles from Washington Boulevard can turn right into Market Hall or left in the alley, but cannot physically proceed northbound – the modified cul-de-sac would prevent such vehicles from continuing northbound.

However, the openings in between the islands would be spaced so that the wheel base of fire trucks and refuse collection trucks would be able to fit and drive past the modified cul-de-sac. This would necessitate that the cul-de-sac area and the landscaping would have to be maintained by Parks, Recreation, and Community Services Department.

Vehicles on Colonial Avenue that drive to the south at the modified cul-de-sac, would have to conduct a three-point turn by using a driveway provided by the Market Hall developer on Market Hall property. This is illustrated on the above graphic.

TRAFFIC PROJECTIONS

According to Public Works Department 'Traffic study criteria for the review of proposed development projects within the Culver City,' an increase of greater than 120 trips on a street segment with less than 1,000 ADT, constitutes a significant impact.

The Developer's traffic engineering consultant concluded that Option 2 will decrease traffic on Colonial Avenue, and will increase it on Boise Avenue and Wasatch Avenue. Please see Developer's Table A, below for further details.

TABLE A
RESIDENTIAL STREET TRAFFIC ANALYSIS - FULL CLOSURE AT COLONIAL AVENUE

Street Segment	Time Period	Two-Way Traffic Volume				Project % Increase	Significant Impact
		Existing (2017) Conditions	Cumulative (2019) Base Conditions	Project Traffic	Cumulative (2019) Plus Project		
Colonial Avenue north of South Alley	ADT	402	410	-222	188	-54%	No
Boise Avenue north of Washington Boulevard	ADT	1,055	1,076	50	1,126	5%	No
Wasatch Avenue north of Washington Boulevard	ADT	532	543	172	715	32%	Yes [1]

[1] For street segments < 1,000 ADT, the significant impact threshold is 120 trips.