

TRAFFIC IMPACT STUDY

**PROPOSED RESIDENTIAL CARE FACILITY (ASSISTED LIVING)
AND 8 SINGLE FAMILY HOMES**

3814 LENAWEA AVENUE

CULVER CITY, CALIFORNIA

**PREPARED BY
ALLAN ENGINEERING**

MARCH 30, 2016

SUMMARY OF TRAFFIC ELEMENT OF LENA WEE DEVELOPMENT

INTRODUCTION

Allan Engineering prepared a residential traffic impact study for an Assisted Living Facility and Single-Family Home project located in Culver City. The project address is 3814 Lenawee Avenue and is generally bounded by Rodeo Road on the north, Lenawee Avenue on the west, Victsone Court on the South and La Cienega Boulevard on the East. The analysis of the potential impacts follows the methodology established in the latest version of the Traffic Study Criteria for the Review of Proposed Development Projects within the City of Culver City.

PROJECT DESCRIPTION

The proposed project is to construct a three story residential care facility with memory care that will accommodate 110 beds and 8 single-family homes. The 8 single-family homes will each have two car garages. Parking for the residential care facility will be provided by a surface parking lot with 52 spaces. A right-turn only ingress driveway will be provided on La Cienega Boulevard for the residential care facility only. Egress will be accomplished through a new street connecting to Lenawee Avenue. 5 of the proposed single family homes access will also be from same new street created which connects to Lenawee Avenue while 3 of the proposed single family homes will take access from Lenawee Avenue. The existing single family residence house on the lot will remain. The build-out year for the project is 2020.

Emergency restricted egress for fire trucks and emergency vehicles only is provided on La Cienega Boulevard.

GEOMETRIC DESIGN

La Cienega Boulevard is classified as a major highway. To accommodate ingress vehicles from the proposed development heading in from La Cienega Boulevard and mitigate against fast moving traffic, a right turn pocket is proposed. This will be accomplished through a combination of adjusting the geometric design of the road and providing street dedication. The design guidelines of the American Association of State Highway and Transportation Officials (AASHTO) was used in determining the geometric configurations of that proximity of LA Cienega Boulevard.

STUDY SCOPE

The traffic impact analysis for the proposed project follows Culver City's *Traffic Study Criteria for the Review of Proposed Development Projects* (July 2012 Edition). These guidelines establish the methodology, scope and levels of significance to determine the potential impacts of the proposed project on the surrounding transportation system. In accordance with these guidelines, the scope of this study was developed with Culver City staff. A Memorandum of Understanding (MOU) was submitted and approved that determined the residential streets to study, trip generation factors and study methodology by Culver City.

Staff at the office of Los Angeles County and the City of Los Angeles were consulted and no intersection or street segment analysis was required in these jurisdictions.

HIGHLIGHTS

- A detailed analysis of the three residential street segments was performed. The study found in the analysis of the Future With Project scenario, using Culver City's level of significance criteria for residential impacts, none of the study segments are significantly impacted by the project trips.
- The proposed 110 bed Assisted Living and 8 Single Family Home project will generate 369 daily trips. The Assisted Living will generate 293 daily trips, all ingress traffic will access the project site from La Cienega Boulevard and all egress will be distributed onto the study street segments. The Single Family Homes will generate 76 daily trips and will be added to the study street segments.
- The project proposes to provide adequate parking and internal circulation. See Site Plan. To accommodate right turning vehicles decelerating into the site, a right-turn pocket is proposed within the existing right-of-way to accommodate right turning vehicles entering the development.
- Most of the vehicular traffic generated by the Assisted Living use will be employees of the facility.
- As a traffic calming measure, it is recommended that a three-way stop control and associated pedestrian crosswalks be installed at each leg of the corner of Bowcroft Street and Lenawee Avenue. Since this intersection is located in the City of Los Angeles, this recommendation will be subject to the approval of the City of Los Angeles.
- As a traffic calming measure, it is recommended that a three-way stop control and associated pedestrian crosswalks be installed at each leg of the corner of New Street and Lenawee Avenue.

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INTRODUCTION

Allan Engineering has prepared the following residential traffic impact study for a Assisted Living Facility and Single-Family Home project located in Culver City. The project address is 3814 Lenawee Avenue and is generally bounded by Rodeo Road on the north, Lenawee Avenue on the west, Victsone Court on the South and La Cienega Boulevard on the East. Figure 1 illustrates the project location. The analysis of the potential impacts follows the methodology established in the latest version of the Traffic Study Criteria for the Review of Proposed Development Projects within the City of Culver City. The build-out year for the project is 2020.

PROJECT DESCRIPTION

The proposed project is to construct a three story residential care facility with memory care that will accommodate 110 beds and 8 single-family homes. The 8 single family homes will each have two car garages. Parking for the residential care facility will be provided by a surface parking lot with 52 parking spaces. A right-turn only ingress driveway will be provided on La Cienega Boulevard for the residential care facility only. The project proposes to provide adequate parking and internal circulation. See Site Plan.

To accommodate potential deceleration, the above mentioned right turn pocket is proposed within the existing La Cienega Boulevard right of way to absorb right turning vehicles ingressing the development.

Egress will be accomplished through a new street connecting to Lenawee Avenue. 5 of the proposed single family homes will take access from same new street created which connects to Lenawee Avenue while 3 of the proposed single family residence will take access from Lenawee Avenue. The existing single family residence house on the lot will remain. The build-out year for the project is 2020.

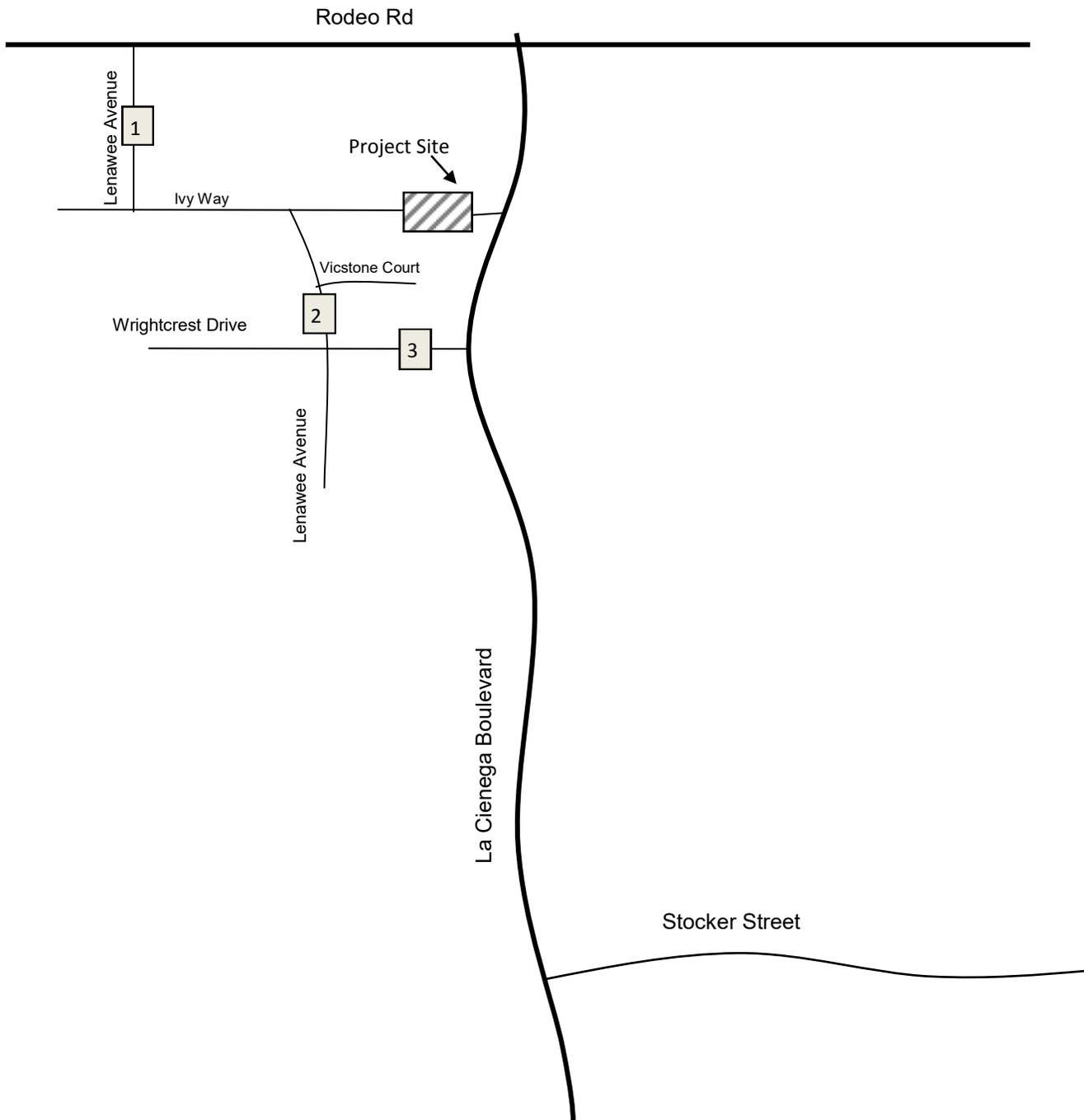
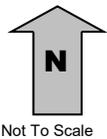
To calm rush hour traffic, 3 way stop signs and associated crosswalks have been proposed at the Bowcroft Street and Lenawee Avenue intersection and at the Lenawee Avenue and New Street(New Street) intersection. A copy of the project 's site plan is provided in Figure 2. Complete project build-out is expected by the year 2020.

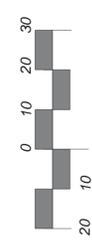
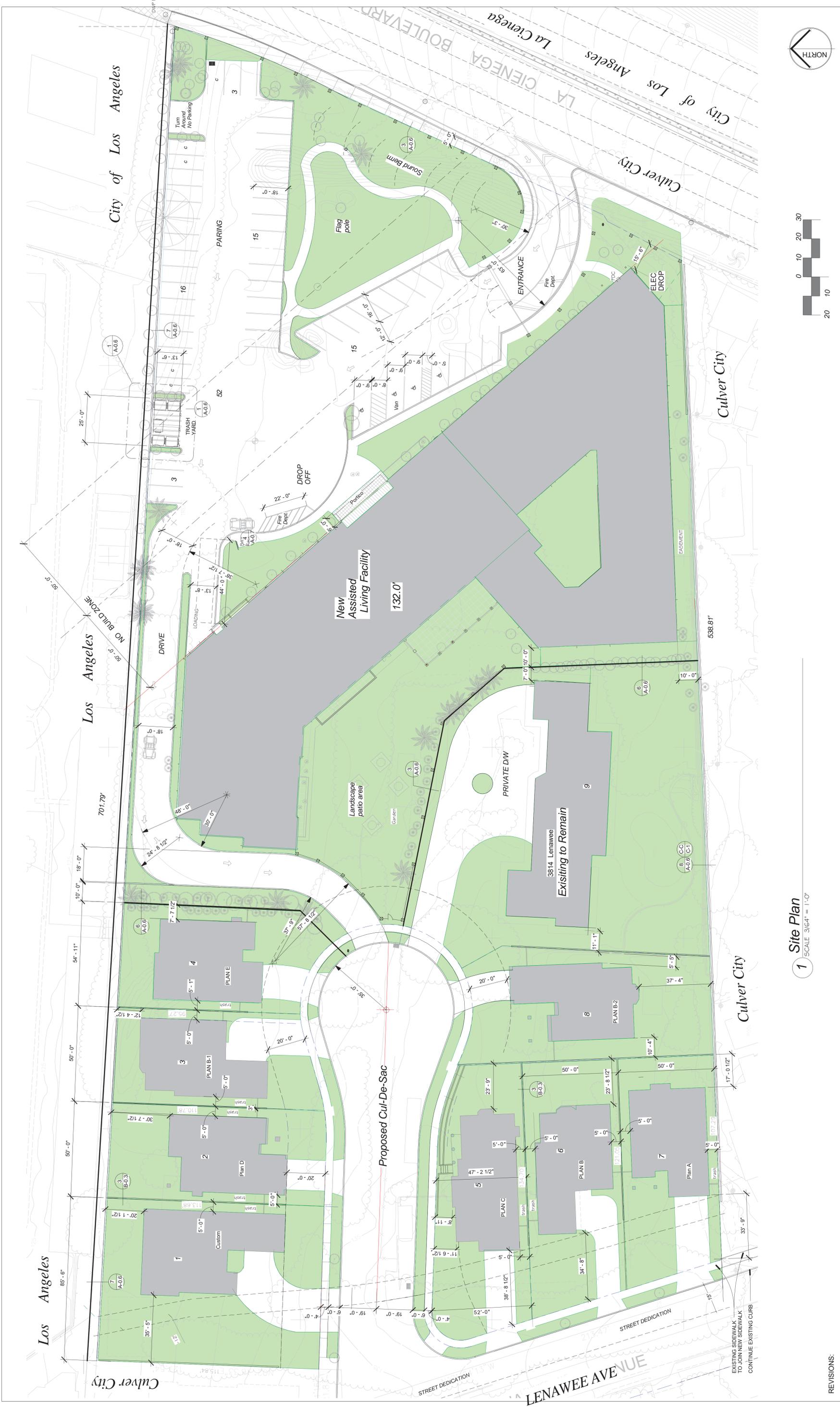
STUDY SCOPE

The traffic impact analysis for the proposed project follows Culver City's *Traffic Study Criteria for the Review of Proposed Development Projects* (July 2012 Edition). These guidelines establish the methodology, scope and levels of significance to determine the potential impacts of the proposed project on the surrounding transportation system. In accordance with these guidelines, the scope of this study was developed with Culver City staff.

Staff at the office of Los Angeles County and the City of Los Angeles were consulted and no intersection or street segment analysis was required in these jurisdictions.

Figure 1
Project Location and
Residential Study Street Segments
3814 Lenawee Avenue





1 Site Plan
SCALE 3/64" = 1'-0"

REVISIONS:

DJB and Associates
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Long Beach, CA. 90807
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Culver Place
3814 Lenawee Ave.
Culver City

Site Plan

DATE:	1/26/2016
DRAWN BY:	Author
SCALE:	3/64" = 1'-0"
A-0.1	
NOTE: USE GRAPHIC SCALE FOR REDUCED PLAN	

The purpose of the transportation impact analysis is to evaluate the effect of the new development project on the surrounding transportation system and residential street system. Per Culver City's Guidelines, the Project's analysis will evaluate the following traffic conditions:

- 2013 Existing Conditions - The first step in the analysis is to ascertain the existing operational quality of the street segments. This will serve as the base condition upon which the rest of the analysis will be developed. Analysis of the existing conditions are determined by an assessment of the street segments, obtaining 24 hour count volumes, and signal operation.

Apart from the 24 hour volume counts, fieldwork to assess the lane configurations, signal phasing, parking restrictions, etc. was performed in June 2014.

- Future (2020) Base Conditions - This analysis applies a growth rate factor to the street segments and the additional trips from related projects to determine the operational condition of the streets at the time of build-out for the project. The proposed project is expected to be complete in 2020. This future base condition will be used as the basis of calculating the impact of the new development.
- Future (2020) With Project - The final analysis determines the impact from the project trips that are added to the future base conditions. The assessment of impact results from the number of project trips added to the street segments as indicated in the Culver City Guidelines.

As determined in coordination with Culver City staff, the potential impacts of the proposed project are to be studied at the following neighborhood street segments (see Figure 1):

1. Lenawee Avenue between Rodeo Road and Ivy Way
2. Lenawee Avenue between Ivy Way and Wrightcrest Drive
3. Wrightcrest Drive between La Cienega Boulevard and Lenawee Avenue

EXISTING CONDITIONS

In preparation of this study an extensive collection of data was collected to provide an accurate description of the existing conditions in the area. The analysis of the existing conditions includes an evaluation of the land uses, inventory of the surrounding streets, traffic volumes of the study intersections and the operation.

Study Area Streets

La Cienega Boulevard is a Major Highway running north-south that is divided by a guardrail. Within the vicinity of the project, La Cienega boulevard has three travel lanes and left-turn lanes at intersections in each direction. Parking is mostly prohibited on both sides. The posted speed limit is 45 miles per hour.

Lenawee Avenue south of Ivy Way is a local residential street with one lane in each direction and parking permitted on both sides of the street. North of Ivy Way to Bowcroft Street there are residential uses on the east side of the street and commercial/industrial uses on the west side of the street. Between Rodeo Road and Bowcroft Street there is no parking on the east side of the street and no access to the residential units. Along the west side of Lenawee Avenue, between Rodeo Road and Bowcroft Street, there are commercial/industrial uses. Lenawee Avenue is posted with a 25 miles per hour speed limit.

Ivy Way, Vicstone Court, and Wrightcrest Drive are all local streets with one lane in each direction and parking on both sides of the street serving primarily residential land uses. All of these streets have a speed limit of 25 miles per hour.

Study Area Freeways

The **Santa Monica Freeway, Interstate 10**, running primarily east-west and The **San Diego Freeway, Interstate Route 405**, running primarily north-south, provide regional access to the area. Access is provided via La Cienega Boulevard.

Transit Systems (See Figure 3)

The Metropolitan Transportation Authority (MTA) operates eight bus lines traveling along routes within one or two blocks of the project site. A description of each route follows:

- *Metro Local 217* - Metro Local - Vermont Avenue/Sunset Boulevard to Howard Hughes Center via Hollywood Boulevard, Fairfax Avenue and La Cienega Boulevard.

- *Metro Local 105/705* - Metro Local - West Hollywood to Vernon via La Cienega Boulevard and Vernon Avenue.

Two Culver City Bus Lines operate near the project site. A description of these routes follows:

- Line 4 - Connects Culver City Transit Center with West LA Transit Center via Jefferson Boulevard, Rodeo Road, and Fairfax Avenue.
- Line 5 - Travels adjacent to the project on La Cienega Boulevard and through the residential neighborhood where the single-family homes are located, existing on Lenawee Avenue and finally ending at Braddock Drive and Elenda Street. Eastbound extends to Venice High School. This line runs only on school days.

Los Angeles County operates a bus on weekends and holidays (The Link) that connects the Baldwin Hills Scenic Overlook with the Kenneth Hahn State Recreation Park via Rodeo Road and La Cienega Boulevard.

In addition to the bus lines that directly serve the project area, the *Metro Expo Line* light rail station is located less than two miles north of the project.

Figure 3
Existing Transit Lines



EXISTING TRAFFIC VOLUME DATA

Field data was obtained to determine how the residential streets are currently operating.

Existing Traffic Volumes

Automatic 24 hour counts were taken on all three street segments. The counts were taken on June 5, 2014. The results of the 24 hour counts are the Average Daily Traffic (ADT) for the street segments. The existing 24 hour volumes for the study streets are illustrated in Figure 4(a), and the existing AM and PM peak-hour traffic volumes are illustrated in Figure 4(b). The detailed count data collected in the field is contained in Appendix B.

Figure 4(a)
Existing Average Daily Traffic
3814 Lenawee Avenue

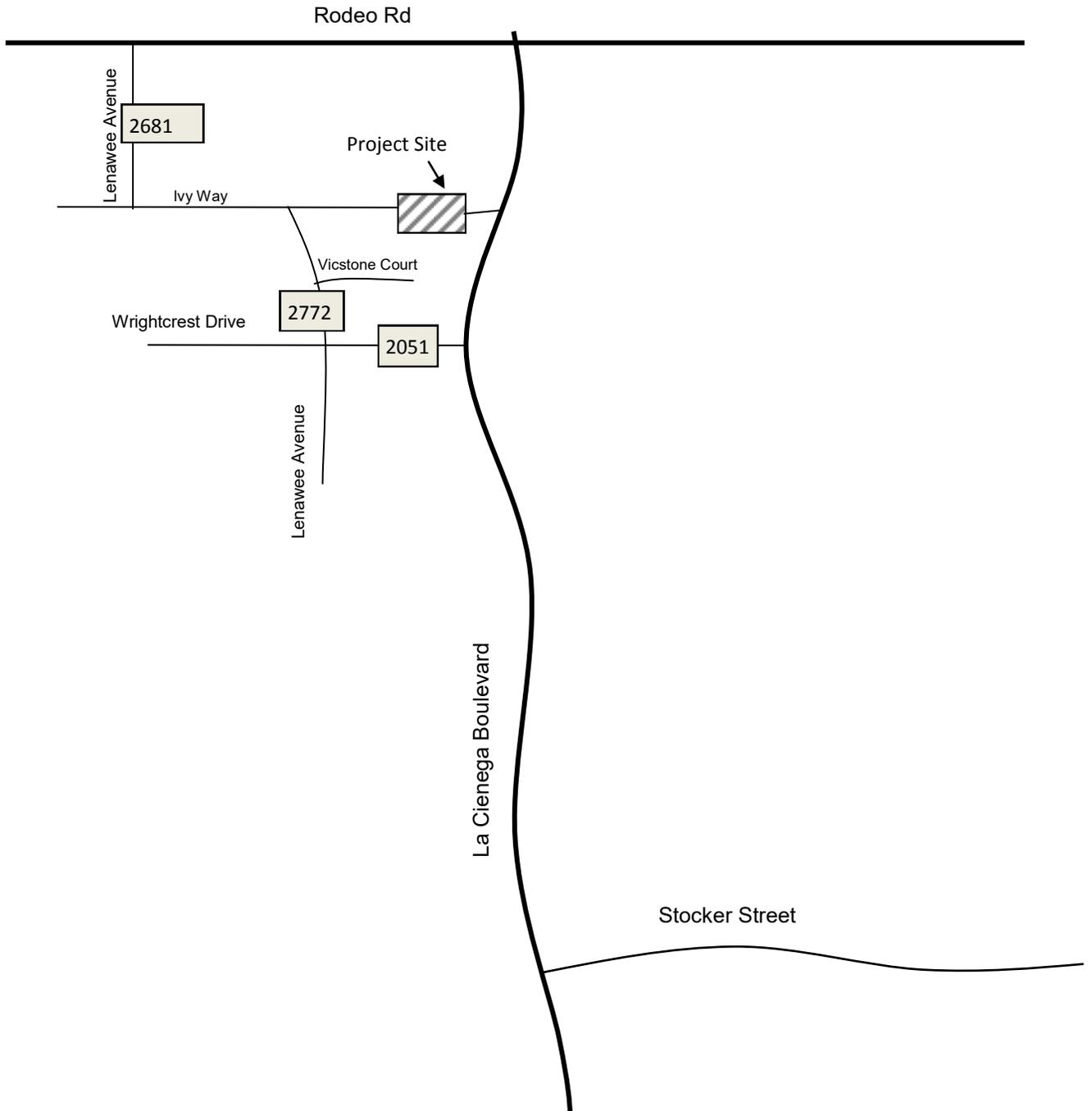
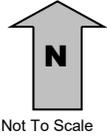
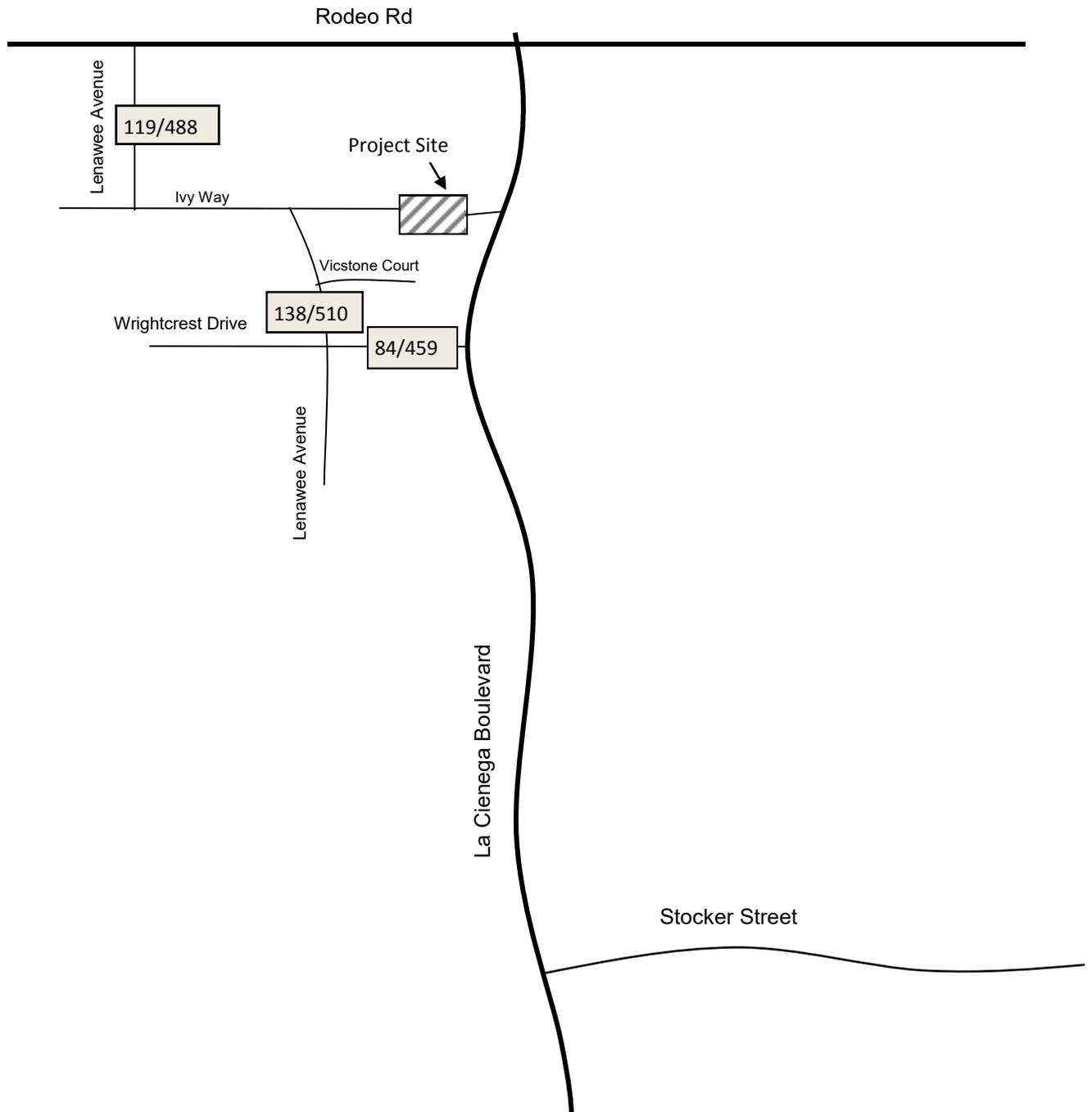


Figure 4(b)
Existing Peak Hour Traffic
AM/PM
3814 Lenawee Avenue



FUTURE TRAFFIC CONDITIONS

The evaluation of the project's impact on the surrounding transportation system in general and the study street segments specifically, requires the analysis to study the estimated future traffic conditions with and without the project. Forecasts of the future traffic at the street segments is determined by applying a growth factor to the existing traffic volumes and including the related trips generated by new developments near the project.

Ambient Traffic Growth

To account for general growth in regional traffic, a growth rate factor is applied to the existing traffic volumes to the project's build-out year, Year 2020. Culver City has determined that the ambient growth rate factor is 1% per year.

Related Projects Traffic

In addition to the ambient growth factor, trips generated by other development projects nearby the proposed project are added to the study intersections to complete the future without project base conditions.

Culver City provided a list of 21 proposed or otherwise approved projects within a two and half mile radius of the project site. A description of each project and the associated trip generation is provided in Table 1. The related project locations are indicated in Figure 5.

The trips assigned to the study intersections of the remaining related projects are displayed in Figure 6.

Table 1
Related Projects

Project No.	Project Name	Address	Description	Daily Trips	Peak Hour Trips	
					AM	PM
1	Caroline Condominiums	3440 Caroline Avenue	2 Single-Family Homes (1 net new home)	10	8	10
2	Washington Landmark	8810, 8840, 8850 Washington Bl and 3920 Landmark	41,745 SF Restaurant and 38,732 SF Office	5735	94	371
3	Duquesne Av Condominiums	4139-4145 Duquesne Av	7 Condominiums	41	3	4
4	Legado Mixed-Use	8770 Washington Bl	115 Apartments and 31,240 SF Retail,	2099	89	187
5	Condominiums	4058 Madison Av	4 Condominiums	23	2	2
6	Warner Parking Structure	8511 Warner Dr	51,520 SF Retail/Restaurant	2200	42	386
7	Fresh Paint	9355 Culver Bl	Gallery, Office, & Apartment	N/A	N/A	N/A
8	Stoneview Nature Center	5950 Stoneview Dr	4 Acre Park and 4,000 SF Ancillary Use	125	18	14
9	Jesuit Novitiate	10755 Deshire Pl	36 Bedroom Dorms and 1660 SF Chapel	254	19	23
10	Sony	10799 Washington Bl	218,450 SF Office , 51,716 SF Support Building	2539	341	325
11	4109-4111 Duquesne Av	4109-4111 Duquesne Av	2 Single-Family (Duplex)	20	2	2
12	Parcel B	9300 Culver Bl	118,000 SF Office, Retail, Restaurant	5039	184	176
13	Greg Reitz Rethink Development	8665 Hayden Pl	62,765 SF Office	692	106	101
14	Office Building	9919 Jefferson Bl	91,660 SF Office	1011	143	137
15	Triangle Site - National/Washington	Corner of National & Washington	200 Apartments, 148 Room Hotel, 200,000 SF Office, and 85,500 Retail/Restaurant	7187	483	1062
16	West LA College Master Plan	LA County	92,000 New Buildings, 18,904 Students	N/A	3214	3214
17	Jazz Bakery	9814 Washington Bl	200 Seat Theater and cafe	966	0	4

Project No.	Project Name	Address	Description	Daily Trips	Peak Hour Trips	
					AM	PM
18	Culver Studios	9336 Washington Bl	38,727 SF Office Phase I, 68,711 SF Office Phase II	1185	168	160
19	Jefferson & La Cienega Mixed-Use Project	3321 S. La Cienega Bl	1218 Apartments, 200000 SF Office, 50000 SF Grocery Store, 30000 SF Retail, 20000 SF Restaurant	10136	737	849
20	Venice Fairfax Residential Project	5930 W. Sawyer St	60 Single Family Homes	574	61	45
21	Wrapper Office Building	5790 W. Jefferson Bl	137,687 SF Office	1519	162	154
TOTAL				41,355	5,876	12,138

Figure 5
Related Projects
3814 Lenawee Avenue

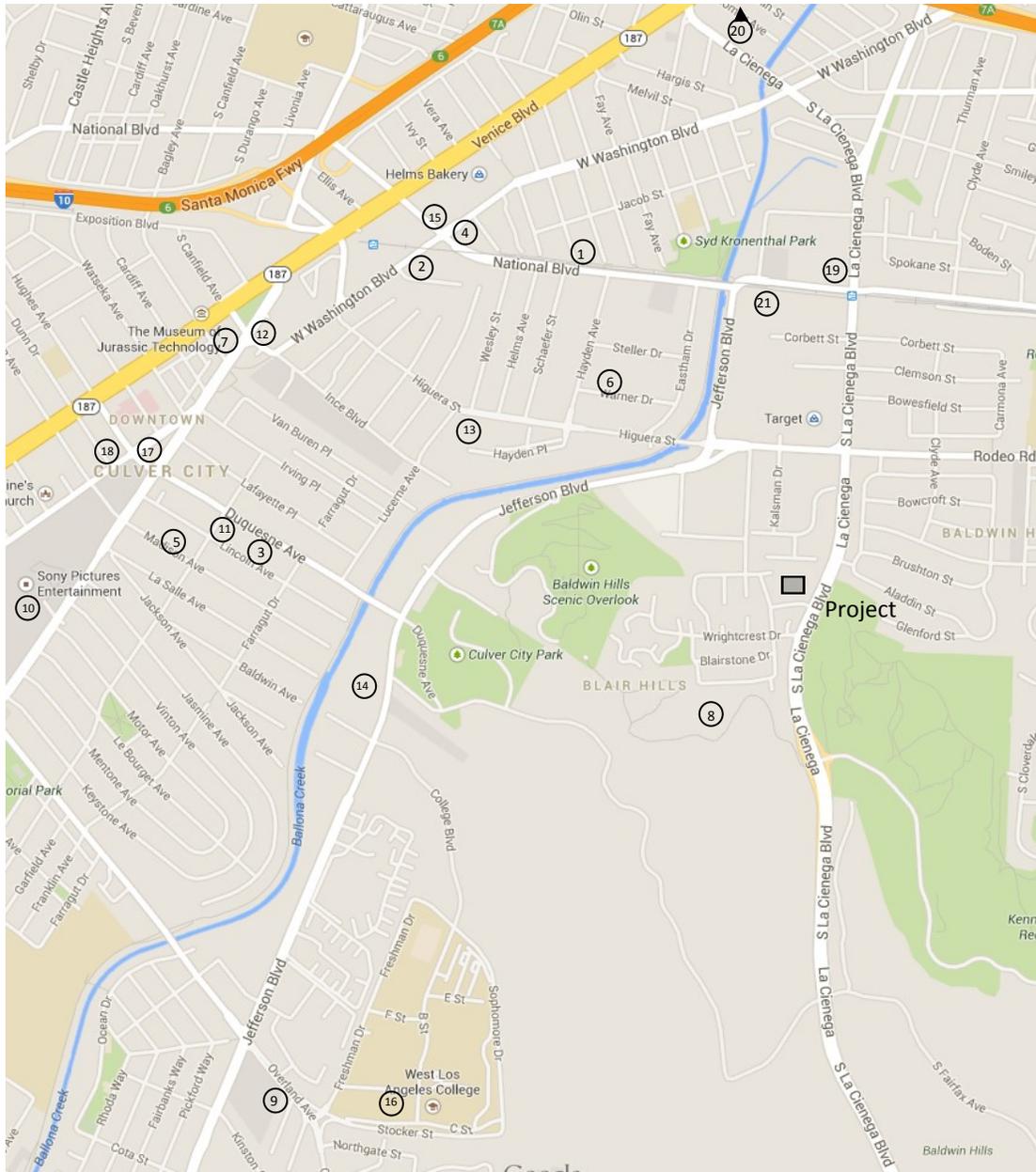
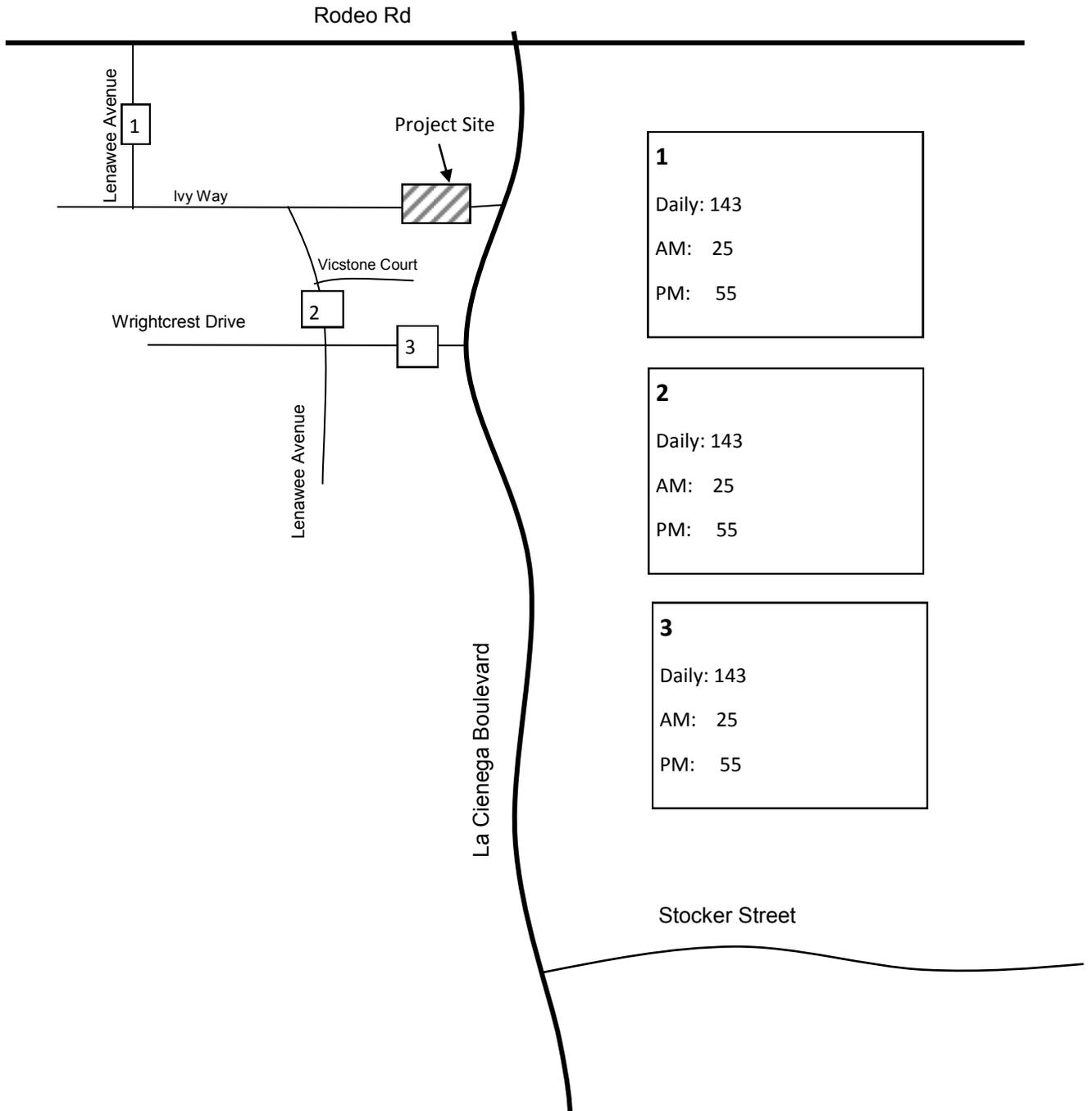
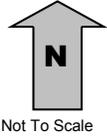


Figure 6
 Related Project Trips
 3814 Lenawee Avenue



Trip Generation

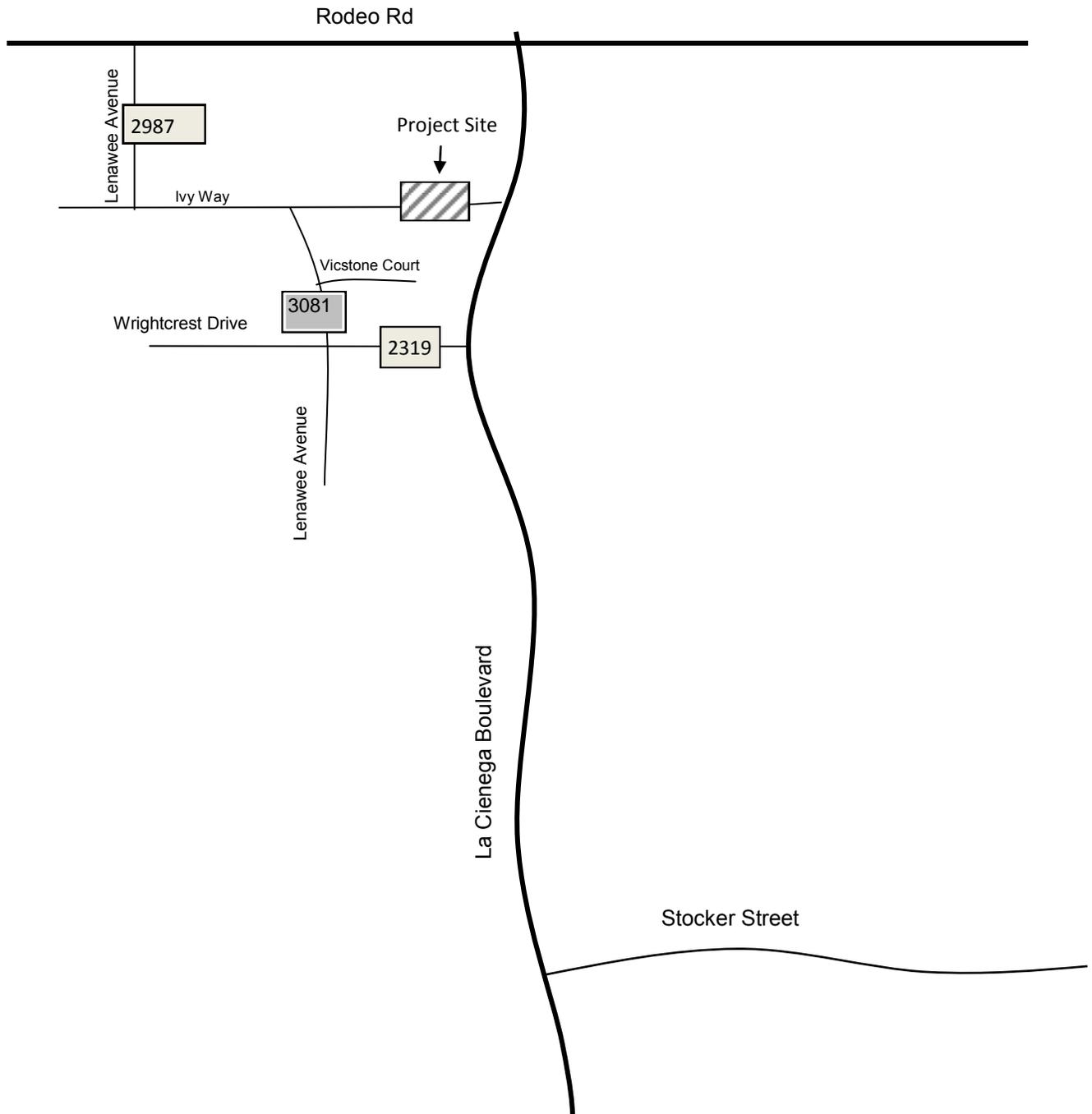
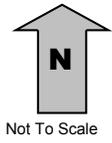
The trip generation estimates for the related projects were provided in the list from Culver City and were calculated in previous traffic study reports or utilizing the trip generation rates contained in the Institute of Transportation Engineers *Trip Generation Manual, 9th Edition* (2012). The trip generation numbers in the related project information are conservative as they do not always account for possible trip credits (i.e. transit, pass-by, etc.).

Trip Distribution And Assignment

Related project trips are assigned to the street network using the trip generation estimates and distributed on the basis of various considerations. Factors considered include the type and density of the proposed land use, the geographical distribution of population from which the residents, employees, and patrons of the proposed developments are accessed, and how the projects relate to the area's street system. Appropriate travel routes, with the factors mentioned previously, through the street system are developed to define a pattern of trip distribution. The resulting related project traffic volumes were added to the existing traffic volumes in addition to the volumes increased by the growth rate factor and this represents the future base without project condition. Figure 7 displays the total Future 2020 Without Project traffic volumes at the study street segments.

While Culver City identified 21 projects within two and half miles of the proposed project, only a relatively small number would actually impact the study street segments. Figure 7 represents the percentage of trips from some of the related project that have been distributed among the street segments. The ambient growth factor to the project build-out year of the project has also been factored into these values.

Figure 7
Future 2020 Without Project Average Daily Traffic
3814 Lenawee Avenue



PROPOSED PROJECT TRIP GENERATION

Trip Generation

The determination of the impact that the proposed development has on the street and freeway network is based primarily on the estimated number of trips to be generated by the project.

Trip generation estimates are based on the type of land use and the unit of measure that relates to the appropriate trip generation factor. For example, an apartment trip rate is usually per room, a school is per student, and a restaurant is per 1,000 square-feet. Typically, the trip generation for three time periods is calculated. The trips are calculated for a typical day (24 hours), the AM peak hour, and the PM peak hour

Except in rare cases, most trip generation numbers are calculated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 9th Edition*. Using statistical data gathered in the field across the United States for numerous land use categories, trip rate factors are derived to be used to estimate trip generation.

Project Trip Generation

The proposed project is a 110 bed assisted living residential care facility with memory care and 8 single-family homes. Land Use Code 254, Assisted Living, from the *Trip Generation Manual 9th Edition* was used to determine the project trips for the residential care facility. Land Use Code 210, Single Family Homes, was used for the single family homes and is the standard rate for this type of land use.

Table 2 indicates that the proposed project is expected to generate approximately 369 daily trips, with 21 trips in the AM peak hour and 32 trips in the PM peak hour. Culver City's *Traffic Study Criteria for the Review of Proposed Development Projects* (July 2012 Edition) states that the threshold for a traffic study is 50 peak hour trips. However, this study assesses the impact of the project's daily trips on the residential streets.

**Table 2
PROJECT TRIP GENERATION**

Land Use	Time	Rate	In	Out
Assisted Living (254)	ADT	2.66/Bed.		
	AM	0.14/Bed	65%	35%
	PM	0.22/Bed	44%	56%
Single Family Homes (210)	ADT	9.52/D.U.		
	AM	0.75/D.U.	25%	75%
	PM	1.00/D.U.	63%	37%

Land Use	Size	ADT	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Assisted Living	110 Beds	293	10	5	15	11	13	24
Single Family	8 D.U.	76	1	5	6	5	3	8
Net Total Trips		369	11	10	21	16	16	32

*ADT = Average Daily Trips, D.U. = Dwelling Unit
Rates per ITE Trip Generation Manual 9th Edition.*

Project Trip Distribution

The proposed project trips that enter and leave the site were distributed throughout the study area street system based on the locations of residential, commercial, and employment centers, as well as, likely routes of travel.

Project Trip Assignment To Residential Streets

In conjunction with Culver City staff, the following directional trip patterns were applied:

Approximately 60% of the daily trips from the single-family homes would travel north on Lenawee Avenue to Rodeo Road and 40% would travel south to Wrightcrest Drive and onto La Cienega Boulevard south. 100% of the access to the assisted living facility is from La Cienega Boulevard. 60% percent of the traffic exiting from the assisted living facility is assumed to travel to the north to Rodeo Road and 40% would travel south to Wrightcrest Drive and onto La Cienega. The percentage distribution of the project trips at the project's study street segments can be found in Figures 8(a) and 8(b). The project's calculated peak hour trips are indicated in Figure 9(a) and Figure 9(b). The combined peak hour trips are displayed in Figure 9(c) and the daily project trips are shown in Figure 9(d).

Figure 8(a)
Assisted Living Project Trip Distribution
3814 Lenawee Avenue

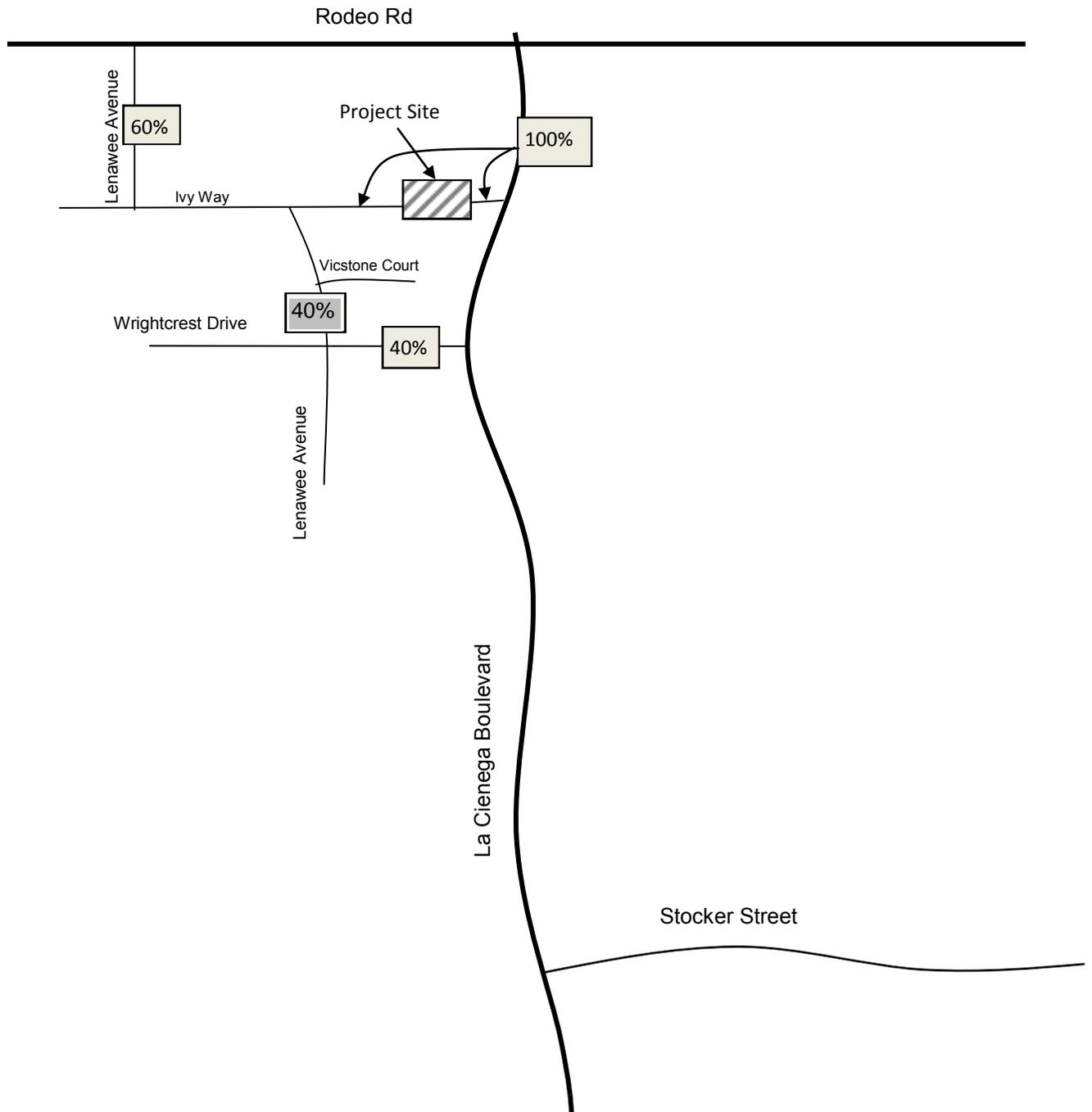
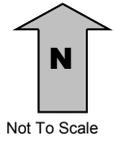


Figure 8(b)
Single-Family Trip Distribution
3814 Lenawee Avenue

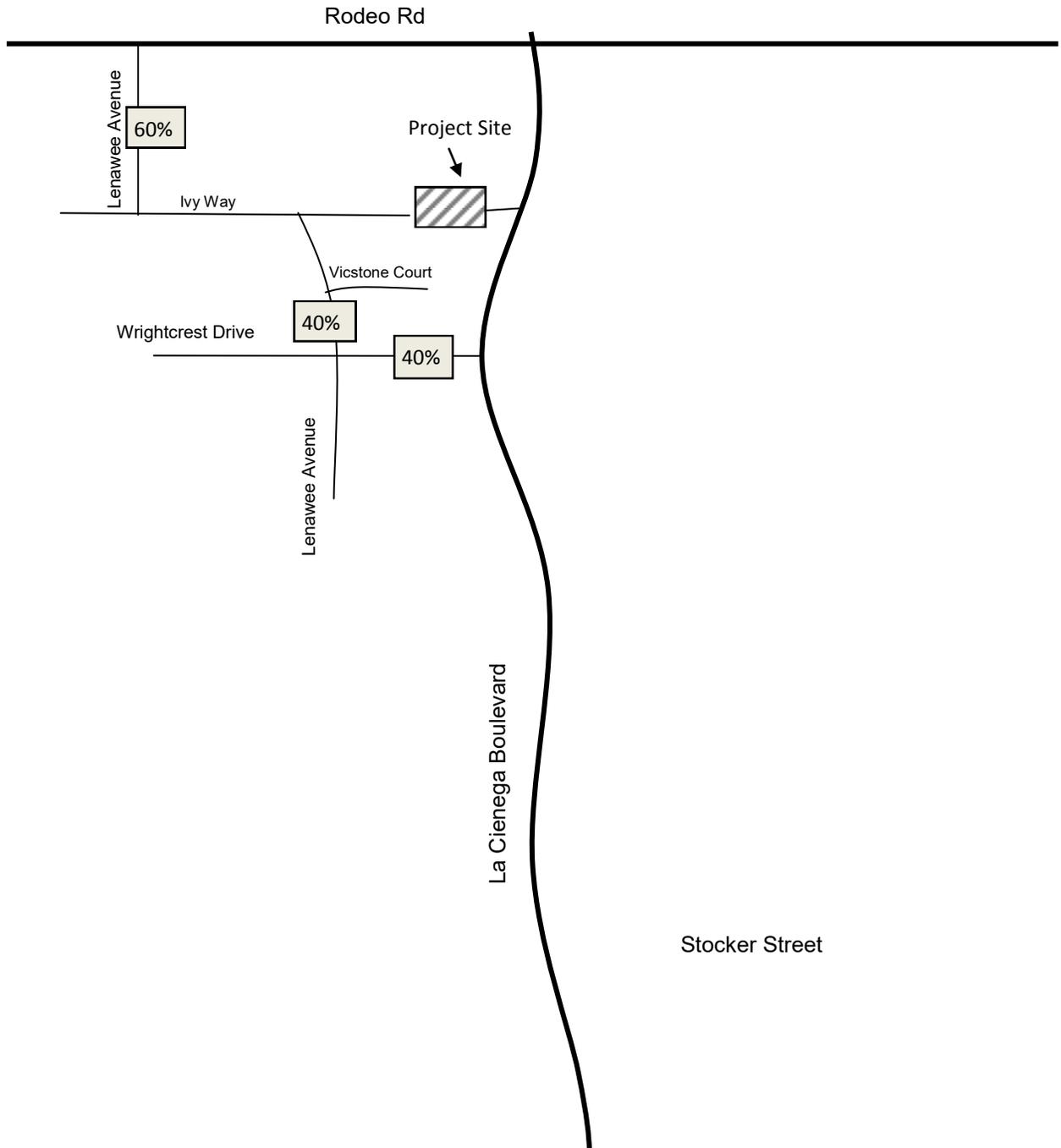
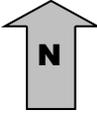


Figure 9(a)
Assisted Living Peak Hour Trips
AM/PM
3814 Lenawee Avenue



Not To Scale

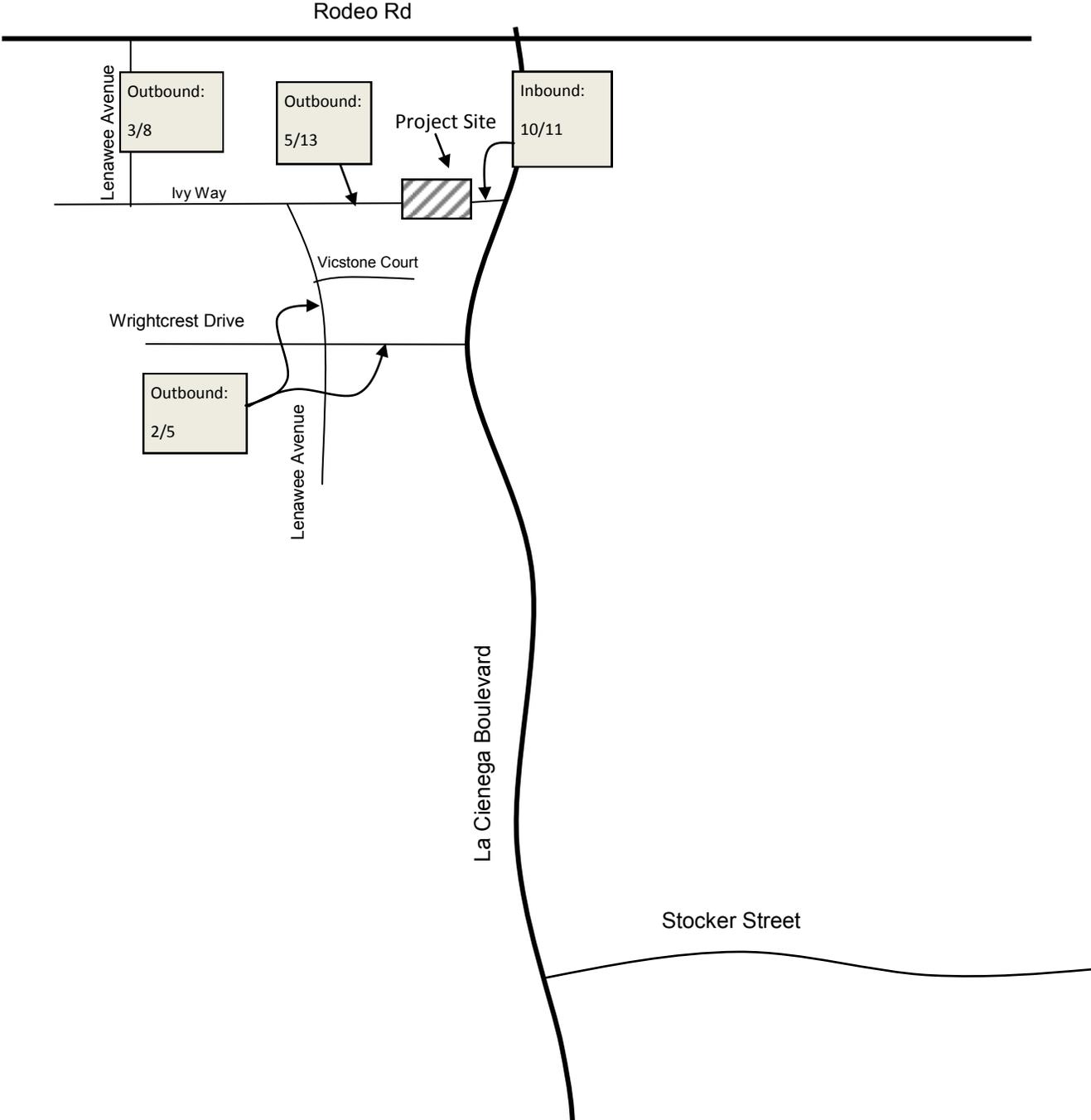


Figure 9(b)
 Single-Family Peak Hour Trips
 AM/PM
 3814 Lenawee Avenue

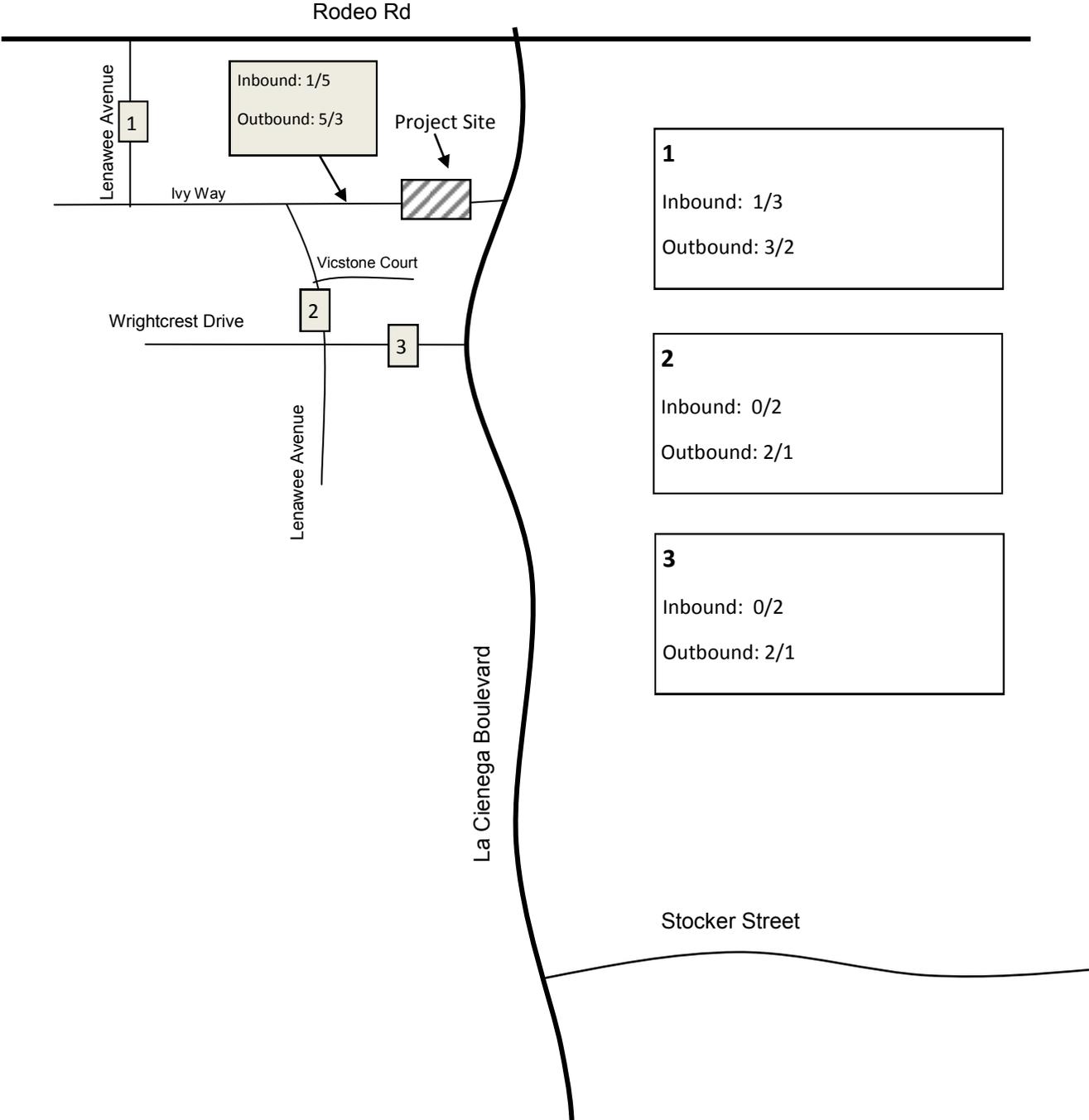
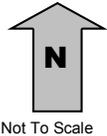


Figure 9(c)
 Complete Project Peak Hour Trips
 AM/PM
 3814 Lenawee Avenue

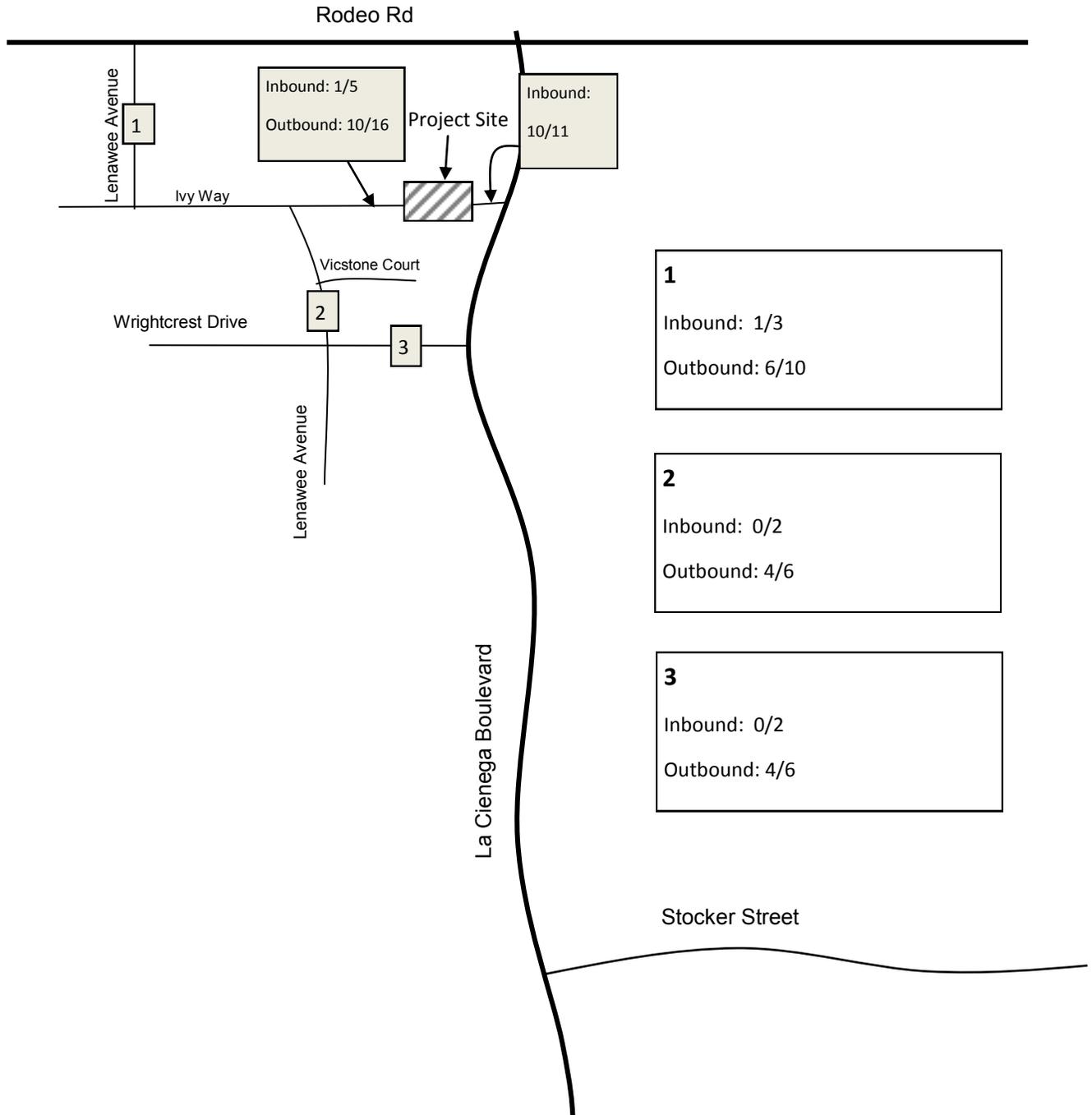
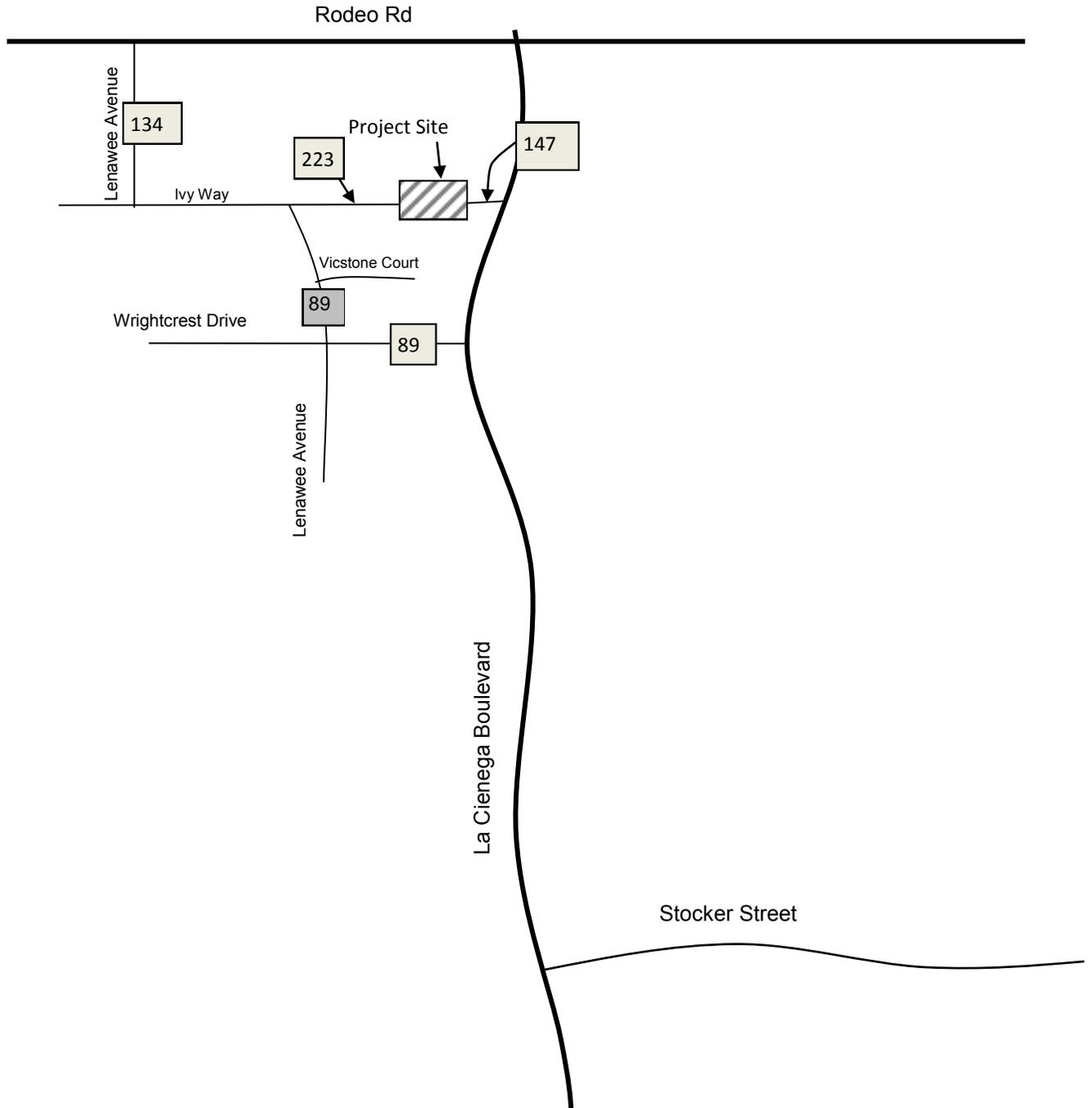
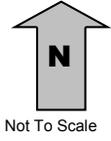


Figure 9(d)
Daily Project Trips
3814 Lenawee Avenue



PROJECT IMPACT ANALYSIS

Future With Project Traffic Volumes

To assess the project's potential impact on the study intersections, the project's trips (see Figure 9) are added to the Future Without Project scenario. The Future Without Project trips are displayed in Figures 7. The result of the combined trips is the Future With Project scenario. The Future With Project volumes at the study intersections can be found in Figures 10.

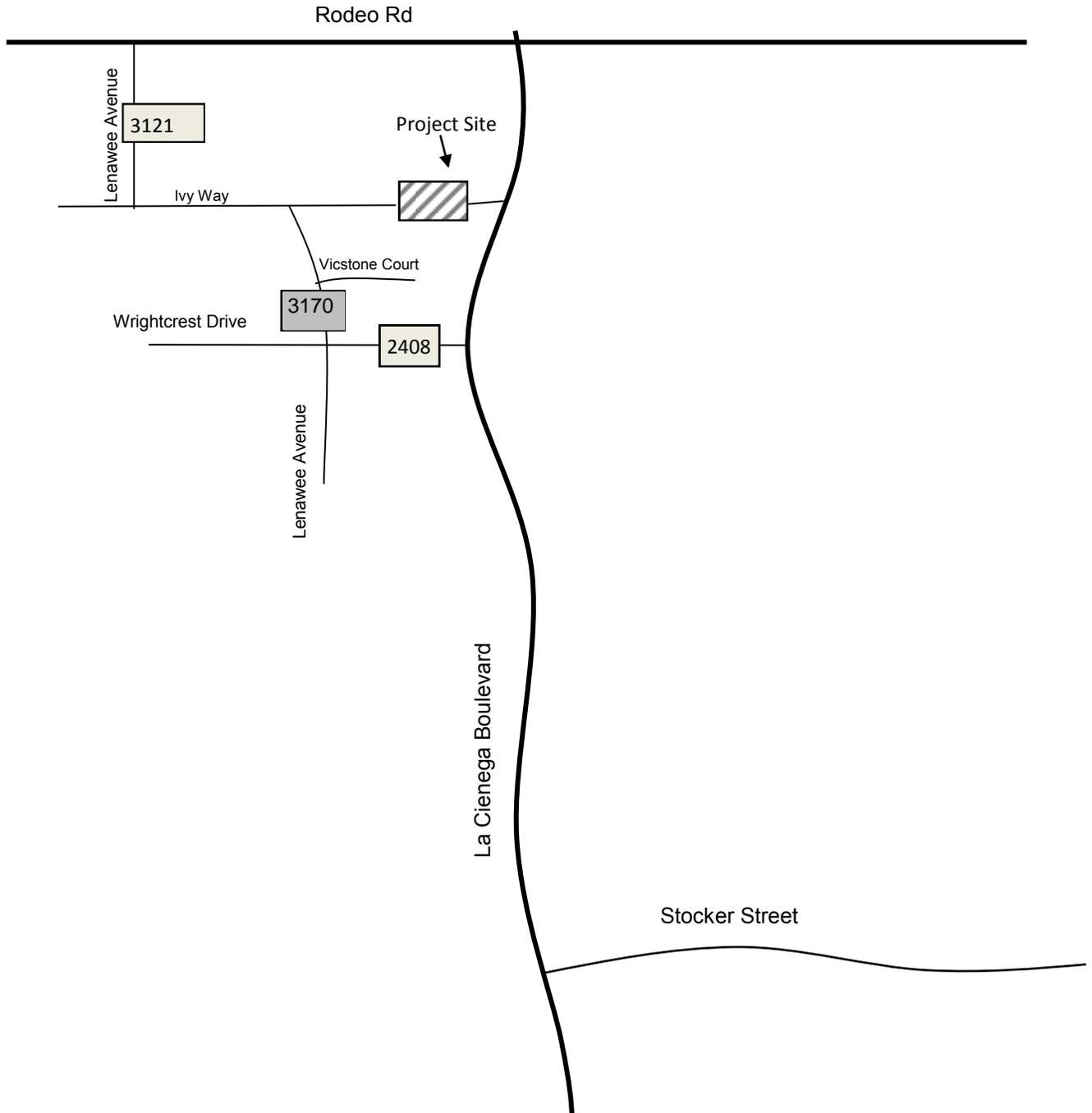
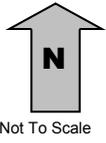
Significant Impact Thresholds At Residential Streets

Culver City defines a transportation impact on a residential street as "significant" in accordance with Table 3 (below):

Table 3
Significant Impact Definition

Projected Average Daily Traffic (ADT) With Project	Project-Related Increase In Average Daily Traffic (ADT) Volume
999 or Less	120 or More
1,000 to 1,999	12 Percent or More of Final ADT
2,000 to 2,999	10 Percent or More of Final ADT
3,000 or More	8 percent or More of Final ADT

Figure 10
Future 2020 With Project Average Daily Traffic
3814 Lenawee Avenue



STUDY STREET SEGMENT FUTURE OPERATIONAL ANALYSIS

Future With Project

Each of the study street segments were analyzed after the addition of the project trips and the results are expressed in Table 4.

Table 4
Residential Street Analysis

Street	Segment	Future 2020 Daily Traffic Without Project	Project Daily Traffic	Future 2020 Daily Traffic With Project	Threshold For Significant Impact	Impact Yes/No
Lenawee Avenue	Rodeo Road and Ivy Way	2987	134	3121	312	No
Lenawee Avenue	Ivy Way and Wrightcrest Drive	3081	89	3170	254	No
Wrightcrest Drive	La Cienega Boulevard and Lenawee Avenue	2319	89	2408	241	No

Based on Culver City's threshold of significance (See Table 3), the proposed development project trips will **not result in any significant impacts at the three study residential street segments.**

Mitigation measures will not be required for any of the study intersections.

BICYCLE AND PEDESTRIAN MASTER PLAN

Lenawee Avenue and Wrightcrest Drive are included in Culver City's Bicycle and Pedestrian Master Plan as Bicycle Friendly Streets. Figure 11 displays the bicycle route map for the plan. The proposed project will not have any impact on the proposed bicycle routes.

SITE ACCESS, PARKING AND INTERNAL CIRCULATION

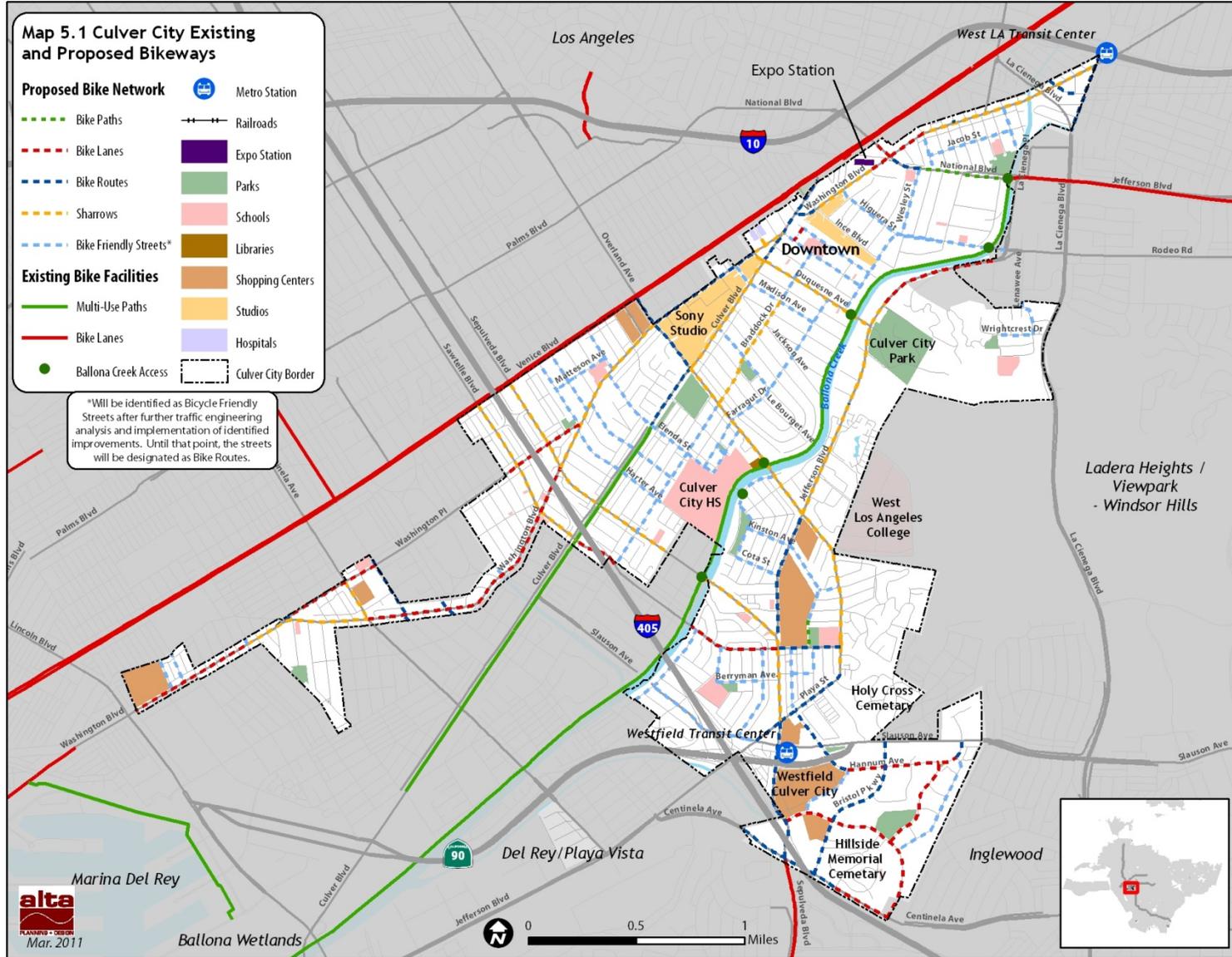
As indicated in the project description, a right-turn ingress only driveway will be provided on La Cienega Boulevard for the assisted living facility. Egress only traffic from the assisted living facility and full access to the single-family homes will have access to the neighborhood streets. The single family homes will each have two car garages and access will be from a new street created for the project which will connect with Lenawee Avenue.

Based on the significant impact criteria established by Culver City, the project will not generate sufficient traffic to have a significant impact at any intersections.

The project is proposing to provide 52 maximum parking spaces on a surface parking lot for the assisted living facility and each single family home will have a two car garage.

Figure 11 Culver City Bicycle Master Plan

City of Culver City | Bicycle Pedestrian Master Plan



Map 5-1 Proposed Bicycle Network

CONCLUSION:

This report examined the potential traffic impacts of the Assisted Living and Single Family Home project at 3814 Lenawee Avenue on the surrounding transportation network. A summary of the reports conclusions are as follows:

- Culver City's Traffic Study Criteria indicates that a traffic study shall be required if a project is estimated to add 500 daily trips or 50 peak-hour trips. This project did not add this much traffic, however, a traffic study was conducted because of the concerns of the residential community. With the project generating 369 daily trips, 21 AM peak-hour trips and 32 PM peak-hour trips, the project will not have a significant impact on any intersection in the area.
- A detailed analysis of the three residential street segments was performed. The study found in the analysis of the Future With Project scenario, using Culver City's level of significance criteria for residential impacts, none of the study segments are significantly impacted by the project trips.
- The proposed 110 bed Assisted Living and 8 Single Family Home project will generate 369 daily trips. All of the Assisted Living trips will enter via La Cienega Boulevard and all trips will exist via the local streets. As a result, the Assisted Living facility will generate 293 daily trips, all ingress traffic will access the project site from La Cienega Boulevard and all egress will be distributed onto the study street segments. The Single Family Homes will generate 76 daily trips and will be added to the study street segments. The build-out year for the project is 2020.
- The project proposes to provide adequate parking and internal circulation. See Site Plan. To accommodate right turning vehicles decelerating into the site, a right-turn pocket is proposed within the existing right-of-way to accommodate right turning vehicles entering the development.
- Most of the vehicular traffic generated by the Assisted Living use will be employees of the facility.
- As a traffic calming measure, it is recommended that the City of Los Angeles investigate the need to for a three-way stop control and associated pedestrian crosswalks be installed at each leg of the corner of Bowcroft Street and Lenawee Avenue.
- As a traffic calming measure, it is recommended that a three-way stop control and associated pedestrian crosswalks be installed at each leg of the intersection of New Street and Lenawee Avenue.

APPENDIX

APPENDIX A

24 HOUR COUNTS

VOLUME

Lenawee Ave between Bowcroft St & Ivy Hwy

Day: Thursday
Date: 6/5/2014City: Culver City
Project #: CA14_5388_001

DAILY TOTALS					NB	SB	EB	WB	Total		
					793	1,888	0	0	2,681		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	2	3			5	12:00	14	14			28
00:15	1	0			1	12:15	12	17			29
00:30	2	2			4	12:30	11	17			28
00:45	1	6	0	5	11	12:45	18	55	20	68	123
01:00	1	1			2	13:00	12	13			25
01:15	1	2			3	13:15	18	16			34
01:30	0	1			1	13:30	10	15			25
01:45	0	2	1	5	7	13:45	17	57	10	54	111
02:00	0	2			2	14:00	11	18			29
02:15	1	1			2	14:15	13	20			33
02:30	0	1			1	14:30	16	20			36
02:45	3	4	0	4	8	14:45	8	48	21	79	127
03:00	0	0			0	15:00	3	22			25
03:15	0	1			1	15:15	11	25			36
03:30	1	1			2	15:30	13	50			63
03:45	1	2	0	2	4	15:45	7	34	40	137	171
04:00	1	0			1	16:00	11	56			67
04:15	1	0			1	16:15	12	64			76
04:30	2	1			3	16:30	7	70			77
04:45	2	6	0	1	7	16:45	9	39	69	259	298
05:00	2	1			3	17:00	12	96			108
05:15	1	1			2	17:15	11	114			125
05:30	2	1			3	17:30	10	110			120
05:45	4	9	1	4	13	17:45	6	39	124	444	483
06:00	7	2			9	18:00	11	102			113
06:15	9	3			12	18:15	10	104			114
06:30	7	1			8	18:30	10	86			96
06:45	10	33	3	9	42	18:45	8	39	64	356	395
07:00	10	10			20	19:00	9	43			52
07:15	17	8			25	19:15	9	38			47
07:30	21	10			31	19:30	8	16			24
07:45	21	69	9	37	106	19:45	6	32	22	119	151
08:00	20	9			29	20:00	4	13			17
08:15	20	6			26	20:15	12	13			25
08:30	19	10			29	20:30	4	16			20
08:45	23	82	10	35	117	20:45	2	22	10	52	74
09:00	13	12			25	21:00	5	18			23
09:15	20	8			28	21:15	6	15			21
09:30	10	9			19	21:30	10	9			19
09:45	19	62	11	40	102	21:45	2	23	8	50	73
10:00	13	7			20	22:00	4	11			15
10:15	21	15			36	22:15	2	5			7
10:30	20	13			33	22:30	1	4			5
10:45	16	70	8	43	113	22:45	1	8	6	26	34
11:00	14	10			24	23:00	1	3			4
11:15	11	16			27	23:15	0	1			1
11:30	12	14			26	23:30	3	2			5
11:45	10	47	8	48	95	23:45	1	5	5	11	16
TOTALS	392	233			625	TOTALS	401	1655			2056
SPLIT %	62.7%	37.3%			23.3%	SPLIT %	19.5%	80.5%			76.7%

DAILY TOTALS					NB	SB	EB	WB	Total
					793	1,888	0	0	2,681
AM Peak Hour	07:30	11:45			09:45	PM Peak Hour	12:30	17:15	17:15
AM Pk Volume	82	56			119	PM Pk Volume	59	450	488
Pk Hr Factor	0.976	0.824			0.826	Pk Hr Factor	0.819	0.907	0.938
7 - 9 Volume	151	72	0	0	223	4 - 6 Volume	78	703	781
7 - 9 Peak Hour	07:30	07:00			08:00	4 - 6 Peak Hour	16:45	17:00	17:00
7 - 9 Pk Volume	82	37	0	0	117	4 - 6 Pk Volume	42	444	483
Pk Hr Factor	0.976	0.925	0.000	0.000	0.886	Pk Hr Factor	0.875	0.895	0.929

VOLUME

Lenawee Ave between Vicstone Ct & Wrightcrest Dr

Day: Thursday
Date: 6/5/2014City: Culver City
Project #: CA14_5388_002

DAILY TOTALS					NB	SB	EB	WB	Total		
					645	2,127	0	0	2,772		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	3	4			7	12:00	8	17			25
00:15	1	1			2	12:15	10	14			24
00:30	0	1			1	12:30	6	23			29
00:45	1	5	1	7	2	12:45	11	35	23	77	34
01:00	0	0			0	13:00	10	17			27
01:15	2	3			5	13:15	16	27			43
01:30	0	0			0	13:30	8	19			27
01:45	0	2	0	3	0	13:45	11	45	14	77	25
02:00	0	1			1	14:00	12	23			35
02:15	0	0			0	14:15	10	20			30
02:30	1	1			2	14:30	12	21			33
02:45	1	2	1	3	2	14:45	5	39	17	81	22
03:00	0	0			0	15:00	3	22			25
03:15	0	0			0	15:15	10	28			38
03:30	1	2			3	15:30	12	55			67
03:45	1	2	0	2	1	15:45	8	33	38	143	46
04:00	0	1			1	16:00	11	57			68
04:15	0	0			0	16:15	4	66			70
04:30	1	3			4	16:30	7	76			83
04:45	2	3	2	6	4	16:45	8	30	70	269	78
05:00	2	3			5	17:00	20	101			121
05:15	1	2			3	17:15	12	109			121
05:30	0	2			2	17:30	13	112			125
05:45	3	6	3	10	6	17:45	13	58	130	452	143
06:00	2	4			6	18:00	9	104			113
06:15	5	7			12	18:15	11	106			117
06:30	3	5			8	18:30	12	90			102
06:45	8	18	10	26	18	18:45	8	40	65	365	73
07:00	8	13			21	19:00	11	43			54
07:15	13	15			28	19:15	12	46			58
07:30	17	22			39	19:30	7	21			28
07:45	14	52	20	70	34	19:45	6	36	20	130	26
08:00	18	19			37	20:00	4	9			13
08:15	9	16			25	20:15	11	14			25
08:30	11	19			30	20:30	6	9			15
08:45	14	52	20	74	34	20:45	4	25	9	41	13
09:00	14	22			36	21:00	3	12			15
09:15	13	18			31	21:15	7	18			25
09:30	6	12			18	21:30	11	17			28
09:45	15	48	17	69	32	21:45	4	25	7	54	11
10:00	6	15			21	22:00	6	10			16
10:15	14	24			38	22:15	2	6			8
10:30	12	20			32	22:30	0	4			4
10:45	10	42	14	73	24	22:45	2	10	4	24	6
11:00	9	14			23	23:00	2	2			4
11:15	7	17			24	23:15	0	1			1
11:30	6	13			19	23:30	2	3			5
11:45	10	32	17	61	27	23:45	1	5	4	10	5
TOTALS	264	404			668	TOTALS	381	1723			2104
SPLIT %	39.5%	60.5%			24.1%	SPLIT %	18.1%	81.9%			75.9%

DAILY TOTALS					NB	SB	EB	WB	Total
					645	2,127	0	0	2,772
AM Peak Hour	07:15	08:30			07:15	PM Peak Hour	17:00	17:15	17:00
AM Pk Volume	62	79			138	PM Pk Volume	58	455	510
Pk Hr Factor	0.861	0.898			0.885	Pk Hr Factor	0.725	0.875	0.892
7 - 9 Volume	104	144	0	0	248	4 - 6 Volume	88	721	809
7 - 9 Peak Hour	07:15	07:30			07:15	4 - 6 Peak Hour	17:00	17:00	17:00
7 - 9 Pk Volume	62	77	0	0	138	4 - 6 Pk Volume	58	452	510
Pk Hr Factor	0.861	0.875	0.000	0.000	0.885	Pk Hr Factor	0.725	0.869	0.892

VOLUME

Wrightcrest Dr between Lenawee Ave & La Cienega Blvd

Day: Thursday
Date: 6/5/2014City: Culver City
Project #: CA14_5388_003

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	1,595	456	2,051		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			0	0	0	12:00			12	13	25
00:15			1	2	3	12:15			7	11	18
00:30			1	0	1	12:30			11	12	23
00:45			0	2	1	12:45			13	43	25
				3	1					61	38
					5						104
01:00			0	1	1	13:00			13	11	24
01:15			0	1	1	13:15			11	13	24
01:30			1	0	1	13:30			12	9	21
01:45			0	1	1	13:45			9	45	10
				3	1					43	19
					4						88
02:00			0	0	0	14:00			23	9	32
02:15			0	0	0	14:15			21	12	33
02:30			0	0	0	14:30			12	8	20
02:45			0	1	1	14:45			10	66	3
				1	1					32	13
					1						98
03:00			0	0	0	15:00			17	7	24
03:15			0	0	0	15:15			17	6	23
03:30			0	0	0	15:30			43	6	49
03:45			0	1	1	15:45			31	108	5
				1	1					24	36
					1						132
04:00			0	0	0	16:00			46	7	53
04:15			0	1	1	16:15			56	2	58
04:30			1	0	1	16:30			59	7	66
04:45			0	1	0	16:45			64	225	4
				1	0					20	68
					2						245
05:00			0	1	1	17:00			96	3	99
05:15			1	0	1	17:15			110	3	113
05:30			2	0	2	17:30			108	1	109
05:45			1	4	1	17:45			125	439	5
				2	2					12	130
					6						451
06:00			4	1	5	18:00			104	3	107
06:15			2	3	5	18:15			95	6	101
06:30			1	2	3	18:30			82	3	85
06:45			4	11	4	18:45			58	339	3
				4	8					15	61
					21						354
07:00			5	4	9	19:00			39	4	43
07:15			2	3	5	19:15			27	7	34
07:30			6	4	10	19:30			20	13	33
07:45			5	18	7	19:45			14	100	5
				7	12					29	19
					36						129
08:00			7	10	17	20:00			7	5	12
08:15			10	6	16	20:15			5	7	12
08:30			8	8	16	20:30			6	4	10
08:45			8	33	14	20:45			5	23	5
				38	22					21	10
					71						44
09:00			8	6	14	21:00			7	4	11
09:15			9	5	14	21:15			6	7	13
09:30			4	5	9	21:30			6	4	10
09:45			4	25	7	21:45			4	23	8
				23	11					23	12
					48						46
10:00			10	5	15	22:00			3	1	4
10:15			7	11	18	22:15			7	2	9
10:30			10	7	17	22:30			5	2	7
10:45			6	33	5	22:45			3	18	3
				28	11					8	6
					61						26
11:00			12	9	21	23:00			1	1	2
11:15			6	6	12	23:15			2	2	4
11:30			7	8	15	23:30			2	1	3
11:45			6	31	12	23:45			2	7	1
				35	18					5	3
					66						12
TOTALS			159	163	322	TOTALS			1436	293	1729
SPLIT %			49.4%	50.6%	15.7%	SPLIT %			83.1%	16.9%	84.3%

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	1,595	456	2,051		
AM Peak Hour			11:45	11:45	11:45	PM Peak Hour			17:15	12:00	17:15
AM Pk Volume			36	48	84	PM Pk Volume			447	61	459
Pk Hr Factor			0.750	0.923	0.840	Pk Hr Factor			0.894	0.610	0.883
7 - 9 Volume	0	0	51	56	107	4 - 6 Volume	0	0	664	32	696
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			17:00	16:00	17:00
7 - 9 Pk Volume	0	0	33	38	71	4 - 6 Pk Volume	0	0	439	20	451
Pk Hr Factor	0.000	0.000	0.825	0.679	0.807	Pk Hr Factor	0.000	0.000	0.878	0.714	0.867

Recommended Traffic Calming Measures

