

SILICON BEACH HOTEL PROJECT

Addendum to the Certified MND for 11469 Jefferson Boulevard Project MND

**Prepared for
City of Culver City**

February 2025



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Addendum to the Certified MND

Environmental Checklist

Project Title:	Silicon Beach Hotel Project
Previous CEQA Document State Clearinghouse Number:	SCH No. 2021010247 – 11469 Jefferson Boulevard Project
Lead Agency Name and Address:	City of Culver City Planning Division 9770 Culver Boulevard, Culver City, CA 90232
Contact Person and Phone Number:	William Kavadas (310) 253-5706
Project Location:	The Project is located at 11469 Jefferson Boulevard, Culver City, CA 90230. The Project Site is bounded by the intersection at Jefferson Boulevard and Slauson Avenue with commercial uses directly north of the Project Site and public alley adjacent to the western Project boundary with residential uses just beyond the alley.
Project Sponsor's Name and Address:	Greens Development 16530 Bake Parkway, Suite 200 Irvine, CA 92618
General Plan Designation(s):	Mixed-Use Corridor (MU-2)
Zoning:	Mixed-Use Corridor (MU-2)
Description of Project:	The Modified Project proposes to construct a five-story boutique hotel development with one level of subterranean parking within the Project Site. The building would contain 147 hotel rooms and 600-square foot coffee shop with up to 106 parking spaces, and associated amenities. For a detailed project description, refer to Section 2, Project Description , below.
Surrounding Land Use and Setting:	The following describes each land use surrounding the Project Site: • North – Mixed Use Corridor 2: Commercial uses and a public alley • East – Mixed Use Corridor 2: Commercial uses across Jefferson Blvd. • South –Mixed Use Industrial: Public storage • West – Mixed Use Corridor 2: Commercial uses
Public Agencies Whose Approval Is Required:	South Coast Air Quality Management District (SCAQMD), Los Angeles Regional Water Quality Control Board, California Department of Toxic Substances Control, California Department of Transportation, and other agencies as needed.

1. Introduction

This document is an Addendum to the Mitigated Negative Declaration (MND) prepared for the 11469 Jefferson Boulevard Project (Case Nos. P2019-0194-SPR/CUP/AUP, State Clearinghouse No. 2021010247), which was certified by the City of Culver City (City) in July 2021 (Certified MND). In accordance with the California Environmental Quality Act (CEQA), this Addendum to the MND analyzes proposed modifications (Modified Project) to the 11469 Jefferson Boulevard Project (Approved Project) and demonstrates that the proposed modifications to the Approved Project do not meet the standards for a Supplemental or Subsequent MND pursuant to Public Resources Code, Section 21166 or CEQA Guidelines Section 15162 and 15163.

1.1 Background

The City, serving as the Lead Agency, prepared a draft MND for the Approved Project and circulated for public review and comment between January 21, 2021, and February 19, 2021. The MND, along with the Project and its requested approvals, were approved by the City's Planning Commission on April 28, 2021 and on July 12, 2021 by the City Council following appeals to the Project. The City determined that the Final MND environmental analysis was sufficient to meet CEQA requirements and no substantive deficiencies were identified by the appellants that required preparation of any further CEQA documentation.

The MND concluded that, with the implementation of all feasible mitigation measures, all of the Approved Project's potentially significant environmental impacts would be reduced to a less than significant level and no significant and unavoidable impacts would occur.

Subsequent to approval of the Approved Project, Greens Development (Project Applicant) has proposed revisions to the Project (Modified Project). Subsequent to the MND's certification, the Project Applicant evaluated further ways in which the Project could enhance the physical character and economic well-being along the Jefferson Boulevard commercial corridor, while maintaining a financially viable Project. To achieve these goals, the Project Applicant is proposing design modifications to the Approved Project. The primary differences between the Approved Project and Modified Project are that the Modified Project is proposing a decrease in hotel rooms, addition of a 600 square foot (sf) local-serving coffee shop, and removing one of the prior two subterranean parking levels. Further comparison of the Approved Project and the Modified Project are discussed in Section 2, *Project Description*, below.

Both the Approved Project (as analyzed in the Certified MND) and the Modified Project (analyzed in this Addendum) are discussed further below.

1.2 CEQA Authority for an Addendum

CEQA establishes the type of environmental documentation required when changes to a project occur after an EIR or Negative Declaration (ND) is certified. Specifically, Section 15164(a) of the CEQA Guidelines states that:

The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

CEQA Guidelines Section 15162 requires the preparation of a Subsequent EIR when an EIR has been certified or a negative declaration has been adopted for a project and one or more of the following circumstances exist:

- 1) Substantial changes are proposed in the project which, will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- 2) Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- 3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - A. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - B. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - D. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Likewise, California Public Resources Code (PRC) Section 21166 states that unless one or more of the following events occur, no Supplemental or Subsequent EIR shall be required by the lead agency or by any responsible agency:

- a) Substantial changes are proposed in the project which will require major revisions of the environmental impact report;
- b) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; or
- c) New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

As demonstrated by the analysis in this document, the Modified Project would not result in any new significant impacts, nor would it increase the severity of previously identified significant impacts. Rather, all of the impacts associated with the Modified Project are within the envelope of impacts addressed in the Certified MND and do not constitute a new or increased significant impact. Therefore, the modifications resulting from the Modified Project do not meet the criteria for a Supplemental or Subsequent MND pursuant to Public Resources Code, Section 21166 and CEQA Guidelines Sections 15162 and 15163.

2. Project Description

2.1 Environmental Setting

2.1.1 Project Location

The Project Site's Assessor Parcel Number is 4216-028-023. The Project Site is located at 11469 Jefferson Boulevard in the southern part of the City. The Project Site is located at the south-end of the commercial corridor that runs along Jefferson Boulevard perpendicular to Interstate 405 (I-405) freeway within the Fox Hills area of Culver City. The Project Site location for the Modified Project is the same as the Approved Project.

2.1.2 Existing Conditions

The 33,813 sf (0.78-acre) Project Site is currently improved with an approximately 13,000 sf single-story, wood-framed commercial shopping center which includes both retail and restaurant uses. The remainder of the Project Site consists of an asphalt-paved surface parking lot and ornamental landscaped areas. Ingress/egress to the Project Site is available via a driveway from Jefferson Boulevard and a driveway from Slauson Avenue. The existing conditions of the Project Site applicable to the Modified Project are the same as analyzed under the Approved Project as part of the Certified MND.

2.1.3 Surrounding Land Uses

The Project Site is bounded by the intersection at Jefferson Boulevard and Slauson Avenue with commercial uses directly north of the Project Site and a public alley adjacent to the western Project boundary with residential uses just beyond the alley. Commercial uses are also located east and south of the Project Site across Jefferson Boulevard and Slauson Avenue. Both the I-405 and State Route 90 (SR-90) freeways are located less than 400 feet west and south of the Project Site. The surrounding land uses of the Project Site applicable to the Modified Project are the same as analyzed under the Approved Project as part of the Certified MND.

2.2 Project Summary

2.2.1 Overview of Approved Project

The Approved Project proposed the development of a new, five-story, 175-room boutique hotel building over two levels of subterranean parking. The hotel ground floor lobby would include food and beverage amenities, including a destination bar and restaurant, a business tech center, and meeting spaces. The fifth level would include a roof deck area with a swimming pool, and food and beverage amenities, including a destination sky bar. The second floor guest rooms and meetings rooms would be organized around the landscaped courtyard. The third through fifth floors would feature a fitness center and guest rooms

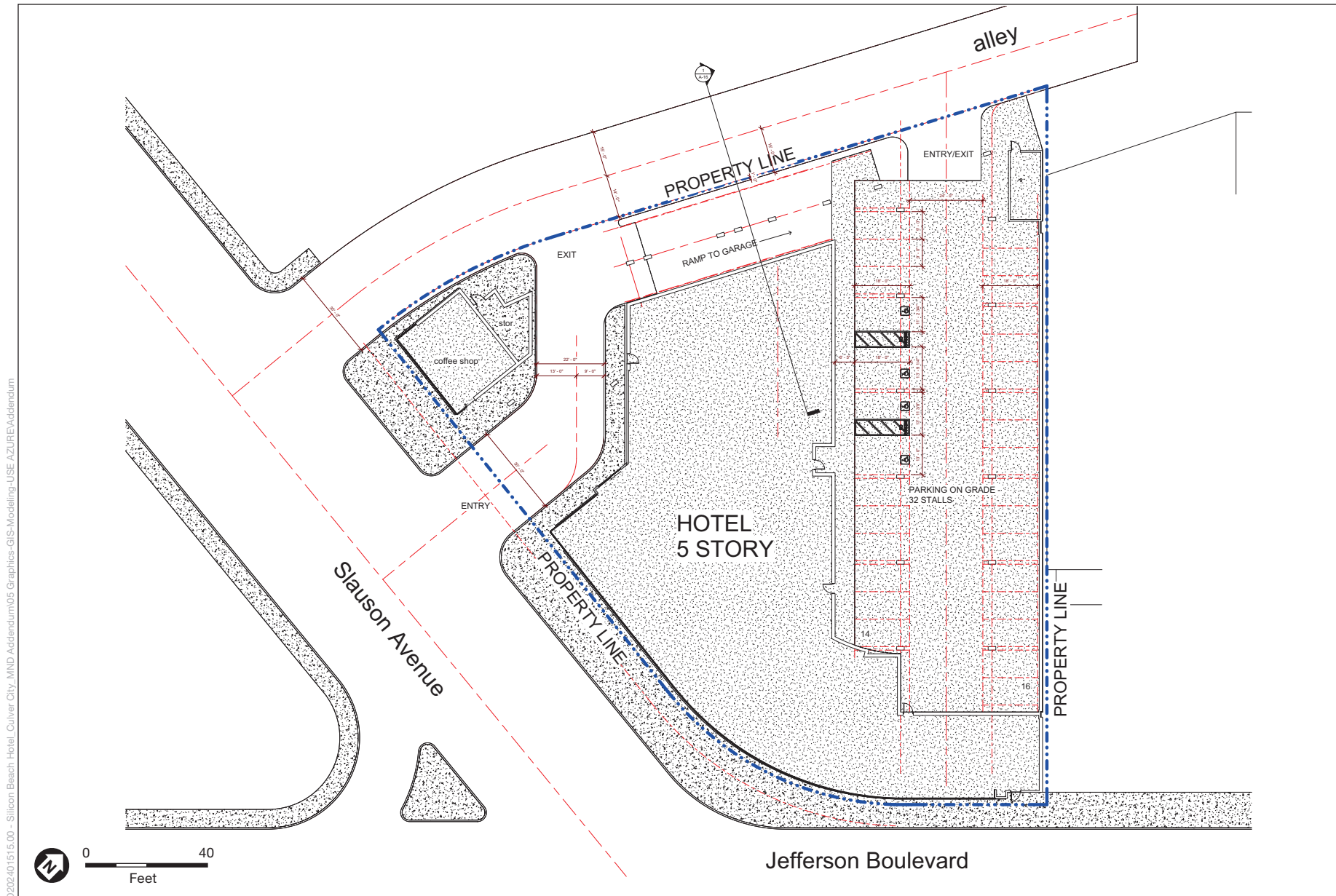
overlooking the courtyard, surrounding cityscape and landscaped terraces. The 175 hotel rooms proposed under the Approved Project would include a mix of king rooms, double queen rooms, and suites. The Approved Project would provide a total of approximately 67,030 sf in 175 hotel rooms, 8,536 sf of back of house, 14,783 sf of hotel amenities, 630 sf of bicycle parking (62 bicycle spaces) and 18,842 sf of circulation (138 parking spaces), and 1,119 sf of loading area for a total building area of 111,000 gross sf. In addition, 15,450 sf of open space area would be provided, as well as 56,300 sf of parking area, inclusive of two levels of subterranean parking.

2.2.2 Modifications to Approved Project

The Modified Project also consists of a hotel development with a generally similar massing and scale compared to the Approved Project. **Figure 1**, *Conceptual Site Plan – Modified Project*, provides the conceptual site plan for the Modified Project. The Modified Project would result in the development of 147 hotel rooms, as opposed to 175 hotel rooms under the Approved Project, for a decrease of 28 hotel rooms. The total developed floor area on the Project Site would decrease from 111,000 sf to 109,825 sf under the Modified Project, resulting in a decrease of 1,175 sf. The components of the Modified Project are compared to those of the Approved Project in **Table 1**, *Comparison of Modified Project to the Approved Project*.

TABLE 1
COMPARISON OF MODIFIED PROJECT TO THE APPROVED PROJECT

Land Use	Approved Project	Modified Project	Difference
Hotel			
Guestrooms	175 rms	147 rms	-28 rms
Back-Of-House			
Back-Of-House	8,536 sf	3,423 sf	-5,113 sf
Hotel Amenities			
Restaurant	2,900 sf	1,966 sf	-934 sf
Rooftop Bar	413 sf	--	-413 sf
Meeting Rooms	4,570 sf	0 sf	-4,570 sf
Lounge/Lobby	6,200 sf	4,779 sf	-1,421 sf
Fitness Room	700 sf	805 sf	+105 sf
Coffee Shop	--	600 sf	+600 sf
<i>Subtotal Hotel Amenities</i>	<i>14,783 sf</i>	<i>8,150 sf</i>	<i>-6,663 sf</i>
Total Building Square Footage			
	111,000 sf	109,825 sf	-1,175 sf
Parking			
Vehicular Parking Spaces	138 spaces	106 spaces	-32 spaces
Bicycle Parking Spaces	62 spaces	6 spaces	-56 spaces
Open Space			
Private Hotel Open Space	7,900 sf	0 sf	-7,900 sf
Public Hotel Open Space	7,550 sf	4,615 sf (pool deck – L2)	-2,935 sf
Total Open Space Provided	15,540 sf	4,615 sf	-10,835 sf
rms = rooms; sf = square feet			
SOURCE: ESA, 2025.			



SOURCE: Robert F. Tuttle Architects, Inc., 2024

Silicon Beach Hotel Project Addendum

Figure 1
Conceptual Site Plan- Modified Project

The Modified Project would include a total of 8,150 sf of hotel amenities inclusive of a 1,966 sf restaurant and a 600 sf coffee shop located on ground floor. The Modified Project would be five-stories with a maximum height of 55 feet to the top of the roof (60 feet to the top of parapet), largely similar to the Approved Project that was proposed to be 56 feet tall at the top of its roof. As with the Approved Project, the hotel rooms would be distributed from the second through the fifth floors.. The Modified Project would provide 106 parking spaces within one subterranean parking level and the ground floor, as opposed to the Approved Project that provided 138 parking spaces within two subterranean parking levels. The Modified Project would provide six (6) bicycle parking spaces as opposed to the Approved Project that provided 62 bicycle parking spaces. **Figure 2, *East and South Elevations***, provides views of the Modified Project's east and south elevations from surrounding vantages.

Similar to the Approved Project, the Modified Project would provide direct vehicular access to the parking area from an inbound-only driveway on Slauson Avenue in the western portion of the Project Site, which would include two entry drive aisles. The drive aisle closer to the hotel would serve as a passenger drop-off and pick-up area. The second drive aisle would allow entering vehicles to access the parking ramp down to the subterranean parking level. Access to the subterranean parking garage would not be gate controlled. There would be two driveway exits onto the adjacent unnamed alley to egress onto the surrounding roadway system. One exit driveway would be provided directly off of the dual drive aisles (which would merge into a single aisle approaching the alley) adjacent to the drop-off and pick up area, while the second exit would provide egress for vehicles exiting the subterranean parking garage. Exiting vehicles would be allowed to travel north or south along the public alley toward Berryman Avenue or Slauson Avenue, respectively. Refer to Figure 1.

The Modified Project would provide 4,615 sf of open space, as opposed to the Approved Project that proposed a total of 15,450 sf of open space. **Figure 3, *Level 1 Landscape Plan***, and **Figure 4, *Level 2 Landscape Plan***, illustrate the opens space and landscape features on Levels 1 and 2 of the Modified Project, respectively.

Figure 5, *Northerly Rendering View from Slauson Avenue*, and **Figure 6, *Northerly Aerial Rendering View***, illustrate the Project's scale and architectural design from different vantages. As with the Approved Project, the Modified Project has been designed with zero setbacks along Jefferson Boulevard and Slauson Avenue. The Approved Project's south and west elevations included a glass facade¹ that wrapped the length of the south-facing corner of the proposed building at the intersection of Jefferson Boulevard and Slauson Avenue. The glass facade was designed as a sculptural skin composed of steel and glass. The north elevation that faces the residential uses (the Sunkist Park neighborhood) provided a softer visual aesthetic as compared to the south elevation. The north elevation featured landscaped terraces with vertical gardens that step back from the neighborhood and provide a greater distance from the hotel. Along with the stepped terraces, high planters were placed at the edge of each floor-slab to cut-off any possible sight-lines to and from the hotel guest rooms. The proposed building was also designed with a slight bend such that all openings on the guest room floors were diverted away from the residences. This bend would passively direct all views away from the neighborhood to further reduce any possible sightlines to and from the hotel rooms.

¹ Glass used for the curtain-wall would be low-reflective glass, consistent with City requirements.

As with the Approved Project, the Modified Project's design would feature a curved façade at the corner of Jefferson Boulevard and Slauson Avenue. However, the Modified Project's design has revised to include a contemporary architectural design defined by simple lines, along with a neutral and unified color palette.

Construction of the Modified Project would commence as early as Spring 2026 and be completed in approximately 24 months. In comparison, the Approved Project was anticipated to be constructed within 30 months. Construction of the Modified Project would require excavation for one subterranean parking level at a maximum excavation depth of approximately 17 feet below ground surface (bgs), as opposed to the Approved Project that proposed excavation for two subterranean parking levels at a maximum excavation depth of 35 feet bgs. As with the Approved Project, construction staging would be entirely internal to the Project Site under the Modified Project. The same haul routes and construction management features provided under the Approved Project would be utilized and implemented by the Modified Project.

2.2.3 Necessary Approvals

The discretionary entitlements, reviews, permits and approvals required to implement the Modified Project would be the same as the Approved Project, and include, but are not necessarily limited to, the following:

- City of Culver City - Demolition Permits to remove the existing on-site structure to allow for construction of the proposed building.
- City of Culver City - Construction Permits, including building, grading, excavation, foundation, and associated permits.
- City of Culver City - Haul Route Permit, as may be required by Culver City.
- City of Culver City - Site Plan Review, Conditional Use Permit, Administrative Use Permit, and/or other permits as needed, including, but not limited, permits associated with the sale and consumption of alcoholic beverages and outdoor dining.
- South Coast Air Quality Management District- Construction-related permits, as applicable
- Los Angeles Regional Water Quality Control Board - Construction-related permits, as applicable (i.e., Stormwater/Water Quality Mitigation Plan, Dewatering Plan/Permit, Soil Management and Remediation Plan)
- California Department of Toxic Substances Control - Soil Management and Remediation Plan
- California Department of Transportation (Caltrans) - Encroachment Permit
- Other approvals as needed.

3. Environmental Impact Analysis

This section provides an impact assessment of the Silicon Beach Hotel Project (Modified Project). The information below addresses each of the environmental issues that were previously analyzed within the scope of the Certified MND for the 11469 Jefferson Boulevard Project (Approved Project) and the most current Appendix G of the CEQA Guidelines. The conclusions of the Certified MND are provided as a reference for each environmental issue area for purpose of describing how the proposed changes would not

result in any new significant impacts and would not increase the severity of the significant impacts identified in the Certified MND.

This Addendum includes analyses for all topics covered in the Certified MND, including but not limited to: aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas (GHG) emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, and wildfire.

The Certified MND concluded that the Approved Project's impacts related to biological resources (migratory wildlife corridors), cultural resources (archeological resources and human remains), geology and soils (ground shaking, liquefaction, unstable soils, expansion soil, and paleontological resources), hazards and hazardous materials (upset and accident conditions, hazardous emissions within one-quarter mile of a school, and list of hazardous materials), hydrology and water quality (water quality standards), public services (fire and police protection), transportation (conflict with a program, plan, or ordinance), and tribal cultural resources would be less than significant with mitigation incorporated. The remainder of the environmental issue areas analyzed were concluded to have a less than significant impact or no impact.

A Modified Environmental Checklist Form was used to compare the anticipated environmental effects of the Modified Project with those disclosed in the Certified MND and to review whether any of the conditions set forth in CEQA Guidelines Section 15162 and PRC Section 21166, requiring preparation of a Supplemental or Subsequent MND, have been triggered.

The checklist and evaluation below provides the following information for each of these environmental impact categories: The checklist and evaluation below provides the following information for each of these environmental impact categories:

1 IMPACT DETERMINATION IN THE CERTIFIED EIR

This section lists the impact determination made in the Certified MND for each impact category.

2 DO PROPOSED CHANGES INVOLVE NEW SIGNIFICANT IMPACTS OR SUBSTANTIALLY MORE SEVERE IMPACTS?

Pursuant to CEQA Guidelines Section 15162(a)(1), this section indicates whether the Modified Project would result in new significant impacts that have not already been considered and mitigated by the prior environmental review or would result in a substantial increase in the severity of a previously identified impact.

3 ANY NEW CIRCUMSTANCES INVOLVING NEW IMPACTS OR SUBSTANTIALLY MORE SEVERE IMPACTS?

Pursuant to CEQA Guidelines Section 15162(a)(2), this section indicates whether there have been changes to the Project Site or the vicinity (circumstances under which the project is undertaken) which have occurred subsequent to the prior environmental documents, which would result in the Modified

Project having new significant environmental impacts that were not considered in the prior environmental documents or that substantially increase the severity of a previously identified impact.

4 ANY NEW INFORMATION REQUIRING NEW ANALYSIS OR VERIFICATION?

Pursuant to CEQA Guidelines Section 15162(a)(3)(A-D) , this section indicates whether new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental documents were certified as complete is available, requiring an update to the analysis of the previous environmental documents to verify that the environmental conclusions and mitigations remain valid. If the new information shows that:

- (A) The project will have one or more significant effects not discussed in the prior environmental documents;
- (B) Significant effects previously examined will be substantially more severe than shown in the prior environmental documents;
- (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the prior environmental documents would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative;

then the question would be answered “Yes,” requiring the preparation of a Supplemental or Subsequent MND. However, if the additional analysis completed as part of this environmental review finds that the conclusions of the prior environmental documents remain unchanged and no new significant impacts are identified, or identified environmental impacts are not found to be more severe, or there are no additional mitigation measures or alternatives now available or feasible but declined for adoption by the project proponent, then the question would be answered “No” and no Supplemental or Subsequent MND is required. New studies completed as part of this environmental review are attached to this Addendum or are on file with the Planning Department.

5 MITIGATION MEASURES ADDRESSING IMPACTS

Pursuant to CEQA Guidelines Section 15162(a)(3), this section indicates whether the prior environmental document provides PDFs or mitigation measures to address effects in the related impact category. If so, a “Yes” response will be provided. In some cases, the previously adopted PDFs or mitigation measures have already been implemented or are not applicable to the Modified Project, or a significant impact was not identified, and mitigation was not required. In either instance, a “No”

response will be indicated. References to the “Project” within the mitigation measures listed below shall also apply to the Modified Project.

6 CONCLUSION

For each environmental topic, a discussion of the conclusion relating to the analysis is provided.

3.1 Aesthetics

Thresholds (and Supporting Information Sources)	Impact Determination in the Certified MND	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Certified MND's Mitigation Measures Addressing Impacts
AESTHETICS: Would the project:					
(a) Have a substantial adverse effect on a scenic vista?	Less Than Significant	No	No	No	No
(b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact	No	No	No	No
(c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Less Than Significant Impact	No	No	Yes	No
(d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Less Than Significant	No	No	No	No

3.1.1 Impact Determination in the Certified MND

With regards to aesthetics, thresholds (a), (c), and (d), the Certified MND concluded that impacts regarding scenic vistas, visual character, and light and glare would be less than significant under the Approved Project. With regards to scenic resources, threshold (b), the Certified MND concluded that no impacts would occur under the Approved Project.

3.1.2 Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

Threshold (a). The Project Site is located in a highly urbanized area of the City, with a mix of commercial and residential uses in the Project vicinity. The topography of the Project Site is flat with no notable scenic vistas that would be affected by the development of the Project. Similar to the Approved Project, the Modified Project would reach a maximum height of 55 feet (60 feet to the top of the parapet) and would be consistent with the surrounding areas that consist of low- to mid-rise buildings. As with the Approved Project, the Modified Project would not obstruct views not already obscured or blocked by other buildings in the vicinity. Thus, impacts would be less than significant and similar to the Approved Project.

Threshold (b). As with the Approved Project, the Modified Project is located in a highly urbanized area of the City and the Project Site currently consists of a single-story commercial (retail) building and associated asphalt-paved surface parking lot. According to the California Department of Transportation (Caltrans), California State Scenic Highway System Map, the Project Site is not located within or along a State scenic highway.² The closest eligible State scenic highway is Route 1 in the neighborhood of Venice within the westside region of the City of Los Angeles, located approximately 3.3 miles west of the Project Site. The Project Site is also not eligible for the National Register, California Register, or Local designation because the existing building does not have a historical, architectural, cultural, or archeological significance and thus, no damage to historical resources would occur with implementation of the Project. The Project Site contains ornamental landscaping, which would be removed as part of the Project. As with the Approved Project, the Modified Project would remove two street trees and would comply with the applicable provisions pertaining to the removal and replacement of street trees in the Culver City Municipal Code (CCMC) within Title 9: General Regulations, Chapter 9.08: Streets and Sidewalks- Tree Removal Section 9.08.220: Removal of Trees in Parkways Related to Private Improvement or Development Project. Furthermore, as with the Approved Project, the Modified Project would plant two new street right-of-way trees or parkway trees for each tree that is removed from the Project Site, in which location and size of the replacement trees would be determined by the Public Works Director. As with the Approved Project, the Modified Project would not impact scenic resources and no impacts would occur.

Threshold (c). The Project Site is located in a highly urbanized area of the City and the existing buildings on the Project Site have low aesthetic value. As such, the analysis herein analyzes whether the Project would conflict with applicable zoning and other regulations governing scenic quality. The Culver City General Plan (General Plan) and CCMC include goals, objectives, and policies, that govern scenic quality. The Modified Project would be consistent with the applicable goals, objectives and policies of the former General Plan for the same reasons as evaluated in the Certified MND given the Approved Project and the Modified both propose a hotel development of relatively similar size and scale on a redevelopment site within an urbanized area of the City. Thus, as with the Approved Project, the Modified Project would be consistent with applicable goals, objectives, and policies of the General Plan governing scenic quality and impacts would be less than significant. Therefore, impacts related to visual character and quality of public view under the Modified Project would be similar to the Approved Project.

Threshold (d). In regard to lighting, the Project vicinity exhibits considerable ambient nighttime illumination levels due to the developed nature of the area, existing on-site building and surface parking lot, as well as adjacent commercial properties located north, east, and south of the Project Site. As with the Approved Project, the Modified Project would include low to moderate levels of interior and exterior lighting for security, signage, and architectural enhancement. Soft accent lighting used for signage and architectural enhancement would be directed to permit visibility of the architectural elements of the building and would not be bright as to cause substantial light spillover to adjacent properties. As with the Approved Project, the Modified Project would be subject to applicable regulations contained within the CCMC.

In regard to glare, glare-sensitive receptors include motorists on the roadways surrounding the Project Site. As with the Approved Project, the Modified Project would incorporate low-reflective glass material on the

² Caltrans, 2025. California State Scenic Highway System Map. Available online at: <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>, accessed January 2025.

building which would minimize off-site glare and be consistent with City requirements. Overall, light and glare impacts under the Modified Project would be less than significant and similar to the Approved Project.

In regard to shade and shadow, the Modified Project would be five-stories with a maximum height of 55 feet to the top of the roof (60 feet to the top of parapet), largely similar to the Approved Project that was proposed to be 56 feet tall at the top of its roof. In addition, building setbacks would be similar between the Approved Project and the Modified Project. As such, shadows cast by the Approved Project would be similar to the Modified Project. Based on the Shade/Shadow Report prepared for the Approved Project in the Certified MND, the report concluded that no shadow-sensitive uses would be subject to significant new shading by the Approved Project based on the thresholds utilized in the Certified MND. Therefore, it follows that the Modified Project would also have less than significant shadow impacts, similar to the Approved Project.

3.1.3 Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?

No substantial changes have occurred with respect to the circumstances under which the Modified Project would be undertaken. Since the MND was certified in 2021, no new major development has occurred around the Project Site. Land use patterns in the vicinity of the Project Site have remained the same and no major changes have occurred that would constitute changed circumstances for undertaking the Modified Project. Thus, no new circumstances in the immediate vicinity of the Project Site would necessitate any changes to the conclusions presented in the Certified MND.

3.1.4 Any New Information Requiring New Analysis or Verification?

With regard to Threshold (d) and new plans, the Culver City General Plan 2045 was approved on August 26, 2024, and went into effect on October 9, 2024. The General Plan 2045 is intended as a long-range planning document that serves as a roadmap for future decisions concerning a variety of issues, including land use, economic growth, transportation, housing, climate change, and more.

With regards to aesthetic resources, the Modified Project would be consistent with the applicable policies in Culver City General Plan 2045, including those within the Land Use and Community Design Element. Policy LU-14.2: Create an attractive pedestrian environment, seeks to facilitate a diverse and attractive pedestrian environment through the provision of street furniture, lighting, and other amenities. Consistent with this policy, the Project would incorporate public-facing ground floor landscaping along Slauson Avenue. Accent lighting and buildings entrances along the street frontage, along with a primarily glass first-level building façade, would help activate the pedestrian environment. Consistent with Policy LU-14.8, Improved street tree canopy, the Modified Project would incorporate street trees along Slauson Avenue, inclusive of three pink trumpet trees and five date palms in accordance with City requirements to improve the overall streetscape.³ Policy LU-15.1: Walkable and inviting buildings and spaces, requires building design that creates walkable and inviting spaces, such as locating parking behind buildings, allowing for outdoor plazas and dining, and locating building frontages in close proximity to the sidewalk edge, where appropriate. The Project would include ground floor coffee shop and a hotel entrance along the public street frontages. Parking would be located interior to the buildings or in a subterranean level out of view from the

³ City of Culver City, 2024a. Culver City General Plan 2045, Land Use and Community Design Element. Available online at: culvercity.org/files/content/public/v/14/services/building-development/general-plan/land-use-and-community-design.pdf, accessed January 2025.

public. Additionally, vehicular ingress/egress is limited to two driveways on Slauson Avenue, thereby emphasizing the pedestrian environment and activating the streetscape near the Project Site.

Also, Policy LU-15.3: Architectural and visual interest in new development, encourages distinctive architecture and elements that add visual interest to buildings to enhance people's perceptions of Culver City as an interesting and inviting place. As shown in renderings of the future buildings (see Figures 5 and 6), the Modified Project would change the character and quality of the existing commercial buildings and parking lot site with a new, contemporary, high-quality architecturally designed building. The design concept includes a blend of colors and materials on the various building components with a unified design scheme. The use of warm and cool colors, as well as upper level setbacks on the norther side of the building help break up the building massing.

In addition, as with the Approved Project, the Modified Project would comply with applicable provisions of the current Culver CCMC pertaining to height, setbacks, screening of utilities that are relevant to scenic quality.

Otherwise, there is no new information such as new cumulative projects, studies, plans, policies or regulations of substantial importance associated with the Modified Project relative to aesthetics that would show that: (1) the Modified Project would have one or more significant effects not discussed in the Certified MND; (2) significant effects previously examined would be substantially more severe than shown in the Certified MND; (3) mitigation measures previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Modified Project, but the Modified Project proponents declined to adopt the mitigation measure; or (4) mitigation measures which are considerably different from those analyzed in the Certified MND would substantially reduce one or more significant effects on the environment, but the Modified Project proponents declined to adopt the mitigation measure.

3.1.5 Certified MND's Mitigation Measures Addressing Impact

None required.

3.1.6 Conclusion

Based on the above, the Modified Project would not result in any of the conditions set forth in PRC Section 21166(c) or CEQA Guidelines Sections 15162 or 15163 that would require the preparation of a Supplemental or Subsequent MND.

3.2 Agriculture and Forestry Resources

Thresholds (and Supporting Information Sources)	Impact Determination in the Certified MND	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Certified MND's Mitigation Measures Addressing Impacts
AGRICULTURE AND FORESTRY RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire protection regarding the state's inventory of forest land, including the Forest and Range Assessment of and the Forest Legacy Assessment Project; and forest carbon measurements methodology provided in Forest Protocols adopted by the California Air Resources Board.					
Would the project:					
(a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	No Impact	No	No	No	No
(b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact	No	No	No	No
(c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 1220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	No Impact	No	No	No	No
(d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact	No	No	No	No
(e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	No Impact	No	No	No	No

3.2.1 Impact Determination in the Certified MND

With regards to agriculture and forestry resources, thresholds (a)-(e), the Certified MND concluded that no impacts to agricultural or forest resources would occur under the Approved Project given the site and surrounding area's existing urban nature.

3.2.2 Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

Thresholds (a)-(e). The Project Site is located in a highly urbanized area of the City and is currently developed with a single-story commercial (retail) building and an associated asphalt-paved surface parking lot. Based on a review of the Culver City General Plan Land Use Map, the Project Site is not zoned for

agricultural uses or forestry land or timberland and related operations do not exist on the Project Site.^{4,5} According to the California Department of Conservation (DOC), California Important Farmland Finder, the Project Site is designated as Urban and Built-Up Land.⁶ Additionally, based on a review of the DOC, Williamson Act Enrollment Finder, the Project Site is not within a Williamson Act Contract.⁷ Since the Project Site is not zoned for agricultural, forest land, or timberland, as with the Approved Project, the Modified Project's proposed uses would not conflict with existing zoning, cause rezoning of, or convert agricultural land or forest land timberland to non-agricultural or non-forest land. Thus, similar to the Approved Project, no impacts would occur under the Modified Project.

3.2.3 Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?

No substantial changes have occurred with respect to the circumstances under which the Modified Project would be undertaken. Since the MND was certified in 2021, no new major development has occurred around the Project Site. Land use patterns in the vicinity of the Project Site have remained the same and no major changes have occurred that would constitute changed circumstances for undertaking the Modified Project. Thus, no new circumstances in the immediate vicinity of the Project Site would necessitate any changes to the conclusions presented in the Certified MND.

3.2.4 Any New Information Requiring New Analysis or Verification?

There is no new information such as new cumulative projects, studies, plans, policies or regulations of substantial importance associated with the Modified Project relative to agriculture and forestry resources that would show that: (1) the Modified Project would have one or more significant effects not discussed in the Certified MND; (2) significant effects previously examined would be substantially more severe than shown in the Certified MND; (3) mitigation measures previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Modified Project, but the Modified Project proponents declined to adopt the mitigation measure; or (4) mitigation measures which are considerably different from those analyzed in the Certified MND would substantially reduce one or more significant effects on the environment, but the Modified Project proponents declined to adopt the mitigation measure.

3.2.5 Certified MND's Mitigation Measures Addressing Impact

None required.

⁴ Culver City, 2024. General Plan Land Use Map. Available online at: <https://www.culvercity.org/files/content/public/v/84/services/building-development/b-planning-documents/general-plan-land-use-map.pdf>, accessed January 2025.

⁵ Culver City, 2024. Zoning Map (October 9, 2024). Available online at: https://www.culvercity.org/files/content/public/v/84/services/building-development/b-planning-documents/culver-city-zoning-map_091224.pdf, accessed January 2025.

⁶ DOC, 2025a. California Important Farmland Finder. Available online at: <https://maps.conservation.ca.gov/dlrp/ciff/>, accessed January 2025.

⁷ DOC, 2025b. California Williamson Act Enrollment Finder. Available online at: <https://maps.conservation.ca.gov/dlrp/WilliamsonAct/>, accessed January 2025.

3.2.6 Conclusion

Based on the above, the Modified Project would not result in any of the conditions set forth in PRC Section 21166(c) or CEQA Guidelines Sections 15162 or 15163 that would require the preparation of a Supplemental or Subsequent MND.

3.3 Air Quality

Thresholds (and Supporting Information Sources)	Impact Determination in the Certified MND	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Certified MND's Mitigation Measures Addressing Impacts
AIR QUALITY: Would the project:					
(a) Conflict with or obstruct implementation of the applicable air quality plan?	Less Than Significant	No	No	Yes	No
(b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Less Than Significant	No	No	No	No
(c) Expose sensitive receptors to substantial pollutant concentrations?	Less Than Significant	No	No	No	No
(d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less Than Significant	No	No	No	No

3.3.1 Impact Determination in the Certified MND

With regards to air quality Thresholds (a)-(d), the Certified MND concluded that impacts regarding conflicts with an applicable air quality management plan, cumulatively considerable increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard, exposure of sensitive receptors to substantial pollutant concentrations, and other emissions adversely affecting a substantial number of people would be less than significant under the Approved Project.

3.3.2 Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

Thresholds (a).

Construction

As with the Approved Project, the Modified Project would result in an increase in short-term employment compared to existing conditions. Although the Modified Project would require workers over the construction process, these jobs are temporary in nature. As with the Approved Project, the Modified Project's construction jobs do not conflict with the long-term employment projections upon which the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP) is based. Control strategies in the AQMP with potential applicability to short-term emissions from construction activities include strategies denoted in the AQMP as MOB- 08 and MOB-10, which are intended to reduce emissions from on-road and off-road heavy-duty vehicles and equipment by accelerating replacement of older, emissions-prone engines with newer engines meeting more stringent emission standards. As with the

Approved Project, under the Modified Project, construction trucks and other vehicles in loading and unloading queues would be parked with engines off to reduce vehicle emissions during construction activities. Furthermore, as with the Approved Project, the Modified Project would utilize off-road diesel equipment greater than 50 horsepower (hp) that meet the United States Environmental Protection Agency (EPA) Tier 4 Final off-road emission standards, as per PDF-AIR-1. Furthermore, as with the Approved Project, the Modified Project would comply with the California Air Resources Board (CARB) requirements to minimize short-term emissions from on-road and off-road diesel equipment. As with the Approved Project, the Modified Project would also comply with the SCAQMD regulations for controlling fugitive dust pursuant to SCAQMD Rule 403. As with the Approved Project, the Modified Project would be in compliance and consistent with and meet or exceed the AQMP requirements for control strategies intended to reduce emissions from construction equipment and activities. Thus, impacts regarding conflicts with or obstructing implementation of an applicable air quality plan during construction under the Modified Project would be less than significant and similar to the Approved Project.

Operation

As with the Approved Project, the Modified Project's proposed hotel uses would be consistent with the underlying zoning designation. The Modified Project would concentrate uses and employment growth in an area well served by alternative transit facilities (local bus lines). As such, similar to the Approved Project, the Modified Project would not conflict with the Southern California Associated of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy policies for the concentration of growth in proximity to transit.

In addition, the Modified Project would generate a relatively similar number of employees as the Approved Project. The Certified MND concluded that the Approved Project would be within the Southern California Associated of Governments (SCAG's) employment growth assumptions for the City. As such, similar to the Approved Project, the Modified Project would not generate growth beyond the range of development anticipated within the established SCAG regional forecast for the City. Furthermore, as with the Approved Project, the Modified Project would not increase or induce residential density growth not otherwise anticipated. Any indirect population growth by the Modified Project within the City and/or neighboring cities would be nominal and would not materially affect forecasted SCAG growth assumptions. Accordingly, as with the Approved Project, the Modified Project would not contribute additional growth other than that already anticipated for the City. Therefore, impacts regarding conflicts with or obstruct implementation of an applicable air quality plan during operation under the Modified Project would be less than significant and similar to the Approved Project.

Threshold (b).

Construction

As with the Approved Project, construction of the Modified Project has the potential to create regional air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers and haul trips traveling to and from the Project Site. In addition, fugitive dust emissions would result from construction activities. During the finishing phase, the application of architectural coatings (i.e., paints) and other building materials would release volatile organic compounds (VOCs). Construction emissions can vary from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

Based on criteria and thresholds set forth by the SCAQMD, the Certified MND included a quantitative analysis of worse-case daily regional construction emissions for the Approved Project. The analysis showed that the maximum daily regional construction emissions would be below SCAQMD significance thresholds. Therefore, impacts related to regional construction emissions for the Approved Project would be less than significant.

The overall maximum daily use and extent of construction equipment to be utilized under the Modified Project and the Approved Project would be similar. Thus, maximum daily emissions under Modified Project would be similar to the Approved Project because emission levels are based on a single day in which maximum construction activity would occur. Accordingly, similar to the Approved Project, with incorporation of PDF-AIR-1, maximum daily construction regional emissions under the Modified Project would not exceed SCAQMD numerical regional construction emissions significance thresholds. Furthermore, with a reduction of one-level of subterranean parking and associated excavation/construction activities compared to the Approved Project, the overall extent of regional construction emissions during construction would be expected to be less under the Modified Project compared to the Approved Project.

In addition, construction contractors are required to comply with the applicable provision of SCAQMD Rule 403 for controlling fugitive dust emissions. Applicable fugitive dust control measures are incorporated into the construction emissions modeling within the SCAQMD-approved CalEEMod software and include the application of water (or non-toxic soil stabilizer) to disturbed areas and unpaved road surfaces and limiting vehicle speeds to 15 miles per hour on unpaved surfaces.

Based on the above, impacts related to regional construction emissions would be less than significant and similar to the Approved Project. Furthermore, the Modified Project's incremental contribution to long-term emissions of non-attainment pollutants and ozone precursors, considered together with cumulative projects, would not be cumulatively considerable, similar to the Approved Project.

Operation

Regional air pollutant emissions associated with operational activities would be generated by the consumption of electricity and natural gas, and by the operation of on-road vehicles. However, as with the Approved Project, the Modified Project would be designed to meet the standards for Leadership in Energy and Environmental Design (LEED) Silver level by the U.S. Green Building Council (USGBC) through the incorporation of green building techniques and other sustainability features (see PDF-AIR-3). As with the Approved Project, the Modified Project would also be designed and operated to meet or exceed the applicable requirements of the State of California Green Building Standards Code and the Culver City Green Building Program (as required by the City's standard conditions of approval) (see PDF-AIR-2). As with the Approved Project, the Modified Project would incorporate "green building measures" as part of its design to reduce Project-related criteria pollutant emissions including HVAC systems, installation of low-flow water fixtures, and solar PV power systems equivalent to at least one percent of the Project's electricity demand and at least 1 kilowatt (kW) of solar photovoltaics per 10,000 SF of new development (see PDF-AIR-2 and PDF-AIR-3).

Based on criteria and thresholds set forth by the SCAQMD, the Certified MND included a quantitative analysis of worse-case daily regional operational emissions for the Approved Project. The analysis showed that the maximum daily regional operational emissions would be below SCAQMD significance thresholds.

The Certified MND concluded that the Approved Project's incremental contribution to long-term emissions of non-attainment pollutants and ozone precursors, considered together with cumulative projects, would not be cumulatively considerable. Impacts for the Approved Project would be less than significant.

As discussed under Section 3.17, *Transportation*, the trip generation and vehicles miles travelled under the Modified Project would be less than the Approved Project. Thus, mobile-source source emissions would be reduced under the Modified Project. Furthermore, given the Modified Project would implement the same project design features, reduce the number of hotel rooms, and have an otherwise similar scale of development as compared to the Approved Project, the maximum daily regional operational emissions under the Modified Project would also be below SCAQMD significance thresholds, similar to the Approved Project.

Based on the above, impacts related to regional operational emissions would be less than significant, similar to the Approved Project. Furthermore, the Modified Project's incremental contribution to long-term emissions of non-attainment pollutants and ozone precursors, considered together with cumulative projects, would not be cumulatively considerable, similar to the Approved Project.

Threshold (c). Certain population groups are especially sensitive to air pollution and should be given special consideration when evaluating potential air quality impacts. These population groups include children, the elderly, persons with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. As defined in the SCAQMD CEQA Air Quality Handbook, a sensitive receptor to air quality is defined as any of the following land use categories: (1) long-term health care facilities; (2) rehabilitation centers; (3) convalescent centers; (4) retirement homes; (5) residences; (6) schools; (7) parks and playgrounds; (8) child care centers; and (9) athletic fields. The nearest off-site air quality sensitive receptors are residential uses located within 25 meters to the north/west of the Project Site along Segrell Way.

Localized-Construction

As analyzed in the Certified MND, based on criteria and thresholds set forth by the SCAQMD, the Certified MND included a quantitative analysis of worse-case daily localized construction emissions for the Approved Project. The analysis showed that the maximum daily localized construction emissions would be below SCAQMD significance thresholds. Therefore, impacts related to localized construction emissions for the Approved Project would be less than significant.

The overall maximum daily use and extent of construction equipment to be utilized under the Modified Project and the Approved Project would be similar. Thus, maximum daily emissions under Modified Project would be similar to the Approved Project because emission levels are based on a single day in which maximum construction activity would occur. Accordingly, similar to the Approved Project, with incorporation of PDF-AIR-1, maximum daily construction localized emissions under the Modified Alternative 2 would not exceed SCAQMD numerical localized construction emissions significance thresholds. Furthermore, with a reduction of one-level of subterranean parking and associated excavation/construction activities compared to the Approved Project, the overall extent of localized construction emissions during construction would be expected to be less under the Modified Project compared to the Approved Project. Overall, impacts related to localized construction emissions on sensitive receptors under the Modified Project would be less than significant, similar to the Approved Project.

Localized-Operation

As with the Approved Project, the Modified Project would be designed to meet the standards for LEED Silver level by the USGBC through the incorporation of green building techniques and other sustainability features (see PDF-AIR-3). As with the Approved Project, the Modified Project would also be designed and operated to meet or exceed the applicable requirements of the State of California Green Building Standards Code and the Culver City Green Building Program (as required by the City's standard conditions of approval) (see PDF-AIR-2). As with the Approved Project, the Modified Project would incorporate "green building measures" as part of its design to reduce Project-related criteria pollutant emissions including HVAC systems, installation of low-flow water fixtures, and solar PV power systems equivalent to at least one percent of the Project's electricity demand and at least 1 kilowatt (kW) of solar photovoltaics per 10,000 SF of new development (see PDF-AIR-2 and PDF-AIR-3).

Based on criteria and thresholds set forth by the SCAQMD, the Certified MND included a quantitative analysis of worse-case daily localized operational emissions for the Approved Project. The analysis showed that the maximum daily localized operational emissions would be below SCAQMD significance thresholds. Given the Modified Project would implement the same project design features, reduce the number of hotel rooms, and have an otherwise similar scale of development as compared to the Approved Project, the maximum daily localized operational emissions under the Modified Project would also be below SCAQMD significance thresholds, similar to the Approved Project. Thus, impacts related to localized operational emissions would be less than significant, similar to the Approved Project.

Carbon Monoxide Hotspots

As with the Approved Project, the Modified Project would not cause or contribute to the formation of carbon monoxide (CO) hotspots and CO concentrations at Project impacted intersections would remain well below the ambient air quality standards. As analyzed in the Certified MND, no exceedances of CO have been recorded at monitoring stations in the Air Basin and the Air Basin is currently designated as a CO attainment area for both the California Ambient Air Quality Standards (CAAQS) and the National Ambient Air Quality Standards (NAAQS). As such, it is not expected that CO levels at Project-impacted intersections would rise to the level of an exceedance of these standards.

As analyzed in the Certified MND, based on the Approved Project's Traffic Study, under future operational year plus Project conditions, the intersection of Centinela Avenue and Sepulveda Boulevard had the highest peak traffic volume with approximately 77,460 per day.⁸ As a result, CO concentrations are expected to be less than those estimated in the 2003 AQMP, which would not exceed the thresholds. Thus, this comparison demonstrates that the Approved Project would not contribute considerably to the formation of CO hotspots and no further CO analysis is required. The Approved Project would result in less than significant impacts with respect to CO hotspots.

Since the Modified Project would generate less traffic than the Approved Project, the Modified Project would also not include traffic levels substantially contributing to the creation CO hotspots. Therefore, impacts related to the contribution or formation of CO hotspots under the Modified Project would be less than significant and similar to the Approved Project.

⁸ Crain & Associates, Jefferson Hotel Project Traffic Study, 2020.

Toxic Air Contaminants – Construction

The greatest potential for toxic air contaminants (TAC) emissions would be related to diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. Incidental amounts of toxic substances such as oils, solvents, and paints would be used. As analyzed in the Certified MND, the Approved Project would not exceed the cancer and health risk thresholds for the nearest sensitive receptor (residential uses to the north/west). The Approved Project's short-term emissions would not substantially contribute to a significant construction health risk. No residual emissions and corresponding individual cancer risk are anticipated after Approved Project construction. Therefore, the Approved Project would result in a less than significant impact related to construction TAC emissions.

As discussed above, the overall extent of Modified Project's construction-related emission would be less than the Approved Project with a reduction of one-level of subterranean parking and associated excavation/construction activities compared to the Approved Project. Therefore, as with the Approved Project, the Modified Project would result in a less than significant impact related to construction TAC emissions.

Toxic Air Contaminants – Operation

SCAQMD recommends that health risk assessments be conducted for substantial sources of DPM emissions (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions. The Certified MND indicated that the Approved Project is not anticipated to generate a substantial number of daily truck trips, which would also be the case the Modified Project. Under existing conditions, trucks currently make deliveries from the service alley to the northwest of the Project Site. With implementation of the Approved Project or the Modified Project, delivery truck loading and unloading would be moved to the interior of the Project Site in dedicated loading areas, creating greater separation between trucks and off-site sensitive receptors. Furthermore, typical sources of hazardous TACs include industrial manufacturing processes and automotive repair facilities. As with the Approved Project, the Modified Project would not include any of these potential sources, although minimal emissions may result from the use of consumer products (e.g., aerosol sprays). Based on this, the Modified Project is not expected to release substantial amounts of TACs and impacts would be less than significant, similar to the Approved Project.

Threshold (d). As with the Approved Project, the Modified Project's potential sources that may emit odors during construction activities include the use of architectural coatings and solvents. According to the SCAQMD CEQA Air Quality Handbook, construction equipment is not a typical source of odors. As with the Approved Project, the Modified Project would minimize odors from the combustion of diesel fuel by complying with the CARB airborne toxic control measures (ATCM) that limits diesel-fueled commercial vehicle idling to five minutes at any given location, which was adopted in 2004. In addition, as with the Approved Project, the Modified Project would comply with SCAQMD Rule 402 (Nuisance), which prohibits the emissions of nuisance air contaminants or odorous compounds. Through adherence with mandatory compliance with SCAQMD Rules and State measures, construction activities and materials would not create objectionable odors and impacts would be less than significant. Therefore, impacts related to nuisance odors at nearby sensitive receptors during construction under the Modified Project would be similar to the Approved Project.

Additionally, results of the operational related criteria pollutant calculations above show that emissions would be below applicable SCAQMD significance thresholds for the both the Approved Project and the

Modified Project. Since implementation of the Approved Project or the Modified Project would not exceed the regional or local significance thresholds for attainment or non-attainment pollutants, neither is anticipated to contribute to health impacts related to these pollutants specifically because these thresholds were established at levels considered safe to protect public health, including the health of sensitive populations. Therefore, impacts related to other emissions (such as those leading to odors) adversely affecting a substantial number of people under the Modified Project would be less than significant and similar to the Approved Project.

3.3.3 Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?

No substantial changes have occurred with respect to the circumstances under which the Modified Project would be undertaken. Since the MND was certified in 2021, no new major development has occurred around the Project Site. Land use patterns in the vicinity of the Project Site have remained the same and no major changes have occurred that would constitute changed circumstances for undertaking the Modified Project. Thus, no new circumstances in the immediate vicinity of the Project Site would necessitate any changes to the conclusions presented in the Certified MND.

3.2.4 Any New Information Requiring New Analysis or Verification?

With regard to consistency with applicable air quality plans, the 2022 AQMP has been adopted by the SCAQMD. The 2022 AQMP builds upon measures already in place from previous AQMPs and includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emissions technologies, when cost-effective and feasible, and low NO_x technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other CAA measures to achieve the 2015 8-hour ozone standard. Additionally, since the time the analysis was conducted for the certified MND, SCAG's 2020-2045 RTP/SCS was adopted, which is an update to the previous 2016-2040 RTP/SCS. This document is used in the preparation of the air quality forecasts and consistency analysis included in the 2022 AQMP. Both the RTP/SCS and the AQMP are based, in part, on growth projections originating with county and city general plans.

Based on the air quality analysis of the Modified Project (see section Threshold (b) above), the Modified Project's short-term construction impacts would not result in significant impacts based on the SCAQMD regional and local thresholds of significance. The Modified Project would also not result in significant long-term operation impacts based on the SCAQMD regional thresholds of significance. Similar to the Approved Project, the Modified Project would be generally consistent with the AQMP in its incorporation of applicable control strategies for emissions reduction during construction and operation of the Modified Project. Therefore, the Modified Project would not increase the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the 2022 AQMP. Additionally, the employment and indirect population increases as a result of the Modified Project would represent a small fraction of and would be well within the 2045 growth projections of the 2020-2045 RTP/SCS. Further, the Modified Project's redevelopment of the Project Site would continue an infill growth pattern near transit facilities that is encouraged locally in the City's plans and regionally by SCAG policies; thus, reducing VMTs associated with travel by single-occupancy vehicles. Therefore, the Modified Project would not conflict with SCAG's 2020-2045 RTP/SCS goals and emission projections in the 2022 AQMP.

Otherwise, there is no new information such as new cumulative projects, studies, plans, policies or regulations of substantial importance associated with the Modified Project relative to air quality that would show that: (1) the Modified Project would have one or more significant effects not discussed in the Certified MND; (2) significant effects previously examined would be substantially more severe than shown in the Certified MND; (3) mitigation measures previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Modified Project, but the Modified Project proponents declined to adopt the mitigation measure; or (4) mitigation measures which are considerably different from those analyzed in the Certified MND would substantially reduce one or more significant effects on the environment, but the Modified Project proponents declined to adopt the mitigation measure.

3.3.5 Certified MND's Mitigation Measures Addressing Impact

The following PDFs set forth in the Certified MND for the Approved Project to address air quality impacts would also be implemented as part of the Modified Project. No new mitigation measures are required, as no new significant air quality impacts would result from implementation of the Modified Project.

PDF-AIR-1: Construction Features: Construction equipment operating at the Project Site shall be subject to a number of requirements. These requirements shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. Construction measures would include, but are not limited to the following:

The Project shall require all off-road diesel construction equipment greater than 50 horsepower (hp) that will be used an aggregate of 40 or more hours to meet the U.S. Environmental Protection Agency Tier 4 Final off-road emission standards. A copy of each unit's certified tier specification or model year specification and California Air Resources Board or South Coast Air Quality Management District operating permit (if applicable) shall be available upon request at the time of mobilization of each applicable unit of equipment. This construction feature would allow for a reduction in diesel particulate matter and NO_x emissions during construction activities.

PDF-AIR-2: Design Elements: In accordance with CALGreen Building Standards, the Project shall incorporate the following mandatory energy and emission saving features:

The Project shall recycle and/or salvage at least 65 percent of non-hazardous construction and demolition debris.

The Project shall include easily accessible recycling areas dedicated to the collection and storage of non-hazardous materials such as paper, corrugated cardboard, glass, plastics, metals, and landscaping debris (trimmings).

The Project shall include efficient heating, ventilation, and air conditioning (HVAC) systems.

The Project shall install low-flow water fixtures that are consistent with U.S. Environmental Protection Agency specifications.

PDF-AIR-3: Voluntary Design Elements: The Project shall incorporate many operational energy and emission saving features including the following:

The Project design would meet criteria for the LEED Silver or equivalent certification level.

The Project shall install a solar photovoltaic power system equivalent to at least 1 percent of the Project's electricity demand and at least 1 kilowatt (kW) of solar photovoltaics per 10,000 square feet of new development.

3.3.6 Conclusion

Based on the above, the Modified Project would not result in any of the conditions set forth in PRC Section 21166(c) or CEQA Guidelines Sections 15162 or 15163 that would require the preparation of a Supplemental or Subsequent MND.

3.4 Biological Resources

Thresholds (and Supporting Information Sources)	Impact Determination in the Certified MND	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Certified MND's Mitigation Measures Addressing Impacts
BIOLOGICAL RESOURCES: Would the project:					
(a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	No Impact	No	No	No	No
(b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	No Impact	No	No	No	No
(c) Have a substantial adverse effect on state or federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	No Impact	No	No	No	No
(d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native nursery sites?	Less Than Significant with Mitigation Incorporated	No	No	No	Yes
(e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Less Than Significant	No	No	Yes	No
(f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No Impact	No	No	No	No

3.4.1 Impact Determination in the Certified MND

With regards to biological resources, Thresholds (a)-(c), and (f), the Certified MND concluded that no impacts to candidate, sensitive, or special status species, riparian habitat or other sensitive natural community, state or federally protected wetlands, and conflict with an adopted Habitat Conservation Plan,

Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan would occur under the Approved Project. With regards to Threshold (d), the Certified MND concluded that impacts related to the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridor would be less than significant with implementation of Mitigation Measure MM-BIO-1. Lastly, with regards to Threshold (e), the Certified MND concluded that impacts related to conflicted with a local policy or ordinance protecting biological resources would be less than significant under the Approved Project.

3.4.2 Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

Threshold (a)-(c). The Project Site is located in a highly urbanized area of the City and is currently developed with a single-story commercial (retail) building and an associated asphalt-paved surface parking lot. Since the Project Site and Project vicinity are fully developed, the Project Site does not contain suitable habitat for candidate, sensitive, or special status species, nor does it include riparian habitat or wetlands. Therefore, no impacts to biological resources in these regards would occur under the Modified Project, similar to the Approved Project.

Threshold (d). Since the Project Site and Project vicinity are located in a highly urbanized area of the City, no wildlife corridors or native wildlife nursery sites currently exist on the Project Site. Due to the urbanized nature of the area and high human activity, the potential for native resident or migratory wildlife species movement to occur on the Project Site is negligible. However, the Project Site does contain ornamental landscaping and two street trees (African fern pine) located along Slauson Avenue that could support nesting bird habitat. Since the Project Site is bounded by Slauson Avenue and Jefferson Boulevard, the Project Site and Project vicinity contain high levels of ambient noise and human disturbance generated by pedestrian and vehicular traffic. Species tolerant of human disturbance have the potential to nest within these ornamental trees or shrubs contained within or adjacent to the Project Site. As with the Approved Project, the Modified Project would comply with the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13). Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). The removal of vegetation with nesting birds during the breeding season is considered a potentially significant impact. As with the Approved Project, the Modified Project proposes to remove and/or relocate the existing trees on-site as part of the development. The street trees removal would have the potential to impact a native resident or migratory wildlife species movement through the Project Site thus, impacts would be potentially significant. Both the Approved Project and the Modified Project would implement Mitigation Measure MM-BIO-1, which would be consistent with the Federal MBTA to reduce potential impacts to protected nesting birds is required. Thus, the Modified Project's impacts would be less than significant with mitigation incorporated, similar to the Approved Project.

Threshold (e). The Project Site does not support protected tree species. Vegetation within the Project area is largely confined to ornamental landscaping. All vegetation on the Project Site would be removed as part of the Approved Project or the Modified Project, including the removal of two street trees (African fern pine). Both the Approved Project and the Modified Project would comply with the applicable provisions pertaining to the removal and replacement of street trees in the CCMC within Title 9: General Regulations, Chapter 9.08: Streets and Sidewalks – Tree Removal, Section 9.08.215: Removal of Trees in Parkways Related to Private Improvement or Development Project. Per the CCMC, as with the Approved project, the

Modified Project would be required to plant two new street right-of-way trees or parkway trees for each street tree that is removed in the public right-of-way. The size and location of replacement trees would be determined by the Public Works Director based on the street or parkway. With compliance to the applicable street tree removal and replacement provisions of the CCMC, impacts on street trees under the Modified Project would be less than significant, similar to the Approved Project.

Threshold (f). As discussed in Thresholds (a)-(c), the Project Site does not contain any designated riparian habitat or natural communities. Additionally, there is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan in place for the Project Site or the City. No impacts would occur under both the Approved Project and the Modified Project.

3.4.3 Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?

No substantial changes have occurred with respect to the circumstances under which the Modified Project would be undertaken. Since the MND was certified in 2021, no new major development has occurred around the Project Site. Land use patterns in the vicinity of the Project Site have remained the same and no major changes have occurred that would constitute changed circumstances for undertaking the Modified Project. Thus, no new circumstances in the immediate vicinity of the Project Site would necessitate any changes to the conclusions presented in the Certified MND.

3.4.4 Any New Information Requiring New Analysis or Verification?

There is no new information such as new cumulative projects, studies, plans, policies or regulations of substantial importance associated with the Modified Project relative to biological resources that would show that: (1) the Modified Project would have one or more significant effects not discussed in the Certified MND; (2) significant effects previously examined would be substantially more severe than shown in the Certified MND; (3) mitigation measures previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Modified Project, but the Modified Project proponents declined to adopt the mitigation measure; or (4) mitigation measures which are considerably different from those analyzed in the Certified MND would substantially reduce one or more significant effects on the environment, but the Modified Project proponents declined to adopt the mitigation measure.

3.4.5 Certified MND's Mitigation Measures Addressing Impact

The following mitigation measures set forth in the Certified MND to address biological resources impacts would be implemented as part of the Modified Project. No additional mitigation measures are required, as no new significant biological resources impacts would result from implementation of the Modified Project.

MM-BIO-1: The Applicant shall be responsible for the implementation of mitigation to reduce impacts to migratory and/or nesting bird species to below a level of significance through one of two ways. Either:

- (1) Vegetation removal activities shall be scheduled outside the nesting season which runs from February 15 to August 31 to avoid potential impacts to nesting birds. This would insure that no active nests are disturbed; or
- (2) If avoidance of the avian breeding season (February 15 through August 31) is not feasible, then:

(a) A qualified biologist shall conduct a preconstruction nesting bird survey within 15 days and again within 72 hours prior to any ground disturbing activities (staging, grading, vegetation removal or clearing, grubbing, etc.). The survey shall be conducted to ensure that impacts to birds, including raptors, protected by the MBTA and/or the California Fish and Game Code are avoided. Survey areas shall include suitable nesting habitat within 200 feet of construction site boundaries. This two-tiered survey method is intended to provide the Applicant with time to understand the potential issue and evaluate solutions if nests are present, prior to mobilizing resources. If active nests are not identified, no further action is necessary.

(b) If active nests are identified during pre-construction surveys, an avoidance buffer shall be demarcated for avoidance using flagging, staking, fencing, or another appropriate barrier to delineate construction avoidance until the nest is determined to no longer be active by a qualified biologist (i.e., young have fledged or no longer alive within the nest). An active nest is defined as a structure or site under construction or preparation, constructed or prepared, or being used by a bird for the purpose of incubating eggs or rearing young. Perching sites and screening vegetation are not part of the nest. Given the high disturbance level, general avoidance buffers include a minimum 100-foot avoidance (for smaller birds more tolerant of human disturbance) to a 250-foot avoidance buffer for passerine and a 500-foot avoidance buffer from active raptor nests, or reduced buffer distances determined at the discretion of a qualified biologist familiar with local nesting birds and breeding bird behavior within the Project area.

Construction personnel shall be informed of the active nest and avoidance requirements. A biological monitor shall review the site, at a minimum of one-week intervals, during all construction activities occurring near active nests to ensure that no inadvertent impacts to active nests occur. Pre-construction nesting bird surveys and monitoring results shall be submitted to the Culver City Planning Division via email or memorandum upon completion of the pre-construction surveys and/or construction monitoring to document compliance with applicable state and federal laws pertaining to the protection of native birds.

3.4.6 Conclusion

Based on the above, the Modified Project would not result in any of the conditions set forth in PRC Section 21166(c) or CEQA Guidelines Sections 15162 or 15163 that would require the preparation of a Supplemental or Subsequent MND.

3.5 Cultural Resources

Thresholds (and Supporting Information Sources)	Impact Determination in the Certified MND	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Certified MND's Mitigation Measures Addressing Impacts
CULTURAL RESOURCES: Would the project:					
(a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	No Impact	No	No	No	No
(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Less Than Significant with Mitigation Incorporated	No	No	No	Yes
(c) Disturb any human remains, including those interred outside of formal cemeteries?	Less Than Significant with Mitigation Incorporated	No	No	No	Yes

3.5.1 Impact Determination in the Certified MND

With regards to cultural resources Threshold (a), the Certified MND concluded that no impacts to historical resources would not occur under the Approved Project. With regard to Thresholds (b) and (c), the Certified MND concluded that impacts to archeological resources and human remains would be less than significant with mitigation under the Approved Project. Implementation of Mitigation Measures MM-CUL-1 through MM-CUL-4 would reduce impacts to archeological resources to a less than significant level. Mitigation Measure MM-CUL-5 would reduce impacts to human remains to a less than significant level.

3.5.2 Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

Threshold (a). The historic resources analysis included in the Certified MND found that the current building on the Project Site is not a historic resource, and as such, the Approved Project would have no direct impact on historical resources. Furthermore, the Approved Project would result in no indirect impacts to historical resources in the vicinity of the Project Site as the historic setting in the area around the Project Site is already eroded by contemporary development. Pursuant to CEQA, the Approved Project would not result in direct or indirect impacts to historical resources. This same impact analysis applies to the Modified Project since the Project Site is the same. Accordingly, the Modified Project would also have no impacts regarding historic resources.

Threshold (b). As discussed in the Certified MND, no cultural resources (including archeological resources) have been previously identified within the Project Site. However, the records search included in the Certified MND indicated that eight archeological resources have been recorded within a 1-mile radius, which included six prehistoric archeological sites and two multicomponent archeological sites. The Cultural Resources Assessment prepared for the Certified MND concluded that the Project Site has the potential to contain prehistoric archaeological resources. The Approved Project proposed excavations would reach a maximum depth of 35 feet below ground surface (bgs) for the two subterranean parking levels and building foundations. Since the Modified Project would include one subterranean parking level, the proposed excavation depth would be less than the Approved Project. Nonetheless, based on the high potential for

archeological resources to have been preserved underneath the asphalt-paved surface parking lot, there is a high to moderate possibility to encounter intact prehistoric or Native American archeological resources during ground disturbance activities in the Project Site. Thus, impacts would be potentially significant under the Modified Project and the Approved Project. Implementation of Mitigation Measures MM-CUL-1 through MM-CUL-4 would reduce impacts on archeological resources under both the Approved Project and the Modified Project to a less than significant level. Therefore, impacts to archaeological resources under the Modified Project would be similar to the Approved Project.

Threshold (c). As discussed in the Certified MND, the Project Site has a high to moderate possibility to encounter prehistoric archaeological resources or human remains during ground-disturbing activities in the west and south portions of the Project Site. Thus, impacts would be potentially significant under the Modified Project, similar to the Approved Project. Implementation of Mitigation Measure MM-CUL-5 would similarly reduce impacts on human remains under both the Approved Project and the Modified Project to a less than significant level.

3.5.3 Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?

No substantial changes have occurred with respect to the circumstances under which the Modified Project would be undertaken. Since the MND was certified in 2021, no new major development has occurred around the Project Site. Land use patterns in the vicinity of the Project Site have remained the same and no major changes have occurred that would constitute changed circumstances for undertaking the Modified Project. Thus, no new circumstances in the immediate vicinity of the Project Site would necessitate any changes to the conclusions presented in the Certified MND.

3.5.4 Any New Information Requiring New Analysis or Verification?

There is no new information such as new cumulative projects, studies, plans, policies or regulations of substantial importance associated with the Modified Project relative to cultural resources that would show that: (1) the Modified Project would have one or more significant effects not discussed in the Certified MND; (2) significant effects previously examined would be substantially more severe than shown in the Certified MND; (3) mitigation measures previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Modified Project, but the Modified Project proponents declined to adopt the mitigation measure; or (4) mitigation measures which are considerably different from those analyzed in the Certified MND would substantially reduce one or more significant effects on the environment, but the Modified Project proponents declined to adopt the mitigation measure.

3.5.5 Certified MND's Mitigation Measures Addressing Impact

The following mitigation measures set forth in the Certified MND to address cultural resource impacts would be implemented as part of the Modified Project. No additional mitigation measures are required, as no new significant cultural resource impacts would result from implementation of the Modified Project.

MM-CUL-1: Prior to issuance of demolition permit, the Applicant shall retain an archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards for Archaeology (Qualified Archaeologist) to oversee an archaeological monitor who shall be present during construction excavations such as demolition, clearing/grubbing, grading, trenching, or any other construction excavation

activity associated with the Project. Full-time monitoring shall be conducted in areas of high to moderate potential (as shown on Figure 14 of the Cultural Resources Assessment) to a depth of 10 feet (depth at which archaeological sensitivity decreases). Full-time monitoring of initial ground disturbance in areas of moderate to low sensitivity (also as shown on Figure 14) shall be conducted to determine if full-time or periodic monitoring is warranted in these areas, as determined by the Qualified Archaeologist. Full-time monitoring in any area can be reduced to part-time inspections or ceased entirely if determined appropriate by the Qualified Archaeologist, based on field observations. Prior to commencement of excavation activities, an Archaeological and Cultural Resources Sensitivity Training shall be given for construction personnel. The training session shall be carried out by the Qualified Archaeologist and shall focus on how to identify archaeological resources that may be encountered during earthmoving activities and the procedures to be followed in such an event.

MM-CUL-2: Prior to issuance of demolition permit, the Applicant shall retain a Native American tribal monitor from the Gabrieleno Tribe. The appropriate Native American monitor shall be selected based on ongoing consultation under AB 52 and shall be identified on the most recent contact list provided by the Native American Heritage Commission. The Native American Monitor shall be present during construction excavations such as demolition, clearing/grubbing, grading, trenching, or any other construction excavation activity associated with the Project. The frequency of monitoring shall take into account the rate of excavation and grading activities, proximity to known archaeological resources, the materials being excavated (younger alluvium vs. older alluvium), and the depth of excavation, and if found, the abundance and type of prehistoric archaeological resources encountered. Full-time field observation can be reduced to part-time inspections or ceased entirely if determined appropriate by the Gabrieleno Tribe.

MM-CUL-3: In the event that archaeological resources (e.g., Native American artifacts or features, etc.) are unearthed, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. An appropriate buffer area shall be established by the Qualified Archaeologist around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. All prehistoric or Native American archaeological resources unearthed by Project construction activities shall be evaluated by the Qualified Archaeologist and a Gabrieleno Tribe. If the resources are Native American in origin, the Gabrieleno Tribe shall consult with the City and Qualified Archaeologist regarding the treatment and curation of any prehistoric archaeological resources to ensure cultural values ascribed to the resources, beyond those that are scientifically important, are considered. If a resource is determined by the Qualified Archaeologist to constitute a “historical resource” pursuant to CEQA Guidelines Section 15064.5(a) or a “unique archaeological resource” pursuant to Public Resources Code Section 21083.2(g), the Qualified Archaeologist, preservation in place (i.e., avoidance) shall be the preferred manner of treatment. If preservation in place is not feasible, the Qualified Archaeologist shall coordinate with the Applicant and the City to develop a formal treatment plan that would serve to reduce impacts to the resources and that provides for the adequate recovery of the scientifically consequential information contained in the resources along with subsequent laboratory processing, analysis, evaluation, and reporting. The treatment plan established for the resources shall be in accordance

with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources, and shall incorporate the Gabrielino Tribe's treatment and curation recommendations. The treatment plan shall include measures regarding the curation of the recovered resources that may include curation at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material, and/or the Gabrielino Tribe. If no institution nor the Gabrielino Tribe accept the resources, they may be donated to a local school or historical society in the area (such as the Culver City Historical Society) for educational purposes.

MM-CUL-4: Prior to the release of the grading bond, the Qualified Archaeologist shall prepare a final report and appropriate California Department of Parks and Recreation Site Forms at the conclusion of archaeological monitoring. The report shall include a description of resources unearthed, if any, treatment of the resources, results of the artifact processing, analysis, and research, and evaluation of the resources with respect to the California Register of Historical Resources and CEQA. The report and the Site Forms shall be submitted by the Applicant to the City, the South Central Coastal Information Center, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the Project and required mitigation measures.

MM-CUL-5: If human remains are encountered unexpectedly during implementation of the Project, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC shall then identify the person(s) thought to be the Most Likely Descendent (MLD). The MLD may, with the permission of the land owner, or his or her authorized representative, inspect the site of the discovery of the Native American remains and may recommend to the owner or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The MLD shall complete their inspection and make their recommendation within 48 hours of being granted access by the land owner to inspect the discovery. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Upon the discovery of the Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred, as prescribed in this mitigation measure, with the MLD regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment.

If the NAHC is unable to identify an MLD, or the MLD identified fails to make a recommendation, or the landowner rejects the recommendation of the MLD and the mediation provided for in Subdivision (k) of Section 5097.94, if invoked, fails to provide measures acceptable to the landowner, the landowner or his or her

authorized representative shall inter the human remains and items associated with Native American human remains with appropriate dignity on the facility property in a location not subject to further and future subsurface disturbance.

3.5.6 Conclusion

Based on the above, the Modified Project would not result in any of the conditions set forth in PRC Section 21166(c) or CEQA Guidelines Sections 15162 or 15163 that would require the preparation of a Supplemental or Subsequent MND.

3.6 Energy

Thresholds (and Supporting Information Sources)	Impact Determination in the Certified MND	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Certified MND's Mitigation Measures Addressing Impacts
ENERGY: Would the project:					
(a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?; or	Less Than Significant	No	No	No	No
(b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Less Than Significant	No	No	No	No

3.6.1 Impact Determination in the Certified MND

With regards to energy Thresholds (a) and (b), the Certified MND concluded that energy impacts regarding the wasteful, inefficient, or unnecessary consumption of energy resources or conflicts with or obstructing a State or local plan would be less than significant under the Approved Project.

3.6.2 Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

Threshold (a).

Construction

The Certified MND found that construction of the Approved Project would not result in the wasteful, inefficient, and unnecessary consumption of energy and would not increase the need for new energy infrastructure. Impacts under the Approved Project would be less than significant. The overall daily use and extent of construction equipment to be utilized under the Modified Project and the Approved Project would be similar. However, with a reduction of one-level of subterranean parking and associated excavation/construction activities compared to the Approved Project, the overall extent of construction activities and associated energy use would be expected to be less under the Modified Project compared to the Approved Project. As the Modified Project would include the use of similar equipment and implement similar construction methods as the Approved Project, it would similarly not result in the wasteful, inefficient, and unnecessary consumption of energy and would not increase the need for new energy infrastructure. Impacts under the Modified Project would be less than significant, similar to the Approved Project.

Operation

As with the Approved Project, the Modified Project operations would consume energy in the form of electricity for lighting, and water conveyance, natural gas for heating, and fossil fuels during vehicle fuel usage. Operation of the Modified Project would require energy in the form of electricity and natural gas for building heating, cooling, cooking, lighting, water demand and wastewater treatment, consumer electronics, and other energy needs; transportation-fuels, primarily gasoline, for vehicles traveling to and from the Project; and diesel for the maintenance and testing of emergency generators.

The Certified MND found that construction of the Modified Project would not result in the wasteful, inefficient, and unnecessary consumption of energy and would not increase the need for new energy infrastructure. Impacts under the Approved Project would be less than significant. As discussed under Section 3.17, *Transportation*, the trip generation and vehicles miles travelled under the Modified Project would be less than the Approved Project. Thus, transportation-related fuel would be reduced under the Modified Project. Furthermore, given the Modified Project would implement the same project design features, reduce the number of hotel rooms, and have an otherwise similar scale of development as compared to the Approved Project, the extent of operational energy usage under the Modified Project would also would not result in the wasteful, inefficient, and unnecessary consumption of energy and would not increase the need for new energy infrastructure, similar to the Approved Project.

Threshold (b). As with the Approved Project, the Modified Project would incorporate green building design features such as solar PV systems consistent with the energy efficiency standards in the City's Green Building Code and CALGreen Code. As with the Approved Project, the Modified Project would promote the use of bicycles as it is located close to many Culver City bike paths and would comply with the CALGreen Code required number of bicycle parking spaces, which have the potential to reduce fuel consumption, as well as criteria pollutant and GHG emissions. In addition, the Project Site is also within a short distance of existing transit stops. As with the Approved Project, the Modified Project would be designed to meet criteria for the LEED Silver Certification level which would meet or exceed the current Title 24 Energy standards. Lastly, as with the Approved Project, the Modified Project would incorporate PDF-AIR-2 and PDF-AIR-3, which provide opportunities for improved energy efficiency that would exceed the regulatory standards. Based on the above, the Modified Project's features would support and promote the use of renewable energy and energy efficiency and would not conflict with or obstruct any applicable renewable energy or energy efficiency plan, which emphasize energy efficiency and the use of renewable energy. Thus, impacts would be less than significant. Therefore, impacts related to conflicts with or obstructing a state or local plan for renewable energy or energy efficiency under the Modified Project would be similar to the Approved Project.

3.6.3 Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?

No substantial changes have occurred with respect to the circumstances under which the Modified Project would be undertaken. Since the MND was certified in 2021, no new major development has occurred around the Project Site. Land use patterns in the vicinity of the Project Site have remained the same and no major changes have occurred that would constitute changed circumstances for undertaking the Modified Project. Thus, no new circumstances in the immediate vicinity of the Project Site would necessitate any changes to the conclusions presented in the Certified MND.

3.6.4 Any New Information Requiring New Analysis or Verification?

There is no new information such as new cumulative projects, studies, plans, policies or regulations of substantial importance associated with the Modified Project relative to energy that would show that: (1) the Modified Project would have one or more significant effects not discussed in the Certified MND; (2) significant effects previously examined would be substantially more severe than shown in the Certified MND; (3) mitigation measures previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Modified Project, but the Modified Project proponents declined to adopt the mitigation measure; or (4) mitigation measures which are considerably different from those analyzed in the Certified MND would substantially reduce one or more significant effects on the environment, but the Modified Project proponents declined to adopt the mitigation measure.

3.6.5 Certified MND's Mitigation Measures Addressing Impact

None required.

3.6.6 Conclusion

Based on the above, the Modified Project would not result in any of the conditions set forth in PRC Section 21166(c) or CEQA Guidelines Sections 15162 or 15163 that would require the preparation of a Supplemental or Subsequent MND.

3.7 Geology and Soils

Thresholds (and Supporting Information Sources)	Impact Determination in the Certified MND	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Certified MND's Mitigation Measures Addressing Impacts
GEOLOGY AND SOILS: Would the project:					
(a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	Less Than Significant	No	No	No	No
(ii) Strong seismic ground shaking?	Less Than Significant Impact with Mitigation Incorporated	No	No	No	Yes
(iii) Seismic-related ground failure, including liquefaction?	Less Than Significant Impact with Mitigation Incorporated	No	No	No	Yes
(iv) Landslides?	No Impact	No	No	No	No
(b) Result in substantial soil erosion or the loss of topsoil?	Less Than Significant	No	No	No	No

Thresholds (and Supporting Information Sources)	Impact Determination in the Certified MND	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Certified MND's Mitigation Measures Addressing Impacts
(c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Less Than Significant Impact with Mitigation Incorporated	No	No	No	Yes
(d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	Less Than Significant Impact with Mitigation Incorporated	No	No	No	Yes
(e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	No Impact	No	No	No	No
(f) Directly or indirectly destroy a unique paleontological resource or site of unique geologic feature.	Less Than Significant Impact with Mitigation Incorporated	No	No	No	Yes

3.7.1 Impact Determination in the Certified MND

With regard to geology and soils Thresholds (a.i) and (b), the Certified MND concluded that impacts related to fault rupture and soil erosion or loss of topsoil impacts would be less than significant under the Approved Project. With regard to Thresholds (a.ii)-(a.iii), (c)-(d), and (f), the Certified MND concluded that impacts related to seismic ground shaking, liquefaction, unstable soils, expansive soils, and paleontological resources would be potentially significant under the Approved Project. Implementation of Mitigation Measure MM-GEO-1 would reduce impacts related to seismic ground shaking, liquefaction, unstable soils, and expansive soils to a less than significant level. Implementation of Mitigation Measures MM-GEO-2 through MM-GEO-5 would reduce paleontological resources impacts to a level less than significant level. Lastly, no impacts would occur in Thresholds (a.iv) and (d) in regard to landslides or soils capable of supporting septic tanks or alternative waste water disposal systems.

3.7.2 Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

Threshold (a.i). As indicated in the Certified MND, the Project Site is located in the seismically active Southern California region and could be subject to moderate to strong ground shaking in the event of an earthquake on one of the many active Southern California faults. Based on a review of the California Geological Survey (CGS), Alquist-Priolo Investigation Report Map, and as analyzed in the Certified MND, no known active or potentially active surface faults traverse the Project Site, and the Project Site is not located within a designated Alquist-Priolo Earthquake Fault Zone.⁹ The nearest fault zone to the Project Site is the Newport Inglewood Fault Zone, located approximately 1.6 miles east of the Project Site. In addition, the Overland Avenue Fault is located approximately 2,000 feet east of the Project Site, along Overland Avenue. No Special Studies Zones have been delineated by the State of California along any

⁹ CGS, 2024. Alquist-Priolo Site Investigation Reports. Available online at: <https://maps.conservation.ca.gov/cgs/informationwarehouse/apreports/>, accessed January 2025.

portion of the Overland Avenue Fault. The potential for surface rupture due to faulting occurring on the Project Site is considered low. As with the Approved Project, the Modified Project would be designed and constructed to resist the effects of seismic ground motions as provided in the Culver City Building Code and the most recent California Building Code. Thus, impacts under the Modified Project would be less than significant and similar to the Approved Project.

Threshold (a.ii). As discussed above in Threshold (a.i), the Project Site is located in the seismically active Southern California region and could be subject to moderate to strong ground shaking in the event of an earthquake on one of the many active Southern California faults. As with the Approved Project, the Modified Project would comply with the Culver City Building Code and the latest standards of the 2019 California Building Code for construction which requires structural design that can accommodate maximum ground accelerations expected from known faults. In addition, as with the Approved Project, the Modified Project would also comply with the CGS Special Publications 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California, which provides guidance for evaluation and mitigation of earthquake-related hazards. Furthermore, the Modified Project would also be required to comply with applicable seismic-related regulatory requirements. Since the Project Site is subject to strong seismic ground shaking, as with the Approved Project, the Modified Project would be subject to potentially significant impacts resulting from strong seismic ground shaking. Compliance with local, regional, and state requirements and implementation of Mitigation Measure MM-GEO-1 under both the Approved Project and the Modified Project would reduce impacts to a less than significant level by incorporating site-specific structural and seismic design parameters and recommendations for foundations, retaining walls/shoring, and excavation in a Final Geotechnical Engineering Investigation. Thus, impacts in this regard would be similar under the Approved Project and the Modified Project.

Threshold (a.iii). As stated in the Certified MND, according to the DOC, Seismic Hazards Program: Liquefaction Zones Map, the Project Site is located within a liquefaction hazard zone.¹⁰ Furthermore, site-specific testing performed as part of the Geotechnical Engineering Investigation prepared for the Certified MND indicated that soils on the Project Site are potentially liquefiable. Thus, impacts related to liquefaction would be potentially significant.

Thus, as with the Approved Project, the Modified Project would implement Mitigation Measure MM-GEO-1, which would provide site-specific design parameters and recommendations to mitigate the effects of liquefaction. As with the Approved Project, the Modified Project would incorporate ground improvement methods, such as stone columns, to improve the underlying soft and saturated soils for support of the proposed foundation system. In addition, as with the Approved Project, the Modified Project would be required to comply with applicable seismic-related regulatory requirements of the Culver City Building Code and the 2019 California Building Code. Compliance of the regulatory requirements as well as implementation of Mitigation Measure MM-GEO-1 to be implemented during construction, would reduce liquefaction impacts to a less than significant level under both the Approved Project and the Modified Project. Thus, impacts in this regard would be similar under the Approved Project and the Modified Project.

Threshold (a.iv). As analyzed in the Certified MND, the Project Site is flat and is approximately 15 feet above sea level across the property. According to the Geotechnical Engineering Investigation prepared for

¹⁰ DOC, 2022. Seismic Hazards Program: Liquefaction Zones. Available online: <https://maps-cnra-cadoc.opendata.arcgis.com/datasets/cadoc::cgs-seismic-hazards-program-liquefaction-zones/explore>, accessed January 2025.

the Approved Project in the Certified MND, the probability of seismically induced landslide occurring on the Project Site is considered to be low due to the general lack of elevation difference slope geometry across or adjacent to the Project Site. Thus, the Certified MND concluded that Approved Project would not be subject to, or result in, landslides. No impacts would occur. Accordingly, no impacts would also occur under the Modified Project.

Threshold (b). As with the Approved Project, the Modified Project construction would result in ground surface disruption during excavation and grading that would create the potential for erosion to occur. Wind erosion would be minimized through soil stabilization measures required by the SCAQMD Rule 403 (Fugitive Dust), such as daily watering. Potential for water erosion would be reduced by implementation of standard erosion control measures imposed during site preparation and grading activities. As discussed in more detail under Section 3.10, *Hydrology and Water Quality*, as with the Approved Project, the Modified Project would be subject to all existing regulations associated with the protection of water quality. Construction activities would be carried out in accordance with applicable City standard erosion control practices required pursuant to the most recent California Building Code and the requirements of the National Pollutant Discharge Elimination System (NPDES) General Construction Permit issued by the LARWQCB, as applicable. As with the Approved Project, the Modified Project would incorporate Best Management Practices (BMPs) to control water erosion during the Project's construction period. As with the Approved Project, the Modified Project's compliance with applicable regulatory requirements would not result in substantial soil erosion or the loss of topsoil, thus impacts would be less than significant. Therefore, impacts related to soil erosion or the loss of topsoil under the Modified Project would be similar to the Approved Project.

Threshold (c). Impacts related to liquefaction and landslides are discussed under Thresholds (a.iii) and (a.iv) above. As analyzed in the Certified MND, the Project Site's fill materials are sandy to silty clays, with a fill thickness of approximately three feet. Below this, younger alluvial deposits, primarily sandy to silty clays, are found up to depths of 30 to 35 ft, while older alluvium, consisting of sands to gravelly sands, is found below 35 feet. Based on the geologic deposits underlying the Project Site, the Project Site soils are considered potentially liquefiable. As with the Approved Project, the Modified Project construction and design would be required to comply with the most recent California Building Code, which is designed to assure safe construction, and implement the site-specific design measures in a Final Geotechnical Engineering Investigation per Mitigation Measure MM-GEO-1 to ensure that ground and soil stability hazards would not become unstable during construction or operation activities. Thus, impacts would be less than significant with mitigation incorporated. Therefore, impacts related to unstable soils under the Modified Project would be similar to the Approved Project.

Threshold (d). As analyzed in the Certified MND, the Geotechnical Engineering Investigation for the Approved Project concluded that the on-site geologic materials are in the moderate to high expansion range. The Expansion Index was found to be between 58 and 90, thus, impacts would be potentially significant. As with the Approved Project, the Modified Project would incorporate reinforcement for the proposed slabs and site-specific design measures as outlined in a Final Geotechnical Engineering Investigation per Mitigation Measure MM-GEO-1, which would reduce impacts to a level less than significant level. Therefore, impacts regarding expansive soils under the Modified Project would be similar to the Approved Project.

Threshold (e). The Project Site is located in an urbanized area where municipal wastewater infrastructure already exists. As with the Approved Project, the Modified Project would connect to the existing infrastructure and would not use septic tanks or alternative wastewater disposal systems, thus impacts would not occur. Therefore, impacts under the Modified Project would be similar to the Approved Project.

Threshold (f). As discussed in the Certified MND, no vertebrate fossil localities have been documented within the Project Site, but localities do occur nearby in sedimentary deposits similar to those found within the Project Site. As analyzed in the Certified MND, the paleontological sensitivity for the Project Site is considered to be low-to-high within the younger alluvium soils and the sensitivity increases with depth. There is a potential to encounter significant paleontological resources below a depth of 10 feet within the Project Site and impacts would be potentially significant. As with the Approved Project, the Modified Project would implement Mitigation Measures MM-GEO-2 through MM-GEO-5 to reduce potential impacts to previously unknown paleontological resources to a level less than significant level. Therefore, impacts to paleontological resources under the Modified Project would be similar to the Approved Project.

3.7.3 Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?

No substantial changes have occurred with respect to the circumstances under which the Modified Project would be undertaken. Since the MND was certified in 2021, no new major development has occurred around the Project Site. Land use patterns in the vicinity of the Project Site have remained the same and no major changes have occurred that would constitute changed circumstances for undertaking the Modified Project. Thus, no new circumstances in the immediate vicinity of the Project Site would necessitate any changes to the conclusions presented in the Certified MND.

3.7.4 Any New Information Requiring New Analysis or Verification?

There is no new information such as new cumulative projects, studies, plans, policies or regulations of substantial importance associated with the Modified Project relative to geology and soils that would show that: (1) the Modified Project would have one or more significant effects not discussed in the Certified MND; (2) significant effects previously examined would be substantially more severe than shown in the Certified MND; (3) mitigation measures previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Modified Project, but the Modified Project proponents declined to adopt the mitigation measure; or (4) mitigation measures which are considerably different from those analyzed in the Certified MND would substantially reduce one or more significant effects on the environment, but the Modified Project proponents declined to adopt the mitigation measure.

3.7.5 Certified MND's Mitigation Measures Addressing Impact

The following mitigation measures set forth in the Certified MND to address geology and soils impacts would be implemented as part of the Modified Project. No additional mitigation measures are required, as no new significant impacts would result from implementation of the Modified Project.

MM-GEO-1: Site-specific structural and seismic design parameters and recommendations for foundations, retaining walls/shoring, and excavation shall be implemented per the Project's Final Geotechnical Engineering Investigation, subject to review and approval by the Culver City Building Safety Division.

- MM-GEO-2:** Prior to issuance of a demolition permit, the Applicant shall retain a Qualified Paleontologist to develop and implement a paleontological monitoring program for construction excavations that exceed 10 feet in depth. A Qualified Paleontologist is defined as a paleontologist meeting the criteria established by the Society for Vertebrate Paleontology (SVP). The Qualified Paleontologist shall supervise a paleontological monitor who shall be present at such times as required by the Qualified Paleontologist during construction excavations exceeding 10 feet in depth. Paleontological resources monitoring shall be conducted for all ground disturbing activities that exceed 10 feet in depth in previously undisturbed sediments, and are therefore likely to impact high sensitivity alluvial sediments. Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains and, where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains. The frequency of monitoring inspections shall be determined by the Qualified Paleontologist and shall be based on the rate of excavation and grading activities, proximity to known paleontological resources or fossiliferous geologic formations (i.e., older alluvium deposits), the materials being excavated (i.e., native sediments versus artificial fill), and the depth of excavation, and if found, the abundance and type of fossils encountered. Full-time monitoring can be reduced to part-time inspections, or ceased entirely, if determined adequate by the Qualified Paleontologist.
- MM-GEO-3:** Prior to commencement of demolition or excavation activities, the Qualified Paleontologist shall attend a pre-grade/construction meeting to conduct construction worker paleontological resources sensitivity training for construction personnel. The training session, shall be carried out by the Qualified Paleontologist and shall focus on how to identify paleontological resources that may be encountered during earthmoving activities and the procedures to be followed in such an event. In the event construction crews are phased, additional trainings shall be conducted for new construction personnel. Documentation shall be retained demonstrating that construction personnel attended the training.
- MM-GEO-4:** If a potential fossil is found, the paleontological monitor shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed fossil to facilitate evaluation of the discovery. An appropriate buffer area (usually 50 feet) shall be established around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. At the Qualified Paleontologist's discretion, and to reduce any construction delay, the grading and excavation contractor shall assist in removing rock/sediment samples for initial processing and evaluation. If the fossil is determined to be significant, the Qualified Paleontologist shall implement a paleontological salvage program to remove the resources from their location, following the guidelines of the SVP. Any fossils encountered and recovered shall be prepared to the point of identification and catalogued before they are submitted to their final repository. Any fossils collected shall be curated at a public, non-profit institution with a research interest in the material and with retrievable storage, such as the Natural History Museum of Los Angeles County, if such an institution agrees to accept the fossils. If no institution accepts the fossil collection, they shall be donated to a local school in the area for educational purposes. Accompanying notes, maps, and photographs shall also be filed at the repository and/or school.

If construction personnel discover any potential fossils during construction while the paleontological monitor is not present, regardless of the depth of work or location, work at the discovery location shall cease in a 50-foot radius of the discovery until the Qualified Paleontologist has assessed the discovery and recommended and implemented appropriate treatment as described earlier in this measure.

MM-GEO-5: Prior to the release of the grading bond, the Qualified Paleontologist shall prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report shall be submitted by the Applicant to the City, the Natural History Museum of Los Angeles County, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the Project and required mitigation measures.

3.7.6 Conclusion

Based on the above, the Modified Project would not result in any of the conditions set forth in PRC Section 21166(c) or CEQA Guidelines Sections 15162 or 15163 that would require the preparation of a Supplemental or Subsequent MND.

3.8 Greenhouse Gas Emissions

Thresholds (and Supporting Information Sources)	Impact Determination in the Certified MND	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Certified MND's Mitigation Measures Addressing Impacts
GREENHOUSE GAS EMISSIONS: Would the project:					
(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?; or	Less Than Significant	No	No	No	No
(b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less Than Significant	No	No	No	No

3.8.1 Impact Determination in the Certified MND

With regards to greenhouse gas (GHG) emissions Thresholds (a) and (b), the Certified MND concluded that impacts would be less than significant under the Approved Project.

3.8.2 Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

Thresholds (a)-(b). The Certified MND found that construction of the Approved Project would not generate greenhouse gas emissions, either directly or indirectly, such that the Approved Project would have a significant impact on the environment. Impacts in this regard under the Approved Project would be less than significant. The overall daily use and extent of construction equipment to be utilized under the Modified Project and the Approved Project would be similar. However, with a reduction of one-level of subterranean parking and associated excavation/construction activities compared to the Approved Project,

the overall extent of construction activities and associated GHG emissions would be expected to be less under the Modified Project compared to the Approved Project. As the Modified Project would include the use of similar equipment and implement similar construction methods as the Approved Project, it would similarly not generate greenhouse gas emissions, either directly or indirectly, such that the Modified Project would have a significant impact on the environment. Impacts in this regard under the Modified Project would be less than significant, similar to the Approved Project.

Also, as discussed under Section 3.17, *Transportation*, the trip generation and VMT under the Modified Project would be less than the Approved Project. Thus, transportation-related GHG emissions would be reduced under the Modified Project. Furthermore, given the Modified Project would implement the same project design features, reduce the number of hotel rooms, and have an otherwise similar scale of development as compared to the Approved Project, the extent of operational GHG emissions under the Modified Project would also would not generate greenhouse gas emissions, either directly or indirectly, that have a significant impact on the environment, similar to the Approved Project.

Given that the Modified Project remains highly similar to the Approved Project, but with fewer hotel rooms, the Modified Project would be consistent with the applicable plans, policies, and regulations to reduce GHG emissions as outlined in the Certified MND for the Approved Project. That is, the Modified Project would be consistent with CARB's 2017 Scoping Plan, SCAG's RTP/SCS, Culver City Green Building Program Requirements (see Table B-10, *Project Consistency with Applicable Culver City Green Building Program Requirements*, of the Certified MND), statewide GHG emission reduction strategies (see Table B-11, *Project Consistency with Applicable Greenhouse Gas Reduction Strategies*, of the Certified MND), and Executive Orders S-3-05 and B-30-15, for the reasons as evaluated for the Approved Project in the Certified MND. As with the Approved Project, the Modified Project would induce growth in a Transit Priority Area (TPA), which is near existing transit facilities. Based on the analysis in Section VIII, *Greenhouse Gas Emissions*, of the Certified MND, similar to the Approved Project, the Modified Project would be consistent with, and would not conflict with applicable plans, policies, and regulations to reduce GHG emissions.

As the Modified Project would implement the same Project Design Features as the Original Project and the Original Alternative 2, greenhouse gas emission impacts under Modified Alternative 2 would be similar to the Original Alternative 2, which were found to be similar to the Original Project and the Original Project with the Deck Concept in the Draft EIR.

3.8.3 Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?

No substantial changes have occurred with respect to the circumstances under which the Modified Project would be undertaken. Since the MND was certified in 2021, no new major development has occurred around the Project Site. Land use patterns in the vicinity of the Project Site have remained the same and no major changes have occurred that would constitute changed circumstances for undertaking the Modified Project. Thus, no new circumstances in the immediate vicinity of the Project Site would necessitate any changes to the conclusions presented in the Certified MND.

3.8.4 Any New Information Requiring New Analysis or Verification?

SCAG adopted the Connect SoCal 2024 (2024-2050 RTP/SCS) in April 2024, which is an update to the previous Connect SoCal 2020 (2020-2045 RTP/SCS); however, Connect SoCal 2024 has not yet been

certified by CARB as being capable of achieving CARB's identified GHG reduction targets. Therefore, there is no new information such as new cumulative projects, studies, plans, policies or regulations of substantial importance associated with the Modified Project relative to geology and soils that would show that: (1) the Modified Project would have one or more significant effects not discussed in the Certified MND; (2) significant effects previously examined would be substantially more severe than shown in the Certified MND; (3) mitigation measures previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Modified Project, but the Modified Project proponents declined to adopt the mitigation measure; or (4) mitigation measures which are considerably different from those analyzed in the Certified MND would substantially reduce one or more significant effects on the environment, but the Modified Project proponents declined to adopt the mitigation measure.

3.8.5 Certified MND's Mitigation Measures Addressing Impact

None required.

3.8.6 Conclusion

Based on the above, the Modified Project would not result in any of the conditions set forth in PRC Section 21166(c) or CEQA Guidelines Sections 15162 or 15163 that would require the preparation of a Supplemental or Subsequent MND.

3.9 Hazards and Hazardous Materials

Thresholds (and Supporting Information Sources)	Impact Determination in the Certified MND	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Certified MND's Mitigation Measures Addressing Impacts
HAZARDS AND HAZARDOUS MATERIALS: Would the project:					
(a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less Than Significant	No	No	No	No
(b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Less Than Significant with Mitigation Incorporated	No	No	No	Yes
(c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Less Than Significant with Mitigation Incorporated	No	No	No	Yes
(d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Less Than Significant with Mitigation Incorporated	No	No	No	Yes
(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	No Impact	No	No	No	No

Thresholds (and Supporting Information Sources)	Impact Determination in the Certified MND	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Certified MND's Mitigation Measures Addressing Impacts
(f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less Than Significant	No	No	No	No
(g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No Impact	No	No	No	No

3.9.1 Impact Determination in the Certified MND

With regards to hazards and hazardous materials Thresholds (a) and (f), the Certified MND concluded that impacts related to the routine transport, use, or disposal of hazardous materials and impairment or interference with an emergency response plan would be less than significant under the Approved Project. Regarding Thresholds (b)-(d), the Certified MND concluded that impacts related to hazardous materials would be Less than significant with implementation of Mitigation Measures MM-HAZ-1 and MM-HAZ-2. Lastly, regarding Thresholds (e) and (g), the Certified MND concluded that no impacts would occur under the Approved Project.

3.9.2 Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

Threshold (a). As with the Approved Project, the Modified Project's construction activities would use hazardous materials such fuels, paints, adhesives, herbicides and pesticides. These materials would be used, stored, and disposed of in consumer quantities and in accordance with applicable laws and regulations. Also, as with the Approved Project, the Modified Project would adhere to all regulatory requirements concerning source hazardous waste reduction measures and applicable City ordinances to ensure that potential human health risk impacts would be less than significant.

As with the Approved Project, the Modified Project hotel and restaurant operations would involve small amounts of hazardous materials, such as cleaning solvents and pesticides, however these materials would be used in small amounts in accordance with applicable regulatory requirements and manufacturers' instructions. Further, due to the similarity of the hotel uses that are proposed under the Modified Project and the Approved Project, impacts with respect to the routine transport, use and disposal of hazardous materials would be similar. As such, impacts under the Modified Project would be less than significant and similar to the Approved Project.

Threshold (b). As analyzed and documented in the Certified MND, a Remedial Action Plan (RAP) was prepared to address potential hazardous materials conditions as a result of former historic land uses (i.e., gas station and automotive facilities) on the Project Site. The RAP, prepared by Stantec, dated July 15, 2014, is available for review at the Culver City Planning Division. The RAP summarizes previous environmental site assessments dating back to 2007. As detailed in the Certified MND, wells and borings confirmed that soils and groundwater beneath the site were adversely affected by petroleum hydrocarbons, as well as chlorinated hydrocarbons. Because of the site contamination, the LARWQCB required a RAP in 2014 to evaluate alternatives to clean-up or remediate such that petroleum hydrocarbon are reduced to a

point where concentrations meet the State Water Resources Control Board (SWRCB) Low-Threat UST Tank Closure Policy (LTCP) criteria or are decreasing such that applicable LTCP criteria are met within a reasonable timeframe. The 2014 RAP identified a preferred remedial alternative involving a series of total fluids extraction (TFE) events that would directly remove, treat and dispose of contaminated soils and groundwater, and in some cases soil vapor. Since 2014, while monitoring at the site has continued, soils and groundwater beneath the site have yet to be fully remediated and the site remains an active remediation site with the LARWQCB.

As with the Approved Project, the Modified Project would implement Mitigation Measure MM-HAZ-1, which requires preparation of a Soils Management and Remediation Plan (SMRP) for the entire Project Site. The SMRP would establish policy and requirements for the management and disposal of soils and groundwater, as well as for any steel structures, including underground storage tanks (USTs), should they be encountered, during soil-disturbing activities performed at the Project Site (i.e., excavation, grading, trenching, utility installation or repair, and other human activities) that may disturb potentially contaminated soils or groundwater. The SMRP would describe specific soil-, groundwater- and UST-handling controls required to comply with local, State, and Federal overseeing agencies; prevent unacceptable exposure to contaminated soils, groundwater or vapors during construction or operation; and prevent the improper disposal of contaminated soils, groundwater or steel structures. Implementation of this mitigation measure would reduce soil contamination-related impacts to a less than significant level under both the Approved Project and the Modified Project.

In addition, it is possible that asbestos containing materials (ACM) are present in the existing on-site building, as ACM was not banned until 1989. If released into the environment, ACM could pose a significant hazard to construction workers or the public. Both the Approved project and the Modified Project would implement Mitigation Measure MM-HAZ-2, which would require a comprehensive survey of the existing building prior to demolition in accordance with applicable regulations—including the National Emissions Standards for Hazardous Air Pollutants standards, SCAQMD Rule 1403, and California Division of Occupational Safety and Health (Cal/OSHA)—to verify the presence or absence of ACM. If ACM is encountered, MM-HAZ-2 requires remediation or abatement of these materials in accordance with all applicable regulations and standards before building demolition commences. Adherence with this mitigation measure would reduce risks associated with ACM to acceptable levels and associated impacts would be less than significant.

As discussed under Threshold (a), operation of the Modified Project would not create a significant risk of exposure to hazardous materials towards the public or the environment through the routine transport, use, or disposal of hazardous materials. Types of hazardous materials to be used in association with the Modified Project such as small quantities of potentially hazardous materials in the form of cleaning solvents, painting supplies, and pesticides for landscaping would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. The potential for creation of a significant hazard through routine transport of hazardous materials or the release of hazardous materials into the environment is considered less than significant.

Overall, implementation of MM-HAZ-1 and MM-HAZ-2 and compliance with applicable standards and regulations would ensure that potentially significant construction-related impacts associated with hazardous materials releases or accident conditions would be reduced to a less than significant level under both the Approved Project and the Modified Project, with impacts being similar.

Threshold (c). El Marino Elementary School is located approximately 0.17 miles from the Project Site. As with the Approved Project, the Modified Project's construction activities would use typical construction - related hazardous materials such as paint, adhesives, and fuels, all of which would be used, stored, and disposed of in accordance with applicable laws and regulations and manufacturers' instructions. discussed in Threshold (b), remediation at the former gasoline and service station/automotive repair facility would be necessary to clean-up impacted soils and groundwater. Under both the Approved Project and the Modified Project, all remediation would occur in adherence with MM-HAZ-1. Also, project demolition activities could involve the removal of ACM. However, any such removal would occur in adherence with MM-HAZ-2 under both the Approved Project and the Modified Project. The remediation activities and demolition activities would be implemented pursuant to strict regulatory requirements, would be localized to the Project Site, and existing schools are sufficient distance from the Project Site to preclude impacts from the remediation and demolition activities. Under both the Approved Project and the Modified Project, implementation of the prescribed mitigation measures would reduce risks associated with remediation activities and LBPs and ACMs to acceptable levels and associated impacts would be less than significant

Furthermore, operation of the Approved Project or the Modified Project would not create a significant risk of exposure to hazardous materials for the public or the environment, including the schools. Occupancy of the proposed hotel and restaurant uses would not cause hazardous substance emissions or generate hazardous waste. Types of hazardous materials to be used in association with the Modified Project such as small quantities of potentially hazardous materials in the form of cleaning solvents, painting supplies, and pesticides for landscaping would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. As with the Approved Project, the Project would not emit hazardous emissions or handle hazards or acutely hazardous materials, substances, or waste within a quarter-mile of an existing or proposed school. Impacts under the Modified Project would be less than significant with mitigation incorporated and similar to the Approved Project.

Threshold (d). As analyzed in the Certified MND, the Project Site is on the list of Open Active Leaking Underground Storage Tank Sites from GeoTracker due to its past use as a gasoline and service station, which could create a significant hazard to the public or the environment during construction and operation of the Project. However, with implementation of Mitigation Measure MM-HAZ-1, potentially significant impacts regarding hazardous materials with the existing Project Site would be reduced to a less than significant level. Further, no off-site facilities were listed on the databases reviewed that would appear to present an environmental concern for the Project Site. Therefore, while the Project Site is located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, development of the Approved Project or the Modified Project would not create a significant hazard to the public or the environment. Impacts under the Modified Project would be less than significant with mitigation incorporated and similar to the Approved Project.

Threshold (e). The Project Site is not located within an airport land use plan nor within two miles of any airport. The closest airports are Santa Monica Municipal Airport and Los Angeles International Airport (LAX), situated approximately 3.4 miles northwest and 2.5 miles south of the site, respectively. Based on the Project Site's distance to nearby airports, as with the Approved Project, the Modified Project would not cause any airport-related safety hazards or excessive noise, thus no impacts would occur.

Threshold (f). As with the Approved Project, while it is expected that the majority of construction activities for the Modified Project would be confined on-site, construction activities may temporarily affect access on

portions of adjacent streets during certain periods of the day. However, through-access for drivers, including emergency personnel, along all roads would still be provided. In these instances, the Modified Project would implement traffic control measures (e.g., construction flagmen, signage, etc.) to maintain flow and access. Furthermore, in accordance with Culver City requirements, as with the Approved Project, the Modified Project would develop a Construction Traffic Management Plan (see Mitigation Measure MM-PS-1), which includes designation of a haul route, to ensure that adequate emergency access is maintained during construction. Therefore, construction is not expected to result in inadequate emergency access under either the Approved Project or the Modified Project.

During operation, both the Approved Project and the Modified Project would generate traffic, however, emergency access to the Project Site and surrounding area would continue to be provided similar to existing conditions. As with the Approved Project, the Modified Project design and access would comply with applicable fire code requirements for emergency evacuation, including proper emergency exits for employees and visitors. Subject to review and approval of Project Site access and circulation plans by the Culver City Fire Department (CCFD), neither the Approved Project nor the Modified Project would impair implementation or physically interfere with adopted emergency response or emergency evacuation plans. As such, impacts under the Modified Project would be less than significant and similar to the Approved Project.

Threshold (g). As documented in the Certified MND, the Project Site is not located in an area subject to wildland fire hazards. Thus, no impacts would occur under the Approved Project or the Modified Project.

3.9.3 Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?

No substantial changes have occurred with respect to the circumstances under which the Modified Project would be undertaken. Since the MND was certified in 2021, no new major development has occurred around the Project Site. Land use patterns in the vicinity of the Project Site have remained the same and no major changes have occurred that would constitute changed circumstances for undertaking the Modified Project. Thus, no new circumstances in the immediate vicinity of the Project Site would necessitate any changes to the conclusions presented in the Certified MND.

3.9.4 Any New Information Requiring New Analysis or Verification?

There is no new information such as new cumulative projects, studies, plans, policies or regulations of substantial importance associated with the Modified Project relative to hazards and hazardous materials that would show that: (1) the Modified Project would have one or more significant effects not discussed in the Certified MND; (2) significant effects previously examined would be substantially more severe than shown in the Certified MND; (3) mitigation measures previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Modified Project, but the Modified Project proponents declined to adopt the mitigation measure; or (4) mitigation measures which are considerably different from those analyzed in the Certified MND would substantially reduce one or more significant effects on the environment, but the Modified Project proponents declined to adopt the mitigation measure.

3.9.5 Certified MND's Mitigation Measures Addressing Impact

The following mitigation measures set forth in the Certified MND to address hazards and hazardous materials impacts would be implemented as part of the Modified Project. No additional mitigation measures are required, as no new significant hazardous materials impacts would result from implementation of the Modified Project.

MM-HAZ-1: The Applicant shall retain a qualified environmental consultant to prepare a Soil Management and Remediation Plan (SMRP) for review and approval by the Culver City Building Safety Division, Department of Toxic Substances Control (DTSC) and Los Angeles Regional Water Quality Control Board (LARWQCB), as necessary, prior to the commencement of excavation and grading activities. The plan would include measures to remove and/or treat/remediate the impacted soils and groundwater to a level determined by the LARWQCB to be protective of human health and the environment and compatible with commercial use, in compliance with all applicable regulatory standards, under supervision of a certified environmental consultant licensed to oversee such remediation. The SMRP shall describe measures for (i) excavation of soils, (ii) characterization of soils to determine whether they qualify as hazardous waste under regulations such as 22 C.C.R. § 66262.11 or other regulations identified in the SMRP or otherwise identified by DTSC and/or LARWQCB, and (iii) disposal of excavated soils in compliance with all applicable regulations. The SMRP shall also describe measures for sampling, treatment and disposal of groundwater generated during construction as discussed in MM-HYD-1. The SMRP shall also provide measures for the evaluation of vapor intrusion risk at the Project site, and if necessary, modification of the Project design and/or installation of a vapor intrusion mitigation system consistent with the procedures and performance standards set forth in DTSC's October 2011 Vapor Intrusion Mitigation Advisory or as otherwise determined applicable by DTSC at the time of construction. Upon completion of the Soil Management and Remediation Plan, the Applicant shall contact the LARWQCB and DTSC, as necessary, to obtain a closure letter that states no further soils testing or remediation is required on the Project Site.

MM-HAZ-2: Prior to the issuance of any permit for the demolition or alteration of the existing on-site buildings, a comprehensive ACMs survey of the buildings shall be performed. If no ACMs are found, the Applicant shall provide a letter to the Culver City Building Safety Division from a qualified asbestos abatement consultant indicating that no ACMs are present in the on-site buildings. If ACMs are found to be present, they shall be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations.

3.9.6 Conclusion

Based on the above, the Modified Project would not result in any of the conditions set forth in PRC Section 21166(c) or CEQA Guidelines Sections 15162 or 15163 that would require the preparation of a Supplemental or Subsequent MND.

3.10 Hydrology and Water Quality

Thresholds (and Supporting Information Sources)	Impact Determination in the Certified MND	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Certified MND's Mitigation Measures Addressing Impacts
HYDROLOGY AND WATER QUALITY: Would the project:					
(a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	Less Than Significant with Mitigation Incorporated	No	No	No	Yes
(b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Less Than Significant	No	No	No	No
(c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surface in a manner which would:					
(i) result in substantial erosion or siltation on- or off-site?	Less Than Significant	No	No	No	No
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	Less Than Significant	No	No	No	No
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	Less Than Significant	No	No	No	No
(iv) impede or redirect flood flows?	Less Than Significant	No	No	No	No
(d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Less Than Significant	No	No	No	No
(e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less Than Significant	No	No	No	No

3.10.1 Impact Determination in the Certified MND

With regards to hydrology and water quality Threshold (a), the Certified MND concluded that impacts to water quality standards or waste discharge requirements would be less than significant under the Approved Project with implementation of Mitigation Measure MM-HYD-1. In regard to Thresholds (b)-(e), the Certified MND concluded that impacts related to groundwater supplies, drainage patterns, flooding, and conflicts with a water quality control or sustainable groundwater management plan would be less than significant under the Approved Project.

3.10.2 Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

Thresholds (a) –(e). With one less subterranean parking level, the Modified Project would require less excavation for the hotel building than the Approved Project, but would have a generally similar building footprint as the Approved Project. If any removed groundwater contains contaminants that exceed acceptable water quality regulatory standards of the LARWQCB or other appropriate agencies, this could be a potentially significant impact. As such, both the Approved Project and the Modified Project would implement Mitigation Measure MM-HYD-1 to address this potential impact, which requires implementation and completion of a dewatering plan that would dispose of contaminated groundwater in compliance with applicable regulatory requirements. Implementation of Mitigation Measure MM-HYD-1, along with Mitigation Measure MM-HAZ-1, would ensure that potentially significant impacts regarding groundwater contamination during dewatering activities on the Project Site are reduced to a less than significant level.

With regard to long-term water quality and hydrology impacts, per the applicable requirements of Chapter 5.05, Stormwater and Urban Runoff Pollution Control, Section 5.05.040, Standard Urban Stormwater Mitigation Plan (SUSMP) Requirements for New Development and Redevelopment Projects, of the CCMC, the Approved Project and the Modified Project would require a stormwater mitigation plan that complies with the most recent LARWQCB approved SUSMP. Similar to the Approved Project, the Modified Project would not increase runoff compared to existing conditions such that off-site erosion, siltation, flooding, or pollution occurs following redevelopment of the Project Site. As with the Approved Project, impacts related to hydrology and water quality under the Modified Project would be less than significant after mitigation, as applicable (Threshold (a)), and would be similar to the Approved Project. Other impacts under the Modified Project related to groundwater recharge and conflicts with water quality control plans or sustainable groundwater management plans would also be less than significant and similar to the Approved Project.

3.10.3 Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?

No substantial changes have occurred with respect to the circumstances under which the Modified Project would be undertaken. Since the MND was certified in 2021, no new major development has occurred around the Project Site. Land use patterns in the vicinity of the Project Site have remained the same and no major changes have occurred that would constitute changed circumstances for undertaking the Modified Project. Thus, no new circumstances in the immediate vicinity of the Project Site would necessitate any changes to the conclusions presented in the Certified MND.

3.10.4 Any New Information Requiring New Analysis or Verification?

There is no new information such as new cumulative projects, studies, plans, policies or regulations of substantial importance associated with the Modified Project relative to hydrology and water quality that would show that: (1) the Modified Project would have one or more significant effects not discussed in the Certified MND; (2) significant effects previously examined would be substantially more severe than shown in the Certified MND; (3) mitigation measures previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Modified Project, but the Modified Project proponents declined to adopt the mitigation measure; or (4) mitigation measures which are considerably different from those analyzed in the Certified MND would substantially reduce one or more

significant effects on the environment, but the Modified Project proponents declined to adopt the mitigation measure.

3.10.5 Certified MND's Mitigation Measures Addressing Impact

The following mitigation measure set forth in the Certified MND to address hydrology and water quality would be implemented as part of the Modified Project. No additional mitigation measures are required, as no new significant hydrology or water quality impacts would result from implementation of the Modified Project.

MM-HYD-1: If dewatering activities occur on-site during future redevelopment, samples shall be obtained from the water and analyzed for petroleum hydrocarbons, volatile organic compounds (VOCs) and oxygenates to ensure that they do not exceed applicable discharge requirements. Should the samples exceed any applicable discharge requirement, a dewatering plan shall be prepared by the Project applicant for submittal to the Los Angeles Regional Water Quality Control Board (LARWQCB), Los Angeles County, and other appropriate agencies determined appropriate in consultation with the LARWQCB for review and approval. The plan shall include but not be limited to sampling of groundwater generated during construction that may be contaminated; and treatment and disposal of contaminated groundwater generated during construction in compliance with applicable regulatory requirements. Written verification from the LARWQCB of approval of a dewatering plan completion shall be submitted to the Culver City Planning Division, Building Safety Division, and Department of Public Works prior to issuance of grading permit.

3.10.6 Conclusion

Based on the above, the Modified Project would not result in any of the conditions set forth in PRC Section 21166(c) or CEQA Guidelines Sections 15162 or 15163 that would require the preparation of a Supplemental or Subsequent MND.

3.11 Land Use and Planning

Thresholds (and Supporting Information Sources)	Impact Determination in the Certified MND	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Certified MND's Mitigation Measures Addressing Impacts
LAND USE AND PLANNING: Would the project:					
(a) Physically divide an established community?	Less Than Significant	No	No	No	No
(b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Less Than Significant	No	No	Yes	No

3.11.1 Impact Determination in the Certified MND

With regards to land use and planning Thresholds (a) and (b), the Certified MND concluded that impacts related to the division of an established community and conflicts with a land use plan, policy, or regulation would be less than significant under the Approved Project.

3.11.2 Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

Threshold (a). As with the Approved Project, the Modified Project is considered an infill development providing in keeping with the commercial character of the surrounding area. As with the Approved Project, the Modified Project does not propose uses that would physically separate or otherwise disrupt an existing residential use on or adjacent to the Project Site. Impacts under the Modified Project would be less than significant and similar to the Approved Project.

Threshold (b). At the time of the Certified MND, the Project Site had a General Plan Land Use designation of General Corridor and was zoned Commercial General (CG). The General Corridor Land Use designation and CG zone allowed small- to medium-scale commercial uses, emphasizing community-serving retail, office, and service uses, which were consistent with the General Corridor Land Use designation. As discussed in the Certified MND, the Approved Project would be consistent with the applicable (former) General Plan and Zoning provisions of the City. As demonstrated in the Certified MND analysis, with implementation of the Project's design features and prescribed mitigation measures, all identified potentially significant impacts associated with the proposed uses and land use designations would be reduced to a less than significant level. Therefore, the Approved Project would not result in conflicts with the applicable General Plan or Zoning Code or any other applicable land use plan, policy, or regulation such that significant physical impacts on the environment would occur. Impacts for the Approved Project would be less than significant.

The Modified Project is proposing a similar hotel building with associated retail use and would also result in less than significant impacts, with mitigation as applicable, as demonstrated in this Addendum. The Modified Project would also be consistent with the site's current General Plan land use and zoning designation "Mixed Use Corridor 2" (MU-2). Thus, as with the Approved Project, The Modified Project would not result in conflicts with the applicable General Plan or Zoning Code or any other applicable land use plan, policy, or regulation such that significant physical impacts on the environment would occur. Impacts for the Modified Project would be less than significant and similar to the Approved Project.

3.11.3 Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?

No substantial changes have occurred with respect to the circumstances under which the Modified Project would be undertaken. Since the MND was certified in 2021, no new major development has occurred around the Project Site. Land use patterns in the vicinity of the Project Site have remained the same and no major changes have occurred that would constitute changed circumstances for undertaking the Modified Project. Thus, no new circumstances in the immediate vicinity of the Project Site would necessitate any changes to the conclusions presented in the Certified MND.

3.11.4 Any New Information Requiring New Analysis or Verification?

With regard to new plans, the City of Culver City General Plan 2045 was approved on August 26, 2024, and went into effect on October 9, 2024. The General Plan 2045 is intended as a long-range planning document that serves as a roadmap for future decisions concerning a variety of issues, including land use, economic growth, transportation, housing, climate change, and more. As indicated above, the Project Site's new land use and zoning designation is "Mixed Use Corridor 2" (MU-2). The Modified Project's proposed uses are allowed under these designations. The Modified would also be developed per the applicable development standards of the updated Zoning Code. Thus, the Modified Project would not result in conflicts with the applicable General Plan or Zoning Code or any other applicable land use plan, policy, or regulation such that significant physical impacts on the environment would occur. Impacts for the Modified Project would be less than significant. Otherwise, there is no new information such as new cumulative projects, studies, plans, policies or regulations of substantial importance associated with the Modified Project relative to land use and planning that would show that: (1) the Modified Project would have one or more significant effects not discussed in the Certified MND; (2) significant effects previously examined would be substantially more severe than shown in the Certified MND; (3) mitigation measures previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Modified Project, but the Modified Project proponents declined to adopt the mitigation measure; or (4) mitigation measures which are considerably different from those analyzed in the Certified MND would substantially reduce one or more significant effects on the environment, but the Modified Project proponents declined to adopt the mitigation measure.

3.11.5 Certified MND's Mitigation Measures Addressing Impact

None required.

3.11.6 Conclusion

Based on the above, the Modified Project would not result in any of the conditions set forth in PRC Section 21166(c) or CEQA Guidelines Sections 15162 or 15163 that would require the preparation of a Supplemental or Subsequent MND.

3.12 Mineral Resources

Thresholds (and Supporting Information Sources)	Impact Determination in the Certified MND	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Certified MND's Mitigation Measures Addressing Impacts
MINERAL RESOURCES: Would the project:					
(a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	No Impact	No	No	No	No
(b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	No Impact	No	No	No	No

3.12.1 Impact Determination in the Certified MND

With regards to mineral resources Thresholds (a) and (b), the Certified MND concluded that no impacts related to the loss of availability of a known mineral resource or locally-important mineral resource would occur under the Approved Project.

3.12.2 Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

Thresholds (a)-(b). As analyzed in the Certified MND, the Project Site is located in a highly urbanized area of the City and is currently developed with a single-story commercial (retail) building and associated asphalt-paved surface parking lot. As such, the potential of uncovering mineral resources during construction activities is considered low. Therefore, the Approved Project would not result in the loss of availability of a known mineral resource delineated on a local general plan, specific plan, or other land use plan as there are no known mineral resources or mineral resource recovery sites on or near the Project Site. Since the Approved Project and Modified Project are located within the same Project Site, no impacts related to mineral resources would occur under the Approved Project or the Modified Project.

3.12.3 Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?

No substantial changes have occurred with respect to the circumstances under which the Modified Project would be undertaken. Since the MND was certified in 2021, no new major development has occurred around the Project Site. Land use patterns in the vicinity of the Project Site have remained the same and no major changes have occurred that would constitute changed circumstances for undertaking the Modified Project. Thus, no new circumstances in the immediate vicinity of the Project Site would necessitate any changes to the conclusions presented in the Certified MND.

3.12.4 Any New Information Requiring New Analysis or Verification?

There is no new information such as new cumulative projects, studies, plans, policies or regulations of substantial importance associated with the Modified Project relative to mineral resources that would show that: (1) the Modified Project would have one or more significant effects not discussed in the Certified MND; (2) significant effects previously examined would be substantially more severe than shown in the Certified MND; (3) mitigation measures previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Modified Project, but the Modified Project proponents declined to adopt the mitigation measure; or (4) mitigation measures which are considerably different from those analyzed in the Certified MND would substantially reduce one or more significant effects on the environment, but the Modified Project proponents declined to adopt the mitigation measure.

3.12.5 Certified MND's Mitigation Measures Addressing Impact

None required.

3.12.6 Conclusion

Based on the above, the Modified Project would not result in any of the conditions set forth in PRC Section 21166(c) or CEQA Guidelines Sections 15162 or 15163 that would require the preparation of a Supplemental or Subsequent MND.

3.13 Noise

Thresholds (and Supporting Information Sources)	Impact Determination in the Certified MND	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Certified MND's Mitigation Measures Addressing Impacts
NOISE: Would the project:					
(a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less Than Significant	No	No	No	No
(b) Generation of excessive groundborne vibration or groundborne noise levels?	Less Than Significant	No	No	No	No
(c) For a project located within a private air strip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No Impact	No	No	No	No

3.13.1 Impact Determination in the Certified MND

With regards to noise Thresholds (a)-(c), the Certified MND concluded that impacts to the generation of permanent increase of ambient noise levels, generation of excessive groundborne vibration, and proximity to a private airstrip/airport would be less than significant under the Approved Project.

3.13.2 Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

Threshold (a). As discussed in the Certified MND, existing noise sensitive uses within 500 feet of the Project Site include the existing one- and two-story single-family residences located across the service alley to the north and west of the Project Site.

On-Site Construction Noise

Construction activities and equipment associated with the Modified Project would be similar to the Approved Project. As with the Approved Project, the Modified Project would be constructed using typical construction techniques, no impact pile driving would be used. Project construction would require the use of mobile heavy equipment with high noise-level characteristics. Individual pieces of construction equipment expected to be used during Modified Project construction could produce maximum noise levels of 74 A-weighted decibels (dBA) to 90 dBA at a reference distance of 50 feet from the noise source.

The Modified Project would result in potentially significant impacts if Project construction occurred outside of the allowable CCMC permitted hours of 8:00 PM and 8:00 AM Monday through Friday; 7:00 PM and 9:00 AM Saturdays; and 7:00 PM and 10:00 AM Sundays; or, if Project-related operations would cause ambient noise levels to increase by 5 dBA Leq or more. However, as with the Approved Project, the Modified Project would install a temporary sound barrier during construction that blocks the line-of-sight between the Project Site and the residential uses to the west and northwest achieving a minimum 10 dBA reduction in noise. With the temporary sound barrier, as with the Approved Project, construction noise

levels are estimated to reach a maximum of 70 dBA at the nearest residential uses to the north and west of the Project Site. Thus, impacts related to on-site construction noise would be less than significant, similar to the Approved Project.

Off-Site Construction Activities

As with the Approved Project, the Modified Project would require the use of delivery and haul truck trips during various phases of construction, although no truck trips would occur between 8:00 PM and 8:00 AM Monday Through Friday, before 9:00 AM or after 7:00 PM on Saturday, or before 10:00 AM and 7:00 PM on Sunday. Haul trucks would be anticipated to access the Project Site from Slauson Avenue to remove demolition materials and provide deliveries to the Project Site during construction activities. The Modified Project's maximum number of daily haul truck trips would be similar to the Approved Project, but with only one level of subterranean parking, the Modified Project's use of haul trucks would occur over a shorter duration than the Approved Project. As with the Approved Project, the Modified Project's truck trips per day would result in a negligible noise level increase and would not increase noise levels by a "clearly noticeable" increase of 5 dBA over the ambient condition. As with the Approved Project, the Modified Project's off-site construction noise impacts would be less than significant, similar to the Approved Project.

Operation On-Site Noise

The existing noise environment in the Project vicinity is dominated by traffic noise from nearby roadways, as well as nearby commercial and residential activities. As with the Approved Project, the Modified Project's long-term operation of the Project would have a minimal effect on the noise environment in proximity to the Project Site. Noise generated by the Modified Project would result primarily from normal operation of the building mechanical equipment, outdoor/open space activities, parking garage, loading docks and refuse collection, and off-site traffic.

Fixed Mechanical Equipment

As with the Approved Project, the Modified Project's operation of mechanical equipment such as air conditioning equipment may generate audible noise levels. However, mechanical equipment would be shielded from nearby noise sensitive uses to attenuate noise and avoid conflicts with adjacent uses. It is not anticipated that the mechanical equipment would be significantly different under the Modified Project compared to the mechanical equipment proposed under the Approved Project. In addition, as with the Approved Project, the Modified Project would comply with the City's noise standards, which establish maximum permitted noise levels from mechanical equipment. As such, compliance with the City's noise standards would ensure that operational noise impacts are minimal. Therefore, noise impacts from fixed mechanical equipment during operation under the Modified Project would be less than significant, similar to the Approved Project.

Outdoor/Open Space Activities

Under the Approved Project, there would be an outdoor deck on the rooftop and outdoor courtyard spaces (ground floor, second and third floors) provided for the use of the hotel guests and visitors. As analyzed in the Certified MND, these spaces were all found to result in likely imperceptible noise levels at nearby noise sensitive receptors due to their distance, elevation, and/or shielding by the building envelope. The Modified Project would remove the Approved Project's outdoor rooftop areas, but would include an interior courtyard on level 2, similar to the Approved Project. Because of its internal location, noise occurring within this internal space would be shielded by the 5-story building and likely imperceptible at the nearby sensitive

receptors. Furthermore, all on-site activities would be subject to compliance with applicable Culver City operational noise regulations and requirements, such as those included in the CCMC. Therefore, noise impacts from outdoor/open space activities under the Modified Project would be less than significant, similar to the Approved Project.

Parking Garage

The Modified Project would consist of one subterranean parking level, as opposed to the Approved Project that consisted of two subterranean parking levels. As with the Approved Project, the Modified Project's access to the subterranean parking level would be adjacent to the alleyway but would include a barrier extending along its ramp length to minimize noise from vehicles entering the parking garage. All cars visiting the Project Site would enter from the southwest corner driveway on Slauson Avenue. As analyzed in the Certified MND, the noise generated by vehicles entering/exiting the subterranean parking garage would be less than the measured daytime and nighttime ambient noise levels for the nearby residential uses. Therefore, impacts related to noise generated by the parking garage under the Modified Project would be less than significant, similar to the Approved Project.

Loading Dock and Refuse Collection

As with the Approved Project, loading and refuse collection for the Modified Project would be located at the northern end of the Project Site along the service alley. Loading activities would be enclosed and shielded from surrounding sensitive uses. Based on a noise survey that was conducted at a loading dock and trash collection facilities by Environmental Science Associates (ESA), loading dock activity (namely idling semi-trucks and backup alarm beeps) and trash compactors could generate noise levels of approximately 70 dBA equivalent continuous sound level (Leq) and 66 dBA Leq, respectively, at a reference distance of 50 feet. As analyzed in the Certified MND, loading dock/trash collection noise levels from the Approved Project were calculated to be less than 50 dBA Leq at the nearest noise sensitive receptors. The Modified Project would result in similar noise level, which would not surpass the 5 dBA increase over ambient conditions significant noise impact threshold. As such, impacts related to noise generated by loading and refuse collection activities under the Modified Project would be less than significant, similar to the Approved Project.

Operation Off-site (traffic noise)

As analyzed in the Certified MND, operational traffic noise levels from the Approved Project concluded that the maximum increase in Project-related traffic noise levels over existing traffic noise levels would be 0.3 dBA, CNEL (community noise equivalent level), which would occur along Slauson Avenue, west of Jefferson Boulevard. The maximum cumulative noise increase from the Project plus related Project traffic would be 1.1 dBA CNEL, which would occur along Sepulveda Boulevard, between Slauson Avenue and Centinela Avenue. These increases in noise levels would be well below a "clearly noticeable" increase of 5.0 dBA CNEL in an area characterized by normally acceptable noise levels, and the increase in sound level would be lower at the remaining roadway segments analyzed. As discussed under Section 3.17, *Transportation*, the trip generation and vehicles miles travelled under the Modified Project would be less than the Approved Project. Thus, mobile-source source noise levels would be reduced under the Modified Project and any traffic noise increase would be well below a "clearly noticeable" increase of 5.0 dBA. As such, impacts related to traffic noise generated under the Modified Project would be less than significant, similar to the Approved Project.

Threshold (b).

Construction

The Certified MND included the below listed significance thresholds evaluate potential vibration impacts Project construction activities. A potentially significant impact would occur under the following circumstances:

- Potential building damage – Project construction activities cause ground-borne vibration levels to exceed 0.2 inch-per-second PPV at the nearest buildings.
- Potential human perception - Project construction activities cause ground-borne vibration levels to exceed 0.035 inch-per-second PPV at the nearest residential buildings.

Construction activities and equipment associated with the Modified Project would be similar to the Approved Project. As with the Approved Project, the Modified Project would be constructed using typical construction techniques, no impact pile driving would be used. Project construction would require the use of mobile heavy equipment,.

As with the Approved Project, individual pieces of construction equipment expected to be used during Modified Project construction could produce vibration velocities from operation of construction equipment in the range of approximately 0.001 to 0.031 inches per second peak particle velocity (PPV) at 50 feet from the source of activity.. The nearest single-family residential buildings across the service alley are located approximately 50 feet from the Project Site. These structures could be exposed to vibration levels from construction activities that would range from approximately from 0.001 to 0.031 inch per second PPV during construction, when construction activities occur near the property line. The vibration levels would not exceed the 0.2 inch per second PPV significance threshold for potential residential building damage or the 0.035 inch-per-second PPV human annoyance threshold. In addition, the Modified Project would result in similar vibration levels as the Approved Project at the oil pipeline that runs below the service alley, which were determined to be approximately 0.146 inches per second PPV under the Approved Project. As analyzed in the Certified MND, the existing oil pipeline, which is 18 feet from the Project Site, would experience vibrations from construction activities, reaching up to 0.146 inches per second PPV. The Certified MND concluded that the Approved Project's construction would not cause any damage or rupture the existing oil line .

Based on the above, vibration impacts during Modified Project construction activities would be less than significant, similar to the Approved Project.

As with the Approved Project, the Modified Project's operations would include typical commercial-grade stationary mechanical and electrical equipment, such as air handling units, condenser units, and exhaust fans, which would produce vibration. In addition, the primary sources of transient vibration would include passenger vehicle circulation within the proposed parking area. Groundborne vibration generated by each of the above-mentioned activities would generate up to 0.005 inches per second PPV adjacent to the Project Site. As with the Approved Project, the Modified Project's potential vibration levels from all operational sources at the closest existing sensitive receptor locations would be less than the significance threshold of 0.2 inch per second PPV significance threshold for potential residential building damage and 0.04 inch per

second PPV for perceptibility. Thus, operational vibration impacts would be less than significant, similar to the Approved Project.

Threshold (c). As analyzed in the Certified MND, the Project Site is not located within an airport land use plan or within two miles of an airport. The nearest airports are the Santa Monica Municipal Airport and LAX, located approximately 3.4 miles northwest and 2.5 miles to the south of the Project Site, respectively. As with the Approved Project, the Modified Project would not expose people in the Project vicinity to excessive noise levels from airport use and no impact would occur. Therefore, no impacts related to airstrips/airports would occur under the Approved Project or the Modified Project.

3.13.3 Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?

No substantial changes have occurred with respect to the circumstances under which the Modified Project would be undertaken. Since the MND was certified in 2021, no new major development has occurred around the Project Site. Land use patterns in the vicinity of the Project Site have remained the same and no major changes have occurred that would constitute changed circumstances for undertaking the Modified Project. Thus, no new circumstances in the immediate vicinity of the Project Site would necessitate any changes to the conclusions presented in the Certified MND.

3.13.4 Any New Information Requiring New Analysis or Verification?

There is no new information such as new cumulative projects, studies, plans, policies or regulations of substantial importance associated with the Modified Project relative to noise and vibration that would show that: (1) the Modified Project would have one or more significant effects not discussed in the Certified MND; (2) significant effects previously examined would be substantially more severe than shown in the Certified MND; (3) mitigation measures previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Modified Project, but the Modified Project proponents declined to adopt the mitigation measure; or (4) mitigation measures which are considerably different from those analyzed in the Certified MND would substantially reduce one or more significant effects on the environment, but the Modified Project proponents declined to adopt the mitigation measure..

3.13.5 Certified MND's Mitigation Measures Addressing Impact

None required.

3.13.6 Conclusion

Based on the above, the Modified Project would not result in any of the conditions set forth in PRC Section 21166(c) or CEQA Guidelines Sections 15162 or 15163 that would require the preparation of a Supplemental or Subsequent MND.

3.14 Population and Housing

Thresholds (and Supporting Information Sources)	Impact Determination in the Certified MND	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Certified MND's Mitigation Measures Addressing Impacts
POPULATION AND HOUSING: Would the project:					
(a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Less Than Significant	No	No	Yes	No
(b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No Impact	No	No	No	No

3.14.1 Impact Determination in the Certified MND

With regards to population and housing Threshold (a), the Certified MND concluded that impacts related to substantial population growth would be less than significant. With regards to displacement under Threshold (b), the Certified MND concluded that no impacts would occur.

3.14.2 Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

Threshold (a). As with the Approved Project, the Modified Project does not include any residential uses that would directly increase the population growth in the area. Any indirect population growth by the Project within the City and/or neighboring cities would be nominal and would not materially affect forecasted City or SCAG growth assumptions.

In addition, the Modified Project would generate a relatively similar number of employees as the Approved Project. The Certified MND concluded that the Approved Project would be within SCAG's employment growth assumptions for the City. As such, similar to the Approved Project, the Modified Project would not generate growth beyond the range of development anticipated within the established SCAG regional forecast for the City. Thus, as with the Approved Project, the Modified Project would not induce substantial population growth in the area either directly or indirectly and impacts would be less than significant, similar to the Approved Project.

Threshold (b). Existing uses on the Project Site include a single-story commercial (retail) building and an asphalt-paved surface parking lot along Jefferson Boulevard and Slauson Avenue, all of which would be demolished and removed to support development of the Project. As with the Approved Project, the Modified Project would not displace substantial numbers of existing local populations or housing such that construction of replacement housing would be necessary. Thus, no impacts would occur.

3.14.3 Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?

No substantial changes have occurred with respect to the circumstances under which the Modified Project would be undertaken. Since the MND was certified in 2021, no new major development has occurred around the Project Site. Land use patterns in the vicinity of the Project Site have remained the same and no major changes have occurred that would constitute changed circumstances for undertaking the Modified Project. Thus, no new circumstances in the immediate vicinity of the Project Site would necessitate any changes to the conclusions presented in the Certified MND.

3.14.4 Any New Information Requiring New Analysis or Verification?

The 2024–2050 RTP/SCS, known as Connect SoCal, includes SCAG’s updated population, households and employment projections for the region as well as local jurisdictions up through 2050.¹¹ As with the Certified MND’s analysis of SCAG’s growth projections, the Modified Project’s contribution of population would be a small fraction compared to projected population estimates. Further, as with the Approved Project, the Modified Project’s contribution to population growth would continue an infill growth pattern near transit facilities that is encouraged locally in the City’s plans and regionally by SCAG policies. Lastly, as with the Approved Project, the Modified Project would not generate a substantial permanent population growth in the Project area and City. Thus, impacts would be less than significant.

Otherwise, there is no new information such as new cumulative projects, studies, plans, policies or regulations of substantial importance associated with the Modified Project relative to population and housing that would show that: (1) the Modified Project would have one or more significant effects not discussed in the Certified MND; (2) significant effects previously examined would be substantially more severe than shown in the Certified MND; (3) mitigation measures previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Modified Project, but the Modified Project proponents declined to adopt the mitigation measure; or (4) mitigation measures which are considerably different from those analyzed in the Certified MND would substantially reduce one or more significant effects on the environment, but the Modified Project proponents declined to adopt the mitigation measure.

3.14.5 Certified MND’s Mitigation Measures Addressing Impact

None required.

3.14.6 Conclusion

Based on the above, the Modified Project would not result in any of the conditions set forth in PRC Section 21166(c) or CEQA Guidelines Sections 15162 or 15163 that would require the preparation of a Supplemental or Subsequent MND.

¹¹ SCAG, 2024. Connect SoCal 2024, April 2024. Available online at: <https://scag.ca.gov/connect-socal>, accessed January 2025.

3.15 Public Services

Thresholds (and Supporting Information Sources)		Impact Determination in the Certified MND	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Certified MND's Mitigation Measures Addressing Impacts
PUBLIC SERVICES: Would the project:						
(a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:						
i)	Fire protection?	Less Than Significant with Mitigation Incorporated	No	No	No	Yes
ii)	Police protection?	Less Than Significant with Mitigation Incorporated	No	No	No	Yes
iii)	Schools?	Less Than Significant	No	No	No	No
iv)	Parks?	Less Than Significant	No	No	No	No
v)	Other public facilities?	Less Than Significant	No	No	No	No

3.15.1 Impact Determination in the Certified MND

With regards to public services Thresholds (a.i)-(a.ii), the Certified MND concluded that impacts to fire protection and police protection would be less than significant under the Approved Project with implementation of Mitigation Measure MM-PS-1. With regards to schools, parks, and other public facilities, Thresholds (a.iii)-(a.v), the Certified MND concluded that impacts would be less than significant under the Approved Project.

3.15.2 Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

Threshold (a.i). As with the Approved Project, the Modified Project would involve construction activities and intensify the use of the Project Site so that it would increase demand on fire protection, response times, emergency access, and water infrastructure. As with the Approved Project, the Modified Project would be subject to compliance with the Culver City Fire Code (CCFC) requirements (including Chapter 33 of the 2019 CFC, Fire Safety During Construction and Demolition) which includes requirements to avoid substantial fire risk during construction activities. Regarding emergency access and response times during construction activities, as with the Approved Project, the Modified Project would implement Mitigation Measure MM-PS-1, which requires a Construction Traffic Management Plan to minimize disruptions to through traffic flow, maintain emergency vehicle access to the Project Site and neighborhood land uses, and schedule worker and construction equipment delivery to avoid peak traffic hours. Thus, impacts under the Modified Project during construction would be less than significant, similar to the Approved Project.

During operation, as with the Approved Project, the Modified Project would increase the amount of development at the Project Site and generate an increase of employees and visitors necessitating and incremental increase the demand for fire protection and emergency medical services. Regarding response times, as with the Approved Project, the Modified Project would be well served by alternative surrounding roadways with multiple alternative routes for emergency access and be located in close proximity to multiple fire stations. As with the Approved Project, the Modified Project would be subject to compliance with fire protection design standards, as necessary, per the California Building Code, California Fire Code, the CCMC, and the CCFD, to ensure adequate fire protection. Culver City's standard conditions of approval generally require that plans for building construction, fire flow requirements, fire protection devices (e.g., sprinklers and alarms), fire hydrants and spacing, and fire access including ingress/egress, turning radii, driveway width, and grading would be prepared for review and approval by the CCFD. As the Modified Project proposed a similar hotel development as the Approved Project, albeit with fewer hotel rooms, it would not result in the physical expansion of an existing fire station or a new fire station or require additional staffing to the fire protection facilities servicing the Project Site. Therefore, impacts to fire services during operation under the Modified Project would be less than significant and similar to the Approved Project.

Threshold (a.ii). As with the Approved Project, the Modified Project would result in construction activities that could affect emergency access and increase demand for police protection services. As with the Approved Project, the construction of the Modified Project could increase potential demand for Culver City Police Department (CCPD) services related to theft or vandalism and increased worker activity, as well as construction traffic that could affect emergency response times. To minimize disruptions to through traffic flow, maintain emergency vehicle access to the Project Site and neighboring land uses, and schedule worker and construction equipment delivery to avoid peak traffic hours, as with the Approved Project, the Modified Project would implement Mitigation Measure MM-PS-1, which requires a Final Construction Traffic Management. Given the visibility of the Project Site from adjacent roadways and surrounding properties, existing police presence in Culver City, maintained emergency access, and construction fencing, the Modified Project is not expected to increase demand on existing police services to a meaningful extent. Therefore, with the incorporation of the Modified Project's Construction Traffic Management Plan (MM-PS-1), the Modified Project would have a less than significant temporary impact with mitigation on police protection during the construction phases, similar to the Approved project. .

During operation, as with the Approved Project, the Modified Project would increase the amount of development at the Project Site and generate an increase of employees and visitors necessitating and incremental increase the demand for police protection services. As with the Approved Project, the Modified Project would include site security features such as building design to assist in crime prevention efforts and to reduce the demand for police protection services. The Modified Project design would include lighting on entry-ways and public areas to help reduce the potential for on-site crimes, including loitering, theft, and burglaries, and reduce demand for CCPD services. As with the Approved Project, the Modified Project would comply with CCMC Section 17.560 to ensure that the site design incorporates required security and crime reduction features. Given the Modified Project's planned on-site security measures, emergency access, and compliance with applicable local regulations, as with the Approved Project, the Modified Project is not expected to be beyond the scope of available police services. No new or expanded police facilities would be constructed as a result of the Modified Project. Thus, operational impacts under the Modified Project would be less than significant, similar to the Approved Project.

Threshold (a.iii). As with the Approved Project, the Modified Project operation would incrementally increase demand for school services due to nominal indirect population growth. As with the Approved Project, the Modified Project impacts related to schools would be addressed through payment of required Senate Bill 50 (SB 50) development fees pursuant to Section 65995 of the California Government Code, as applicable. In accordance with SB 50, the payment of these fees are deemed to provide full and complete mitigation for impacts to school facilities. As with the Approved Project, the Modified Project is not anticipated to result in substantial adverse physical impacts to schools that would alter existing school facilities or result in the need for new facilities, construction of which could cause significant environmental impacts, thus impacts would be less than significant, similar to the Approved Project.

Threshold (a.iv). As with the Approved Project, the Modified Project's operation would incrementally increase demand for park services. The Approved Project and Modified Project would not generate a new direct residential population as no residential uses are proposed. Despite the incremental indirect population increase, most hotel and restaurant employees are not expected to use local parks given limited lunch time hours, and to the extent they do use local parks it would likely be for passive recreation (walking or eating lunch) on weekdays when use of these parks is not considered at peak (i.e., peak usage of parks often occurs on weekends when the office uses are not in operation). In addition, although there is the possibility that hotel guests may utilize local parks and recreational facilities, the demand is also expected to be negligible since hotel guests would utilize the recreation amenities provided within the hotel, including the courtyards, fitness center, and pool uses that would be provided on-site. As with the Approved Project, the Modified Project is not anticipated to result in substantial adverse physical impacts to parks that would alter existing park facilities or result in the need for new facilities, construction of which could cause significant environmental impacts, thus impacts would be less than significant, similar to the Approved Project.

Threshold (a.v). As analyzed in the Certified MND, the Project Site is located in close proximity to various libraries in the City that would serve the Approved Project and Modified Project during operation. As with the Approved Project, introduction of new daytime employees and a nominal indirect population increase under the Modified Project would not affect the provision of library services. The Project's employees and visitors would utilize and, to some extent, impact the maintenance of public facilities, including roads. However, implementation of the Project would result in a minimal indirect population increase. Therefore, as with the Approved Project, the Modified Project would not significantly increase the use of government services compared to existing conditions. Construction activities would result in a temporary increased use of the surrounding roads. However, the use of such facilities would not require maintenance beyond normal requirements. As with the Approved Project, the Modified Project's applicant would need to pay all applicable impact fees of Culver City. Based on the above, as with the Approved Project, the Modified Project is not anticipated to result in substantial adverse physical impacts to other public facilities that would alter existing public facilities or result in the need for new facilities, construction of which could cause significant environmental impacts; thus, impacts would be less than significant, and similar to the Approved Project.

3.15.3 Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?

No substantial changes have occurred with respect to the circumstances under which the Modified Project would be undertaken. Since the MND was certified in 2021, no new major development has occurred around the Project Site. Land use patterns in the vicinity of the Project Site have remained the same and no

major changes have occurred that would constitute changed circumstances for undertaking the Modified Project. Thus, no new circumstances in the immediate vicinity of the Project Site would necessitate any changes to the conclusions presented in the Certified MND.

3.15.4 Any New Information Requiring New Analysis or Verification?

There is no new information such as new cumulative projects, studies, plans, policies or regulations of substantial importance associated with the Modified Project relative to public services that would show that: (1) the Modified Project would have one or more significant effects not discussed in the Certified MND; (2) significant effects previously examined would be substantially more severe than shown in the Certified MND; (3) mitigation measures previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Modified Project, but the Modified Project proponents declined to adopt the mitigation measure; or (4) mitigation measures which are considerably different from those analyzed in the Certified MND would substantially reduce one or more significant effects on the environment, but the Modified Project proponents declined to adopt the mitigation measure.

3.15.5 Certified MND's Mitigation Measures Addressing Impact

The following mitigation measure set forth in the Certified MND to address public services impacts would be implemented as part of the Modified Project. No additional mitigation measures are required, as no new significant cultural resource impacts would result from implementation of the Modified Project.

MM-PS-1: Construction Traffic Management Plan – A Construction Traffic Management Plan shall be developed by the Project contractor in consultation with the Project's traffic and/or civil engineer and approved by Culver City's Building Official, Engineer and/or Planning Manager, as applicable, prior to issuance of any Project demolition, grading or excavation permit. The Final Plan shall also be reviewed and approved by Culver City's Fire and Police Departments. The Culver City's Building Official, City Engineer and/or Planning Manager, as applicable reserve the right to reject any engineer at any time and to require that the Plan be prepared by a different engineer.

Prior to commencement of construction, the contractor shall advise the Public Works Inspector and Building Inspector ("Inspectors") of the construction schedule and shall meet with the Inspectors. Also, biweekly construction management meetings with City Staff and other surrounding developments that will potentially be under construction at around the same time as the Project shall be required, as determined appropriate by City Staff, to ensure concurrent construction projects are managed in collaboration with one another.

The Construction Traffic Management Plan shall identify, at a minimum, the following to the satisfaction of the City:

- The name and telephone number of a contact person who can be reached 24 hours a day regarding construction traffic complaints or emergency situations.
- An up-to-date list of local police, fire, and emergency response organizations and procedures for the continuous coordination of construction activity, potential delays, and any alerts related to unanticipated road conditions or delays, with local police, fire, and emergency response agencies. Coordination shall include the assessment of any alternative access routes that might be

required through the site, and maps showing access to and within the site and to adjacent properties.

- Procedures for the training and certification of the flag persons.
- The location, times, and estimated duration of any roadway closures, traffic detours, use of protective devices, warning signs, and staging or queuing areas.
- The location and travel routes of off-site staging and parking locations.
- The location of temporary power, portable toilet and trash and materials storage locations.
- The timing and duration of all street and/or lane closures and shall be made available to the City in digital format for posting on the City's website and distribution via email alerts on the City's "Gov Delivery" system. The Plans shall be updated weekly during the duration of Project construction, as determined necessary by the City Department of Public Works or designee determined appropriate by Public Works.
- Prior to approval of the Plan, the applicant shall conduct one (1) Community Meeting pursuant to the notification requirements of the City's Community Meeting guidelines, to discuss and provide the following information to the surrounding community:
 - 1) Construction schedule and hours.
 - 2) Framework for construction phases.
 - 3) Identify traffic diversion plan by phase and activity.
 - 4) Potential location of construction parking and office trailers.
 - 5) Truck hauling routes and material deliveries (i.e., identify the potential routes and restrictions. Discuss the types and number of trucks anticipated and for what construction activity).
 - 6) Emergency access plan.
 - 7) Demolition plan.
 - 8) Staging plan for the concrete pours, material loading and removal.
 - 9) Crane location(s).
 - 10) Accessible applicant and contractor contacts during construction activity and during off hours (relevant email address and phone numbers).

3.15.6 Conclusion

Based on the above, the Modified Project would not result in any of the conditions set forth in PRC Section 21166(c) or CEQA Guidelines Sections 15162 or 15163 that would require the preparation of a Supplemental or Subsequent MND.

3.16 Recreation

Thresholds (and Supporting Information Sources)	Impact Determination in the Certified MND	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Certified MND's Mitigation Measures Addressing Impacts
RECREATION: Would the project:					
(a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Less Than Significant	No	No	No	No
(b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Less Than Significant	No	No	No	No

3.16.1 Impact Determination in the Certified MND

With regards to recreation Thresholds (a) and (b), the Certified MND concluded that impacts to recreational facilities would be less than significant under the Approved Project.

3.16.2 Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

Thresholds (a)-(b). As discussed in Section 3.15, *Public Services*, Threshold (a.iv) above, as with the Approved Project, the Modified Project's use of existing parks is not expected to increase as a result of the Project, given limited lunch time hours and minimal number of hotel and restaurant employees. In addition, although there is the possibility that hotel guests may utilize local parks and recreational facilities, the demand is also expected to be negligible since hotel guests would utilize the recreation amenities provided within the hotel, including the courtyards, fitness center, and pool uses that would be provided on-site. Thus, recreational impacts under the Modified Project would be less than significant, similar to the Approved Project.

3.16.3 Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?

No substantial changes have occurred with respect to the circumstances under which the Modified Project would be undertaken. Since the MND was certified in 2021, no new major development has occurred around the Project Site. Land use patterns in the vicinity of the Project Site have remained the same and no major changes have occurred that would constitute changed circumstances for undertaking the Modified Project. Thus, no new circumstances in the immediate vicinity of the Project Site would necessitate any changes to the conclusions presented in the Certified MND.

3.16.4 Any New Information Requiring New Analysis or Verification?

There is no new information such as new cumulative projects, studies, plans, policies or regulations of substantial importance associated with the Modified Project relative to recreation that would show that: (1) the Modified Project would have one or more significant effects not discussed in the Certified MND; (2) significant effects previously examined would be substantially more severe than shown in the Certified

MND; (3) mitigation measures previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Modified Project, but the Modified Project proponents declined to adopt the mitigation measure; or (4) mitigation measures which are considerably different from those analyzed in the Certified MND would substantially reduce one or more significant effects on the environment, but the Modified Project proponents declined to adopt the mitigation measure.

3.16.5 Certified MND's Mitigation Measures Addressing Impact

None required.

3.16.6 Conclusion

Based on the above, the Modified Project would not result in any of the conditions set forth in PRC Section 21166(c) or CEQA Guidelines Sections 15162 or 15163 that would require the preparation of a Supplemental or Subsequent MND.

3.17 Transportation

Thresholds (and Supporting Information Sources)	Impact Determination in the Certified MND	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Certified MND's Mitigation Measures Addressing Impacts
TRANSPORTATION: Would the project:					
(a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Less Than Significant with Mitigation Incorporated	No	No	No	Yes
(b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	Less Than Significant	No	No	No	No
(c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less Than Significant	No	No	No	No
(d) Result in inadequate emergency access?	Less Than Significant	No	No	No	No

3.17.1 Impact Determination in the Certified MND

With regards to transportation Threshold (a), the Certified MND concluded that impacts related to conflicts with a program, plan, ordinance or policy addressing the circulation system would be less than significant with implementation of Mitigation Measures MM-TRANS-1 and MM-TRANS-2. In regard to Thresholds (b)-(d), the Certified MND concluded that impacts related to conflicts with CEQA Guidelines Section 15064.3, subdivision (b), hazards due to geometric design features, and inadequate emergency access would be less than significant under the Approved Project.

3.17.2 Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

Threshold (a). As discussed in the Certified MND, a traffic analysis was performed for the Approved Project based on the *Traffic Study for the Jeff Hotel Project Proposed at 11469 Jefferson Boulevard, Culver City* (herein referred to as the “Traffic Study”), prepared by Crain & Associates, 2020. The Traffic Study evaluated impacts for a variety of issues areas including: transit facilities, bicycle facilities, pedestrian facilities, roadway facilities, freeway ramp queuing, freeway mainline segments, residential street segments, project site queuing and parking (for informational purposes). As discussed in the Traffic Study, two mitigation measures were identified to address the potentially significant impact at Intersection No. 3 (Jefferson Boulevard & I-405 Freeway Northbound Ramps). Mitigation Measure MM-TRANS-1 requires the Approved Project to develop a Transportation Demand Management Plan (TDM Plan). The TDM Plan would include measures that would prioritize, to the extent possible, the reduction of Project vehicle trips, which would align with the requirements of the CCMC and the goals of the Circulation Element of the General Plan. Although the implementation of the above-mentioned TDM plan would result in a reduction in Approved Project vehicle trips, no percent decrease in Project vehicle trips was assumed in the Traffic Study to provide a more conservative mitigation analysis. Mitigation Measure MM-TRANS-2 requires the Approved Project to contribute funding to support the installation of closed-circuit television (CCTV) cameras at Intersection No. 3 (Jefferson Boulevard & I-405 Freeway Northbound Ramps) in order to observe traffic operations and respond rapidly to traffic incidents that can interrupt vehicle flow and transit

service. With implementation of the mitigation measures, the Project's impacts at Intersection No. 3 (Jefferson Boulevard & I-405 Freeway Northbound Ramps) would be reduced to a less-than-significant level. The remaining issues were all found to result in less than significant impacts.

Based on the *Supplemental Traffic Impact Study* prepared for the Modified Project (see Attachment A to this document), the Modified Project is expected to result in a net increase of 252 daily weekday trips including 67 AM peak hour trips (26 inbound and 41 outbound) and -7 PM peak hour trips (-1 inbound and -6 outbound). When compared to the Approved Project's trip generation estimates that were based on the ITE Trip Generation Manual (10th Edition), the Modified Project would experience reductions in vehicle trips by 835 daily trips (a 77% reduction), 5 AM peak hour (a 7% reduction), and 74 PM peak hour (a 110% reduction) trips. Therefore, traffic-related impacts would be reduced when compared to the Approved Project.

Furthermore, as analyzed in the Supplemental Traffic Study, vehicular access for the Modified Project would be similar to the Approved Project. As is the case under both projects, site access would be via dual entry lanes from westbound Slauson Avenue and from the public alley that connects to Slauson Avenue. Vehicles are expected to enter from Slauson Avenue, either drop passengers in the drop-off zone, or drive down to the subterranean parking garage, or drive to the ground floor parking area off the public alley. The Approved Project determined that spillover is not anticipated at the site driveways based on the proposed design and parking operations. As the Modified Project would generate fewer vehicle trips, the queuing at the site driveways would be reduced.

Additionally, the intersection of Slauson Avenue & Jefferson Boulevard was evaluated for queuing conditions for the Approved Project. Based on the analysis, it was determined that vehicle queues at the northeastbound left-turn lane, which would already experience spillover conditions, would experience worse queues with the addition of the Approved Project trips. Multiple alternatives were developed for City consideration that would provide additional capacity to the northeastbound left-turn lane. The City reviewed the design alternatives but did not provide final approval of the design. Given that the Modified Project would produce fewer vehicle trips than the Approved Project, it is assumed that the Modified Project would not exceed the queues of the Approved Project and therefore the design alternatives are assumed to remain appropriate.

Overall, the conclusion of the Supplemental Traffic Study was that the traffic impacts associated with the Modified Project would not exceed those of the Approved Project and there would not be any new potentially significant impacts. The Modified Project would also conform to the Condition of Approval set forth under Resolution No. 2021-P003 for the Approved Project, including the voluntary neighborhood traffic intrusion and parking measures discussed in the Certified MND.

Threshold (b). As discussed in the Certified MND, the Project Site is in proximity to the Westfield-Culver City Transit Center, which is a City-designated TPA. Since the Project Site is within a TPA, as with the Approved Project, the Modified Project is presumed to have a less than significant impact on VMT.

Threshold (c). As discussed in the Certified MND, there are no existing hazardous design features such as sharp curves or dangerous intersections on-site or within the Project vicinity. As with the Approved Project, the Modified Project would result in restriping along Slauson Avenue and Jefferson Boulevard, however, the restriping would decrease the potential for vehicle conflicts and improve traffic conditions. As with the

Approved Project, the Modified Project would involve changes to access points, such as new driveways along Slauson Avenue and two drive aisles separated by a concrete column near the back-of-sidewalk. One aisle would be used for passenger drop-offs and pick-ups, and the other for access to the subterranean parking level. There would be two exits onto an alley: one for both drive aisles and one for the subterranean parking level. Vehicles would travel north or south along the alley and all access improvements would be in compliance with City standards. Therefore, impacts related to hazards due to geometric design features or incompatible uses under the Modified Project would be less than significant and similar to the Approved Project.

Threshold (d). As with the Approved Project, the Modified Project may temporarily affect access on portions of adjacent streets during certain periods of the day, including during construction or potential off-site infrastructure upgrades/improvements. Nonetheless, as with the Approved Project, the Modified Project would implement traffic control measures to maintain flow and access. As with the Approved Project, the Modified Project would implement Mitigation Measure MM-PS-1, which includes designation of a haul route, to ensure that adequate emergency access is maintained during construction activities (See Section 3.15, *Public Services*).

During operation, as with the Approved Project, the Modified Project would result in improvements to access as discussed in Threshold (c) above. Emergency access to the Project Site and Project vicinity would continue to be served by the surrounding roadway network. As with the Approved Project, the Modified Project would comply with applicable fire code requirements for emergency evacuation and provide adequate emergency exits for employees and visitors. Thus, as with the Approved Project, the Modified Project would result in less than significant impacts, similar to the Approved Project.

3.17.3 Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?

No substantial changes have occurred with respect to the circumstances under which the Modified Project would be undertaken. Since the MND was certified in 2021, no new major development has occurred around the Project Site. Land use patterns in the vicinity of the Project Site have remained the same and no major changes have occurred that would constitute changed circumstances for undertaking the Modified Project. Thus, no new circumstances in the immediate vicinity of the Project Site would necessitate any changes to the conclusions presented in the Certified MND.

3.17.4 Any New Information Requiring New Analysis or Verification?

With regard to new plans, the City of Culver City General Plan 2045 was approved on August 26, 2024, and went into effect on October 9, 2024. The General Plan 2045 update to the previous General Plan is intended as a long-range planning document that serves as a roadmap for future decisions concerning a variety of issues, including land use, economic growth, transportation, housing, climate change, and more. Additionally, the 2024–2050 RTP/SCS, known as Connect SoCal, includes SCAG’s updated mobility projections for the region as well as local jurisdictions up through 2050.

Culver City Mobility Element

The Culver City Mobility Element underwent significant updates as part of the General Plan 2045 including a focus on multimodal transportation, downtown corridor improvements, enhanced safety measures, community engagement, and environmental considerations. The Mobility Element identifies existing

community mobility-related concerns and opportunities, and establishes goals, policies, and guidance to address these concerns for the future improvement of the transportation network, considering emerging technologies and innovations. The Modified Project would be consistent with the Mobility Element's goals including Goal M-1: a transportation network that is safe and accessible for all ages, physical abilities, and financial means; Goal M-4: a transportation system that provides affordable or free, equitable, and efficient access to employment centers, residential communities, schools, and other essential services; and Goal M-8: an active transportation network that supports healthy living and expands access to social determinants of health.¹²

As with the Approved Project, the Modified Project is located in an urbanized area of the City with existing roadway infrastructure. The Modified Project would contribute to a safe and accessible transportation network by providing a pedestrian-friendly design and bicycle parking that promotes active transportation to improve pedestrian safety and accessibility throughout the Project Site and Project vicinity. The Modified Project would not conflict with the Culver City General Plan 2045 Mobility Element such that any adverse physical impacts to the environment would occur.

SCAG's 2024-2050 RTP/SCS

The 2024-2050 RTP/SCS includes several updates compared to the 2020-2045 RTP/SCS including enhanced focus on equity, climate resilience, updated project priorities, and new technology and innovation.¹³ Similar to the Approved Project, the Modified Project would develop an infill development that would further connect and sustain communities in the City by providing alternative and active transportation through the implementation of bicycle parking and improved pedestrian access in the Project vicinity. In addition, as discussed in Section 3.14, *Population and Housing*, as with the Approved Project, the Modified Project's contribution to population growth would continue an infill growth pattern near transit facilities that is encouraged locally in the City's plans and regionally by SCAG policies. The Modified Project would not generate a substantial permanent population in the Project area or City and would be consistent with SCAG's growth projections. Therefore, impacts related to conflicts with a program, plan, ordinance, or policy addressing transportation under the Modified Project would be less than significant, similar to the Approved Project.

Otherwise, there is no new information such as new cumulative projects, studies, plans, policies or regulations of substantial importance associated with the Modified Project relative to transportation that would show that: (1) the Modified Project would have one or more significant effects not discussed in the Certified MND; (2) significant effects previously examined would be substantially more severe than shown in the Certified MND; (3) mitigation measures previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Modified Project, but the Modified Project proponents declined to adopt the mitigation measure; or (4) mitigation measures which are considerably different from those analyzed in the Certified MND would substantially reduce one or more

¹² Culver City, 2024. Culver City General Plan 2045, Mobility Element. Available online at: <https://www.culvercity.org/files/content/public/v/14/services/building-development/general-plan/mobility.pdf>, accessed January 2025.

¹³ SCAG, 2024. Connect SoCal 2024, April 2024. Available online at: <https://scag.ca.gov/connect-socal>, accessed January 2025.

significant effects on the environment, but the Modified Project proponents declined to adopt the mitigation measure.

3.17.5 Certified MND's Mitigation Measures Addressing Impact

The following mitigation measures set forth in the Certified MND addresses transportation-related impacts and would be implemented as part of the Modified Project. No additional mitigation measures are required, as no new significant noise impacts would result from implementation of the Modified Project

MM-TRANS-1: The Project shall implement a TDM Plan to encourage the use of non-auto modes of transportation and reduce vehicle trips. The TDM Plan shall be reviewed and approved by the City's Planning Division, Public Works/Engineering, and Transportation Staff for review prior to the issuance of the first building permit for the Project. The TDM Plan shall include, at a minimum, measures required by the CCMC. In addition, as recommended by the Project's Traffic Study, the TDM Plan shall also include, but not be limited to measures and strategies to reduce vehicle trips via amenity Improvements supporting alternative modes of transportation and a trip reduction program.

MM-TRANS-2: To enhance the traffic signal system in the Project study area and in response to the forecast significant Project impacts, the Applicant shall contribute a fixed-fee financial contribution toward funding traffic signal upgrades, including installation of closed-circuit television (CCTV) cameras at Intersection No. 3 (Jefferson Boulevard & 1-405 Northbound Ramps). The funding contributions toward Intersection No. 3 (Jefferson Boulevard & 1-405 Northbound Ramps) shall be based on coordination with Culver City's Planning Division and Public Works/Engineering Staff, as well as LADOT, as necessary. This, and any other required financial fair-share contributions, must be guaranteed prior to the issuance of the Project's building permit and completed prior to the issuance of the Project's certificate of occupancy. Temporary certificates of occupancy may be granted in the events of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of the Culver City's Planning Division and Public Works/Engineering Staff, as well as LADOT, as necessary.

3.17.6 Conclusion

Based on the above, the Modified Project would not result in any of the conditions set forth in PRC Section 21166(c) or CEQA Guidelines Sections 15162 or 15163 that would require the preparation of a Supplemental or Subsequent MND.

3.18 Tribal Cultural Resources

Thresholds (and Supporting Information Sources)	Impact Determination in the Certified MND	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Certified MND's Mitigation Measures Addressing Impacts
TRIBAL CULTURAL RESOURCES: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
(i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or)?	Less Than Significant with Mitigation Incorporated	No	No	No	Yes
(ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	Less Than Significant with Mitigation Incorporated	No	No	No	Yes

3.18.1 Impact Determination in the Certified MND

With regards to tribal cultural resources Thresholds (i) and (ii), the Certified MND concluded that impacts to tribal cultural resources would be less than significant with implementation of Mitigation Measure MM-CUL-2 under the Approved Project.

3.18.2 Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

Thresholds (i)-(ii). As indicated in the Certified MND, the Project Site has a high potential to encounter tribal cultural resources during construction given the Project Site's location near sacred villages (including the village of *Suangna*), water courses, major traditional trade routes, and its location within a cultural landscape. As a result, as with the Approved Project, the Modified Project would implement Mitigation Measure MM-CUL-2, which includes provisions for the Applicant to retain a Native American representative to monitor construction excavations associated with implementing the Project. In the event that unknown tribal cultural resources are encountered during construction activities, Mitigation Measure MM-CUL-2 would ensure that the Approved Project or the Modified Project would not cause a significant impact to tribal cultural resources and thus impacts would be less than significant. Therefore, impacts to tribal cultural resources under the Modified Project would be similar to the Approved Project..

3.18.3 Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?

No substantial changes have occurred with respect to the circumstances under which the Modified Project would be undertaken. Since the MND was certified in 2021, no new major development has occurred around the Project Site. Land use patterns in the vicinity of the Project Site have remained the same and no major changes have occurred that would constitute changed circumstances for undertaking the Modified

Project. Thus, no new circumstances in the immediate vicinity of the Project Site would necessitate any changes to the conclusions presented in the Certified MND.

3.18.4 Any New Information Requiring New Analysis or Verification?

There is no new information such as new cumulative projects, studies, plans, policies or regulations of substantial importance associated with the Modified Project relative to tribal cultural resources that would show that: (1) the Modified Project would have one or more significant effects not discussed in the Certified MND; (2) significant effects previously examined would be substantially more severe than shown in the Certified MND; (3) mitigation measures previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Modified Project, but the Modified Project proponents declined to adopt the mitigation measure; or (4) mitigation measures which are considerably different from those analyzed in the Certified MND would substantially reduce one or more significant effects on the environment, but the Modified Project proponents declined to adopt the mitigation measure.

3.18.5 Certified MND's Mitigation Measures Addressing Impact

Mitigation Measure MM-CUL-2 is required. See Section 3.5, *Cultural Resources*.

3.18.6 Conclusion

Based on the above, the Modified Project would not result in any of the conditions set forth in PRC Section 21166(c) or CEQA Guidelines Sections 15162 or 15163 that would require the preparation of a Supplemental or Subsequent MND.

3.19 Utilities and Service Systems

Thresholds (and Supporting Information Sources)	Impact Determination in the Certified MND	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Certified MND's Mitigation Measures Addressing Impacts
UTILITIES AND SERVICE SYSTEMS: Would the project:					
(a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Less Than Significant	No	No	No	No
(b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	Less Than Significant	No	No	No	No
(c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Less Than Significant	No	No	No	No

Thresholds (and Supporting Information Sources)	Impact Determination in the Certified MND	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Certified MND's Mitigation Measures Addressing Impacts
(d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Less Than Significant	No	No	No	No
(e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Less Than Significant	No	No	No	No

3.19.1 Impact Determination in the Certified MND

With regards to utilities and service systems Thresholds (a)-(e), the Certified MND concluded that impacts to require or result in the relocation or water, wastewater, stormwater, electric power, natural gas, or telecommunication facilities; sufficient water supplies; adequate wastewater treatment capacity; solid waste capacity; and comply with federal, state, and local management and reduction statutes and regulations would be less than significant under the Approved Project.

3.19.2 Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

Threshold (a).

As with the Approved Project, the Modified Project's construction activities would require temporary and intermittent utility demands, all of which would be accommodated by the existing utility services. As construction activities would be similar under the Approved Project and the Modified Projects, impacts would be less than significant and similar.

As analyzed in the certified MND, existing water, wastewater, stormwater, electric, natural gas, and telecommunications facilities would accommodate operation of the Approved Project.. The Approved Project included the development of 175 hotel rooms and 2,900 square feet of restaurant space. The Modified Project includes a reduced number of hotel rooms and overall restaurant space. As such, the Modified Project's proposed uses would generate incrementally less demand on utilities than the Approved Project. As with the Approved Project, all connections and infrastructure improvements, including the proposed fire system designed for the Modified Project, would be provided by the Project in consultation with the applicable utility service providers, including the Golden State Water Company (GSWC), Southern California Edison (SCE), and SoCalGas, as well as CCFD, when required. Therefore, as with the Approved Project, the Modified Project would not require or result in the relocation or construction of new or expanded utility-related facilities, the construction or relocation of which could cause significant environmental effects. Impacts under the Modified Project would be less than significant and similar to the Approved Project.

Threshold (b). As analyzed in the certified MND, water supplies available to the GSWC would accommodate development of the Approved Project.. The Approved Project included the development of 175 hotel rooms and 2,900 square feet of restaurant space. The Modified Project includes a reduced number of hotel rooms and overall restaurant space. As such, the Modified Project's proposed uses would generate

incrementally less water demand than the Approved Project. Accordingly, the GSWC would also have the ability to supply water to the Modified Project. Thus, water supply impacts under the Modified Project would be less than significant, similar to the Approved Project.

Threshold (c). As discussed in Threshold (a) above, as with the Approved Project, the Modified Project would generate less wastewater than the Approved Project. As such, as with the Approved Project, the Modified Project would not exceed wastewater treatment capacity of the Hyperion Water Reclamation Plant (HWRP), which was determined in the Certified MND to have ample capacity to treat wastewater from the Approved Project. Thus, wastewater treatment impacts under the Modified Project would be less than significant, similar to the Approved Project.

Threshold (d). As with the Approved Project, the Modified Project construction activities would generate debris like metal scrap, lumber, and concrete, which would be recycled or disposed of in compliance with local, state, and federal regulations. As analyzed in the certified MND, the Approved Project included the development of 175 hotel rooms and 2,900 square feet of restaurant space. The Modified Project includes a reduced number of hotel rooms and overall restaurant space. As such, the Modified Project's proposed uses would generate incrementally less solid waste than the Approved Project. As with the Approved Project, the Modified Project would adhere to the City's standard conditions for recycling and reusing materials. In addition, as with the Approved Project, solid waste generated by the Modified Project would be managed by the existing regional landfills, with no need for new facilities. As with the Approved Project, the Modified Project would not cause any significant impacts from conflicting with statutes or regulations related to solid waste during operation. Impacts would be less than significant and similar to the Approved Project.

Threshold (e). As with the Approved Project, the Modified Project would integrate its waste into the City's waste stream, with diversion rates not being substantially altered. In accordance with the California Green Building Standards Code (CALGreen), as with the Approved Project, the Modified Project would divert at least 65% of construction waste, complying with state laws and local requirements. As with the Approved Project, the Modified Project does not include any component that would conflict with state laws governing construction or operational solid waste diversion and would comply pursuant to local implementation requirements. Impacts under the Modified Project would be less than significant and similar to the Approved Project.

3.19.3 Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?

No substantial changes have occurred with respect to the circumstances under which the Modified Project would be undertaken. Since the MND was certified in 2021, no new major development has occurred around the Project Site. Land use patterns in the vicinity of the Project Site have remained the same and no major changes have occurred that would constitute changed circumstances for undertaking the Modified Project. Thus, no new circumstances in the immediate vicinity of the Project Site would necessitate any changes to the conclusions presented in the Certified MND.

3.19.4 Any New Information Requiring New Analysis or Verification?

There is no new information such as new cumulative projects, studies, plans, policies or regulations of substantial importance associated with the Modified Project relative to utilities that would show that: (1)

the Modified Project would have one or more significant effects not discussed in the Certified MND; (2) significant effects previously examined would be substantially more severe than shown in the Certified MND; (3) mitigation measures previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Modified Project, but the Modified Project proponents declined to adopt the mitigation measure; or (4) mitigation measures which are considerably different from those analyzed in the Certified MND would substantially reduce one or more significant effects on the environment, but the Modified Project proponents declined to adopt the mitigation measure.

3.19.5 Certified MND's Mitigation Measures Addressing Impact

None required.

3.19.6 Conclusion

Based on the above, the Modified Project would not result in any of the conditions set forth in PRC Section 21166(c) or CEQA Guidelines Sections 15162 or 15163 that would require the preparation of a Supplemental or Subsequent MND.

3.20 Wildfire

Thresholds (and Supporting Information Sources)	Impact Determination in the Certified MND	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Certified MND's Mitigation Measures Addressing Impacts
WILDFIRE: Would the project:					
(a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	No Impact	No	No	No	No
(b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?	No Impact	No	No	No	No
(c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	No Impact	No	No	No	No
(d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	No Impact	No	No	No	No

3.20.1 Impact Determination in the Certified MND

With regards to wildfire Thresholds (a)-(d), the Certified MND concluded that impacts to wildfire would not occur under the Approved Project.

3.20.2 Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

Thresholds (a)-(d). As documented in the Certified MND, the Project Site is not located in an area subject to wildland fire hazards. Thus, no impacts would occur under the Approved Project or the Modified Project.

3.20.3 Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?

No substantial changes have occurred with respect to the circumstances under which the Modified Project would be undertaken. Since the MND was certified in 2021, no new major development has occurred around the Project Site. Land use patterns in the vicinity of the Project Site have remained the same and no major changes have occurred that would constitute changed circumstances for undertaking the Modified Project. Thus, no new circumstances in the immediate vicinity of the Project Site would necessitate any changes to the conclusions presented in the Certified MND.

3.20.4 Any New Information Requiring New Analysis or Verification?

There is no new information such as new cumulative projects, studies, plans, policies or regulations of substantial importance associated with the Modified Project relative to wildfire that would show that: (1) the Modified Project would have one or more significant effects not discussed in the Certified MND; (2) significant effects previously examined would be substantially more severe than shown in the Certified MND; (3) mitigation measures previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Modified Project, but the Modified Project proponents declined to adopt the mitigation measure; or (4) mitigation measures which are considerably different from those analyzed in the Certified MND would substantially reduce one or more significant effects on the environment, but the Modified Project proponents declined to adopt the mitigation measure.

3.20.5 Certified MND's Mitigation Measures Addressing Impact

None required.

3.20.6 Conclusion

Based on the above, the Modified Project would not result in any of the conditions set forth in PRC Section 21166(c) or CEQA Guidelines Sections 15162 or 15163 that would require the preparation of a Supplemental or Subsequent MND.

3.21 Mandatory Findings of Significance

Thresholds (and Supporting Information Sources)	Impact Determination in the Certified MND	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Certified MND's Mitigation Measures Addressing Impacts
(a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	Less Than Significant with Mitigation Incorporated	No	No	No	Yes
(b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	Less Than Significant with Mitigation Incorporated	No	No	No	Yes
(c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Less Than Significant with Mitigation Incorporated	No	No	No	Yes

3.21.1 Impact Determination in the Certified MND

With regards to mandatory findings of significance Thresholds (a)-(c), the Certified MND concluded that impacts would be less than significant with mitigation under the Approved Project.

3.21.2 Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

Threshold (a). As discussed in the sections above, as with the Approved Project, the Modified Project would not cause significant unmitigable environmental impacts. The Project Site is currently developed with a single-story commercial (retail) building and asphalt-paved surface parking lot. As discussed above in Section 3.5, Threshold (a), no impacts regarding historical resources would occur with Modified Project implementation. As with the Approved Project, the Modified Project would not substantially impact any scenic vistas, scenic resources, or the visual character of the area, as discussed in Section 3.1, and would not result in excessive light or glare. The Project Site is located within an urbanized area with no natural habitat. As with the Approved Project, the Modified Project would not significantly impact any sensitive plants, plant communities, fish, wildlife or habitat for any sensitive species, as discussed in Section 3.4. Potentially significant impacts to nesting birds would be reduced to a less than significant level with implementation of Mitigation Measure MM-BIO-1. Adverse impacts to archaeological and human remains resources could occur. However, as with the Approved Project, construction-phase procedures would be implemented by the Modified Project in the event any important archaeological resources or human remains are discovered during grading and excavation activities, consistent with MM-CUL-1 through MM-CUL-4. Adverse impacts to paleontological resources could also occur as well. Mitigation Measures MM-GEO-2

through MM-GEO-5 provide construction-phase procedures that would be implemented in the event any important paleontological resources are discovered during grading and excavation activities.

This Project Site is not known to have any association with an important example of California's history or prehistory. The environmental analysis provided in Section 3.3 and 3.8 concludes that impacts related to emissions of criteria pollutants, other air quality impacts, and impacts related to climate change will be less than significant. Section 3.10 concludes that impacts related to hydrology and water quality will be less than significant after implementation of the prescribed mitigation measures, where applicable. Based on the preceding analysis of potential impacts in the responses to items 3.1 thru 3.20, no evidence is presented that this Modified Project would degrade the quality of the environment. The City hereby finds that impacts related to degradation of the environment, biological resources, and cultural resources will be less than significant with mitigation incorporated, as necessary. Impacts would be similar or less than the Approved Project.

Threshold (b). A significant impact may occur if a proposed project, in conjunction with related projects, would result in impacts that are less than significant when viewed separately, but would be significant when viewed together. As discussed in Sections 3.1, Aesthetics, through 3.20, Wildfire, above, as with the Approved Project, the Modified Project would not result in any significant and unavoidable Project-specific with implementation of Project-specific mitigation measures. All project-level impacts under the Modified Project were found to be less than or similar to the Approved Project. As such, consistent with the findings in the Certified MND, the Modified Project would also not have any impacts that are individually limited, but cumulatively considerable.

Threshold (c). Based on the analysis above, as with the Approved Project, there is no indication that the Modified Project could result in substantial adverse effects on human beings. While there would be a variety of effects during construction related to air quality, noise, and traffic, these impacts would be less than significant based on compliance with applicable regulatory requirements and established impact thresholds. Long-term effects would include increased vehicular traffic, traffic-related noise, periodic on-site operational noise, minor changes to on-site drainage, and changing of the visual character of the site, with a majority of these impacts affecting adjacent roadway segments and intersections. The analysis herein concludes that direct and indirect environmental effects would be less than significant. Based on the analysis in this Addendum, the City finds that direct and indirect impacts under the Modified Project to human beings will be less than significant with mitigation incorporated, as necessary.

3.21.3 Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?

No substantial changes have occurred with respect to the circumstances under which the Modified Project would be undertaken. Since the MND was certified in 2021, no new major development has occurred around the Project Site. Land use patterns in the vicinity of the Project Site have remained the same and no major changes have occurred that would constitute changed circumstances for undertaking the Modified Project. Thus, no new circumstances in the immediate vicinity of the Project Site would necessitate any changes to the conclusions presented in the Certified MND.

3.21.4 Any New Information Requiring New Analysis or Verification?

There is no new information such as new cumulative projects, studies, plans, policies or regulations of substantial importance associated with the Modified Project that would show that: (1) the Modified Project

would have one or more significant effects not discussed in the Certified MND; (2) significant effects previously examined would be substantially more severe than shown in the Certified MND; (3) mitigation measures previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Modified Project, but the Modified Project proponents declined to adopt the mitigation measure; or (4) mitigation measures which are considerably different from those analyzed in the Certified MND would substantially reduce one or more significant effects on the environment, but the Modified Project proponents declined to adopt the mitigation measure.

3.21.5 Certified MND's Mitigation Measures Addressing Impact

None required.

3.21.6 Conclusion

Based on the above, the Modified Project would not result in any of the conditions set forth in PRC Section 21166(c) or CEQA Guidelines Sections 15162 or 15163 that would require the preparation of a Supplemental or Subsequent MND.

4. Addendum Conclusion

As demonstrated by the discussion above, impacts associated with the Modified Project would be similar or less than the impacts addressed in the Certified MND for the Approved Project. No substantial changes would occur with respect to the circumstances under which the Modified Project is undertaken that would require major revisions of the Certified MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. In addition, no new information of substantial importance has become available relative to any of the environmental topic categories that would result in new or more severe significant environmental impacts. In addition, the applicable mitigation measures included as part of the Certified MND of the Approved Project would continue to be implemented under the Modified Project. As all of the impacts of the Modified Project would be within the envelope of impacts analyzed in the Certified MND, none of the conditions described in PRC Section 21166 and CEQA Guidelines Sections 15162 and 15163 requiring a Supplemental or Subsequent EIR would occur. Additionally, there are no known mitigation measures that were previously considered infeasible but are now considered feasible that would reduce one or more significant effects on the environment identified in the Certified MND. Therefore, the Modified Project would not create any potential adverse impacts beyond those evaluated in the Certified MND. As such, the preparation of an addendum that amends the Project Description in the Certified MND to include the Modified Project is appropriate and fully complies with the requirements of PRC Section 21166 and CEQA Guidelines Sections 15162, 15163, and 15164.

Attachment A

**Supplemental Traffic Study for
Silicon Beach Hotel Project**



A LOCHNER COMPANY

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MONTEREY PARK ORANGE ONTARIO SAN DIEGO

To: Adam Corral, Verdant Culver City, LLC

From: Hilary Mau, Senior Planner, KOA/Lochner

Subject: Supplemental Traffic Impact Study for the Silicon Beach Hotel at 11469 Jefferson Boulevard, City of Culver City

KOA Corporation (KOA) has prepared this supplemental Traffic Impact Study (TIS) for the proposed Silicon Beach Hotel (the "Project") located at 11469 Jefferson Boulevard in the City of Culver City (the "City"). This Project is replacing the previously entitled Jeff Hotel project (the "Approved Project") which KOA evaluated in the *Traffic Impact Study for the Jeff Hotel Proposed at 11469 Jefferson Boulevard, Culver City* dated October 19, 2020, that is included as **Attachment A**. The Approved Project consisted of the development of a boutique hotel with 175 rooms, 3,400 square feet of supporting restaurant space (including 500 square feet of outdoor dining area), a 7,000 square-foot lounge, a 5,100 square-foot rooftop bar, and 4,800 square feet of conference/meeting room space, for a total floor area of approximately 111,000 square feet. The Project under new ownership proposes the development of a residence inn hotel with 147 rooms and an approximately 13,355 square foot of lobby space that includes dining and restaurant uses, and a 600 square foot standalone coffee shop. This technical memorandum has been prepared to provide comparative trip generation, queuing, and vehicle miles traveled (VMT) analyses to determine if the Project traffic and VMT conditions would be consistent with or less intense than the Approved Project. No operational analyses were conducted in this comparative analysis.

PROJECT BACKGROUND

The Approved Project's Mitigated Negative Declaration (MND) was adopted by the City Council on July 12, 2021. Since approval of the Approved Project, a new developer has taken over the Project development (the "Applicant") and redesigned the Approved Project to its current form. The land use components and changes for the Approved Project and the current Project are summarized in **Table 1**.

Table 1: Project Land Use Changes

Land Use	Approved Project	Project	Project vs. Approved Project
Boutique Hotel	175 guest rooms	0 guest rooms	- 175 guest rooms
Business Hotel	0 guest rooms	147 guest rooms	+ 147 guest rooms
Coffee Shop Without Drive-Through	0 square feet	600 square feet	+ 600 square feet

The TIS for the Approved Project analyzed a total of seven (7) intersections. Of these, one (1) intersection resulted in a significant impact -- the intersection of Jefferson Boulevard & I-405 Freeway Northbound Ramps. This significant impact was mitigated through a combination of mitigation measures that included voluntary improvement measures to deal with existing neighborhood traffic intrusion problems and Transportation Demand management (TDM) plan measures which are outlined in the Mitigation Measures section of the TIS.

PROJECT DESCRIPTION

The Project site is located at 11469 Jefferson Boulevard, which is situated at the northwest corner of the intersection of Jefferson Boulevard and Slauson Avenue. The Project site is generally bounded by Jefferson Boulevard to the east, an unnamed service alley to the west, low-density commercial development to the north, and Slauson Avenue to the south. The Project site vicinity map is provided in **Attachment B**.

The Project includes the development of a residence inn hotel with 147 rooms and an approximately 13,355 square foot of lobby space that includes dining and restaurant uses, and a 600 square foot standalone coffee shop. The Project will replace an existing 13,301 square foot strip retail center. Access to the hotel will be via a driveway on Slauson Avenue and the unnamed public alley that borders the site to the north. The Project site would be accessed by dual entry lanes from westbound Slauson Avenue. The drive aisle closer to the hotel would serve as a passenger drop-off and pick-up area. The second drive aisle would allow entering vehicles to access the parking ramp down to the one subterranean parking level or to access the ground floor parking area off of the unnamed public alley. There would be two Project driveway exits onto the adjacent unnamed alley to egress onto the surrounding roadway system. One exit driveway would be provided directly off of the dual drive aisles (which would merge into a single aisle approaching the alley), while the second exit would provide egress for vehicles exiting the ground floor parking. Exiting vehicles would be allowed to travel north or south along the unnamed alley toward Berryman Avenue or Slauson Avenue, respectively. The Project's parking will be provided with 30 spaces provided on the ground floor and one subterranean parking level with approximately 76 spaces for a total of 106 parking spaces. The Project parking supply would be designed with a reduced parking supply as permissible by the City Municipal Code. **Attachment C** illustrates the Project Site Plan.

TRANSPORTATION STUDY GUIDELINE REVISIONS

The operational analyses of the Approved Project were based on the *Traffic Study Criteria for the Review of Proposed Development Projects within the City of Culver City* (July 2012) which were in effect at the time of the beginning of the Approved Project entitlement process and approval period. The Approved Project's traffic study evaluated a total of seven (7) study intersections. The City adopted the *Transportation Study Criteria and Guidelines* (the "TS Guidelines") on July 13, 2020 to conform to the requirements guided by SB 743. SB74 shifted the performance metric from level of service (LOS) to VMT for evaluating transportation impacts under the California Environmental Quality Act (CEQA) including for studies of projects within the City. Per the July 13, 2020 guidelines, a TS is required when a development project is likely to add 250 or more net daily vehicle trips to the local street system. The Approved Project's October 19, 2020 TIS was determined to meet this requirement. The July 13, 2020 TS Guidelines are currently in effect and the Original Project's TIS, if found to be applicable to the Project, serves as the Project's TS.

PROJECT TRIP GENERATION ASSESSMENT

Since the Approved Project, the Institute of Transportation Engineers (ITE) *Trip Generation Manual* has gone through an update. The current trip generation rates published in the ITE *Trip Generation Manual* (11th Edition, 2021) include rates that are more reflective of current traffic conditions (especially in more densely developed areas such as the Project site). Therefore, the Project trip generation was calculated using the 11th Edition as a source instead of the 10th Edition. The ITE trip rates are summarized in **Table 2**.

Table 2 - Trip Generation Rates

ITE Land Use Code (LUC)	ITE Trip Rate ^[1]		Daily (2-Way)	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
312	Business Hotel	Trips/Room	4.02	39%	61%	0.36	55%	45%	0.31
936	Coffee/Donut Shop without Drive-Through Window ^[2]	Trips/1000 Sq. Ft.	535.71	51%	49%	93.08	50%	50%	32.29
822	Strip Retail Plaza (<40k sq. ft.)	Trips/1000 Sq. Ft.	54.45	60%	40%	2.36	50%	50%	6.59

[1] Source: *Institute of Transportation Engineers Trip Generation, 11th Edition*

[2] ITE does not provide a daily rate for LUC 936; therefore, the daily trips were calculated based on a similar land use type LUC 931 Coffee/Donut Shop with Drive-Through Window. They were estimated by developing a Daily to (AM+PM peak hour) factor using the land use's baseline vehicle trips and then applying this factor to the combined (AM+PM) peak-hour trips.

It is expected that there will be some internal trips between the hotel and coffee shop uses. An internal trip discount was determined based on internal trip capture rates from the National Cooperative Highway Research Program (NCHRP) Report 684. The internal trip capture rates are shown in **Table 3**.

Table 3 – Internal Trip Capture Rates

From	ITE Land Use ^[3]	To	AM Peak Hour		PM Peak Hour	
			In	Out	In	Out
312	Business Hotel	Coffee Shop	4%	8%	41%	51%
936	Coffee/Donut Shop without Drive-Through Window	Hotel	6%	2%	5%	5%

[3] Source: *NCHRP Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments (based on the average of the unconstrained internal capture rates between hotel and retail land uses presented in Tables 94-97)*

Based on the ITE trip rates and internal trip capture rates above, the Project trip generation was calculated and is shown in **Table 4**. As shown in this table, the Project is expected to result in a net increase of 252 daily weekday trips including 67 AM peak hour trips (26 inbound and 41 outbound) and -7 PM peak hour trips (-1 inbound and -6 outbound). When compared to the Approved Project's trip generation estimates that was based on the ITE Trip Generation Manual (10th Edition), the Project would experience reductions in vehicle trips by 835 daily trips (a 77% reduction), 5 AM peak hour (a 7% reduction), and 74 PM peak hour (a 110% reduction) trips.

Table 4 – Project Trip Generation

Land Use	Size	Average Weekday	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Project Land Uses								
Business Hotel Baseline Vehicle Trips	147 Rooms	591	21	32	53	25	21	46
Internal Capture ^[4]		(24)	(1)	(2)	(3)	-	(1)	(1)
Sub-Total (including Internal Capture)		567	20	30	50	25	20	45
Coffee/Donut Shop without Drive-Through Window	600 sq. ft.	321	29	27	56	10	9	19
Internal Capture ^[4]		(17)	(2)	(1)	(3)	(1)	-	(1)
Sub-Total (including Internal Capture)		304	27	26	53	9	9	18
25% Pass-By Adjustment ^[5]		(76)	(7)	(7)	(14)	(2)	(2)	(4)
Sub-Total (including Pass-By Adjustment)		228	20	20	39	7	7	14
Project Land Use Vehicle Trips		795	40	50	89	32	27	59
Existing Land Uses (To Be Removed)								
Strip Retail Plaza (<40k sq. ft.)	13,301 sq. ft.	724	19	12	31	44	44	88
25% Pass-By Adjustment ^[5]		(181)	(5)	(3)	(8)	(11)	(11)	(22)
Sub-Total (including Pass-By Adjustment)		543	14	9	23	33	33	66
Existing Land Use Vehicle Trips		543	14	9	23	33	33	66
Net Project Total Trip Generation		252	26	41	67	(1)	(6)	(7)
Approved Project Total Trip Generation ^[6]		1,087	42	30	72	36	31	67
Difference in Trips (Project - Approved Project)		(835)	(16)	11	(5)	(37)	(37)	(74)

[4] For Internal Capture, the average unconstrained internal capture rates derived from the NCHRP Report 684 were applied to the entering and exiting trip totals for the hotel and retail land uses. The lower internal trip total from the separate trip origin and trip destination calculations was utilized for each pair of uses sharing trips with each other.

[5] Maximum pass-by adjustment permitted by the City.

[6] Approved Project total trip generation based on ITE Trip Generation Manual, 10th Edition

QUEUING ASSESSMENT

Vehicular access for the Project will be similar to the Approved Project. As is the case under both projects, site access will be via dual entry lanes from westbound Slauson Avenue and from the unnamed public alley that connects to Slauson Avenue. Vehicles are expected to enter from Slauson Avenue, either drop passengers in the drop-off zone, or drive down to the subterranean parking garage, or drive to the ground floor parking area off the unnamed public alley. The Approved Project determined that spillover is not anticipated at the site driveways based on the proposed design and parking operations. As the Project would generate fewer vehicle trips, the queuing at the site driveways would be reduced.

Additionally, the intersection of Slauson Avenue & Jefferson Boulevard was evaluated for queuing conditions for the Approved Project. Based on the analysis, it was determined that vehicle queues at the northeastbound left-turn lane, which would already experience spillover conditions, would experience worse queues with the addition of the Approved Project trips. Multiple alternatives were developed for City consideration that would provide additional capacity to the northeastbound left-turn lane. The City reviewed the design alternatives but did not provide final approval of the design. Given that the Project will produce fewer vehicle trips than the Approved Project, it is assumed that the current Project would not exceed the queues of the Approved Project and therefore the design alternatives are assumed to remain appropriate.

VMT ASSESSMENT

A VMT assessment for both the Approved Project and the Project were conducted to further compare the two projects based on the City's current VMT guidelines. The City has updated the TS and provided a VMT Tool calculator to ensure compliance with Section 15064.3, subdivision (b)(1) of the CEQA Guidelines, which asks if a development project would

result in a substantial increase in VMT. Consistent with the findings for the Approved Project, the Project site is located in Transit Priority Area (TPA) as designated by the City, see **Attachment D**. Therefore, per the TS Guidelines and VMT Tool calculator and consistent with Approved Project's TIS, the Project is presumed to have less-than-significant VMT impacts and further VMT analysis is not required.

CONCLUSIONS

As detailed in the preceding sections, the Project has been modified since the Approved Project was approved by the City in October 2020. These modifications include changes to the hotel land use type from a boutique hotel to a business hotel, which produces less vehicle trips, along with a reduced guest room count, from 175 rooms to 147 rooms. Additionally, the Project is planning on incorporating a coffee shop without drive-through that will serve both hotel guests and the local community. Based on the comparative trip generation analysis using the ITE *Trip Generation Manual*, 11th Edition for the Project versus the Approved Project trip generation, which utilized the 10th Edition, the Project would reduce daily vehicle trips by 77% when compared to the Approved Project, with the peak hour trip reductions of 7% in the AM peak hour and 110% in the PM peak hour.

For intersection and driveway queuing comparison, since the Project will produce fewer vehicle trips than the Approved Project, and given that site access is similar, it is assumed that vehicle queues would be reduced.

The VMT assessment determined that the Project, like the Approved Project, is expected to have a less-than-significant VMT impact given the Project's proximity (approximately one block) to the Westfield-Culver City Transit Center, the City considers the Project site to be in a key TPA. Therefore, no further VMT analysis is required.

The conclusion of the evaluation was that the traffic impacts associated with the current Project would not exceed those of the Approved Project and there would not be any new potentially significant impacts. The Project is planning to conform to the Condition of Approval set forth under Resolution No. 2021-P003.

ATTACHMENTS

Attachment A – Approved Project TIS

**TRAFFIC IMPACT STUDY
FOR THE JEFF HOTEL PROJECT PROPOSED AT
11469 JEFFERSON BOULEVARD, CULVER CITY**

Prepared for:

**CITY OF CULVER CITY
AND
SANDSTONE PROPERTIES, INC.**

Prepared by:

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October 19, 2020

EXECUTIVE SUMMARY

Sandstone Properties Incorporated is proposing the development of a boutique hotel located at 11469 Jefferson Boulevard in the City of Culver City (the “Project”). Situated at the northwest corner of the intersection of Jefferson Boulevard and Slauson Avenue, the Project consists of a hotel, with a maximum of 175 rooms as well as 3,400 square feet of supporting restaurant space (including 500 square feet of outdoor dining area), a 7,000 square-foot lounge, a 5,100 square-foot rooftop bar, and 4,800 square feet of conference/meeting room space, for a total floor area of approximately 111,000 square feet. The restaurant, lounge, rooftop bar, and meeting room space would primarily serve hotel patrons, and would exist as internal components of the hotel, not as independent establishments.

Located at the northwest corner of Jefferson Boulevard and Slauson Avenue, the Project is situated within the Sunkist Park community of Culver City. The Project site is generally bounded by Jefferson Boulevard to the east, an unnamed service alley to the west, low-density commercial development to the north, and Slauson Avenue to the south.

The Project is anticipated to be completed in 2024. Upon completion, the Project is estimated to generate approximately 1,087 net daily trips, including 72 net AM peak-hour trips and 67 net PM peak-hour trips.

Parking for the Project would be provided on two subterranean parking levels, with a total of 138 parking spaces that would be accommodated through a combination of standard, ADA accessible, and tandem spaces. The Project site would include valet-assist parking on both subterranean parking levels in order to maintain safe and efficient use of the tandem spaces. The Project site would be accessed by dual entry lanes from westbound Slauson Avenue. The drive aisle closer to the hotel would serve as a passenger drop-off and pick-up area. The

second drive aisle would allow entering vehicles to access the parking ramp down to the two subterranean parking levels. Access to the subterranean parking garage would not be gate controlled. There would be two Project driveway exits onto the adjacent unnamed alley to egress onto the surrounding roadway system. One exit driveway would be provided directly off of the dual drive aisles (which would merge into a single aisle approaching the alley), while the second exit would provide egress for vehicles exiting the subterranean parking garage. Exiting vehicles would be allowed to travel north or south along the unnamed alley toward Berryman Avenue or Slauson Avenue, respectively.

The traffic study presented herein analyzes existing (2018) and future (2024) AM and PM peak-hour traffic conditions at seven critical intersections and three residential street segments in the vicinity of the Project site. The analysis of cumulative traffic conditions accounts for the development of 32 potential related projects in the surrounding area. The Project is expected to have one significant traffic impact at the intersection of Jefferson Boulevard & I-405 Freeway Northbound Ramps under the existing and future conditions. There would be no significant residential street segment impacts. Mitigation measures have been identified and approved by the City of Los Angeles Department of Transportation (LADOT) that will reduce the significant traffic impact at Jefferson Boulevard & I-405 Freeway Northbound Ramps to a less-than-significant level. These mitigation measures include the implementation of a Transportation Demand Management (TDM) plan for the Project to promote alternative travel mode usage and the installation of a traffic signal system upgrade at the significantly impacted intersection (low-mounted, CCTV camera to improve signal operations). Finally, in order to address concerns that the Sunkist Park neighborhood residents have regarding existing cut-through traffic and parking issues, the incorporation of Project features such as weekday peak-period

turn restrictions and/or the potential expansion of the residential permit parking program have been considered.

Project traffic impacts were also analyzed at Congestion Management Program (CMP) monitoring locations. No significant regional traffic impacts were determined for the CMP monitoring intersections or freeway locations. In addition, the Project's impacts on the public transit system were analyzed based on existing available transit capacity. No significant transit impacts were identified.

The Project's potential impact on bicycle access was also evaluated. Bicycle access impact evaluation is a recent requirement of the City of Culver City. It was determined that the Project would neither affect the ability of the City of Culver City or the adjacent jurisdiction, the City of Los Angeles, to implement their bicycle plans nor result in bicycle access impacts.

Queuing analyses were conducted to supplement the traffic impact analysis at the request of the City and based on community concerns. There are existing queuing concerns on eastbound Slauson Avenue, approaching Jefferson Boulevard, and for the northeastbound Jefferson Boulevard left-turn lane at Slauson Avenue, to which the Project is anticipated to contribute inbound vehicle trips. The City of Culver City has requested that the northeastbound left-turn lane at Jefferson Boulevard & Slauson Avenue be redesigned to provide dual left-turn lanes to reduce potential spillover into the adjacent northeastbound through lane. A conceptual design has been developed in coordination with the City. Queuing associated with inbound Project traffic at the dual entry lanes from Slauson Avenue was also evaluated, and no potential spillover impacts are anticipated on westbound Slauson Avenue.

Finally, per the requirements of Senate Bill (SB) 743, all California Environmental Quality Act (CEQA) lead agencies must analyze a land use development project's transportation impacts

using the vehicle miles traveled (VMT) performance metric starting on July 1, 2020. Therefore, a VMT analysis has been prepared for the Project, per the guidance in City's *Transportation Study Criteria and Guidelines* (adopted by the City Council on July 13, 2020). Given that the Project is located within a key Transit Priority Area within the City, the Project is presumed to have a less-than-significant VMT impact and no further VMT analysis is required.

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- Appendix C – CMA LOS Calculation Worksheets
- Appendix D – Traffic Study Memorandum of Understanding (signed on March 26, 2019)
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INTRODUCTION

Crain & Associates has prepared this Traffic Impact Study to assess the potential traffic impacts of the proposed The Jeff Hotel project (the “Project”) to be located at 11469 Jefferson Boulevard in the City of Culver City. The Project would consist of a five-story, boutique hotel with a maximum of 175 rooms. The Project would also include approximately 3,400 square feet of ancillary restaurant space (including 500 square feet of outdoor dining area), a 7,000 square-foot lounge, a 5,100 square-foot rooftop bar area, and 4,800 square feet of conference/meeting room space, which would serve primarily as amenities for patrons of the hotel. The Project site is presently occupied by the Jefferson Plaza strip mall, which contains approximately 13,301 square feet of retail space which would be demolished to accommodate the Project.

Located at the northwest corner of Jefferson Boulevard and Slauson Avenue, the Project is situated within the Sunkist Park community of Culver City. The Project site is generally bounded by Jefferson Boulevard to the east, an unnamed alley to the west, low-density commercial development to the north, and Slauson Avenue to the south. The location of the Project site is shown in Figure 1, Project Site Vicinity and Study Intersections and Residential Street Segments.

Parking for the Project would be provided on two subterranean parking levels that would accommodate a total of 138 vehicles. The Project site would include valet-assist parking in order to maintain safe and efficient use of the tandem spaces.

The Project site would be accessed by dual entry lanes from westbound Slauson Avenue. The drive aisle closer to the hotel would serve as a hotel patron drop-off and pick-up area. The second drive aisle would allow entering vehicles to access the parking ramp down to the two



FIGURE 1

4/3/2020

FN: JEFFERSON HOTEL CULVER STUDY-INTS

PROJECT SITE VICINITY AND STUDY INTERSECTIONS AND RESIDENTIAL STREET SEGMENTS



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subterranean parking levels. Access to the subterranean parking garage would not be gate controlled. There would be two Project driveway exits onto the adjacent unnamed alley to egress onto the surrounding roadway system. One exit driveway would be provided directly off of the dual drive aisles (which would merge into a single aisle approaching the alley), while the second exit would provide egress for vehicles exiting the subterranean parking garage. Exiting vehicles would be allowed to travel north or south along the unnamed alley toward Berryman Avenue or Slauson Avenue, respectively.

This analysis was prepared in accordance with the assumptions, methodologies, and procedures outlined by the City of Culver City and the City of Los Angeles. The analysis is also consistent with the guidelines in the Congestion Management Program (CMP) for Los Angeles County. A total of seven intersections and three residential street segments were analyzed for existing (2018) and future (2024) traffic conditions. These study analysis locations, which comprise the Project study area, are also depicted in Figure 1:

Study Intersections

1. Jefferson Boulevard & Mesmer Avenue
2. Jefferson Boulevard & San Diego Freeway (Interstate 405) Southbound Ramps
3. Jefferson Boulevard & San Diego Freeway (Interstate 405) Northbound Ramps
4. Jefferson Boulevard & Slauson Avenue
5. Slauson Avenue & Sepulveda Boulevard
6. Slauson Avenue & Marina Freeway (State Route 90)
7. Centinela Avenue & Sepulveda Boulevard

Study Residential Street Segments

1. Segrell Way, north of Slauson Avenue
2. Culver Park Drive, north of Slauson Avenue
3. Slauson Avenue, west of Segrell Way

The following traffic conditions have been analyzed: Existing (2018) traffic volumes, Existing (2018) Plus Project traffic volumes, Future (2024) Without Project traffic volumes, and Future (2024) With Project traffic volumes. The analyses of future (2024) conditions include cumulative traffic attributable to ambient growth and related projects within the Project study area.

PROJECT DESCRIPTION

The Project under consideration is a boutique hotel, with a maximum of 175 rooms and approximately 3,400 square feet of ancillary restaurant space (including 500 square feet of outdoor dining), a 7,000 square-foot lounge, a 5,100 square-foot rooftop bar, and 4,800 square feet of conference/meeting room space, that encompasses a total floor area of approximately 111,000 square feet. The restaurant, lounge, rooftop bar, and conference/meeting room space would primarily serve hotel patrons. The Project would employ approximately 80 full-time and 40 part-time employees. The Project site is located at 11469 Jefferson Boulevard, immediately northwest of the intersection of Jefferson Boulevard and Slauson Avenue. The Project site is bordered roughly by Slauson Avenue to the south, an unnamed alley to the west, low-density commercial development to the north, and Jefferson Boulevard to the east.

The Jefferson Plaza strip mall currently occupies the Project site. This one-floor commercial building houses roughly a dozen establishments with an approximate combined total retail floor area of 13,301 gross square feet. Jefferson Plaza would be demolished to make way for the Project.

Parking for the Project would be provided within two subterranean parking levels, with a total proposed supply of 138 parking spaces. The subterranean parking is designed to accommodate 138 vehicles through a combination of standard, ADA accessible, and tandem spaces. This parking supply would be sufficient to meet the anticipated peak parking demands of the Project. The Project site would include valet-assist parking in order to maintain safe and efficient use of the tandem spaces.

The Project site would be accessed by dual entry lanes from westbound Slauson Avenue. The drive aisle closer to the hotel would serve as a hotel patron drop-off and pick-up area. The

second drive aisle would allow entering vehicles to access the parking ramp down to the two subterranean parking levels. Access to the subterranean parking garage would not be gate controlled. There would be two Project driveway exits onto the adjacent unnamed alley to egress onto the surrounding roadway system. One exit driveway would be provided directly off of the dual drive aisles (which merge into a single aisle approaching the alley), while the second exit would provide egress for vehicles exiting the subterranean parking garage. Exiting vehicles would be allowed to travel north or south along the unnamed alley toward Berryman Avenue or Slauson Avenue, respectively. The Conceptual Project Site Plan is shown in Figure 2.



4/3/2020

FN: JEFFERSON HOTEL CULVER SITE PLAN

CONCEPTUAL PROJECT SITE PLAN



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ENVIRONMENTAL SETTING

The Project site is located at the northwest corner of Jefferson Boulevard and Slauson Avenue. Situated at the eastern edge of the Sunkist Park neighborhood of Culver City, the Project site is generally bounded by Jefferson Boulevard to the east, an unnamed alley to the west, low-density commercial development to the north, and Slauson Avenue to the south.

The Project site is located in an urban environment, surrounded by an assortment of land uses. Local- and regional-serving commercial developments, as well as a modicum of industrial buildings, line the major arterials in the study area. The Sunkist Park neighborhood, primarily consisting of single-family housing, is directly north and west of the Project. Prominent developments in the greater area include the Westfield Culver City mall, the Corporate Pointe office complex (currently being rebranded to Culver Pointe), and the Playa Vista community, located approximately one-third mile southeast, two-thirds mile east, and one mile southwest of the Project site, respectively.

The Project site and surrounding area in the Sunkist Park neighborhood of Culver City are well-served by freeways and surface streets of various classifications. Two Freeways are located near the Project site and provide convenient access to the larger, regional roadway network. In the Project study area, Jefferson Boulevard, Slauson Avenue, Sepulveda Boulevard, and Centinela Avenue are classified as Primary Arteries per the Circulation Element of the Culver City General Plan. In the City of Los Angeles jurisdiction immediately west of the Project site, Sepulveda Boulevard is classified as a Boulevard I, Jefferson Boulevard and Centinela Avenue are classified as Boulevard II roadways, and Mesmer Avenue is classified as a Collector Street per the City of Los Angeles Mobility Plan 2035. The Project study area freeways and roadways, depicted previously in Figure 1, are described below in more detail.

Two freeways, described below, provide regional access for the Project site and the surrounding community.

The San Diego Freeway (Interstate 405 [I-405]) is a north-south oriented freeway located less than 1,000 feet west of the Project site. This facility has four to five mainline travel lanes and one HOV lane in each direction. Additional auxiliary lanes are also present between some sets of on- and off-ramps. The San Diego Freeway provides a Westside alternative route to the Harbor Freeway (Interstate 110) and Golden State Freeway (Interstate 5), which traverse through Downtown Los Angeles approximately six to ten miles to the east. The San Diego Freeway has on- and off-ramps in both northbound and southbound directions at Jefferson Boulevard, and a northbound off-ramp at Sepulveda Boulevard.

The Marina Freeway/Expressway (State Route 90 [SR-90]) is located less than 1,000 feet south of the Project site. This east-west freeway/expressway extends from Culver City to Marina Del Rey. This route is designated as a freeway from its eastern terminus at Slauson Avenue to west of Culver Boulevard. From west of Culver Boulevard to its intersection with Lincoln Boulevard, this facility is classified as an expressway. The Marina Freeway/Expressway is generally a six-lane facility between Slauson Avenue and the San Diego Freeway, an eight-lane facility between the San Diego Freeway and Centinela Avenue, and a four-lane facility between Centinela Avenue and Lincoln Boulevard. Access to the Marina Freeway/Expressway is provided at Slauson Avenue, Centinela Avenue, Culver Boulevard, Mindanao Way, and Lincoln Boulevard.

Existing Highways and Streets

In addition to the freeways discussed above, there are a number of surface streets and arterials that serve the Project site. The routes and functionality of these streets are described below.

Sepulveda Boulevard runs north-south, generally paralleling the San Diego Freeway. Just south of Westchester Parkway, Sepulveda Boulevard becomes Pacific Coast Highway (State Route 1), south to Artesia Boulevard in Manhattan Beach. This roadway traverses underneath Los Angeles International Airport (“LAX”) and continues north through Culver City and West Los Angeles. Farther north, it crosses the Santa Monica Mountains and the San Fernando Valley, where it terminates at Rinaldi Street. In the segments extending north of Machado Road (near Sawtelle/Jefferson Boulevards), Sepulveda Boulevard is a four-lane facility with left-turn channelization at most intersections. South of Machado Road, at its intersection with Jefferson Boulevard/Playa Street, Sepulveda Boulevard provides three northbound and three southbound through lanes, with full left-turn channelization and a southbound right-turn-only lane. Continuing south of Jefferson Boulevard, Sepulveda Boulevard generally maintains six through lanes and has dual left-turn channelization at both study intersections (and northbound and southbound right-turn-only lanes at Centinela Avenue).

Slauson Avenue generally provides east-west service with four to six travel lanes. Slauson Avenue begins as a Local Street at Culver Boulevard, about one-third mile west of the San Diego Freeway. Slauson Avenue does not bridge Ballona Creek but resumes just to the south, again as a Local Street. After Slauson Avenue crosses Jefferson Boulevard, it becomes a more prominent roadway, designated as a Primary Artery by the City of Culver City. East of Culver City, Slauson Avenue continues as an Avenue II roadway in the City of Los Angeles, traveling continuously to its eastern terminus in Whittier. Slauson Avenue features left-turn channelization at major intersections, and right-turn channelization at select locations. Near the Project site, parking is generally permitted on Slauson Avenue west of Jefferson Boulevard, and generally prohibited east of Jefferson Boulevard.

Mesmer Avenue runs from Culver Drive near Ballona Creek to Centinela Avenue. Designated a

Collector Street within the City of Los Angeles, Mesmer Avenue is relatively short, measuring roughly one mile from end to end. Between Jefferson Boulevard and Centinela Avenue, Mesmer Avenue generally has two lanes in each direction. This roadway is traffic signal-controlled at its intersection with Jefferson Boulevard.

Jefferson Boulevard begins at Culver Boulevard in the Playa Del Rey area of the City of Los Angeles, becomes discontinuous through Culver City at Sepulveda Boulevard opposite Playa Street, and resumes approximately 2,000 feet to the north, near Sawtelle Boulevard. At National Boulevard, just beyond the Culver City boundary, the directionality of Jefferson Boulevard changes from northeasterly to easterly. Jefferson Boulevard terminates south of Downtown Los Angeles at Central Avenue. Within the Project study area, Jefferson Boulevard is designated a Boulevard II in Los Angeles and a Primary Artery in Culver City. It generally has two to three lanes in each direction, plus left-turn channelization at intersections. Right-turn-only lanes and raised medians are also featured at select locations along Jefferson Boulevard. Some portions of Jefferson Boulevard provide bicycle lanes; however, there is no bicycle infrastructure along on this roadway near the Project site. On-street parking is generally prohibited on Jefferson Boulevard in the Project vicinity.

Centinela Avenue generally extends in an east-west direction from Florence Avenue in the City of Inglewood north to its intersection with Jefferson Boulevard. The roadway then continues in a north-south alignment to Stanwood Drive in the City of Los Angeles. Centinela Avenue resumes from south of Ocean Park Boulevard and extends discontinuously north to Montana Avenue. Within the Project vicinity, Centinela Avenue is designated both a Boulevard II and Avenue I in Los Angeles, a Primary Artery in Culver City, and a Major Arterial in Inglewood. East of Sepulveda Boulevard, Centinela Avenue generally provides two through lanes in each direction with left- and right-turn channelization at some intersections. West of Sepulveda

Boulevard, Centinela Avenue provides three westbound and four eastbound lanes, a raised median, and left-turn channelization at intersections. North of Jefferson Boulevard, Centinela Avenue generally has two to three lanes in each direction, along with two-way left-turn channelization.

Segrell Way is a north-south roadway located entirely within the Sunkist Park neighborhood for roughly one-half mile between Sawtelle Boulevard to the north and Slauson Avenue to the south. Designed as a Neighborhood Feeder, the roadway provides one lane in each direction with speed humps, and stop controls at all intersections. The roadway is located one block west of the Project site.

Culver Park Drive is a north-south roadway located one block west of Segrell Way in the Sunkist Park neighborhood. This roughly one-half mile Neighborhood Feeder roadway has one lane in each direction between Sawtelle Boulevard to the north and Slauson Avenue to the south, with speed humps, and stop controls at all intersections.

An Unnamed Alley forms the western boundary of the Project site. The alley provides secondary access to many commercial businesses that front Jefferson Boulevard and Sepulveda Boulevard between Slauson Avenue and Machado Road. The alley provides one lane in each direction and is stop-controlled at Slauson Avenue, Berryman Avenue, and northbound at Sawtelle Boulevard. The alley terminates south of Machado Road. The two-way alley has carries an existing (2018) average daily traffic (ADT) volume of 1,305 vehicles (566 vehicles northbound, 739 southbound), north of Slauson Avenue.

Existing (2018) Traffic Volumes

The intersection traffic volumes used in the following analyses were based on new traffic counts conducted in November 2018. The traffic counts were conducted on weekdays during

the peak commute traffic periods of 7:00 to 10:00 AM and 3:00 to 6:00 PM. Existing (2018) AM and PM peak-hour volumes at the study intersections are depicted in Figures 3(a) and 3(b), respectively. The traffic count data summary sheets for each of the study intersections are provided in Appendix A.

Daily machine traffic counts were also conducted in November 2018 for the three study residential street segments. The ADT volumes for the residential street segments are provided in Table 9 on page 61. The daily traffic count data summary sheets are also contained in Appendix A.

Existing Public Transportation

Culver CityBus and the Los Angeles County Metropolitan Transportation Authority (“Metro”) provide bus service in the Sunkist Park neighborhood. Most of these lines rendezvous at the Culver City Transit Center, which is located less than 1,000 feet east of the Project site, adjacent to the Westfield Culver City mall. Below is an overview of the current transit service and facilities available within a “reasonable walking distance” (approximately one-quarter mile) of the Project site. Figure 4 shows the Project area transit routes.

CULVER CITYBUS

Line 2 operates northwest-southeast, traveling between Venice and Fox Hills. Near the Project site, Line 2 provides service in both directions with stops at the corner of Slauson Avenue and Sepulveda Boulevard. Line 2 operates on weekdays only, with headways of approximately 60 minutes throughout the day, including AM and PM peak hours.

Line 3 provides north-south service between Century City, Rancho Park, Palms, and Culver City. Northbound and southbound passengers can access Line 3 from the Project

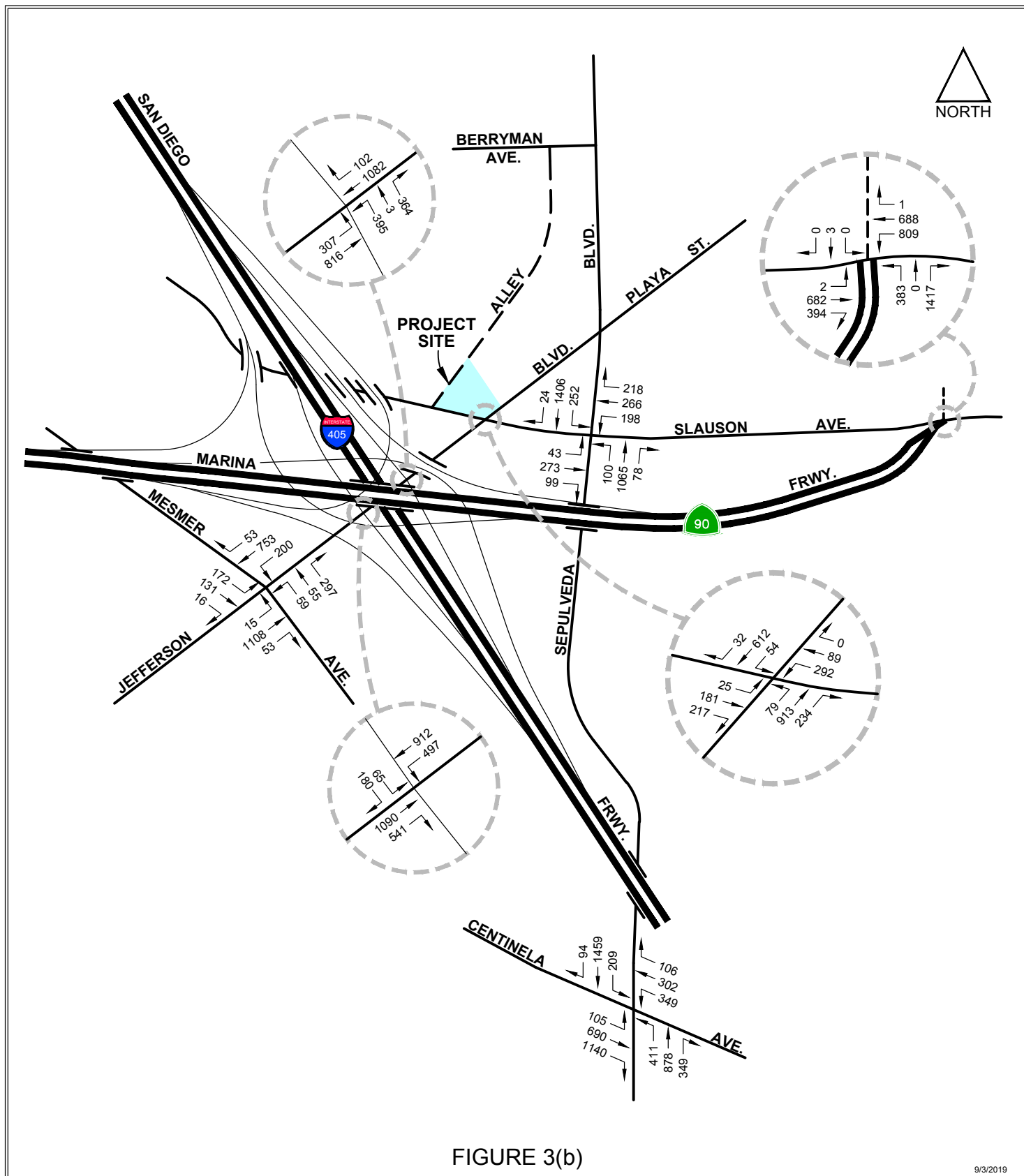


FIGURE 3(b)

9/3/2019

JeffersonHotelCulverREPORT GRAPHICS20190618/PM2018

EXISTING (2018) TRAFFIC VOLUMES
PM PEAK HOUR



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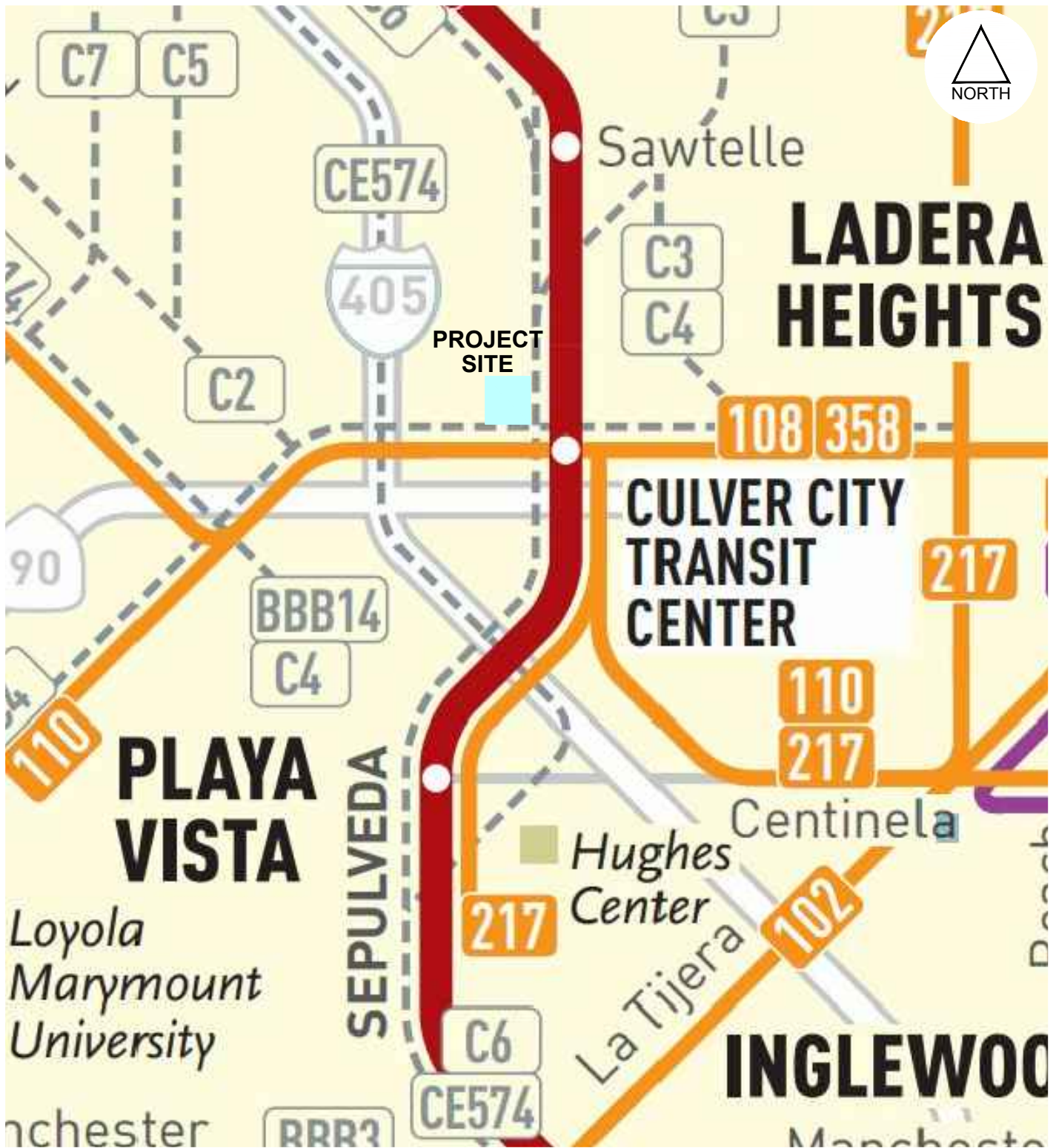


FIGURE 4

9/3/2019

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PROJECT AREA TRANSIT ROUTES

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site via the Culver City Transit Center. Line 3 runs on headways of approximately 20 to 25 minutes during weekday AM and PM peak hours. Saturday, Sunday, and holiday service is provided roughly every 30 minutes.

Line 4 travels east-west, providing service between West Adams, Downtown Culver City, West Los Angeles College, Fox Hills, and Playa Vista. Near the Project site, Line 4 offers eastbound and westbound stops at the Culver City Transit Center. Line 4 runs with headways of approximately 40 to 45 minutes during weekday AM and PM peak hours. Saturday service operates on headways of approximately 40 to 50 minutes. Line 4 does not operate on Sundays or holidays.

Lines 6 and Rapid 6 provide north-south service between UCLA, Westwood, West Los Angeles, Culver City, and LAX. Line 6 and Rapid 6 both follow the same route; however, Rapid 6 features limited stops at major intersections to provide faster, more express service. From the Project site, Line 6 can be accessed for service in either direction at the Culver City Transit Center. Rapid 6 does not stop at the Culver City Transit Center, but provides stops at the northwest corner of Sepulveda Boulevard and Slauson Avenue, and north of Slauson Avenue at Playa Street. Line 6 runs daily, with headways of approximately 10 to 25 minutes during the weekday AM and PM peak hours. Saturday, Sunday, and holiday service is provided roughly every 20 to 25 minutes. Rapid 6 operates weekdays only, with headways of approximately 15 to 20 minutes during weekday AM and PM peak hours.

METRO

Lines 108 and 358 provide east-west service between Pico Rivera, Maywood, Huntington Park, South Los Angeles, Ladera Heights, Fox Hills, and Marina Del Rey.

Lines 108 and 358 follow the same route, but Line 358 makes limited stops in the middle of the route, providing faster service. Eastbound and westbound service is provided near the Project site with stops on Jefferson Boulevard, just south of Slauson Avenue. Line 108 operates daily with headways of approximately eight to 15 minutes during weekday AM and PM peak hours. Saturday, Sunday, and holiday service operates on headways of approximately 14 to 60 minutes. Line 358 operates weekdays only, with headways of approximately 10 to 20 minutes during weekday AM and PM peak hours.

Line 110 provides east-west service between Bell Gardens, Bell, Huntington Park, Florence-Graham, Inglewood, Fox Hills, and Playa Vista. Eastbound and westbound service is provided near the Project site at stops on Jefferson Boulevard, just south of Slauson Avenue. Line 110 operates daily, with headways of approximately 10 to 20 minutes during weekday AM and PM peak hours. Saturday service is provided approximately every 20 to 30 minutes. Sunday and holiday service operates on headways of approximately 30 to 35 minutes.

Line 217 runs predominantly north-south, between Culver City, Ladera Heights, Pico-Robertson, West Hollywood, and Hollywood. Line 217 stops at the Culver City Transit Center, which is the nearest boarding and alighting location for patrons and employees of the Project. Line 217 operates 24 hours a day, seven days a week, with relatively frequent service; however, evening and early hour service terminates at the La Cienega/Jefferson Expo Rail Station (approximately three miles northeast of the Project site). Line 217 service to the Culver City Transit Center is provided weekdays only, with AM and PM peak-hour headways of roughly 30 to 60 minutes.

As evidenced by the above information, the Project site and surrounding area are fairly well

served by public transit. When transfer opportunities are considered, public transit connects the site with the greater Los Angeles region. Thus, it is expected that some of the person trips generated by the Project would have public transit as the primary travel mode instead of private vehicles.

Analysis of Existing (2018) Traffic Conditions

The seven study intersections listed below were analyzed for existing traffic conditions. They were selected in consultation with staff from the Cities of Culver City and Los Angeles for the analysis of potential Project traffic impacts. The intersection jurisdictions are also noted.

1. Jefferson Boulevard & Mesmer Avenue [Culver City/Los Angeles]
2. Jefferson Boulevard & San Diego Freeway (I-405) Southbound Ramps [Culver City/Los Angeles/Caltrans]
3. Jefferson Boulevard & San Diego Freeway (I-405) Northbound Ramps [Culver City/Los Angeles/Caltrans]
4. Jefferson Boulevard & Slauson Avenue [Culver City]
5. Slauson Avenue & Sepulveda Boulevard [Culver City]
6. Slauson Avenue & Marina Freeway (SR-90) [Culver City/Caltrans]
7. Centinela Avenue & Sepulveda Boulevard [Culver City/Los Angeles]

All of these intersections are signalized. Per the current traffic study guidelines of the involved jurisdictions, the traffic analysis was performed through the use of the Critical Movement Analysis (CMA) methodology. The traffic counts discussed earlier were used, along with other data pertaining to intersection geometrics, on-street parking conditions, and traffic signal operations. The existing traffic lane configurations and traffic controls at each study intersection are shown in Appendix B. These configurations and controls were reviewed and updated, as appropriate, for the analysis.

The analysis and evaluation of traffic operations at each signalized study intersection is based

on procedures outlined in the Transportation Research Board Circular 212, Interim Materials on Highway Capacity.¹ In the discussion of the CMA for signalized intersections, procedures were developed for determining operating characteristics of an intersection in terms of the "Level of Service" (LOS) provided for different levels of traffic volume and other variables, such as the number of traffic signal phases. The CMA methodology is also consistent with the Los Angeles County Congestion Management Program (CMP) procedures for transportation impact analyses.

Level of Service describes the quality of traffic flow. In general, the Level of Service closely correlates with the average amount of delay that motorists will experience at an intersection under prevailing or projected traffic conditions. LOS A through C are indicative of excellent-to-good traffic flow conditions, with no interruptions in flow due to traffic volumes. LOS D corresponds with fair conditions that may experience substantial delay during portions of the peak hours, but without excessive backups. LOS E represents poor conditions, with volumes at or near the capacity of the intersection and long lines of vehicles that may have to wait through several signal cycles. LOS F is characteristic of failure (i.e., the intersection is overloaded, vehicular movements may be restricted or prevented, and delays and queue lengths become increasingly longer).

A determination of the LOS at an intersection can be obtained through a summation of the critical movement volumes, on a per lane basis, at that intersection. Critical movement volumes are the highest total conflicting traffic volumes for each signal phase. Once the sum of the critical movement volumes has been obtained, the values in Table 1 can be used to determine the appropriate LOS.

¹ Interim Materials on Highway Capacity, Circular Number 212, Transportation Research Board, Washington, D.C., 1980.

Table 1
Critical Movement Volume Ranges*
For Determining Levels of Service

Level of Service	Maximum Sum of Critical Volumes (Vehicles Per Hour)		
	<u>Two Phase</u>	<u>Three Phase</u>	<u>Four or More Phases</u>
A	900	855	825
B	1,050	1,000	965
C	1,200	1,140	1,100
D	1,350	1,275	1,225
E	1,500	1,425	1,375
F	----- Not Applicable -----		

* For planning applications only (i.e., not appropriate for operations and design applications).

Capacity is the total maximum hourly volume of vehicles in the intersection critical lanes that has a reasonable expectation of passing through the intersection under the prevailing roadway and traffic conditions. For planning purposes, the capacity for signalized intersections equates to the maximum critical movement value at LOS E, as indicated in Table 1.

The CMA volume-to-capacity (V/C) ratios used in this study were calculated by dividing the sum of the critical movement volumes by the appropriate capacity value for the type of signal control present or proposed at the subject intersections. A description of the different LOS and their corresponding V/C values is shown in Table 2.

These standard CMA calculations are also adjusted to account for signal enhancements not considered in the CMA methodology, including the effects of intersections operating under the City of Los Angeles's Automated Traffic Surveillance and Control (ATSAC) system or the upgraded Adaptive Traffic Control System (ATCS), as well as the City of Culver City's ATSAC-like system.

Table 2
Level of Service
As a Function of CMA V/C Ratios

<u>Level of Service</u>	<u>Description of Operating Characteristics</u>	<u>Range of V/C Ratios</u>
A	Excellent. No vehicle waits longer than one red light.	0.000 - 0.600
B	Very Good. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.	0.601 - 0.700
C	Good. Occasionally, drivers may have to wait through more than one red light; backups may develop behind turning vehicles.	0.701 - 0.800
D	Fair. Delays may be substantial during portions of the rush hour, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.	0.801 - 0.900
E	Poor. Represents the most vehicles that intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.	0.901 - 1.000
F	Failure. Backups from nearby intersections or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.	> 1.000

ATSAC (ATSAC-like) and ATCS are highly sophisticated computerized systems that continually monitor traffic demands at signalized intersections within the system and modify signal timing in real time to maximize capacity and decrease overall delay. The ATSAC and ATSAC-like systems have been recognized to increase intersection capacity by approximately seven percent. The upgrade to ATCS is able to increase capacity by an additional three percent, resulting in a total 10 percent increase in intersection capacity. Therefore, per City of Culver

City and LADOT policies, the standard V/C ratios were decreased by 0.070 where only the ATSAC or ATSAC-like systems are in effect and by 0.100 where the ATCS is in effect.

Per discussions with LADOT staff, all three study intersections operated by the City of Los Angeles currently function under the upgraded ATCS system (Jefferson Boulevard & Mesmer Avenue, Jefferson Boulevard & I-405 Freeway Southbound Ramps, and Jefferson Boulevard & I-405 Freeway Northbound Ramps). The Culver City-operated study intersections (Jefferson Boulevard & Slauson Avenue, Slauson Avenue & Sepulveda Boulevard, Slauson Avenue & Marina Freeway, and Centinela Avenue & Sepulveda Boulevard) all operate under the City's ATSAC-like system.

Although both Project study area jurisdictions (Cities of Culver City and Los Angeles) utilize the CMA methodology for intersection LOS analyses, the City of Los Angeles maintains its own proprietary analysis spreadsheet, with adjustment factors and assumption override options unique to the City of Los Angeles. Further, Los Angeles development review staff recommended the implementation of additional capacity-constraining techniques when analyzing the intersections of Jefferson Boulevard and the I-405 Freeway southbound and northbound ramps. These techniques included reducing the capacity of the ramp intersections, considering two of the Jefferson Boulevard eastbound through travel lanes at the southbound ramps as pre-left turn lanes for the northbound on-ramp, and considering one of the Jefferson Boulevard westbound through travel lanes at the northbound ramps as a pre-left turn lane for the southbound on-ramp. Therefore, a supplemental analysis, using the proprietary spreadsheet and all staff-recommended adjustments, was also made for the four study intersections located partially within the City of Los Angeles system (Jefferson Boulevard & Mesmer Avenue, Jefferson Boulevard & I-405 Freeway Southbound Ramps, Jefferson Boulevard & I-405 Freeway Northbound Ramps, and Centinela Avenue & Sepulveda Boulevard).

Applying the above-mentioned analysis procedures, the CMA V/C ratios and corresponding LOS can be calculated for each study intersection for Existing (2018) traffic conditions. These results are provided in Table 3. For intersections located in more than one jurisdiction, the worse V/C ratios and LOS results have been shown. As summarized in Table 3, four of the seven study intersections would operate at LOS C or better during both peak hours. Two study intersections (Jefferson Boulevard & I-405 Freeway Southbound Ramps and Centinela Avenue & Sepulveda Boulevard) would operation at LOS D or better during both peak hours. The intersection of Jefferson Boulevard & I-405 Freeway Northbound Ramps was found to operate at LOS F and E during the weekday AM and PM peak hours, respectively. The LOS analysis worksheets for existing traffic conditions are provided in Appendix C.

Table 3
Critical Movement Analysis and Levels of Service Summary:
Existing (2018) Traffic Conditions

<u>No.</u>	<u>Intersection</u>	<u>Peak Hour</u>	<u>V/C Ratio</u>	<u>LOS</u>
1	Jefferson Boulevard & Mesmer Avenue ¹	AM	0.569	A
		PM	0.501	A
2	Jefferson Boulevard & I-405 Freeway Southbound Ramps ¹	AM	0.877	D
		PM	0.653	B
3	Jefferson Boulevard & I-405 Freeway Northbound Ramps ¹	AM	1.051	F
		PM	0.972	E
4	Jefferson Boulevard & Slauson Avenue ²	AM	0.368	A
		PM	0.439	A
5	Slauson Avenue & Sepulveda Boulevard ²	AM	0.485	A
		PM	0.495	A
6	Slauson Avenue & Marina Freeway ²	AM	0.729	C
		PM	0.613	B
7	Centinela Avenue & Sepulveda Boulevard ¹	AM	0.894	D
		PM	0.879	D

Notes

¹ Analysis results based on City of Los Angeles CMA methodology and assumptions.

² Analysis results based on City of Culver City CMA methodology.

PROJECT TRAFFIC

The following section describes the methodology and procedures used to determine the trip generation, distribution, and assignment of traffic resulting from the Project. The Project consists of a boutique hotel with a maximum of 175 rooms, which would also include approximately 3,400 square feet of ancillary restaurant space, a 7,000 square-foot lounge, a 5,100 square-foot rooftop bar, and 4,800 square feet of conference/meeting room space. These auxiliary uses would primarily serve as amenities for patrons of the hotel. The Project site is presently occupied by the Jefferson Plaza strip mall, which contains approximately 13,301 gross square feet of retail space that would be demolished to accommodate the Project. Project vehicular access/egress and parking are described at the end of this section.

Project Trip Generation

The latest version of the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition, 2017) was used to develop the traffic characteristics of the Project. The trip generation equations and rates in the ITE manual are nationally recognized and are used as the basis for most traffic impact studies conducted in the Cities of Culver City and Los Angeles, as well as the surrounding region. Information was obtained from the *Trip Generation Manual* for ITE Land Use Code (LUC) 310: Hotel and LUC 820: Shopping Center (used to calculate the existing retail use trip generation). The trip rates for weekday daily, AM peak-hour, and PM peak-hour trip generations, along with directional “split” percentages (inbound vs. outbound), are based on the General Urban/Suburban setting since the trip rates for the Dense Multi-Use Urban setting are based on a limited number of studies. The rates are listed in Table 4.

Table 4
Project Trip Generation Rates

Hotel, ITE LUC 310 (trips per room)

Daily:	T = 8.36 (RM)
AM Peak Hour:	T = 0.47 (RM); IB = 59%, OB = 41%
PM Peak Hour:	T = 0.60 (RM); IB = 51%, OB = 49%

Shopping Center, ITE LUC 820 (trips per 1,000 square feet of gross floor area)

Daily:	T = 37.75 (A)
AM Peak Hour:	T = 0.94 (A); IB = 62%, OB = 38%
PM Peak Hour:	T = 3.81 (A); IB = 48%, OB = 52%

Notes

Source: Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition, 2017).

T = Trip Ends; RM = Rooms; A = Gross Floor Area in Thousands of Square Feet; IB = Inbound; OB = Outbound.

By applying the trip rates provided in Table 4, baseline weekday daily, AM peak-hour, and PM peak-hour trips were calculated for the Project's proposed and existing uses. As these rates do not account for such trip-reducing factors as significant transit usage or pass-by trips, the baseline trip estimates reflect a conservative condition. Such trip-reducing factors are important considerations in determining the actual traffic-generating characteristics of a project and, therefore, adjustments were made to the Project's baseline trip generation estimates.

The use of public transportation is an important consideration in the evaluation of a project's trip-generating potential. As noted previously in the Existing Public Transportation section of this report, the Project is well served by bus lines of multiple transit operators. These transit operators provide both local and regional routes that are readily accessible to Project patrons and employees. Significant transit use is not accounted for in the ITE *Trip Generation Manual* General Urban/Suburban trip rates and equations. Because the trip rates for the General Urban/Suburban setting do not consider significant transit connectivity, adjustments can be made to the Project trip generation to account for transit usage associated with the proposed

and existing land uses. Additionally, “walk-in” trips to and from the Project site are also expected. Given the mix of nearby land uses within/adjacent to the Sunkist Park neighborhood, it is expected that people staying and working at the Project would consider walking between the Project and nearby developments. Situated at the southerly end of a community-serving commercial corridor with a diverse mix of commercial, industrial, residential, office, and retail land uses nearby, the Project site is expected to be attractive and conducive to pedestrian traffic. This walk-in patronage would reduce the number of vehicle trips generated by the Project. However, even with the abundance of available transit options and walking opportunities within the general Project vicinity, no transit or walk-in adjustment factor was assumed for the Project’s proposed and existing land uses in order to provide a more conservative analysis.

Trip reduction factors for the Project also account for the presence of “pass-by” trips. As some motorists pass by the Project’s existing uses, the specific convenient facilities provided by these uses (or other factors) produce a stop at the site. Such activity is considered to be an interim stop along a trip which existed irrespective of the presence of these existing uses, and therefore vehicles making these stops are not considered to be newly generated existing use-related traffic. The ITE *Trip Generation Manual* contains a series of average observed pass-by trip reduction percentages for various land use types, and the City of Culver City traffic study guidelines includes advice and City-recommended maximums for these percentages. Based on this guidance, a pass-by trip adjustment of 25 percent was applied to the Project’s existing use baseline trips. This pass-by trip adjustment factor has been approved by Culver City staff in a Memorandum of Understanding (MOU) signed on March 26, 2019 and included as Appendix D.

Based on the trip generation rates and aforementioned trip reduction factors, projections of the amount of traffic to be generated for the Project were derived. Table 5 summarizes the trip

generation for the Project. As shown in Table 5, once completed and occupied, the Project is anticipated to generate a total of 1,087 net trips per day, with 72 net trips during the AM peak hour and 67 net trips during the PM peak hour. These peak-hour trips were distributed to analyze Project impacts at all seven study intersections.

Table 5
Project Trip Generation Summary

Land Use	ITE Code	Intensity ²	Average Weekday	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates									
Hotel	310	1 rm	8.36	59%	41%	0.47	51%	49%	0.60
Shopping Center	820	1 ksf	37.75	62%	38%	0.94	48%	52%	3.81
Trip Generation Summary									
Description		Size	Average Weekday	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
PROPOSED USES									
Hotel		175 rm	1,463	48	34	82	54	51	105
Proposed Project Trips			1,463	48	34	82	54	51	105
EXISTING USE									
Shopping Center		13.301 ksf	502	8	5	13	24	27	51
25% Pass-By Adjustment			(126)	(2)	(1)	(3)	(6)	(7)	(13)
Existing Project Driveway Trips (including Pass-By Trips)			502	8	5	13	24	27	51
Existing Project Trips			376	6	4	10	18	20	38
Net Project Driveway Trips (including Pass-By Trips)			961	40	29	69	30	24	54
Net Project Trips			1,087	42	30	72	36	31	67

Notes:

- 1) ITE *Trip Generation Manual* (10th Edition, 2017) trip generation rates and directional distributions for Land Use Codes 310 (Hotel) and 820 (Shopping Center) applied for the weekday daily, AM peak-hour, and PM peak-hour time periods. Rates for the general urban/suburban setting were used, as the rates for the Dense Multi-Use Urban setting are based on a limited number of studies.
- 2) rm = Rooms; ksf = Thousands of Square Feet of Gross Leasable Area.

In order to reflect appropriately Project trips in the direct site vicinity, trip reductions for existing commercial use pass-by activity were not be applied to the Project's driveways and appropriate site-adjacent intersections, since pass-by trips, while not new to the area roadways, would be included in the number of vehicles that enter and exit the site's driveways and appropriate site-adjacent intersection turning movements required for Project access/egress. The total Project traffic volumes at the Project driveways and appropriate site-adjacent intersections were also calculated. These calculations indicate that approximately 961

net trips per day, with 69 net trips during the AM peak hour and 54 net trips during the PM peak hour, would access the Project driveways. These net traffic volumes were used to estimate Project traffic impacts at the site-adjacent study intersection of Jefferson Boulevard & Slauson Avenue.

Project Trip Distribution and Assignment

Estimation of the geographic distribution of Project trips was the next step in the analytical process. The primary factors affecting the trip distribution patterns are the nature of the Project uses, existing traffic patterns, characteristics of the surrounding roadway system, geographic location of the Project site and its proximity to freeways and major travel routes, economic and entertainment centers to which hotel patrons would likely be attracted, residential areas from which hotel employees would likely be drawn, and the various nearby land uses that would interact with the existing on-site commercial uses. Based on the abovementioned factors, the overall trip distribution percentages for the Project's proposed and existing uses were determined and are summarized in Table 6. The City of Culver City has approved these trip distribution assumptions in an MOU signed on March 26, 2019 and included as Appendix D.

Table 6
Project Directional Trip Distribution Percentages

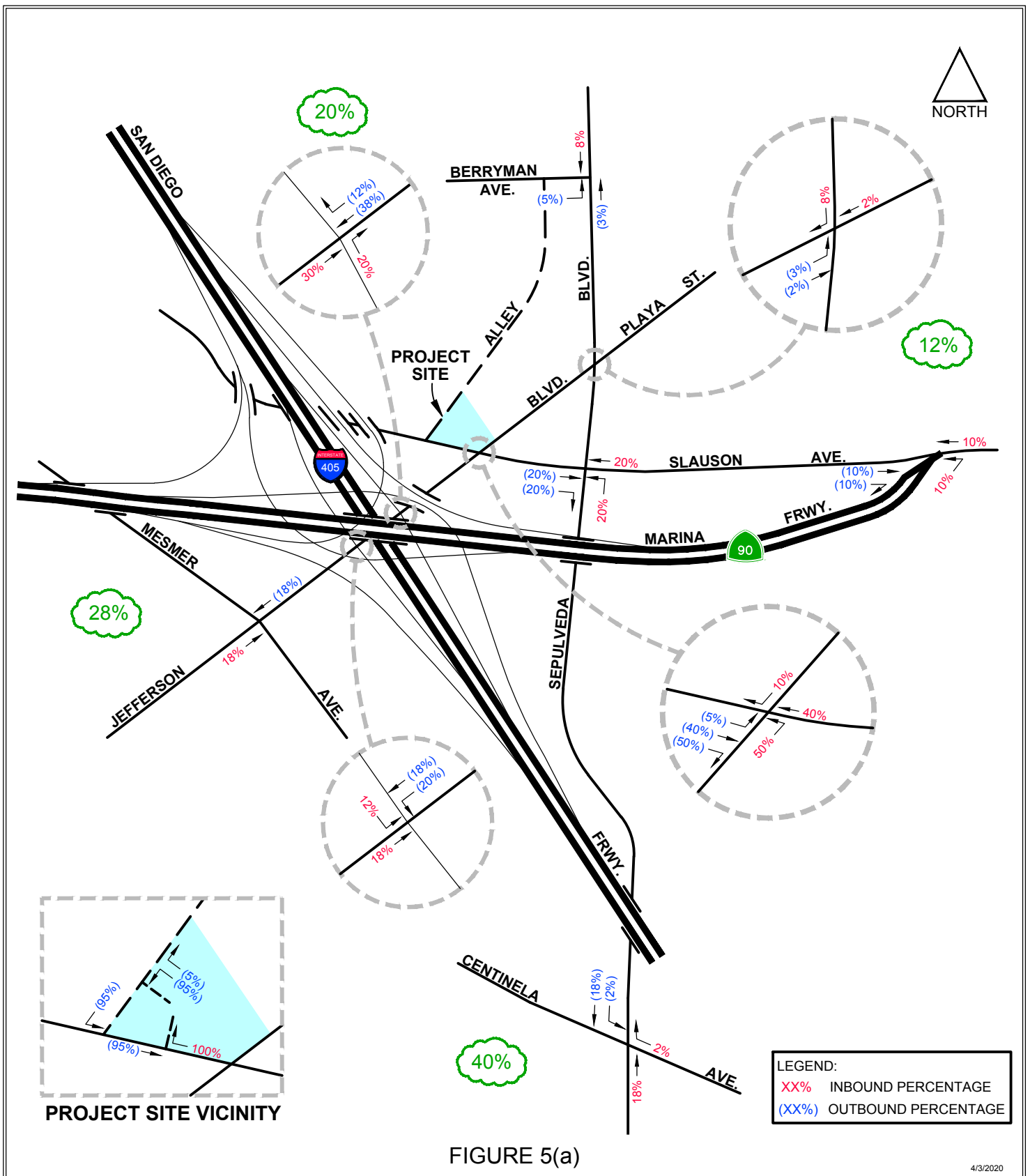
Direction	Proposed Use Percentage	Existing Use Percentage
North	20%	22%
South	40%	34%
East	12%	17%
West	<u>28%</u>	<u>27%</u>
Total	100%	100%

The general distribution percentages for the Project land uses shown in Table 6 were then disaggregated and assigned to specific routes and intersections that are expected to be used for Project access/egress. The estimated Project trip assignment percentages for the proposed and existing uses at the study intersections were reviewed and approved by the Culver City staff in an MOU signed on March 26, 2019 and included as Appendix D. It should be noted that the nearby intersection of Jefferson Boulevard/Playa Street & Sepulveda Boulevard was not reviewed as part of the traffic impact study given that the net Project trip contributions to this intersection would be minimal (6 AM peak-hour trips, 3 PM peak-hour trips) and therefore would be insufficient to create a significant traffic impact. The Project's proposed and existing land use trip distribution percentages are presented in Figures 5(a) and 5(b), respectively.

Applying these inbound and outbound percentages to the proposed and existing Project use trip generation estimates, the traffic volumes for the proposed and existing Project uses were determined for the seven study intersections and three study residential street segments. By subtracting the total existing Project-only traffic volumes from the total proposed Project-only traffic volumes at the study intersections, the net Project traffic volumes were determined for the weekday AM and PM peak hours. These net Project-only AM and PM peak-hour traffic volumes are depicted in Figures 6(a) and 6(b), respectively.

Project Parking and Access

A parking demand analysis was conducted for the Project in order to determine the anticipated overall peak parking demand and verify if the proposed parking supply would be sufficient to meet the peak demand. The parking demand analysis was prepared in accordance with the Alternative Parking Provisions of the Culver City Municipal Code ("CCMC"), which include a shared parking option for developments with multiple non-residential land uses. The parking



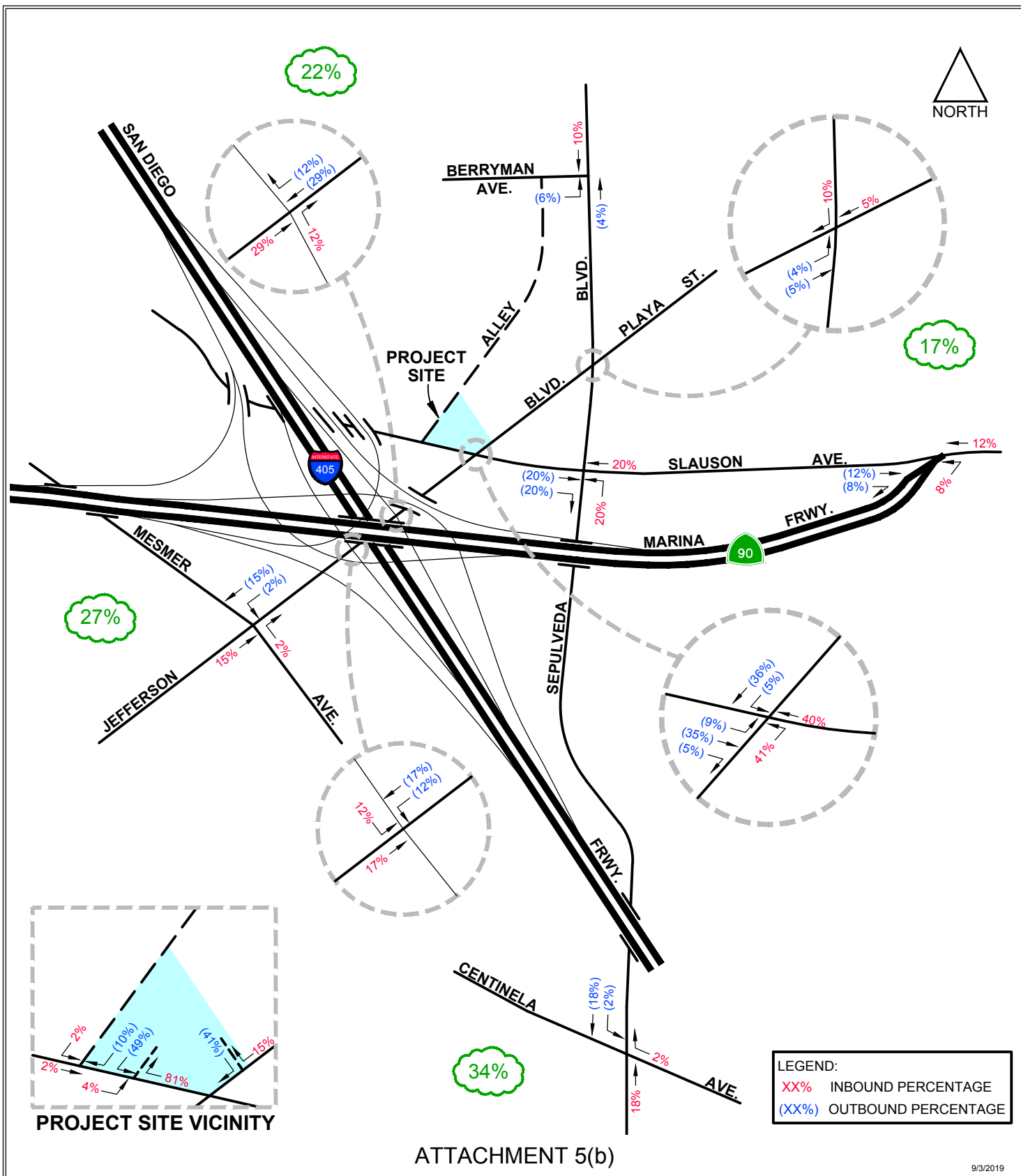
4/3/2020

FN: JEFFERSON HOTEL CULVER\PROJ-DISTRIBUTION

PROPOSED PROJECT TRIP DISTRIBUTION PERCENTAGES



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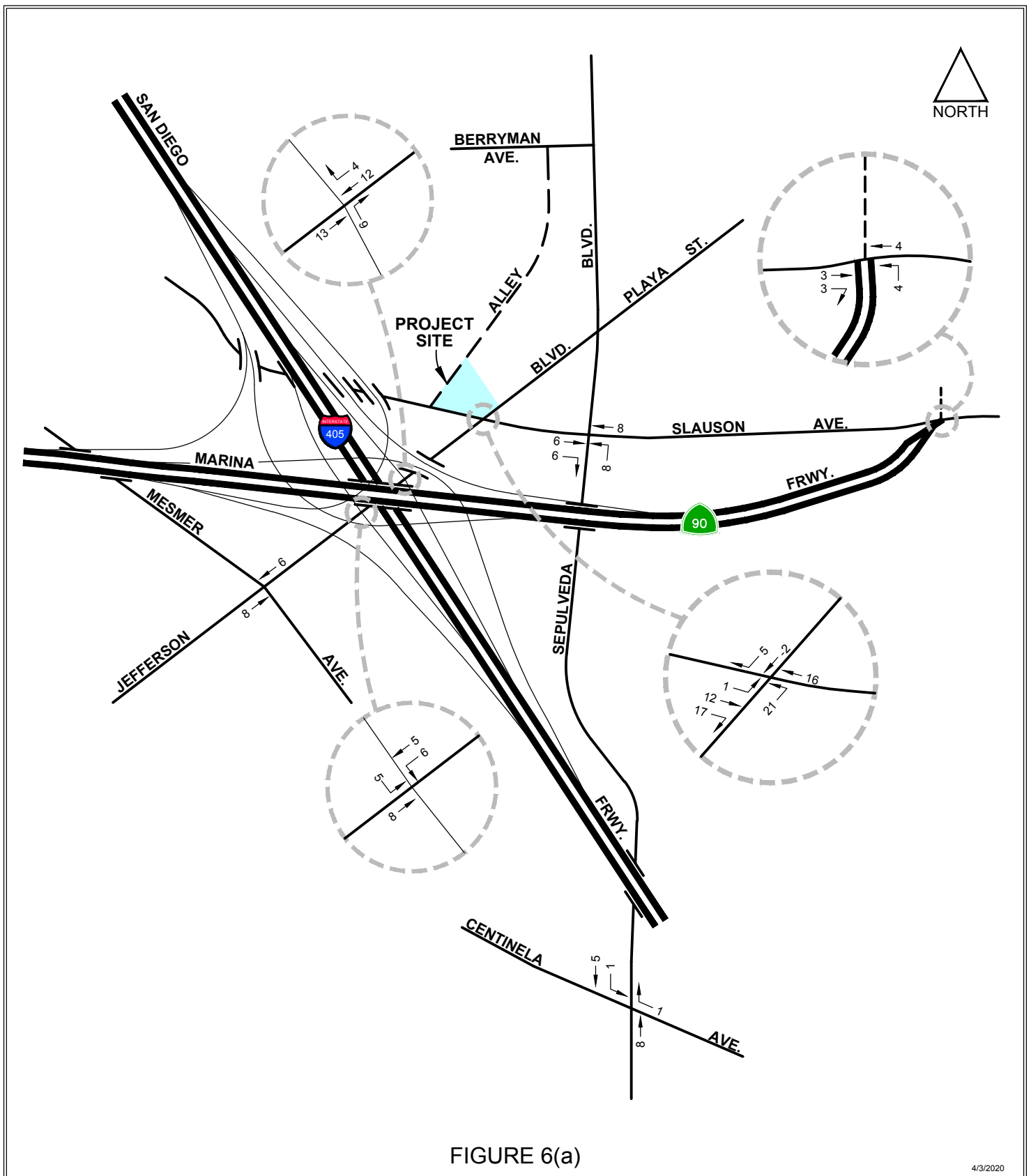
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FN: JEFFERSON & SLAUSON HOTEL/201606/PROJ-DISTRIBUTION

EXISTING PROJECT TRIP DISTRIBUTION PERCENTAGES



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JeffersonHotelCulver/REPORT GRAPHICS20190618/AMPRJ/VOLS

NET PROJECT PEAK-HOUR TRAFFIC VOLUMES AM PEAK HOUR



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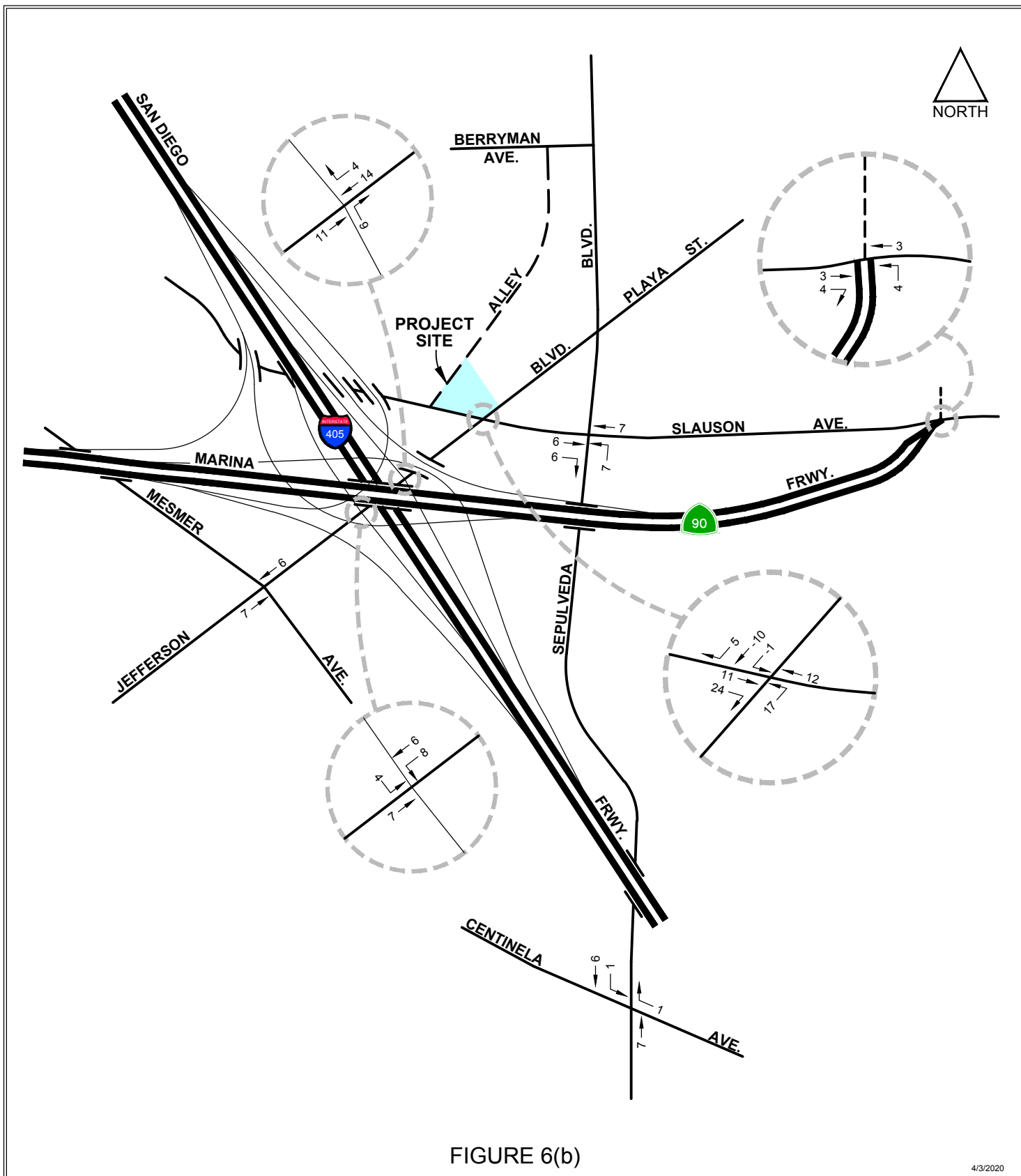


FIGURE 6(b)

4/3/2020

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demand analysis was coordinated with the City. The analysis evaluated the Project's peak parking demands based on three approaches: a shared parking analysis of the Project land use components for which adequate parking must be provided based on CCMC parking ratios, a shared parking analysis of the Project land use components based on Urban Land Institute (ULI) recommended base parking ratios, and an empirically based parking demand analysis utilizing recently collected parking utilization data from three similar, nearby Culver City hotels.

The parking utilization surveys were conducted at the DoubleTree by Hilton Hotel at 6161 Centinela Avenue, the Courtyard by Marriott at 6333 Bristol Parkway, and the Four Points by Sheraton at 5990 Green Valley Circle. Occupied parking space data were collected at these three hotel locations, and the overall parking supply was verified for each site. Based on the peak parking demand rates developed conservatively using these parking utilization data, the Project's expected peak weekday and weekend parking demands were calculated. The Project is expected to have a maximum parking demand of 138 parking spaces, which would occur midday on a weekday. The Project's parking supply of 138 parking spaces would, therefore, accommodate the maximum parking demands of the Project, and no off-site Project parking impacts are expected. The Project parking demand analysis has been included as Appendix E.

Parking for the Project would be provided underneath the building, in two subterranean parking levels that are designed to accommodate 138 vehicles through a combination of standard, ADA accessible, and tandem spaces. The Project site would include valet-assist parking in order to maintain safe and efficient use of the tandem spaces.

The Project site would be accessed by dual entry lanes from westbound Slauson Avenue, separated physically by a concrete column near the back-of-sidewalk. The drive aisle closer to the hotel (the inner aisle) would serve as a passenger drop-off and pick-up area. The second

drive aisle would allow entering vehicles to access the parking ramp down to the two subterranean parking levels. Access to the subterranean parking garage would not be gate controlled. A striped median would extend from the concrete column to delineate the two entry lanes of traffic; however, vehicles in the inner aisle would be able to maneuver around stopped vehicles dropping off/picking up when necessary. All motorists using the inner aisle would have to merge with outer drive aisle traffic in order to exit the site.

There would be two Project driveway exits onto the adjacent unnamed alley to egress onto the surrounding roadway system. One exit driveway would be provided directly off of the dual drive aisles (which would merge into a single drive aisle approaching the alley), while the second exit would provide egress for vehicles exiting the subterranean parking garage. Exiting vehicles would be allowed to travel north or south along the unnamed alley toward Berryman Avenue or Slauson Avenue, respectively. It is anticipated that the Project would increase vehicular traffic on the unnamed alley since all outbound Project trips would exit the site onto the alley.

The Project would remove existing on-street parking on Slauson Avenue, adjacent to the Project site and between the unnamed alley and Jefferson Boulevard. There are a total of approximately six existing parking spaces (three on either side of the existing site driveway). Although these existing parking spaces are currently unmetered, the City of Culver City has plans to install meters in the near future. Therefore, in order to accommodate the Project's site plan design, up to six parking spaces may be removed at a loss of \$1,000 per meter per year (based on the City-wide parking meter revenue average). The Project shall pay the City a total of \$30,000 for five years of lost parking revenue for six lost parking spaces along Slauson Avenue caused by the Project.

A conceptual striping plan of Slauson Avenue and Jefferson Boulevard, adjacent to the Project site and illustrating the Project site in relation to these roadways, is provided in Appendix F. As recommended by City staff, the plan indicates the maintenance of an 18-foot sidewalk on Slauson Avenue, adjacent to the Project site, striping a crosswalk across the alley, and providing signage that will be installed at the inbound driveway to advise arriving hotel guests of the parking options and locations (e.g., drop-off/pick-up on ground floor via the inner drive aisle, self-park on two subterranean parking levels with valet assist via the outer drive aisle).

Per City request, a truck turn analysis was conducted based on the largest size truck expected to serve the Project site -- a WB-50 truck type with an overall length of 55 feet, width of 8.5 feet, and height of 13.5 feet (see Appendix G). This truck size largely conforms to the City Code restrictions, with the exception of the width. Trucks with widths greater than 8 feet require a permit. Accordingly, the Project would obtain a permit if it became necessary to operate a vehicle wider than 8 feet to serve the site. It should be noted that the larger, 55-foot long delivery trucks would serve the site infrequently (no more than two times per month) and prior to the start of the weekday AM peak period. A flagger would be available to assist all truck deliveries with access to/from the loading area, thereby ensuring that all delivery trucks maneuver safely and efficiently into and out of the loading area. Protective devices such as bollards shall be installed on the west side of the alley in front of the loading area, if they can be accommodated.

As shown in Appendix G, for the inbound trip, the WB-50 truck would be capable of backing into the loading area by traveling north on the public alley from Slauson Avenue. For the outbound trip, the truck would exit the site by turning right and traveling northbound on the public alley towards Berryman Avenue.

Finally, the Project waste management plan describing how waste and recyclable materials would be handled for the site has been included in Appendix H.

Project Bicycle Access

Figure 7 is an exhibit showing the recommended bicycle facilities per the City of Culver City Bicycle & Pedestrian Action Plan, as adopted by the City Council in June 2020. Currently, there are no existing bicycle facilities within the City of Culver City near the Project site, except for short bicycle lane segments along the west and east sides of Sepulveda Boulevard, south of Centinela Avenue. These short sections are located in the City of Los Angeles and join the existing bicycle lanes to the south along Sepulveda Boulevard.

In the future, the City's Bicycle & Pedestrian Action Plan [shown in Figure 7] proposes to install Class II bicycle lanes on the following segments in the general Project study area:

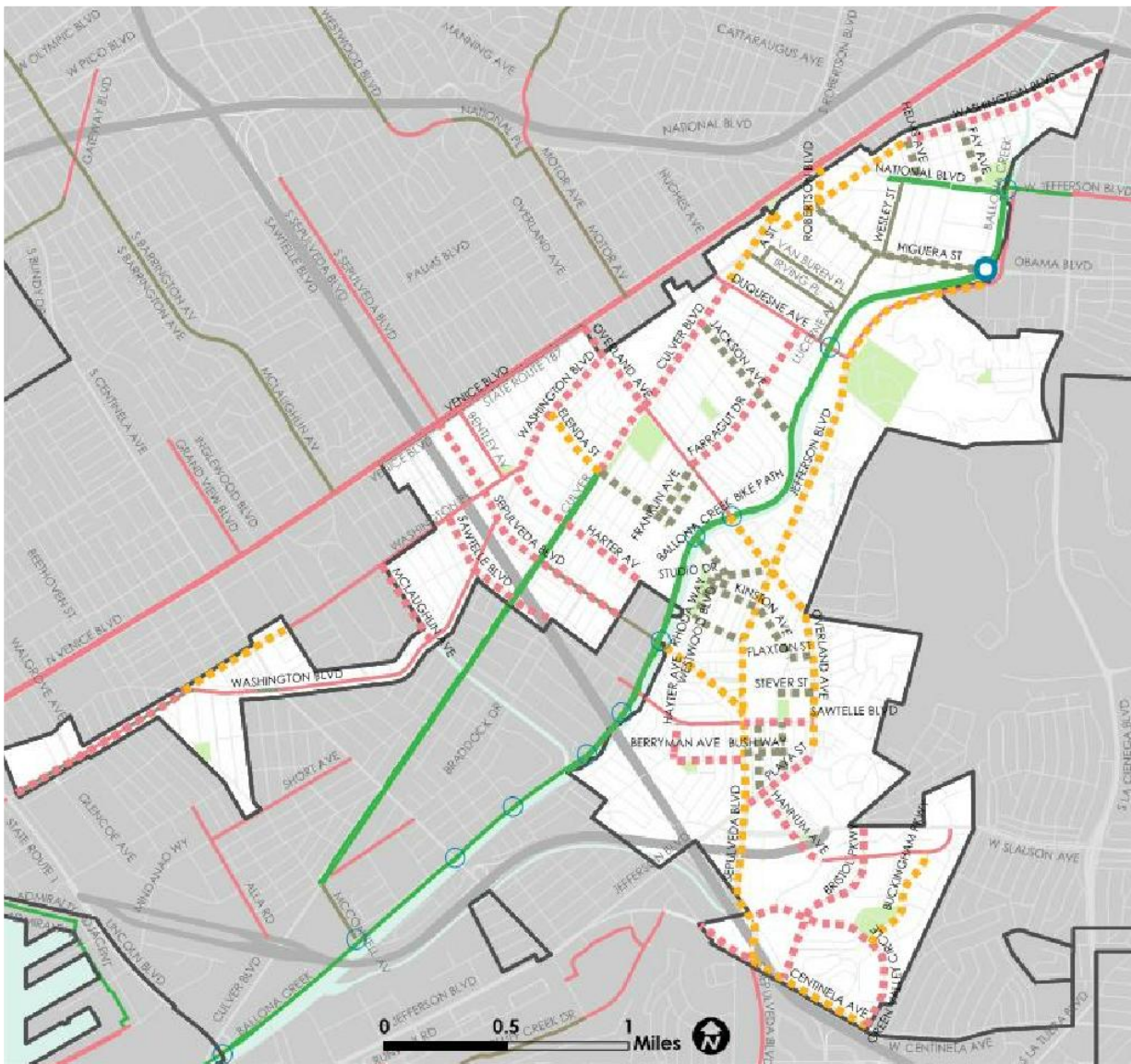
- Berryman Avenue, between Hayter Avenue and Sepulveda Boulevard;
- Centinela Avenue, between Mesmer Avenue and Sepulveda Boulevard; and
- Hannum Avenue, between Playa Street and Slauson Avenue.

Class IV separated bikeways are proposed on the following roadway segments:

- Centinela Avenue, between Sepulveda Boulevard and Green Valley Circle;
- Jefferson Boulevard, between the City limit and Sepulveda Boulevard; and
- Sepulveda Boulevard, between the Ballona Creek Bike Path and Centinela Avenue.

A Class III bicycle roadway is proposed on the following roadway segment:

- Hannum Avenue, between Sawtelle Boulevard and Playa Street.



Recommended Bikeways

- Class I Shared-Use Path
- Class II Bicycle Lane
- Class III Bike Route/Boulevard
- Class IV Separated Bikeway
- New Entrance to Bike Path

Existing Bikeways

- Class I Shared-Use Path
- Class II Bicycle Lane
- Class III Bike Route/Boulevard
- Entrance to Bike Path

SOURCE: CULVER CITY BICYCLE & PEDESTRIAN ACTION PLAN (JUNE 2020)

FIGURE 7

10/19/2020

FN: JEFFERSON & SLAUSON HOTEL/REPORT GRAPHICS20201019/CBBIKEMP

CITY OF CULVER CITY BICYCLE & PEDESTRIAN ACTION PLAN RECOMMENDED BICYCLE FACILITIES



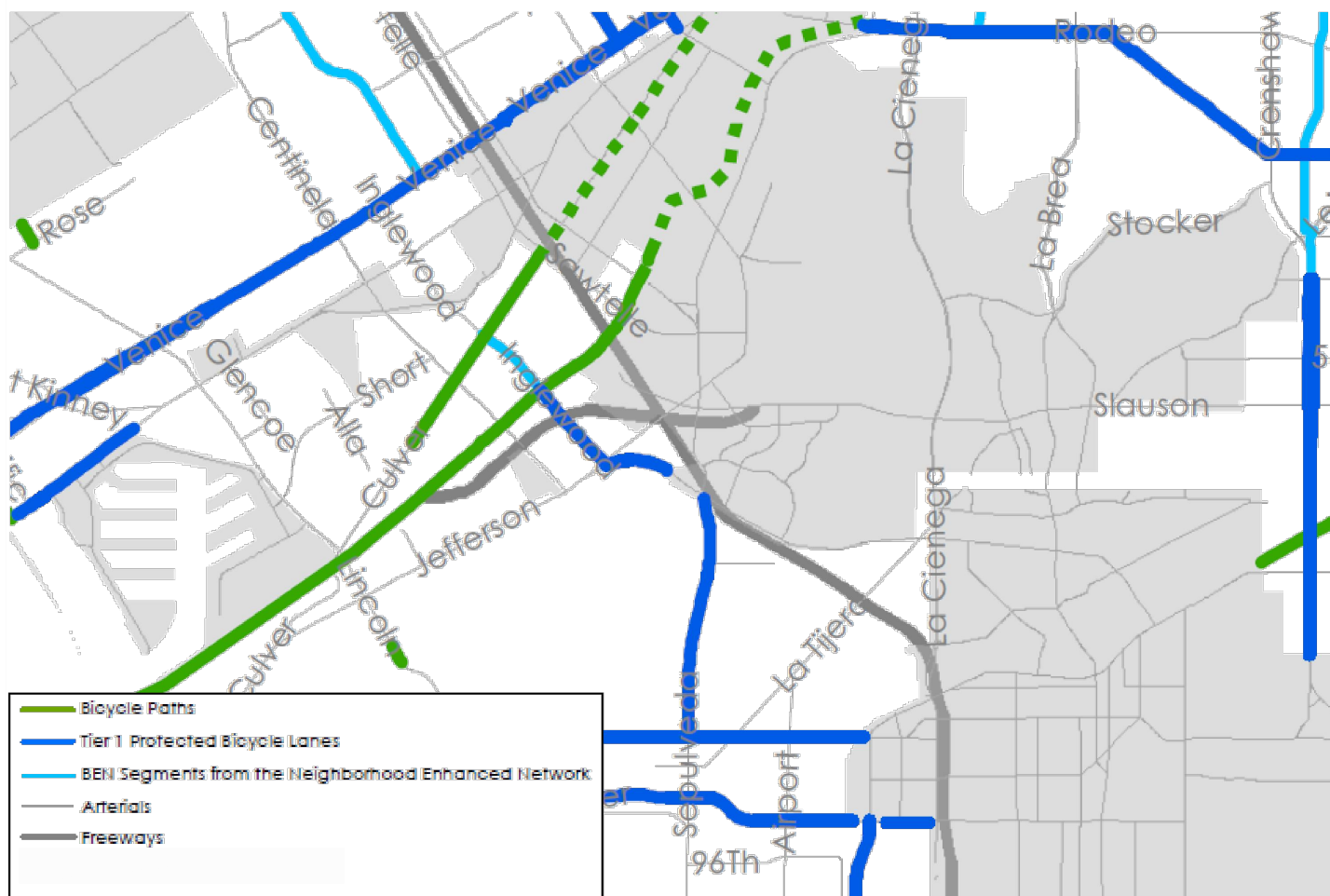
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The City of Los Angeles Mobility Plan 2035 identifies facilities as part of its Bicycle Enhanced Network (BEN), including bicycle paths and protected bicycle lanes, to be completed by 2035. As part of these BEN facilities and as shown in Figure 8, Sepulveda Boulevard is a Tier 1 Protected Bicycle Lane facility, south of Centinela Avenue to Manchester Avenue. Centinela Avenue is identified for a Tier 1 Protected Bicycle Lane improvement, from Mesmer Avenue to its intersection with Jefferson Boulevard which transitions to Inglewood Boulevard until it terminates at the Ballona Creek Bike Path.

The Project access driveway on Slauson Avenue would be required to conform to Culver City standards, and would be designed to provide adequate sight distance. Street trees and other potential impediments to adequate visibility would be minimal. The Project entrance-only and exit-only driveway connections to Slauson Avenue and the site-adjacent unnamed alley, respectively, would provide the most direct connection to and from the bicycle parking located on the Project's ground floor. The one-way operation of the Project's internal drive would have less potential for vehicle-bicycle conflicts than a two-way internal drive, providing enhanced safety for bicyclists accessing/egressing the Project.

It should be noted that the Project will implement a TDM plan with measures designed to promote alternative modes of travel to/from the Project, including by bicycle. The bicycle-related TDM measures include: providing employees with bicycle route and facility information, including bicycle maps and bicycle safety information, via bulletin board/website; bike-bicycle parking (short-term and long-term) in excess of City requirements; a self-serve bicycle tool and repair stand; free on-site shared bicycles; bike-to-work promotions; and a shower/changing room for employees who bike to work.

Based on these considerations, the Project would not affect the ability of the City of Culver City or the City of Los Angeles to implement their bicycle plans or result in bicycle access impacts.



(SOURCE: LA MOBILITY PLAN 2035)

FIGURE 8

4/3/2020

FN: JEFFERSON & SLAUSON HOTEL/LABIKEMP

CITY OF LOS ANGELES MOBILITY PLAN 2035 BICYCLE ENHANCED NETWORK



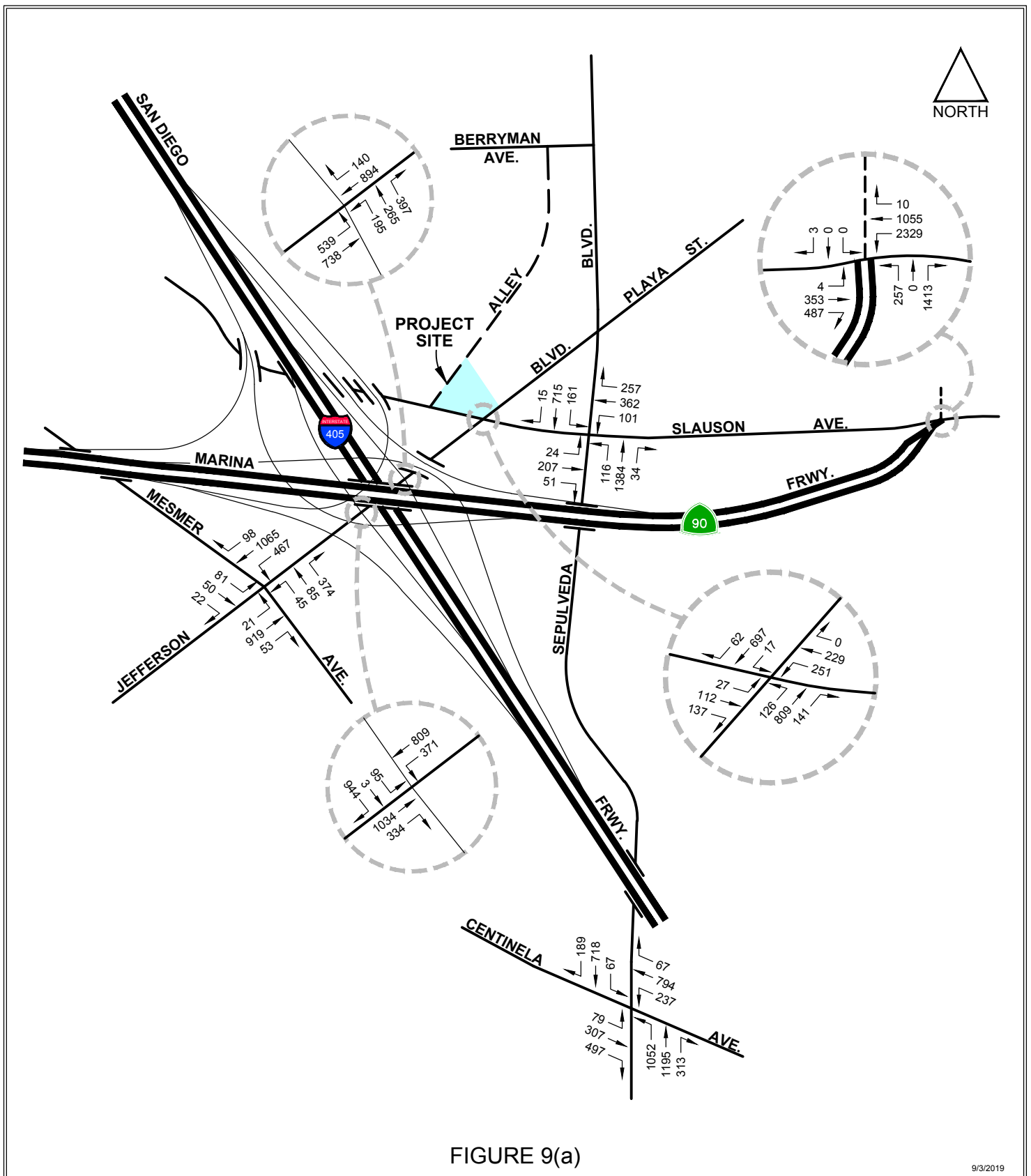
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EXISTING WITH PROJECT TRAFFIC CONDITIONS

The “Existing With Project” traffic conditions are defined by the traffic volumes, roadways, and intersection configurations/controls that exist in the year 2018, and the addition of traffic that would be generated by the Project. The net Project traffic volumes, determined in the previous section and presented in Figures 6(a) and 6(b), were added to the Existing traffic volumes shown in Figures 3(a) and 3(b). This produced the Existing With Project peak-hour traffic volumes shown in Figures 9(a) and 9(b). Ambient traffic growth and related projects traffic, and any future roadways or infrastructure improvements, were not included in this analysis, as this analysis is of the Existing condition for the year 2018.

The Existing With Project volumes in Figures 9(a) and 9(b) were analyzed using the previously discussed CMA procedures. These volumes were used to determine the impacts attributable to the Project relative to Existing volumes, the results of which are presented in Table 8, page 60. As shown in Table 8, following the addition of Project traffic to existing conditions and based on the CMA methodology, four of the seven study intersections would continue to operate at LOS C or better during both peak hours. Two study intersections (Jefferson Boulevard & I-405 Southbound Ramps and Centinela Avenue & Sepulveda Boulevard) would continue to operate at LOS D or better during both peak hours. Lastly, the intersection of Jefferson Boulevard & I-405 Northbound Ramps would continue to operate at LOS F and LOS E during the AM and PM peak hours, respectively. However, the Project caused a significant impact at this intersection in the City of Los Angeles.

The LOS analysis worksheets for Existing With Project traffic conditions are provided in Appendix C.



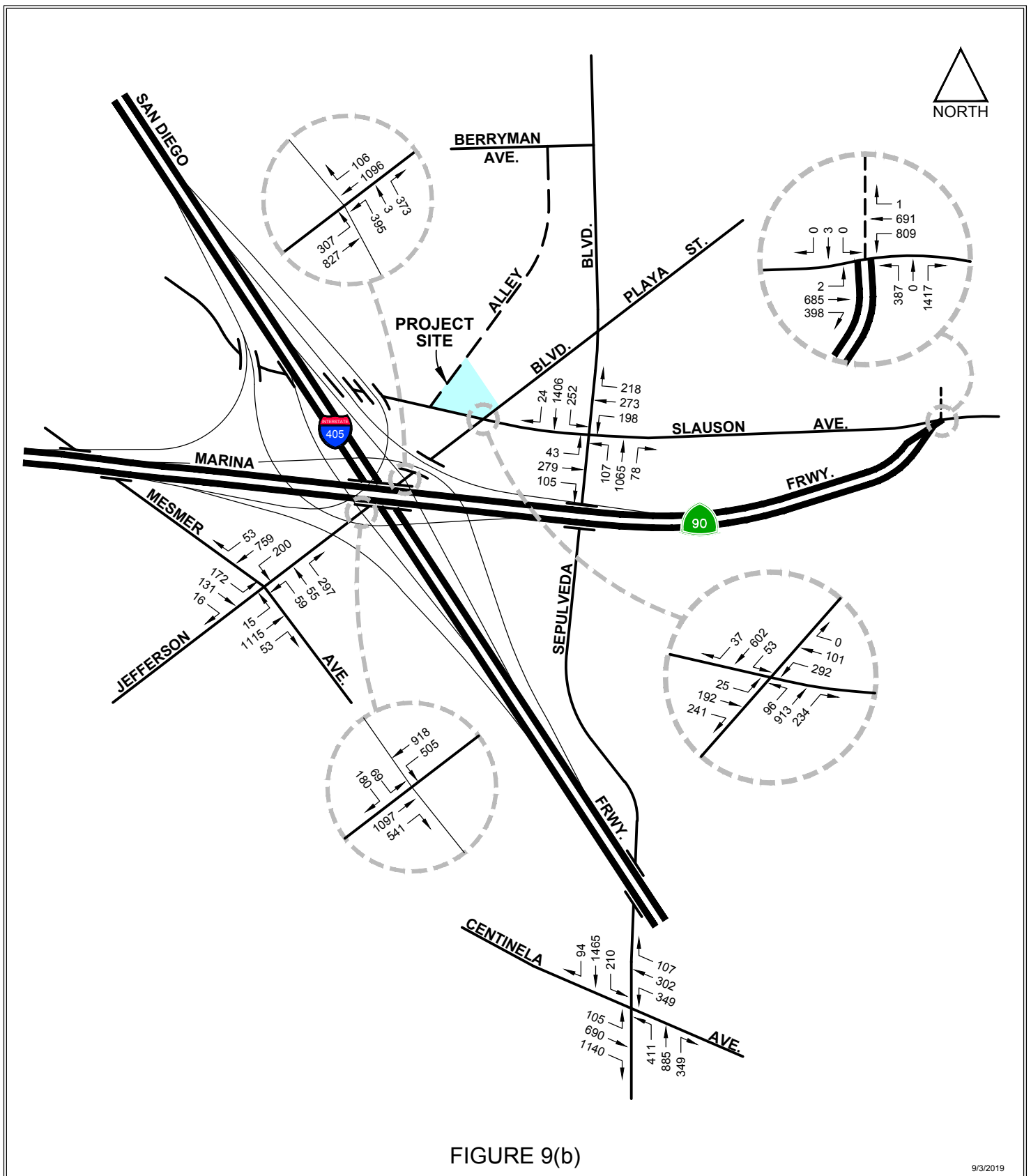
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FUTURE TRAFFIC CONDITIONS

Other projects just completed, under construction, or planned for development in the Project study area – referred to as related projects – could add substantial traffic volumes to the study intersections. For this reason, the analysis of future traffic conditions was expanded to include potential traffic generated by these related projects.

The methodology for estimating future traffic volumes can be summarized as follows: First, existing traffic volumes at the study intersections were determined through traffic counts, as described previously. Next, an average annual traffic growth factor of 1.0 percent was applied to the existing volumes to develop “baseline” volumes for the future study year. In this case, the year 2024 was selected as the future study year, which is when the Project is expected to be completed and occupied. Traffic volumes that may be generated by related projects were then overlayed on the future baseline volumes. Finally, net Project traffic was analyzed as an incremental addition to the projected future volumes.

Ambient Traffic Growth

An annual traffic growth factor of 1.0 percent was applied to account for ambient traffic growth. This growth is attributable to smaller sized potential development projects, traffic generators outside the Project study area, and general growth in through traffic volumes. The 1.0 percent factor was compounded annually and applied to the existing (2018) traffic volumes to develop year future (2024) baseline volumes.

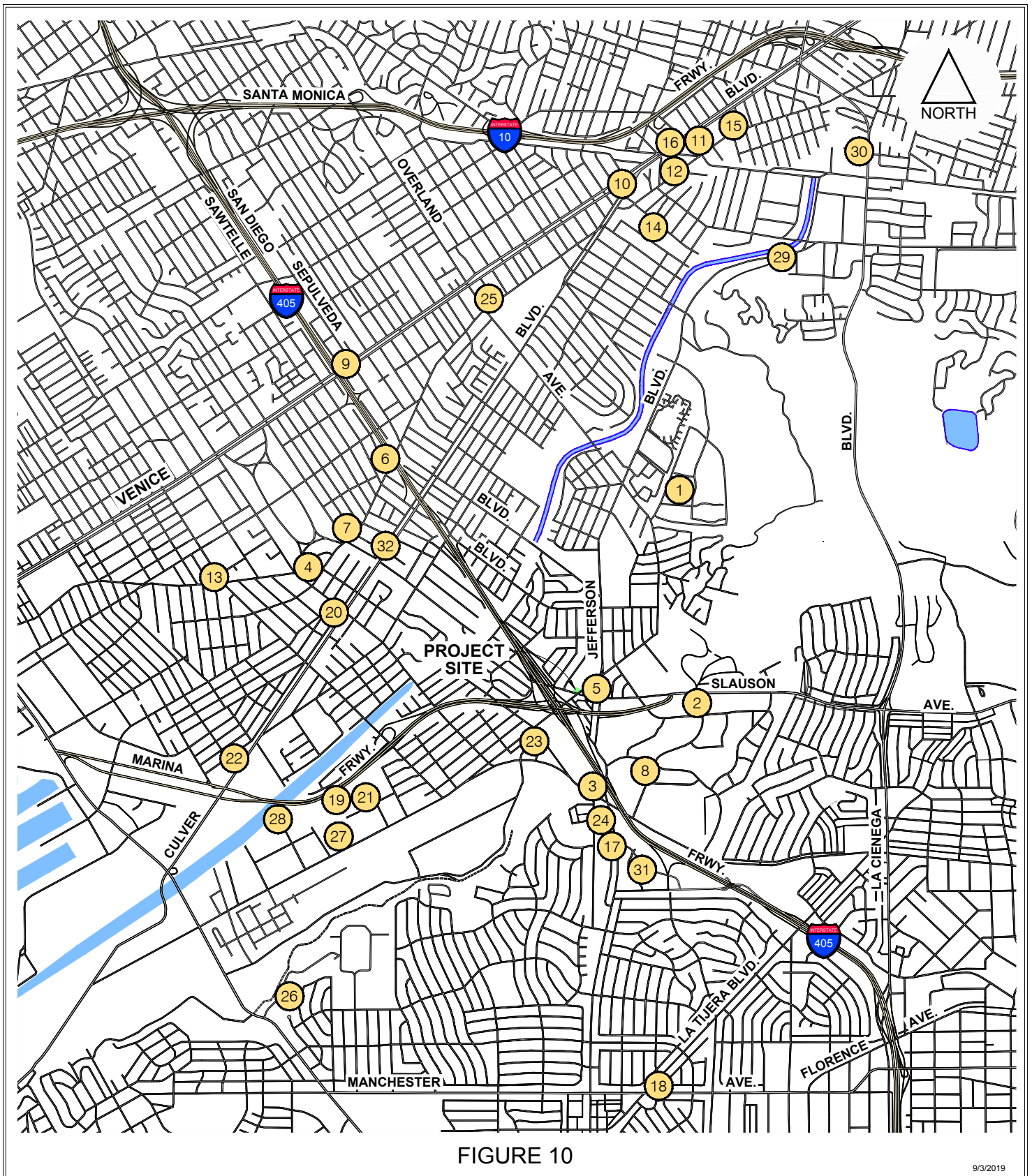
Related Projects

In addition to ambient traffic growth, related projects in the study area could also contribute to traffic volume increases on the local roadway system. Listings of potential related projects

were obtained from the Cities of Culver City and Los Angeles. Research was also conducted regarding recent traffic studies in the study area for additional related project information.

A review of the collective information found that traffic from 32 potential related projects could add traffic to the study intersections. The locations of these related projects are shown in Figure 10. Included in the list of related projects are the Howard Hughes Center development, Entrada creative office project, and the Jefferson & La Cienega Project. Per discussion with LADOT staff, it was determined that since the overall Playa Vista development (Playa Vista Phase I and The Village at Playa Vista [Phase II]) has been completed and occupied to a large degree, the development should not be included as a related project.

The current related projects addresses and descriptions, along with their estimated trip generations, are presented in Table 7. These trips were distributed and assigned using similar assumptions and rationale as applied to Project traffic. In the case where environmental documentations were available, the potential related projects trips were directly taken from those sources, as noted. In the absence of other available data, related project trip estimates were determined by applying the appropriate trip rates and/or directional splits from the *ITE Trip Generation Manual* (10th Edition, 2017). The relevant ITE rates and formulas are provided in Appendix I. Summing the individual related project traffic volume assignments, the total related project traffic volumes at the study intersections were calculated and are shown in Figures 11(a) and 11(b) for the weekday AM and PM peak hours, respectively.



9/3/2019

FN: JEFFERSON HOTEL CULVERIRELPROJUS

RELATED PROJECTS LOCATION MAP



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Table 7
Related Project Locations, Descriptions, and Trip Generations

PROJECT NAME		ADDRESS	SIZE	PROJECT DESCRIPTION	DAILY	AM PK HR			PM PK HR			
						IN	OUT	TOTAL	IN	OUT	TOTAL	
CITY OF CULVER CITY												
1.	West Los Angeles College Master Plan	9000 Overland Avenue	11,675	stu	Enrollment Increase	2,186	119	34	153	70	59	129
2.	Office & Retail Building	700-701 Corporate Pointe	281,400	sf	General Office	1,440	188	31	219	32	165	197
3.	Entrada Creative Office	6161 W. Centinela Avenue	281,209	sf	General Office	2,880	385	53	438	67	326	393
4.	Culver West Mixed Use Washington/Inglewood	11924 Washington Boulevard	3,750	sf	Restaurant	1,087	(8)	40	32	65	26	91
			11,250	sf	Retail							
			98	du	Apartment							
			(26,445)	sf	General Office (to be removed)							
5.	4-Story Commercial	5645 Sepulveda Boulevard	3,193	sf	Retail	1,410	59	21	80	43	96	139
			38,712	sf	Medical Office							
			(5,000)	sf	General Office (to be removed)							
6.	Office Building	11259 Washington Boulevard	4,022	sf	General Office	47	26	4	30	1	4	5
7.	Vista Del Sol - Assisted Living Expansion	11620 Washington Boulevard	72	bd	Assisted Living	187	9	5	14	7	12	19
8.	Bristol Parkway Mixed Use	6201 Bristol Parkway	20,767	sf	Retail	3,731	52	240	292	180	69	249
			662	du	Apartment							
			50	du	Live/Work							
			(60,000)	sf	Retail (to be removed)							
9.	Shell Gas Station	11224 Venice Boulevard	3,150	sf	Gas Station With Convenience Market	4,536	122	117	239	142	136	278
10.	Parcel B - Culver Steps	9300 Culver Boulevard	45,000	sf	Retail/Restaurant	2,398	102	28	130	94	153	247
			65,000	sf	General Office							
			10,000	sf	Public Plaza							
11.	Ivy Station Washington/National TOD	8824 National Boulevard	10,000	sf	High-Turnover Restaurant	4,124	173	83	256	127	174	301
			10,000	sf	Quality Restaurant							
			200	du	Mid-Rise Apartment							
			148	rm	Hotel							
			201,000	sf	General Office							
			24,000	sf	Specialty Retail							
			(300)	sp	LRT Station parking (to be removed)							
			(10,000)	sf	Automobile Care Center (to be removed)							
			(8,000)	sf	Retail (to be removed)							
(12,000)	sf	Furniture Store (to be removed)										
12.	Synapse Office and Retail/Restaurant (ICC Site)	8888 Washington Boulevard	59,324	sf	General Office	1,146	82	18	100	33	91	124
			2,878	sf	Retail							
			3,184	sf	High-Turnover Restaurant							
			(9,992)	sf	Automobile Repair Shop (to be removed)							
13.	Market Hall - Washington Centinela	12403 Washington Boulevard	21,605	sf	Dining Hall	7,006	33	17	50	178	147	325
			5,230	sf	Retail							
14.	Culver City Innovation Plan Comprehensive Plan	9336 Washington Boulevard	345,007	sf	Production Space	3,527	302	49	351	59	310	369
15.	ECF Mixed-Use TOD	8700 Washington Boulevard	199	du	Apartment	2,881	97	105	202	136	113	249
			17,250	sf	Commercial Live/Work							
			5,000	sf	Restaurant							
			17,750	sf	Retail							
16.	Federal Express Mixed-Use TOD	3710 Robertson Boulevard	141	du	Apartment	2,856	107	73	180	80	188	268
			64,200	sf	Creative Office							
			30,042	sf	Retail/Restaurant							
CITY OF CULVER CITY TOTAL						41,442	1,848	918	2,766	1,314	2,069	3,383

Table 7 (Cont.)
Related Project Locations, Descriptions, and Trip Generations

				AM PK HR				PM PK HR				
PROJECT NAME		ADDRESS		SIZE	PROJECT DESCRIPTION	DAILY	IN	OUT	TOTAL	IN	OUT	TOTAL
CITY OF LOS ANGELES												
17.	Apartment Project	6733 Sepulveda Boulevard	176 du 33,484 sf	Apartment General Office	628	(31)	55	24	52	(40)	12	
18.	Charter Middle School	8540 S. La Tijera Boulevard	350 stu	Middle School	868	173	142	315	99	111	210	
19.	Office Project	12575 Beatrice Street	199,500 sf (23,072) sf	General Office General Office (to be removed)	1,946	242	33	275	57	277	334	
20.	ICEF Vista Charter School Expansion	4471 Inglewood Boulevard	800 stu	High School/Middle School	275	55	45	100	31	36	67	
21.	Jandy Creative Office	5405 S. Jandy Place	93,950 sf	Creative Office	613	86	10	96	30	154	184	
22.	Ocean Charter School	12870 W. Panama Street	532 stu	Elementary/Middle School	1,320	263	216	479	150	169	319	
23.	Office Project	11811 S. Teale Street	10,925 sf	General Office	121	15	2	17	5	26	31	
24.	Apartment Project	6711 S Sepulveda Boulevard	180 du	Apartment	898	14	60	74	61	31	92	
25.	The Palms Mixed-Use Project	10601 Washington Boulevard	132 du 26,000 sf 18,000 sf	Apartment General Office Retail	2,343	64	84	148	123	91	214	
26.	LMU Master Plan	1 LMU Drive	7,800 stu	Enrollment	635	29	8	37	20	44	64	
27.	Office Project	12777 W. Jefferson Boulevard	49,950 sf	General Office Expansion	550	68	9	77	17	83	100	
28.	Marina Island	5000 Beethoven	156 du	Apartment	1,569	24	96	120	107	58	165	
29.	Coffee Bean & Tea Leaf	6024 W. Jefferson Boulevard	53,762 sf 50,775 sf 90,054 sf 2,200 sf	Manufacturing Warehousing General Office Coffee Shop	1,737	134	52	186	35	103	138	
30.	Jefferson and La Cienega Project	3321, 3351 S. La Cienega Boulev	1,218 du 200,000 sf 50,000 sf 30,000 sf 20,000 sf (20,000) sf (43,313) sf	Apartment General Office Supermarket Retail Restaurant Light Industrial (to be removed) General Office (to be removed)	10,136	319	419	738	467	382	849	
31.	Howard Hughes Center	6801 Center Drive	600 du 488,659 sf	Apartment Remaining development potential	8,370	660	327	987	439	958	1,397	
32.	Apartment Project	11612 W. Culver Boulevard	49 du 1,700 sf	Apartment Restaurant	447	12	26	38	28	15	43	
CITY OF LOS ANGELES TOTAL					32,456	2,127	1,584	3,711	1,721	2,498	4,219	
RELATED PROJECTS TOTAL					73,898	3,975	2,502	6,477	3,035	4,567	7,602	

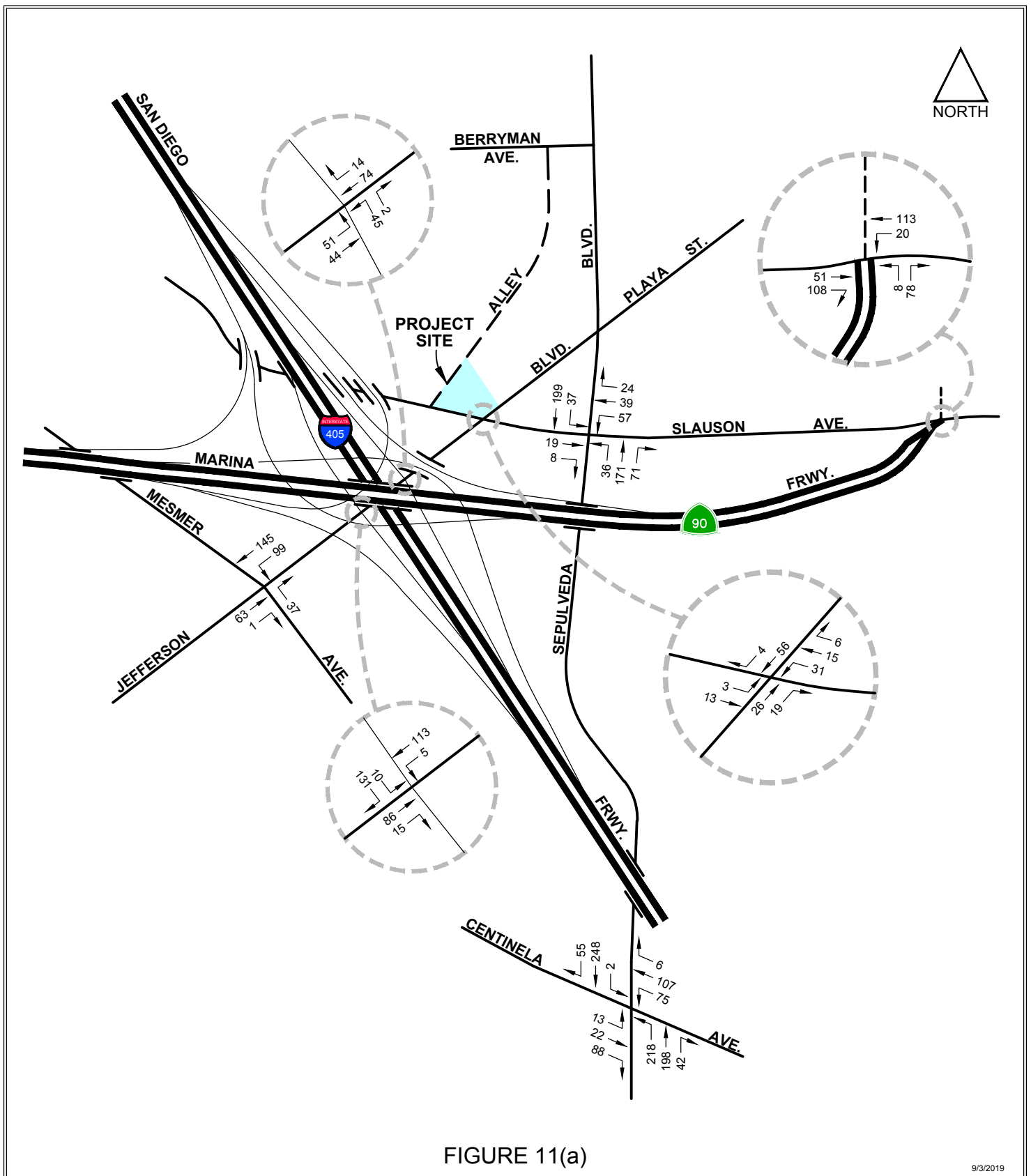
Source:

1. *Trip Generation Study West Los Angeles College 2009 Facilities Master Plan*, prepared by Fehr & Peers on 4/2009. Estimated 25% of the total trip generation would occur as of the future condition scenarios.
2. *Traffic Impact Study for C3 Creative Office Development Project*, prepared by Crown City Engineers, Inc. on 8/2014. Project has been completed and is fully leased and estimated to be approximately half occupied. Trip generation reflects 50% occupancy.
3. *Traffic Impact Study for Proposed Entrada Creative Office Project*, prepared by Crain & Associates on 11/2016.
4. Trip generation from ITE [Trip Generation Manual](#), 10th Edition for LUC 932 (High-Turnover [Sit-Down] Restaurant), 820 (Shopping Center), and 221 (Multifamily [Mid-Rise]).
5. Trip generation from ITE [Trip Generation Manual](#), 10th Edition for LUC 820 (Shopping Center), 720 (Medical-Dental Office), and 710 (General Office).
6. Trip generation from ITE [Trip Generation Manual](#), 10th Edition for LUC 710 (General Office).
7. Trip generation from ITE [Trip Generation Manual](#), 10th Edition for LUC 254 (Assisted Living).
8. Trip generation from ITE [Trip Generation Manual](#), 10th Edition for LUC 820 (Shopping Center) and 220 (Multifamily [Low-Rise]).
9. Trip generation from ITE [Trip Generation Manual](#), 10th Edition for LUC 945 (Gasoline/Service Station with Convenience Market).
10. Trip generation from ITE [Trip Generation Manual](#), 10th Edition for LUC 820 (Shopping Center) and 710 (General Office).

Table 7 (Cont.)

Related Project Locations, Descriptions, and Trip Generations

11. *Traffic Impact Analysis for Ivy Station Mixed-Use Transit Orientated Development at Washington Blvd. and National Blvd.* , prepared by Kimley-Horn and Associates on 10/2015.
 12. *Draft Traffic Study for the 8888 Washington Boulevard Project* , prepared by Raju Associates, Inc. on 2/2017.
 13. Trip generation from ITE Trip Generation Manual, 10th Edition for LUC 930 (Fast Casual Restaurant) and 820 (Shopping Center).
 14. Trip generation from ITE Trip Generation Manual, 10th Edition for LUC 710 (General Office).
 15. Trip generation from ITE Trip Generation Manual, 10th Edition for LUC 220 (Multifamily [Low-Rise]), 710 (General Office Building), 932 (High-Turnover [Sit-Down] Restaurant, and 820 (Shopping Center).
 16. Trip generation from ITE Trip Generation Manual, 10th Edition for LUC 220 (Multifamily [Low-Rise]), 710 (General Office Building), and 820 (Shopping Center).
 17. Project description and trip generation data from LADOT database (results generated on March 13, 2019). Project distribution based on Project presentation on 3/2016.
 18. Project description and trip generation data from LADOT database (results generated on March 13, 2019).
 19. *Traffic Impact Study for 12575 Beatrice Street Office Project* , prepared by Linscott, Law & Greenspan on 7/2016.
 20. Project description and trip generation data from LADOT database (results generated on March 13, 2019).
 21. Project description and trip generation data from LADOT database (results generated on March 13, 2019).
 22. *Traffic Study for 6711 Sepulveda Project* , prepared by The Mobility Group on 9/2017.
 23. Project description and trip generation data from LADOT database (results generated on March 13, 2019).
 24. *Traffic Impact Analysis for Ocean Charter School* , prepared by Garland Associates on 4/2016.
 25. Project description and trip generation data from LADOT database (results generated on March 13, 2019).
 26. Project description and trip generation data from LADOT database (results generated on March 13, 2019). Estimated 25% of the total trip generation would occur as of the future conditions scenarios.
 27. Project description and trip generation data from LADOT database (results generated on March 13, 2019).
 28. Project description and trip generation data from LADOT database (results generated on March 13, 2019).
 29. *Traffic Impact Study for 6024 Jefferson Mixed-Use Project* , prepared by Overland Traffic Consultants, Inc. on 9/2018.
 30. *Traffic Impact Study for Jefferson and La Cienega Project* , prepared by Gibson Transportation Consulting, Inc. on 7/2015.
 31. Trip generation from Third Amendment to Development Agreement for Howard Hughs Center, prepared by Crain & Associates on 2011.
 32. Project description and trip generation data from LADOT database (results generated on March 13, 2019).
-
bd	Bed	sf	Square feet
du	Dwelling unit	sp	Parking space
rm	Room	stu	Student



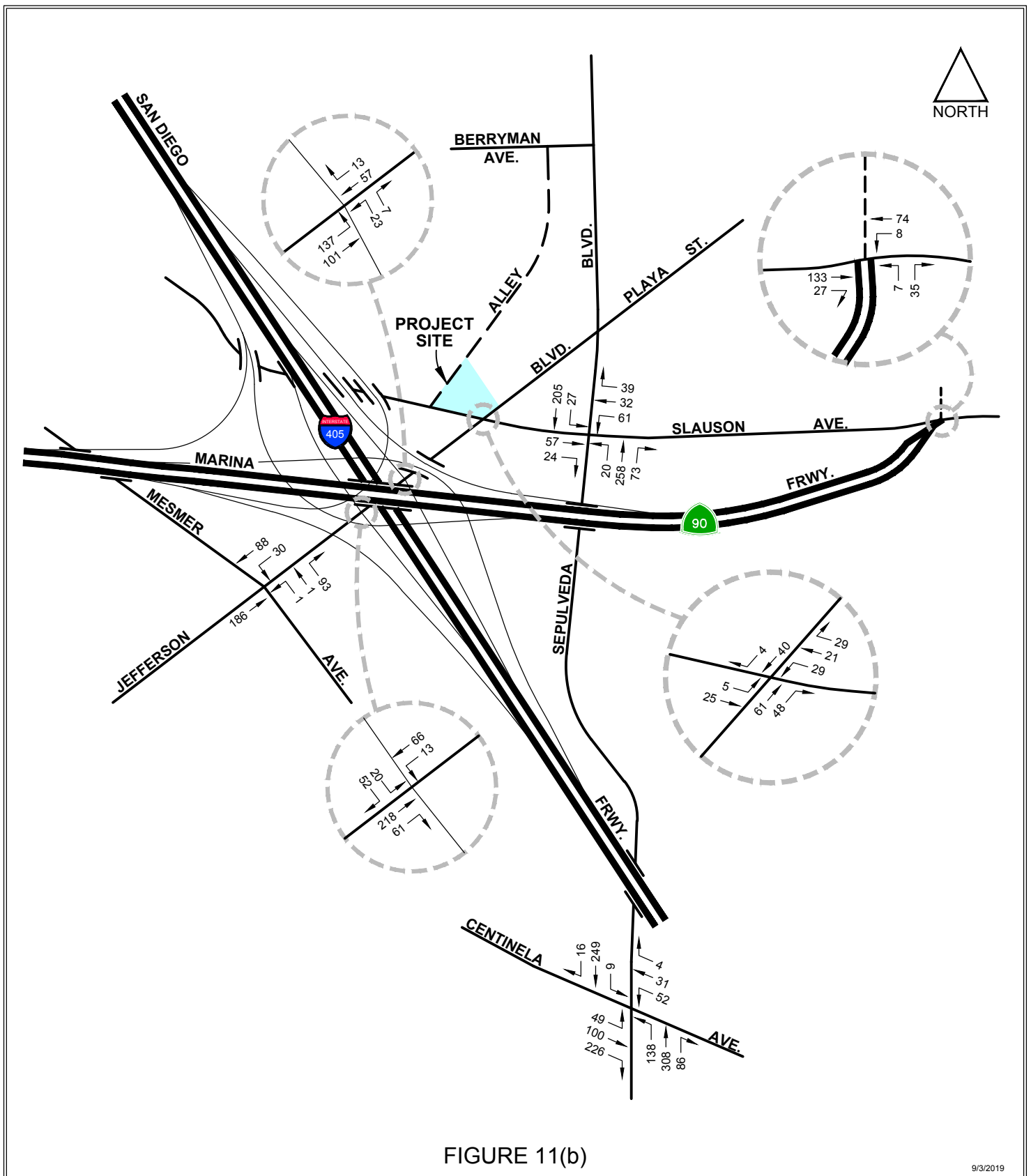
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TOTAL RELATED PROJECT TRAFFIC VOLUMES AM PEAK HOUR



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Future Highway System Improvements

A review of the City of Los Angeles Department of Public Works Bureau of Engineering Street Improvement Master Schedule did not reveal any projects in the design or construction phases that would impact any of the intersections in the study area. The City of Culver City does not anticipate any future roadway modifications within the study area that would affect the study intersections.

There are physical mitigation improvements associated with the Entrada creative office project, a related project, that would affect two Project study intersections. The Entrada creative office project physical improvements are scheduled to be in place prior to the opening year of the Project. These physical improvements include the following:

- Jefferson Boulevard & Mesmer Avenue: Restripe the south and north legs of Mesmer Avenue to allow the installation of a second northbound right-turn lane. Modify the traffic signal equipment at the intersection as necessary. No removal of on-street parking is anticipated due to this improvement.
- Centinela Avenue & Sepulveda Boulevard: Restripe Sepulveda Boulevard to provide a third northbound left-turn lane. Modify the raised island at the southeast corner of the intersection as necessary to provide a shared northbound through/right-turn lane. The northbound right-turn-only lane would be removed.

Modify the channelization and raised median island on the west leg of Centinela Avenue, and restripe to provide three westbound departure lanes to receive the additional lane of left-turning traffic from Sepulveda Boulevard. Modify the traffic signal equipment at this intersection as necessary. All detectors for all the approaches tied to this intersection shall be functional to realize the operational improvements anticipated

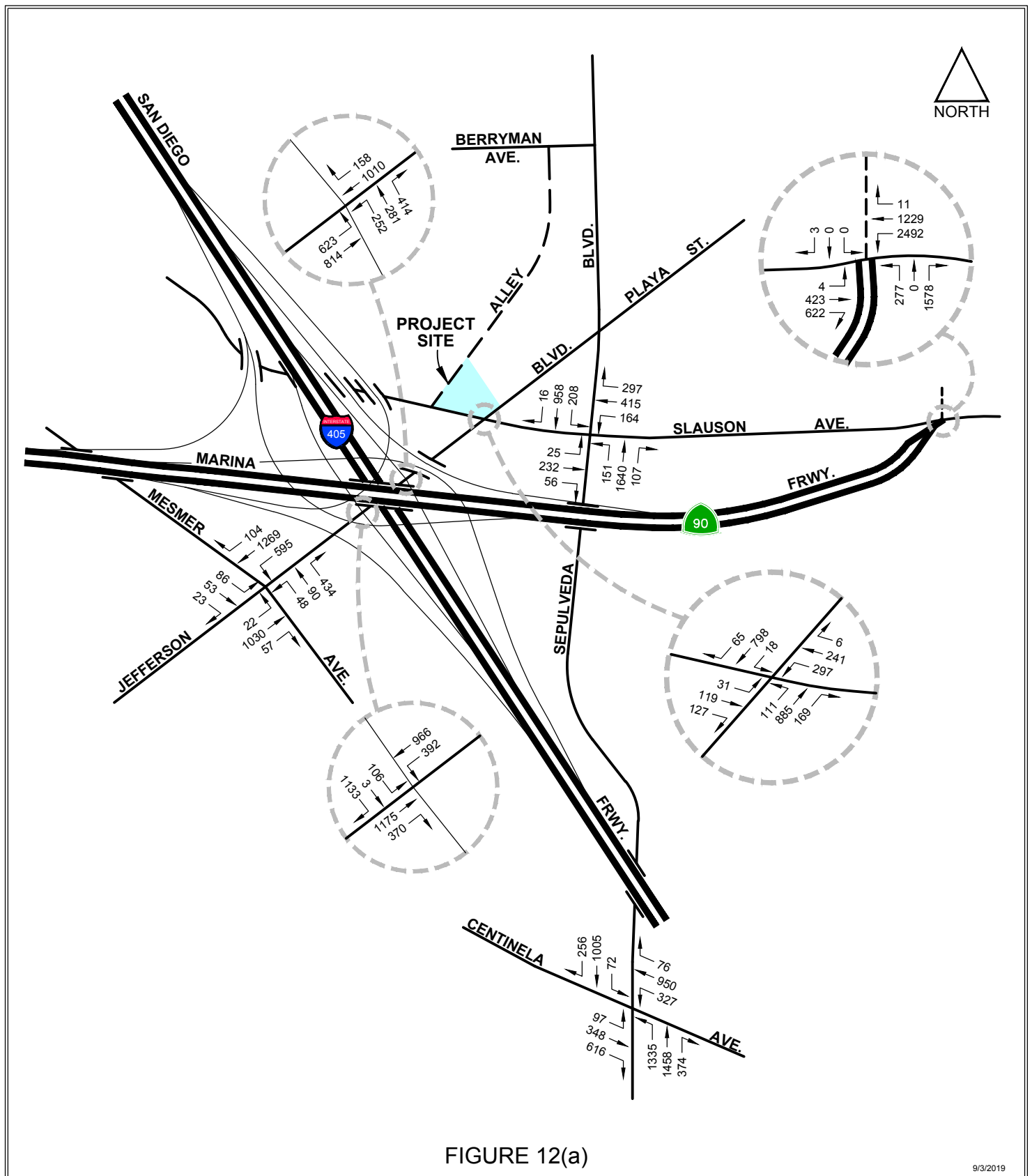
in this mitigation. No removal of on-street parking is anticipated due to this improvement.

Both the Los Angeles Mobility Plan 2035 and the Culver City Bicycle and Pedestrian Master Plan identify several roadways to classify as Class III bicycle routes near the Project site; however this designation will not affect lane configurations or phasing characteristics of any of the study intersections.

Analysis of Future (2024) Traffic Conditions

The analysis of the future year 2024 traffic conditions in the study area was performed using the same CMA procedures described previously in this report. As described in the previous section, the future condition scenario was examined assuming implementation of all planned roadway improvement projects associated with the Entrada creative office project. Accordingly, future traffic volumes for the analysis were developed as follows:

- As previously discussed, future “Without Project” traffic volumes for the year 2024 were determined by superimposing area-wide ambient traffic growth and the total related project traffic volumes onto existing (2018) traffic volumes. The resulting Future (2024) Without Project AM and PM peak-hour intersection volumes are provided in Figures 12(a) and 12(b), respectively. These are the “benchmark” volumes used for the “Without Project” case at each of the study intersections.
- These projected traffic volumes represent a conservative condition due to several factors: some related projects may not be built as described or within the study time frame; some related projects may implement trip reduction measures; transit usage may increase; and the effects of trip linkages have not been credited.

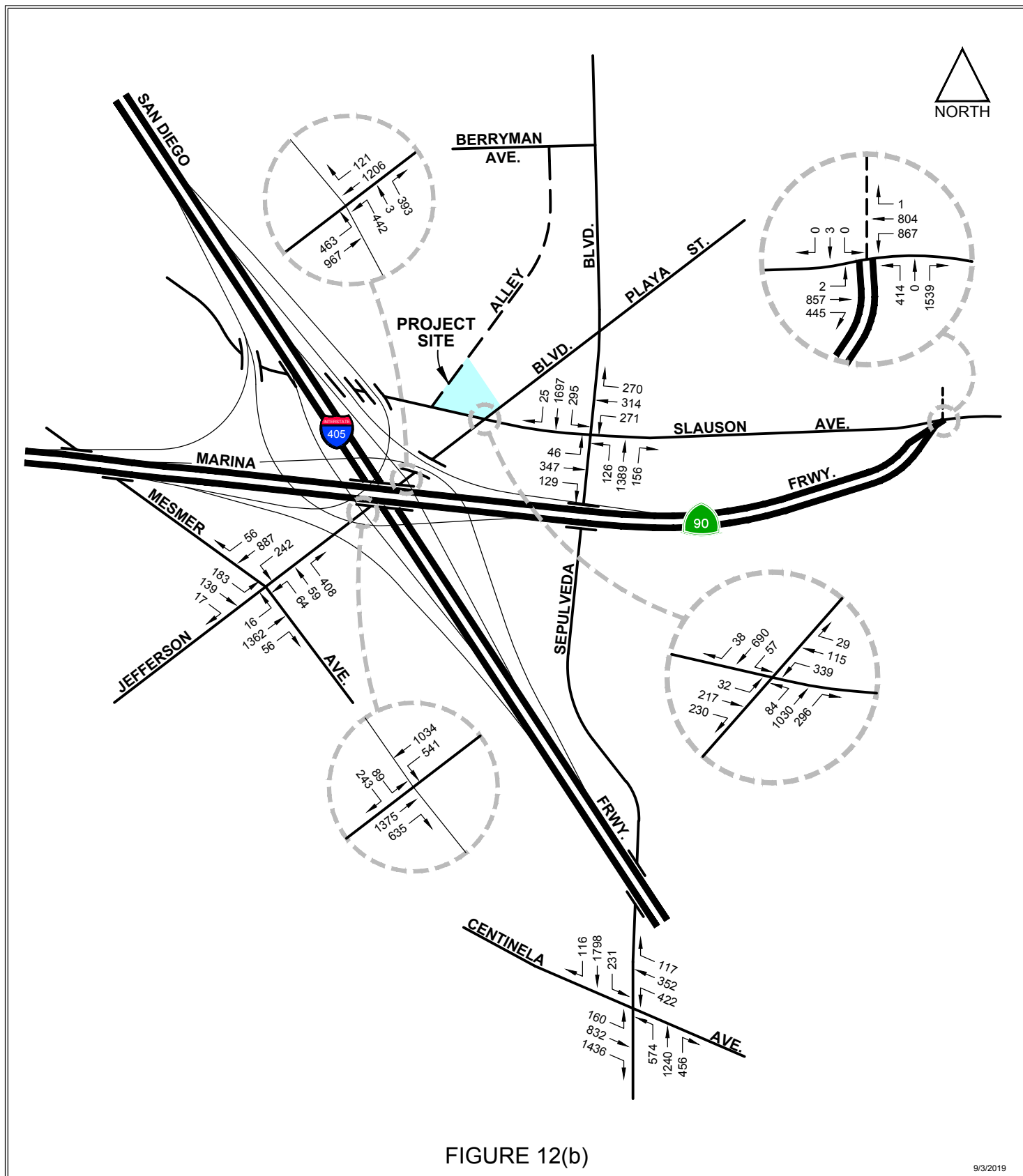


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**FUTURE (2024) TRAFFIC VOLUMES
WITHOUT PROJECT
AM PEAK HOUR**



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FUTURE (2024) TRAFFIC VOLUMES
WITHOUT PROJECT
PM PEAK HOUR

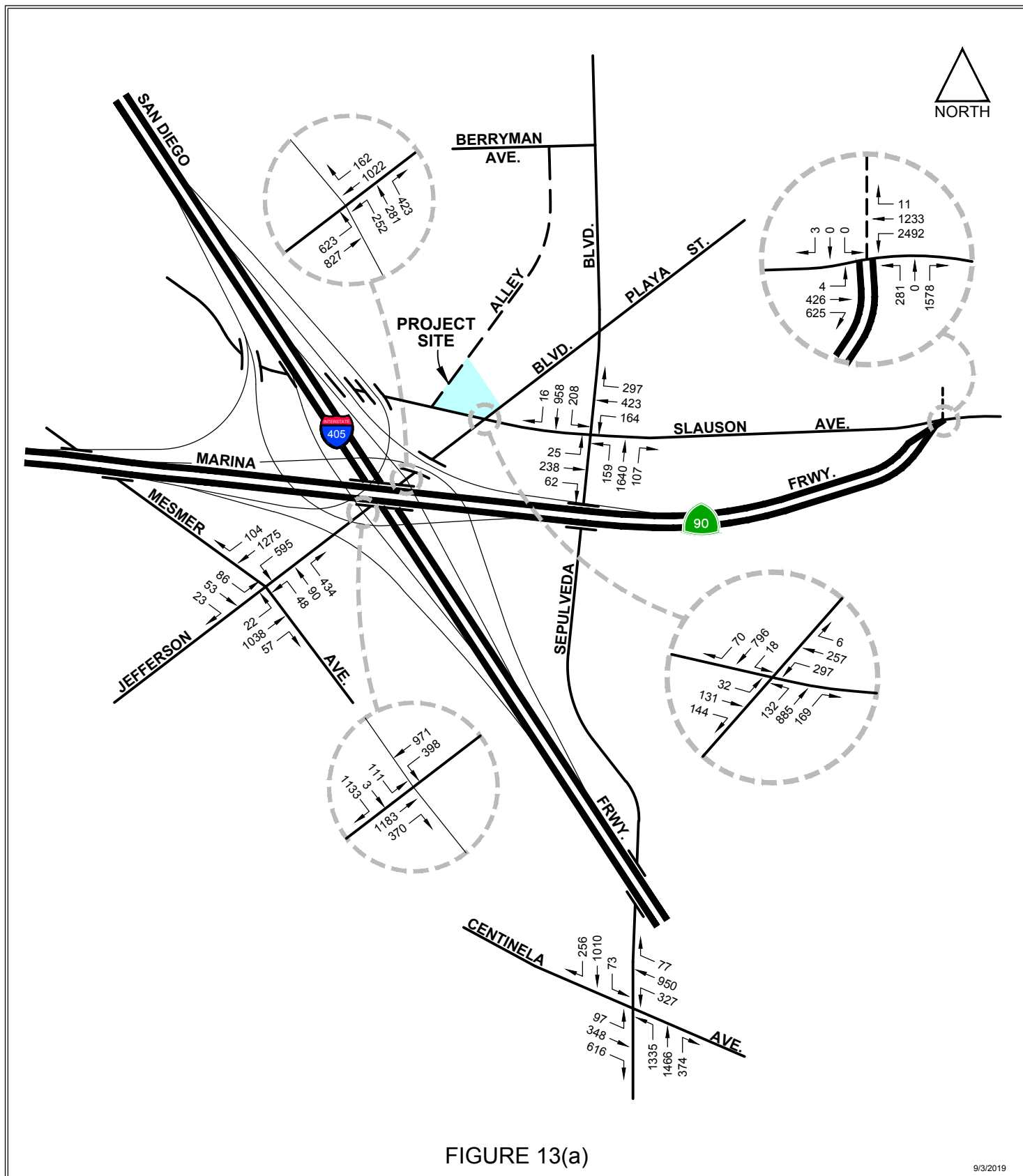


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- Project traffic volumes, as determined earlier, were then added to the Future (2024) Without Project traffic volumes to develop the Future (2024) With Project traffic volumes. The Future (2024) With Project volumes were then used to determine traffic impacts directly attributable to the Project. The Future (2024) With Project AM and PM peak-hour traffic volumes are shown in Figures 13(a) and 13(b), respectively

The results of the analysis of future traffic conditions at the study intersections are summarized in Table 8. As shown, under Future (2024) Without Project traffic conditions, traffic operations are expected to degrade when compared with existing conditions due to ambient and related project traffic growth. Under Future (2024) Without Project conditions, four intersections are projected to operate at LOS C or better during both peak hours. The intersection of Jefferson Boulevard & I-405 Freeway Southbound Ramps would degrade to LOS F during the AM peak hour and LOS C during the PM peak hour, while the intersection of Jefferson Boulevard & I-405 Freeway Northbound Ramps would degrade to LOS F during the PM peak hour. The intersection of Centinela Avenue & Sepulveda Boulevard would degrade to LOS E and LOS F conditions during the AM and PM peak hours, respectively.

Under Future (2024) With Project conditions, six of the seven study intersections would maintain the same LOS as the Without Project scenario during both peak hours. The one intersection that would see a worsening LOS is the intersection of Slauson Avenue & Marina Freeway, which would degrade from LOS C (0.799 V/C ratio) to LOS D (0.802 V/C ratio) during the AM peak hour. Three intersections would continue to operate at LOS C or better during both peak hours. The intersections of Jefferson Boulevard & I-405 Freeway Southbound Ramps, Jefferson Boulevard & I-405 Freeway Northbound Ramps, and Centinela Avenue & Sepulveda Boulevard would continue to operate at LOS F during one or both peak hours.



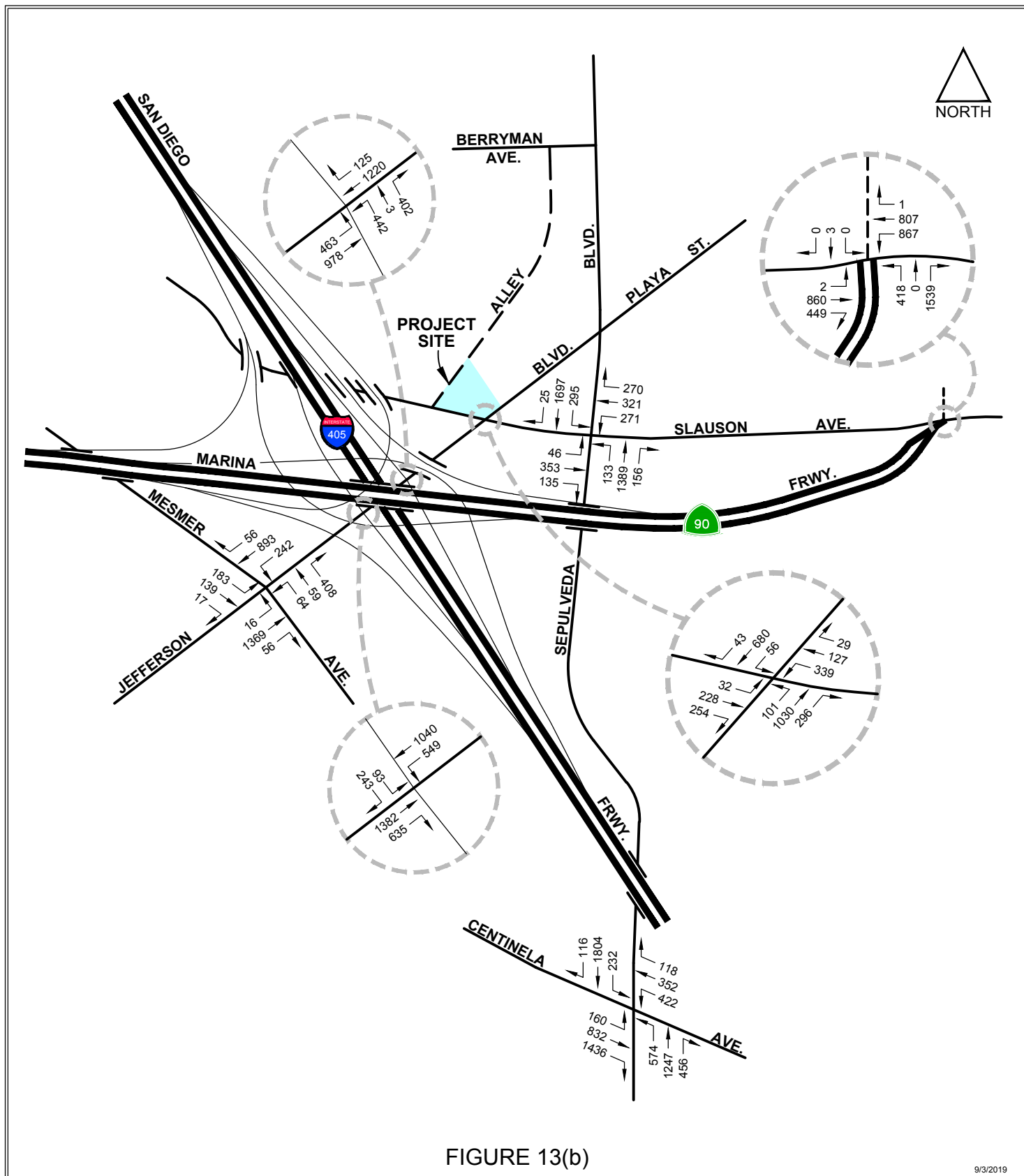
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**FUTURE (2024) TRAFFIC VOLUMES
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AM PEAK HOUR**



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Table 8
Critical Movement Analysis and Levels of Service Summary:
Existing (2018) and Future (2024) Without and With Project Conditions

No.	Intersection	City Location	Peak Hour	Existing (2018)						Future (2024)					
				Baseline		With Project				Without Project		With Project			
				V/C	LOS	V/C	LOS	Impact	Sig.?	V/C	LOS	V/C	LOS	Impact	Sig.?
1	Jefferson Blvd. & Mesmer Ave. ¹	Culver City/ Los Angeles	AM	0.569	A	0.572	A	0.003	No	0.695	B	0.697	B	0.002	No
			PM	0.501	A	0.502	A	0.001	No	0.572	A	0.573	A	0.001	No
2	Jefferson Blvd. & I-405 Fwy. SB Ramps ¹	Culver City/ Los Angeles	AM	0.877	D	0.879	D	0.002	No	1.062	F	1.064	F	0.002	No
			PM	0.653	B	0.658	B	0.005	No	0.779	C	0.783	C	0.004	No
3	Jefferson Blvd. & I-405 Fwy. NB Ramps ¹	Culver City/ Los Angeles	AM	1.051	F	1.068	F	0.017	Yes	1.145	F	1.163	F	0.018	Yes
			PM	0.972	E	0.988	E	0.016	Yes	1.182	F	1.198	F	0.016	Yes
4	Slauson Ave. & Jefferson Blvd. ²	Culver City	AM	0.368	A	0.393	A	0.025	No	0.425	A	0.451	A	0.026	No
			PM	0.439	A	0.446	A	0.007	No	0.515	A	0.521	A	0.006	No
5	Slauson Ave. & Sepulveda Blvd. ²	Culver City	AM	0.485	A	0.488	A	0.003	No	0.606	B	0.609	B	0.003	No
			PM	0.495	A	0.501	A	0.006	No	0.657	B	0.659	B	0.002	No
6	Slauson Ave. & Marina Fwy. ²	Culver City	AM	0.729	C	0.732	C	0.003	No	0.799	C	0.802	D	0.003	No
			PM	0.613	B	0.613	B	0.000	No	0.700	B	0.700	B	0.000	No
7	Centinela Ave. & Sepulveda Blvd. ¹	Culver City/ Los Angeles	AM	0.894	D	0.896	D	0.002	No	0.957	E	0.959	E	0.002	No
			PM	0.879	D	0.881	D	0.002	No	1.109	F	1.110	F	0.001	No

Notes

¹ Analysis results based on City of Los Angeles CMA methodology and assumptions.

² Analysis results based on City of Culver City CMA methodology.

Residential Streets

As part of the future (2024) traffic conditions evaluation, a residential street impact analysis was conducted to determine the potential impacts of Project trips to residential street segments within the nearby neighborhood of Sunkist Park. Table 9 summarizes the existing and future ADT volumes at the three study residential street segment locations. In order to develop future condition segment volumes, the existing segment volumes were adjusted upward via a 1.0 percent ambient traffic growth factor and with related project traffic volumes. The combined traffic volume increases from these two sources provided the basis for the analysis of the Future (2024) Without Project condition. Project traffic was then analyzed as an incremental addition to the Future (2024) Without Project traffic volumes, forming the traffic volumes for the Future (2024) With Project condition.

Table 9
Residential Street Analysis:
Existing (2018) and Future (2024) Conditions

Residential Street Segment	Existing ADT (2018)	Future (2024)				Significant?
		Future Without Project ADT	Project- Related ADT	Future With Project ADT	Project % Increase in ADT	
1 Segrell Way n/o Slauson Ave.	1540	1635	74	1709	4%	No
2 Culver Park Drive n/o Slauson Ave.	673	714	74	788	9%	No
3 Slauson Ave. w/o Segrell Way	3925	4641	58	4699	1%	No

The Project is not expected to contribute appreciable traffic volumes to these residential street segments, given that inbound Project traffic must enter from westbound Slauson Avenue and outbound Project traffic would egress onto the adjacent alley. The adjacent alley would provide the most convenient path northerly through the Sunkist Park neighborhood to Berryman Avenue and Sawtelle Boulevard, as it would not require traveling south first to then head north. Although the Project is not expected to contribute noticeable traffic volumes to

the three study residential street segments, in order to provide a conservative analysis, an evaluation of these street segments was performed assuming the full five percent of Project traffic expected to utilize the adjacent alley would instead use Segrell Way, Culver Park Drive, or Slauson Avenue to traverse the Sunkist Park neighborhood. The results of this conservative analysis are shown in Table 9.

The City of Culver City defines a significant (residential street segment) traffic impact attributable to a project based on the anticipated future project and street segment ADT volumes. The significant impact thresholds for residential streets are summarized in Table 10.

Table 10
Culver City's Significant Impact Thresholds
At Residential Streets

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

As shown in Table 9, the Project-related increases in ADT volumes would represent less than 10 percent of the Future (2024) With Project ADT volumes. Based on the criteria summarized in Table 10 and the results shown in Table 9, the Project would not significantly impact any of the three study residential street segments.

Significant Traffic Impact Criteria

Signalized Intersections

The City of Culver City defines a significant (signalized intersection) traffic impact attributable to a project as occurring when the project causes an increase in the V/C ratio of 0.050 or more

when the final (with project) LOS is C, an increase of 0.040 or more when the final LOS is D, or an increase of 0.020 or more when the final LOS is E or F.

The City of Los Angeles considers a project to cause a significant (signalized intersection) traffic impact when project-related traffic results in a V/C ratio increase of 0.040 or more at a final LOS C, an increase of 0.020 or more at a final LOS D, and an increase of 0.010 or more at a final LOS E or F.

For intersections solely within one jurisdiction, that jurisdiction's significance criteria were applied. For intersections shared between jurisdictions, the significance criteria of the jurisdiction with operational control of the traffic signal or other right-of-way control were assumed.

Based on these criteria and as shown previously in Table 8, the Project would significantly impact one study intersection during both peak hours -- Jefferson Boulevard & I-405 Freeway Northbound Ramps.

Queuing Analyses

Multiple queuing analyses were conducted for the Project based on requests from Culver City staff and community concerns. The City requested two queuing analyses as part of the traffic impact study MOU process: 1) evaluate the With Project conditions for the northeastbound Jefferson Boulevard left-turn lane at Slauson Avenue to determine if there would be spillover impacts to the Jefferson Boulevard northeastbound through lanes and 2) evaluate potential inbound Project traffic spillover onto westbound Slauson Avenue at the Project site entry driveways. Additionally, the Project had its first community meeting in the Sunkist Park neighborhood on April 16, 2019. During that meeting, Sunkist Park community members expressed concern regarding existing weekday PM peak-hour conditions along and adjacent to

Slauson Avenue, near the Project site. In order to address these concerns, a queuing and delay study was conducted to determine the existing queuing and delay conditions for vehicles traveling south on the unnamed alley, Segrell Way, and Culver Park Drive and turning left to travel eastbound on Slauson Avenue. The results of these analyses are provided below.

Jefferson Boulevard, Northeastbound Left-Turns to Slauson Avenue

At the request of the City, a queuing analysis of the future traffic conditions for the northeastbound Jefferson Boulevard left-turn lane at Slauson Avenue was undertaken to determine potential Project spillover impacts to the adjacent northeastbound through lane. Under the Future (2024) Without Project scenario, the northeastbound left-turn lane would experience spillover onto the northeastbound through lane during the weekday AM and PM peak hours of approximately 115 feet (or approximately five vehicles based on a 25-foot length per vehicle) and approximately 82 feet (or approximately three vehicles), respectively, based on the 95th percentile queue length for this turning movement. In the Future (2024) With Project scenario, the Project would increase the vehicle spillover by 23 feet (or approximately one vehicle) in the AM peak and 21 feet (or approximately one vehicle) in the PM peak hour, respectively. The Project would also increase the northeastbound through lane vehicle queues by approximately 12 feet and 2 feet in the AM and PM peak hours, respectively. Table 11 summarizes the queuing analysis, and the Synchro calculation worksheets are provided in Appendix J.

Table 11
Jefferson Boulevard – Northeastbound Left-Turn Queuing Summary

INTERSECTION	SCENARIO	PEAK HOUR	QUEUE LENGTH ¹	LANE GROUP		
				NEBL	NEBT	NEBR
4) Slauson Avenue & Jefferson Boulevard	Future (2024) Without Project		Storage	55	470	70
		AM	95th Percentile	170	272	119
		PM		137	384	268
	Future (2024) With Project	AM	95th Percentile	193	284	119
		PM		158	386	268
		AM	DIFFERENCE	23	12	0
		PM		21	2	0

Notes

¹ Queue lengths measured in feet.

An increase in the Jefferson Boulevard northeastbound left-turn storage would help alleviate the Project's contribution to the queuing spillover. The City reviewed multiple alternatives for providing additional capacity to the northeastbound left-turn lane, including:

- Extending the existing northeastbound left-turn lane by an additional 10 feet while reducing the southwestbound left-turn lane to Selmaraine Drive by 25 feet;
- Removing the southwestbound left-turn lane to Selmaraine Drive in order to provide additional storage capacity for the northeastbound left-turn lane to Slauson Avenue; and
- Providing a second northeastbound left-turn lane by reducing several of the lane widths on Jefferson Boulevard and reducing the southwestbound left-turn storage lane to Selmaraine Drive, along with prohibiting parking and modifying striping and signage on Slauson Avenue to provide an additional westbound receiving lane.

The City determined the most feasible design for providing sufficient left-turn storage would be to provide an additional left-turn lane for the northeastbound left-turn movement from Jefferson Boulevard to Slauson Avenue. Based on this direction, a conceptual striping plan was prepared to illustrate the potential reconfiguration of Jefferson Boulevard and Slauson Avenue to provide

dual left-turn lanes. The northeastbound left-turn lane is part of back-to-back left-turn lanes on Jefferson Boulevard, with the adjacent southwestbound left-turn lane providing access to Selmaraine Drive. The provision of dual northeastbound left-turn lanes would increase the storage length for this movement from approximately 55 feet via a single lane to approximately 165 feet via two lanes (62 feet in the inner left-turn lane and 103 feet in the outer left-turn lane). The southwestbound left-turn lane to Selmaraine Drive would be reduced from approximately 65 feet to 40 feet. The reduction of the southwestbound left-turn lane length is supported by intersection traffic volume counts conducted on August 6, 2019 (see Appendix A). Based on weekday AM and PM peak-period counts, the overall peak-hour volume for the southwestbound left-turn movement to Selmaraine Drive was 12 vehicles. With such low left-turn volumes, the southwestbound left-turn storage for Selmaraine Drive can be reduced in order to accommodate more storage for the heavier northeastbound left-turn movement to Slauson Avenue.

The dual left-turn lanes on the northeastbound Jefferson Boulevard approach would require an additional receiving lane on westbound Slauson Avenue. Currently, there is only one receiving lane on Slauson Avenue west of Jefferson Boulevard. Per direction from City staff, the conceptual design has been developed with a striped lane drop occurring between Jefferson Boulevard and Culver Park Drive. As part of this design, parking would be prohibited on the north side of Slauson Avenue. Appendix F includes the conceptual striping plan as described above. The dual northeastbound left-turn lanes were not included in the CMA calculations for post-Project conditions. Although the conceptual plan has been reviewed by City staff, the final design has not been approved and, therefore, it is more conservative to assume only a single left-turn lane.

Project Site Entry Driveways

A queuing analysis was conducted to determine if inbound Project traffic would spillover onto westbound Slauson Avenue. The Project site would provide dual entry lanes from westbound Slauson Avenue. The drive aisle closer to the hotel would serve as a passenger drop-off and pick-

up area. This drive aisle can accommodate approximately three vehicles. The second drive aisle would allow entering vehicles to access the parking ramp down to the two subterranean parking levels. Access to the subterranean parking garage would not be gate controlled. Parking would generally function with self-park operation. Valet-assist parking would be provided on the two subterranean parking levels in order to maintain safe and efficient use of the tandem spaces, to a greater extent for exiting vehicles. Since most incoming vehicles will be self-parked and the parking garage is situated so that entering vehicles will drive down a ramp to access the parking spaces, there would be considerable queuing capacity available for inbound vehicles.

Per the trip rates provided in the ITE *Trip Generation Manual*, the highest number of inbound trips for a hotel use would occur during the Saturday peak hour of the generator. During the Saturday peak hour, the Project would be expected to generate a total of 126 trips (71 inbound and 55 outbound). With an average of just over one vehicle arriving per minute during this overall site peak hour, spillover onto Slauson Avenue is not expected to occur given the proposed parking layout and self-park with valet-assist parking operations of the Project. In the event that the passenger drop-off and pick-up area is at capacity (e.g., due to an event in the Project's conference/meeting room space), arriving hotel patrons would be directed to the first subterranean parking level to drop-off or pick-up their passengers to avoid spillover onto Slauson Avenue. Additionally, during special events or when higher-than-expected demand is experienced, Project valet staffing can be augmented to provide an adequate number of valet attendants in order to process inbound vehicles more quickly. Therefore, spillover onto Slauson Avenue is not anticipated to occur based on the layout and operation of Project parking.

Slauson Avenue, Unnamed Alley, Segrell Way, and Culver Park Drive

A queuing and delay study was conducted along Slauson Avenue, the unnamed alley, Segrell Way, and Culver Park Drive in the vicinity of the Project as a direct result of public comments provided at the first Project community meeting. Community members expressed their

concern regarding the existing traffic conditions along these roadways and, more specifically, vehicles traveling southbound along the unnamed alley, Segrell Way, and Culver Park Drive that make left-turns onto eastbound Slauson Avenue. It was suggested that these vehicles have a difficult time turning left into the eastbound Slauson Avenue traffic stream due to queuing on the Slauson Avenue approach to Jefferson Boulevard, and that these vehicles will, at times, attempt to force their way into eastbound traffic and block westbound Slauson Avenue traffic flow.

To better understand the existing operating conditions on these roadways, traffic volume, vehicle queue, and vehicle delay data were collected on April 25, 2019 during the weekday morning and afternoon commute peak periods of 7:00 AM to 10:00 AM and 3:00 PM to 6:00 PM. The data collected included the following:

- Queue lengths in terms of the number of vehicles for all turning movements on the Slauson Avenue eastbound approach to Jefferson Boulevard. The data were collected at one-minute intervals and included notes identifying the time periods when queues extended past the unnamed alley, Segrell Way, and Culver Park Drive.
- Queue lengths (number of vehicles) and vehicle delay (in seconds) on the southbound approaches of the unnamed alley, Segrell Way, and Culver Park Drive to Slauson Avenue, by turning movement. Additionally, the data identified driver behavior that impeded proper traffic flow (e.g., southbound left-turns onto Slauson Avenue that impeded westbound traffic flow on Slauson Avenue or southbound left-turns that blocked one of the Slauson Avenue eastbound lanes at Jefferson Boulevard).

During the AM peak period from 7:00 AM to 10:00 AM, the maximum queues observed by turning movement along Slauson Avenue occurred during the 8:00 AM to 9:00 AM hour, with a maximum queue of 2 vehicles in the left-turn lane, 9 vehicles in the through lane, and 3 vehicles in the right-turn lane. It should be noted that the maximum queues by turning movement were

not observed at the same time. For the overall eastbound approach, there was one instance when the queue extended to the unnamed alley and two instances when the queues extended to Segrell Way during the AM peak hour. For the PM peak period from 3:00 PM to 6:00 PM, the maximum queues observed by turning movement occurred during the 5:00 PM to 6:00 PM hour and consisted of 6 vehicles in the left-turn lane, 11 vehicles in the through lane, and 8 vehicles in the right-turn lane. Like the AM peak hour, the maximum queues by turning movement did not occur simultaneously. Overall, the eastbound approach experienced seven instances when vehicle queues extended to the unnamed alley and four instances when the queues extended to Segrell Way during the PM peak hour.

To better understand current conditions experienced at the intersections of Slauson Avenue and the unnamed alley, Segrell Way, and Culver Park Drive, a combination of traffic counts and queue/delay data were collected. Based on a review of these data, during the AM and PM peak hours, an average of approximately 80 percent of southbound vehicle delays were not recorded because vehicles failed to stop at the stop signs. Table 12 summarizes vehicle queuing/delays on the southbound approaches of the unnamed alley, Segrell Way, and Culver Park Drive.

Table 12
Southbound Approaches of Unnamed Alley, Segrell Way, and Culver Park Drive
Queuing/Delay Summary

Intersection	Peak Hour	Average Delay (veh/sec)	Level of Service	Total Number of Delayed Vehicles	Maximum Queue Observed
Unnamed Alley & Slauson Avenue	8-9 AM	16.7	LOS C	6 vehicles	1 vehicle
	5-6 PM	10.6	LOS B	16 vehicles	1 vehicle
Segrell Way & Slauson Avenue	8-9 AM	10.9	LOS B	7 vehicles	4 vehicles
	5-6 PM	8.9	LOS A	16 vehicles	4 vehicles
Culver Park Drive & Slauson Avenue	8-9 AM	8.8	LOS A	24 vehicles	3 vehicles
	5-6 PM	6.0	LOS A	2 vehicles	1 vehicle

As indicated in Table 12, all intersections are operating at excellent-to-good levels of service (LOS A to LOS C). While there were instances of eastbound queues extending along Slauson Avenue from Jefferson Boulevard to Segrell Way as noted above, there were no occurrences when southbound left-turning vehicles were observed impeding westbound traffic on Slauson Avenue during the peak periods. This is further supported by the observations indicating that an overwhelming majority of southbound vehicles do not stop at the stop signs, which is a direct result of available gaps in Slauson Avenue traffic flow. Consideration of more traffic enforcement in this area may reduce some of the community's concerns. The traffic counts and queue/delay data are provided in Appendix A.

Congestion Management Program (CMP) Impact Analysis

The traffic impact guidelines of the current 2010 CMP for Los Angeles County require analysis of all CMP arterial monitoring locations where a project could add a total of 50 or more trips during either peak hour. Additionally, all freeway monitoring locations where a project could add 150 or more trips in either direction during the peak hours are to be analyzed.

The CMP arterial monitoring locations nearest to the Project site are Sepulveda Boulevard & Manchester Avenue (approximately 2.0 miles south of the Project site), Overland Avenue & Venice Boulevard (approximately 2.1 miles north), and La Cienega Boulevard & Centinela Avenue (approximately 1.8 miles southeast). Based on a review of the Project trip generation (shown in Table 5) and the Project trip distribution patterns (shown in Figure 5), the Project is expected to contribute minimal traffic volumes to these CMP monitoring intersections during the weekday AM and PM peak hours. Further, it is expected that Project traffic volume contributions to more distant CMP arterial monitoring locations would be even lower, given that Project traffic would disperse across an increasing number of roadways when farther from the Project site. With Project traffic contributions well below the 50-trip threshold, no

significant Project impacts to CMP arterial monitoring locations are forecast and no additional arterial intersection analysis is necessary.

In terms of CMP freeway monitoring segment analysis, a review of Project's trip generation indicates that the Project would not generate more than 42 net directional (inbound or outbound) trips during either peak hour. Therefore, the Project would contribute well below the 150 directional-trip threshold to all CMP freeway monitoring segments, no significant Project impacts to CMP freeway monitoring locations are forecast, and no additional freeway analysis is necessary.

TRANSIT IMPACT ANALYSIS

Metro and Culver CityBus provide transit service in the Project vicinity. As shown in Table 13, there are five Culver City Bus lines and four Metro bus lines that serve the Project site. On weekdays, these bus lines operate approximately 42 buses per hour (both directions) during the AM and PM peak periods within the study area. Assuming a seating, non-standing service capacity of 40 passengers per bus, these buses provide a service capacity of 1,680 passengers per hour during the AM and PM peak periods.

Table 13
Weekday Peak-Hour Transit Service within Project Area

Service Provider	Bus Line	Buses Per Hour (Both Directions)
Culver City Bus	2	2
Culver City Bus	3	6
Culver City Bus	4	2
Culver City Bus	6	4
Culver City Bus	R6	6
Metro	108	8
Metro	110	6
Metro	217	2
Metro	358	6
Total:		42

The analysis of future transit conditions was performed using the general transit impact methodology in Appendix D.8.4 of Metro's CMP. Under this methodology, a multiplication factor of 1.4 is used to convert vehicle trips to person trips. A factor of 7.0 percent is applied to the resulting person trips to estimate the number of person trips utilizing transit, given that the Project is within a one-quarter mile distance of a CMP transit corridor (Sepulveda Boulevard)

and the proposed/existing uses are commercial. In this case, the Project net generation of 72 AM peak-hour and 67 PM peak-hour vehicle trips would convert to 101 AM peak-hour and 94 PM peak-hour person trips. Of these person trips, approximately seven person trips per hour would be expected to use transit during both the AM and PM peak hours per the CMP methodology.

Compared to the Project area transit passenger capacity of 1,680 persons per peak hour, the Project person trips would represent less than one-half percent of this capacity during each peak hour. This amount of transit usage by the Project would not result in a significant transit impact, and no Project transit mitigation measures are required.

VMT ANALYSIS

Following the passage of Senate Bill (SB) 743, the State of California's Governor's Office of Planning and Research (OPR) was tasked with developing new guidelines for evaluating transportation impacts under the California Environmental Quality Act (CEQA). These guidelines were intended to shift the transportation performance metric from automobile delay and LOS to one that would promote the reduction of greenhouse gas emissions and the development of multimodal and diverse transportation networks. As a result, OPR determined that, under the proposed update to the CEQA guidelines, vehicle miles traveled (VMT) would be established as the primary metric for evaluating environmental and transportation impacts.

In response to the updates to the CEQA guidelines, the City of Culver City updated its *Transportation Study Criteria and Guidelines* in July 2020 to conform to the requirements of SB 743. The new guidelines replaced the 2012 *Traffic Study Criteria for the Review of Proposed Development Projects within the City of Culver City* and shifted the performance metric for evaluating transportation impacts under CEQA from LOS to VMT for studies completed within the City. The new criteria and guidelines establish thresholds to identify development projects that would cause substantial VMT.

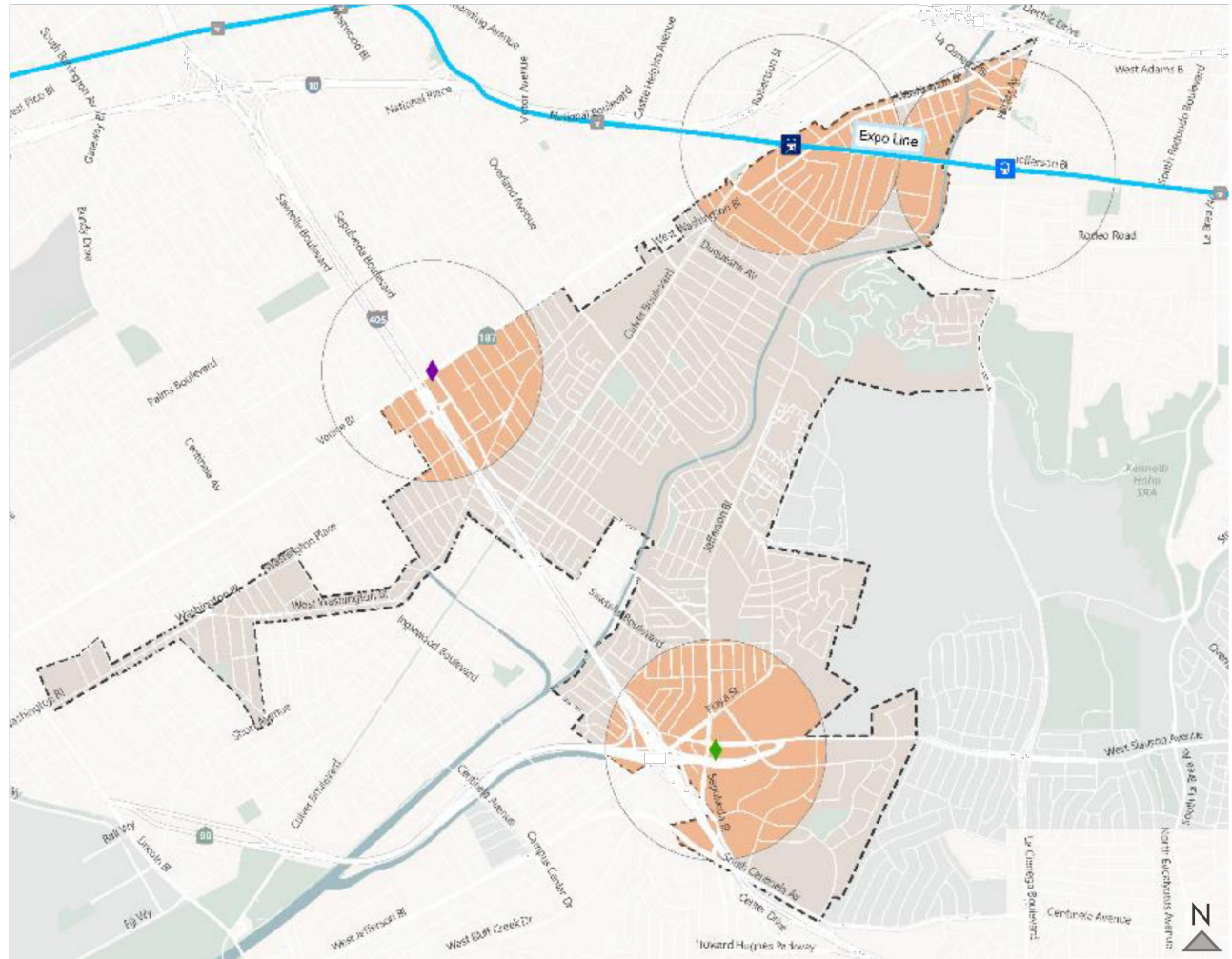
Under the new criteria and guidelines, the first step in performing a VMT analysis for a land use project is to perform a VMT screening analysis. A land use project that meets any of the following VMT screening thresholds is presumed to have a less-than-significant VMT impact and is therefore cleared from having to perform further VMT analysis:

1. Small land use projects that result in less than 250 daily or 25 peak-hour trips;
2. Land use projects within the 0.5-mile radius of these key Transit Priority Areas (TPAs):
Metro E (Expo) Line Culver City Station, Metro E (Expo) Line La Cienega Station,

Westfield-Culver City Transit Center, and Sepulveda/Venice Boulevard intersection. The City's TPAs are displayed graphically in Figure 14;

3. Land use projects located within any TPA where at least 15 percent of the on-site residential units are affordable;
4. Affordable housing projects where 100 percent of the dwelling units are affordable; and
5. Local-serving retail projects with less than 50,000 square feet of floor area at a single store.

Given the Project's proximity (approximately one block) to the Westfield-Culver City Transit Center, the City considers the Project site to be in a key TPA. Therefore, based on the key TPA screening threshold, the Project is presumed to have a less-than-significant VMT impact and no further VMT analysis is required.



SOURCE: CULVER CITY TRANSPORTATION STUDY CRITERIA AND GUIDELINES (JULY 2020)

-  Culver City Station
-  La Cienega Station
-  Sepulveda/Venice Intersection
-  Westfield-Culver City Transit Center
-  E (Expo) Line
-  Key Transit Priority Areas
-  Culver City

FIGURE 14

10/19/2020

FN: JEFFERSON & SLAUSON HOTEL/REPORT GRAPHICS20201019/TRANSIT PRIORITY AREAS

CITY OF CULVER CITY
TRANSIT PRIORITY AREAS

CA CRAIN
&
ASSOCIATES

Transportation Planning
Traffic Engineering
300 Corporate Pointe, Suite 470
Culver City, California 90230
PH (310) 473 6508 F (310) 444 9771
www.crainandassociates.com

MITIGATION MEASURES

As indicated in the preceding traffic impact analysis, the Project is not expected to significantly impact any CMP monitoring locations, public transit, or residential street facilities. However, the Project would result in a significant traffic impact at one study intersection, Jefferson Boulevard & I-405 Freeway Northbound Ramps, prior to mitigation. A series of mitigation measures were investigated to address this significant traffic impact, as well as voluntary improvement measures to deal with existing neighborhood traffic intrusion problems and Transportation Demand Management (TDM) plan measures to promote alternative travel mode usage for the Project. These measures are described in detail below.

Transportation Demand Management Plan

To align with the requirements of the CCMC and goals of the City's General Plan Circulation Element, mitigation measures should prioritize, to the extent possible, the reduction of Project vehicle trips. Therefore, as a first step, mitigation in the form of a Transportation Demand Management (TDM) plan was analyzed. The purpose of the TDM plan is to implement and maintain measures to reduce the number of vehicle trips generated by the Project (especially during the peak commute periods). TDM strategies encourage Project-goers to use alternative travel methods (modes other than single-occupancy vehicle), through the provision of information services and various programs and physical amenities. TDM measures are intended to increase the awareness and attractiveness of alternative mode travel options.

As a first step, the Project will comply with the requirements of CCMC Section 7.05.015 as a new development that results in a net increase in gross floor area of 100,000 square feet or more. Per the CCMC, at a minimum the Project shall provide the following:

- A bulletin board, display case, or kiosk will be installed in a prominent area accessible to the greatest number of employees (approximately 80 full-time and 40 part-time) displaying transportation information that includes, but is not limited to, the following:
 1. Current maps, routes, and schedules for public transit routes serving the site;
 2. Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency, transportation management associations, and local transit operators;
 3. Ridesharing promotional material supplied by commuter-oriented organizations;
 4. Bicycle route and facility information, including regional/local bicycle maps and bicycle safety information; and
 5. A listing of any other facilities and resources that may be available for carpoolers, vanpoolers, bicyclists, transit riders, and pedestrians at the site.
- Not less than 10 percent of the employee parking area shall be located as close as is practical to the employee entrance(s) without displacing ADA-accessible and customer parking needs. These spaces shall be reserved for use by potential carpool or vanpool vehicles. This preferential parking shall be identified on the site plan accompanying the application for a building permit. These spaces shall have signs that designate them for employee carpool and vanpool vehicles. Although employee carpool/vanpool space designation is not accounted for in the Project parking demand analysis (see Appendix E), the implementation of carpool/vanpool service would have the net effect of reducing overall employee parking demands. Therefore, the conclusions of the parking demand analysis would remain the same.
- Preferential parking spaces reserved for employee vanpool shall be accessible to vanpool vehicles. When located within the subterranean parking structure, appropriate

minimum vertical clearances, adequate turning radii, and minimum parking space dimensions shall be provided for vanpool parking areas.

- Bicycle parking will be provided above the City required 20 spaces by providing a total of 58 spaces (10 short-term and 48 long-term). Secure bicycle parking will be offered in a bicycle room for long-term bicycle parking storage.
- The Project will include pedestrian pathways following direct and safe routes from the external pedestrian circulation system, vehicle and bicycle parking areas, and transit facilities.
- The Project will provide a safe and convenient zone in which vanpool and carpool vehicles may deliver or board their passengers (the entry drive aisle closer to the hotel used for passenger drop-offs and pick-ups).

In addition to these TDM measures required by the City, the Project would implement additional measures as part of its TDM plan. The Project is a boutique hotel development, located within one-quarter mile of bus lines that provide connections to the greater, regional bus and rail network for Project employees, visitors, and patrons. The Project site is surrounded by supporting and complementary uses within walking, bicycling, and convenient transit-riding distance, such as additional housing for Project employees and additional commercial uses for Project patrons, visitors, and employees. The Project shall take advantage of these opportunities through a pedestrian/bicycle/transit rider-friendly design and implementation of a TDM plan. It should be noted that the Project would eliminate an existing driveway off Jefferson Boulevard along with associated traffic turning conflicts. This would also provide a more pedestrian-friendly environment along the Project's Jefferson Boulevard frontage.

The Project shall incorporate additional TDM measures into the TDM plan beyond those required by the CCMC. The measures shall include amenity improvements for alternative modes of transportation and a TDM trip reduction program which shall include, but not be limited to, the following:

A. Amenity Improvements for Alternative Modes of Transportation

- A bicycle tool and repair stand, provided on-site, in a well-lit area accessible to Project employees and near on-site bicycle parking. The tool and repair stand will be self-serve, contain a working pump and other basic tools, be available at all hours during which the management office of the Project is open, and not require supervision from building management or staff.
- Free on-site shared bicycles, to be used by Project employees, patrons, and visitors. These bicycles will be provided free of charge (with the submittal of a reasonable deposit) on an hourly or daily basis. Parking for these bicycles will be provided on the Project site, separate from other bicycle parking. A member of the Project management office will maintain a contact list for people interested in forming bike-sharing user groups. Alternatively, a City- or region-wide bike-sharing entity, such as Metro Bike Share, may provide these bicycles, if agreeable terms are met between the Project and a bike-sharing entity and the bikes are available on the Project site or within 500 feet of a Project pedestrian entrance.
- Establish priority parking for carpool, vanpool, and clean-air vehicles.
- Install on-site EV charging stations.
- Install wayfinding signage for all modes of transportation.

- Provide amenities such as shower and changing room for employees who bike or walk to work.
- Establish public-accessible parking for shared mobility devices (e.g., bikeshare and scooter share systems.)

B. TDM Trip Reduction Program

- New employee orientation. Every new employee will be required to participate in an orientation. This orientation will be offered during the hiring process and will be conducted by a member of the Project management staff. This orientation will include:
 - o An introduction to the concept and goals of TDM, both in general and how it specifically relates to the Project;
 - o The physical and programmatic resources and incentives available to all employees; and
 - o The distribution of transportation welcome packages, with Metro pass promotional plans; detailed written information about the TDM strategies, resources, and incentives; and phone numbers and website links for further information.
- Annual continuing employee orientation, offered on an annual basis to all employees of the Project. This training will be in addition to the orientation offered to new employees, as described above. This orientation will be conducted by a member of the Project management staff. This training will serve to:
 - o Review all of the resources and services of the TDM plan;
 - o Address current strengths and shortcomings of the plan;

- o Solicit comments, complaints, and/or recommendations from employees; and
 - o Discuss potential future changes and updates to the TDM plan.
- An automated website. Assuming a website is provided for the Project, it will have one or more pages dedicated to alternative transportation modes with all the information provided on the Project bulletin board. The information will be updated periodically by a member of the Project management office or another person acting as webmaster.
- Commuter matching services, facilitated by a member of the Project management staff and made available to all employees on an annual basis. These services will include carpool matching and bicycle group-ride matching, both with employees of the Project and with other members of the public (via existing commuter matching services).
- Promotion of flexible/alternative work schedules for Project hotel employees.
- Bike- and walk-to-work promotions.
- Implementation of a transit pass discount program for Project users.
- Set up a monitoring program with average vehicle ridership (AVR) goals to achieve.
- Conduct annual TDM surveys.
- Designate an on-site TDM coordinator who will serve as the coordinator (Program Coordinator) of this Trip Reduction Program. The Program Coordinator shall submit annual reports to the Transportation Department with information of the implemented TDM Program, results of annual TDM surveys, and analysis of program effectiveness and suggested revisions. Transportation Department will review and confer with the TDM coordinator to develop program revisions, as necessary, to attain trip reductions.

- Participate in a future Transportation Management Organization.
- Work with City to establish and implement a marketing plan on the available alternative mobility options (transit service, bikeshare/bike routes, carshare, e-scooter share, etc.) to employees and hotel guests:
 - Provide transit/bike/new mobility information kiosk(s);
 - Promote the sale of transit/bikeshare/new mobility passes; and
 - Provide and update regularly the transit/bikeshare/new mobility information displayed at the kiosk(s), on the Project web page, and to employees.
- Personalized commute assistance offered by the on-site TDM coordinator.
- Create a vanpool program for employees or participate in the region's vanpool programs.
- Provide guaranteed ride home to employees who make use of alternative modes of transportation to commute to work.
- Create a financial incentive program for employees who make use of alternative modes of transportation to commute to work and hotel guests:
 - Create B-TAP+Culver Transit Pass Program with Culver City to provide to all employees.
 - Provide monthly subsidy to employees who participate in the vanpool program.
 - Subsidize the use of bikeshare and e-scooter share service.
 - The property owner shall document the total number of employees, and/or registered guests that requested and were provided with the incentives for

alternative modes of transportation within the last year in its annual TDM report. The property owner shall also submit invoices or receipts, with sensitive billing information redacted, to document the number and dollar amount of transit subsidies purchased within the last year. If no employees or guests have opted to use the available contribution or incentive, then the property owner shall submit documentation demonstrating that the contributions or incentives were offered and declined.

All revisions to the TDM plan must reflect the best practices to promote the use of alternative transportation modes and be acceptable to the City's Planning Division and Public Works/Engineering Transportation Department staff.

Although the implementation of the above-mentioned TDM plan would result in a reduction in Project vehicle trips, no percent decrease in Project vehicle trips has been assumed in order to provide a more conservative mitigation analysis.

City of Los Angeles Traffic Signal System Upgrades

Jefferson Boulevard & I-405 Freeway Northbound Ramps

Potential traffic signal system upgrades at/near the significantly impacted study intersection of Jefferson Boulevard & I-405 Freeway Northbound Ramps were also investigated with LADOT staff, as the implementation of the TDM plan alone would not reduce the Project's significant impact to a less-than-significant level. The LADOT ATSAC Division identified this intersection location as requiring the installation of a low-mounted, closed-circuit television (CCTV) camera to assist with signal operations.

The LADOT places CCTV cameras at vital intersection locations in order to observe traffic operations and respond rapidly to traffic incidents that can interrupt vehicle flow and transit

service. Per discussions with LADOT staff, traffic signal system enhancements such as CCTV camera installation are generally expected to improve the overall capacity of the affected intersection/roadway corridor by one percent. The Project would contribute funding to support the installation of CCTV cameras at the intersection of Jefferson Boulevard & I-405 Freeway Northbound Ramps. This traffic signal system improvement is expected to improve operations at the intersection. This mitigation measure was developed in conjunction with, reviewed, and approved by the LADOT.

Jefferson Boulevard & Slauson Avenue

The Project will be responsible for the following intersection improvements at Jefferson Boulevard & Slauson Avenue:

- Replace the pedestrian push buttons at the intersection corners to meet current standards (2-wire accessible pedestrian signals per LADOT Standard Plan S-73.2, with rapid tick tone and vibrating arrow during the walk phase and a locator tone. The current crosswalk regulatory sign plate is version R10-3e).
- Replace the mast-arm mounted street name signs to meet current standards. The frame and mounting hardware shall be for temple edge-lit razor internally-illuminated LED street name signs. The sign panels shall be displayed on both sides with green background and white lettering.
- Install video detection at the intersection.

Other Design Improvements

The Project shall be responsible for the following design improvements adjacent to the Project site:

- Construct the driveway and sidewalk along the Project's frontages, including the curb ramps at the intersection of Jefferson Boulevard & Slauson Avenue, to comply with ADA requirements.
- Construct the alley's curb returns and driveway apron to comply with ADA requirements. Also, add a crosswalk marking across the alley consistent with the California Manual on Uniform Traffic Control Devices (CA MUTCD), and refresh the STOP control marking on the alley's approach to Slauson Avenue.
- Repave the alley along the Project's frontage.

Analysis of Future (2024) With Project Plus Mitigation Traffic Conditions

Based on the abovementioned TDM plan measures and traffic signal system upgrade, a Future (2024) With Project Plus Mitigation condition was analyzed, and the results are shown in Table 14. As shown in Table 14, the implementation these mitigation improvements would reduce the Project impacts to less-than-significant levels at the significantly impacted intersection of Jefferson Boulevard & I-405 Freeway Northbound Ramps.

Voluntary Neighborhood Traffic Intrusion and Parking Mitigation Measures

At the request of the City and based on concerns from the community, the Project will fund a study to identify potential neighborhood traffic intrusion mitigation measures. These measures may include peak-period turn restrictions at certain intersections to address the cut-through traffic concerns within the Sunkist Park neighborhood. City traffic engineering staff indicated that there is a recognized cut-through traffic problem on southbound Segrell Way and Culver Park Drive, between Sawtelle Boulevard and Slauson Avenue, during the weekday PM peak period. As such, City staff indicated they would be supportive of traffic measures involving weekday PM peak-period left-turn restrictions for the southbound approaches of Segrell Way

and Culver Park Drive at Slauson Avenue (and possibly right-turn restrictions for the eastbound approaches of Sawtelle Boulevard at Segrell Way and Culver Park Drive). The study would follow the Neighborhood Traffic Management Program (NTMP) process, as required for local street traffic intrusion improvements in the Sunkist Park neighborhood.

An additional Project feature may include assisting the Sunkist Park neighborhood with expanding the residential permit parking program to ensure that parking along Segrell Way and Culver Park Drive is available primarily (or exclusively) for residents/guests on those roadways. Within five years of Project occupancy, if the City determines there is an intrusion of Project parking on nearby residential streets, the Project or subsequent property owner shall be responsible to pay for a parking study to be performed by a consultant selected by the City. If the parking study determines that mitigations are needed such as the establishment of permit parking, the Project shall pay for such mitigations including the cost of signage and one year of residential parking permits to alleviate the intrusion of Project parking on those streets.

Similarly, within five years after Project occupancy, if the City observes intrusion of Project traffic on nearby residential streets, the Project or subsequent property owner shall be responsible to conduct a NTMP with input from the community to study and pay for the implementation of any traffic calming measures that will minimize or eliminate Project traffic from using the nearby residential streets. The NTMP review, design, and construction would be carried out by consultants selected by the City.

Table 14
Critical Movement Analysis and Levels of Service Summary
Future (2024) With Project Plus Mitigation Conditions

No.	Intersection	Jurisdiction(s)	Peak Hour	Future (2024)						Future (2024) With Mitigation					
				Without Project		With Project				Without Project		With Project			
				V/C	LOS	V/C	LOS	Impact	Sig.?	V/C	LOS	V/C	LOS	Impact	Sig.?
1	Jefferson Blvd. & Mesmer Ave. ¹	Culver City/ Los Angeles	AM	0.695	B	0.697	B	0.002	No	0.695	B	0.697	B	0.002	No
			PM	0.572	A	0.573	A	0.001	No	0.572	A	0.573	A	0.001	No
2	Jefferson Blvd. & I-405 Fwy. SB Ramps ¹	Culver City/ Los Angeles	AM	1.062	F	1.064	F	0.002	No	1.062	F	1.064	F	0.002	No
			PM	0.779	C	0.783	C	0.004	No	0.779	C	0.783	C	0.004	No
3	Jefferson Blvd. & I-405 Fwy. NB Ramps ¹	Culver City/ Los Angeles	AM	1.145	F	1.163	F	0.018	Yes	1.145	F	1.153	F	0.008	No
			PM	1.182	F	1.198	F	0.016	Yes	1.182	F	1.188	F	0.006	No
4	Slauson Ave. & Jefferson Blvd. ²	Culver City	AM	0.425	A	0.451	A	0.026	No	0.425	A	0.451	A	0.026	No
			PM	0.515	A	0.521	A	0.006	No	0.515	A	0.521	A	0.006	No
5	Slauson Ave. & Sepulveda Blvd. ²	Culver City	AM	0.606	B	0.609	B	0.003	No	0.606	B	0.609	B	0.003	No
			PM	0.657	B	0.659	B	0.002	No	0.657	B	0.659	B	0.002	No
6	Slauson Ave. & Marina Fwy. ²	Culver City	AM	0.799	C	0.802	D	0.003	No	0.799	C	0.802	D	0.003	No
			PM	0.700	B	0.700	B	0.000	No	0.700	B	0.700	B	0.000	No
7	Centinela Ave. & Sepulveda Blvd. ¹	Culver City/ Los Angeles	AM	0.957	E	0.959	E	0.002	No	0.957	E	0.959	E	0.002	No
			PM	1.109	F	1.110	F	0.001	No	1.109	F	1.110	F	0.001	No

Notes

¹ Analysis results based on City of Los Angeles CMA methodology and assumptions.

² Analysis results based on City of Culver City CMA methodology.

APPENDIX A

TRAFFIC COUNT DATA SHEETS

City of Los Angeles
N/S: Jefferson Boulevard
E/W: Mesmer Avenue
Weather: Clear

File Name : 01_LAC_Jefferson_Mesmer AM
Site Code : 16618886
Start Date : 11/28/2018
Page No : 1

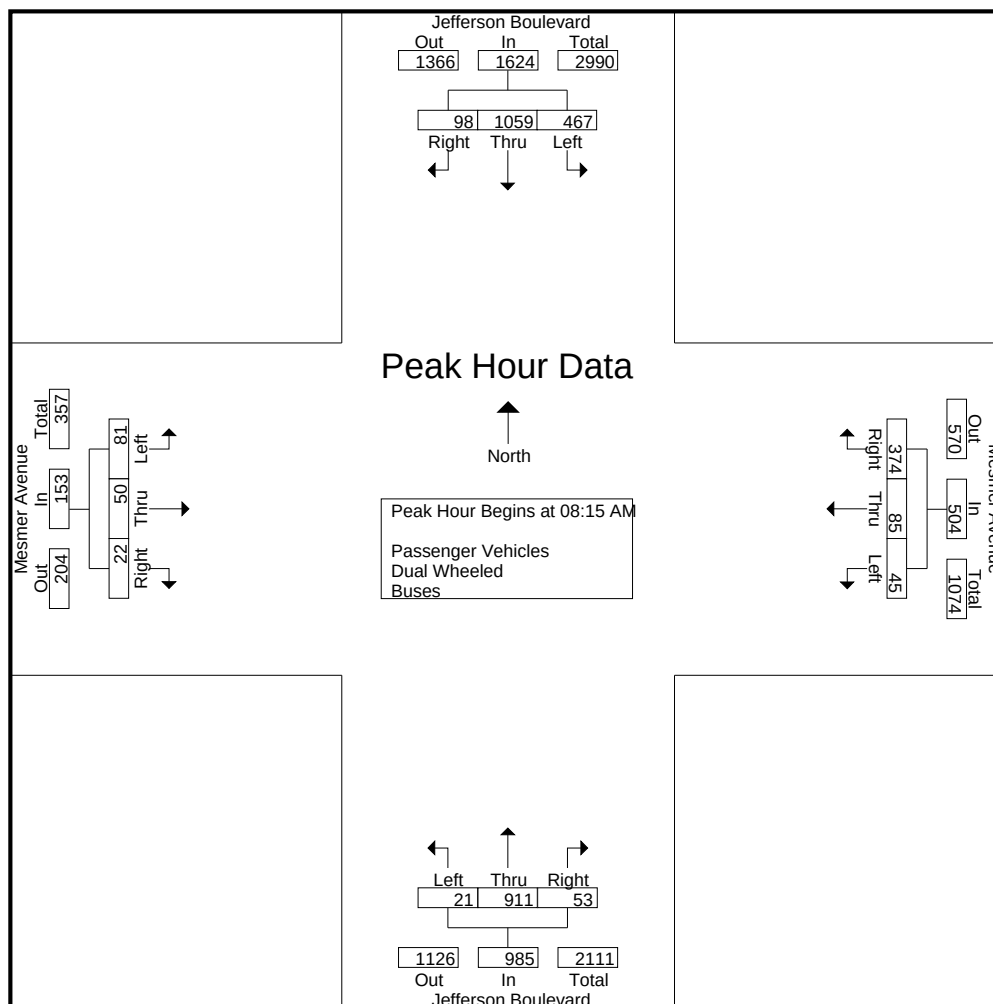
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Jefferson Boulevard Southbound				Mesmer Avenue Westbound				Jefferson Boulevard Northbound				Mesmer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	35	188	19	242	10	14	125	149	4	129	11	144	13	6	1	20	555
07:15 AM	48	210	18	276	17	14	152	183	1	193	5	199	19	8	2	29	687
07:30 AM	65	208	10	283	11	28	109	148	7	222	2	231	23	11	4	38	700
07:45 AM	73	251	23	347	7	20	112	139	7	247	9	263	17	7	11	35	784
Total	221	857	70	1148	45	76	498	619	19	791	27	837	72	32	18	122	2726
08:00 AM	67	222	18	307	6	23	109	138	6	277	7	290	18	11	8	37	772
08:15 AM	89	231	26	346	10	22	115	147	3	249	14	266	23	15	5	43	802
08:30 AM	102	234	28	364	10	25	99	134	8	214	14	236	22	13	7	42	776
08:45 AM	118	287	22	427	7	13	89	109	5	235	14	254	22	10	7	39	829
Total	376	974	94	1444	33	83	412	528	22	975	49	1046	85	49	27	161	3179
09:00 AM	158	307	22	487	18	25	71	114	5	213	11	229	14	12	3	29	859
09:15 AM	123	274	24	421	15	11	62	88	9	204	15	228	21	16	1	38	775
09:30 AM	106	222	21	349	8	13	69	90	1	188	9	198	12	4	4	20	657
09:45 AM	103	263	7	373	18	11	45	74	3	176	14	193	12	3	2	17	657
Total	490	1066	74	1630	59	60	247	366	18	781	49	848	59	35	10	104	2948
Grand Total	1087	2897	238	4222	137	219	1157	1513	59	2547	125	2731	216	116	55	387	8853
Apprch %	25.7	68.6	5.6		9.1	14.5	76.5		2.2	93.3	4.6		55.8	30	14.2		
Total %	12.3	32.7	2.7	47.7	1.5	2.5	13.1	17.1	0.7	28.8	1.4	30.8	2.4	1.3	0.6	4.4	
Passenger Vehicles	1066	2785	230	4081	133	216	1097	1446	56	2438	117	2611	213	114	54	381	8519
% Passenger Vehicles	98.1	96.1	96.6	96.7	97.1	98.6	94.8	95.6	94.9	95.7	93.6	95.6	98.6	98.3	98.2	98.4	96.2
Dual Wheeled	15	86	8	109	3	3	38	44	2	82	8	92	3	2	1	6	251
% Dual Wheeled	1.4	3	3.4	2.6	2.2	1.4	3.3	2.9	3.4	3.2	6.4	3.4	1.4	1.7	1.8	1.6	2.8
Buses	6	26	0	32	1	0	22	23	1	27	0	28	0	0	0	0	83
% Buses	0.6	0.9	0	0.8	0.7	0	1.9	1.5	1.7	1.1	0	1	0	0	0	0	0.9

	Jefferson Boulevard Southbound				Mesmer Avenue Westbound				Jefferson Boulevard Northbound				Mesmer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	89	231	26	346	10	22	115	147	3	249	14	266	23	15	5	43	802
08:30 AM	102	234	28	364	10	25	99	134	8	214	14	236	22	13	7	42	776
08:45 AM	118	287	22	427	7	13	89	109	5	235	14	254	22	10	7	39	829
09:00 AM	158	307	22	487	18	25	71	114	5	213	11	229	14	12	3	29	859
Total Volume	467	1059	98	1624	45	85	374	504	21	911	53	985	81	50	22	153	3266
% App. Total	28.8	65.2	6		8.9	16.9	74.2		2.1	92.5	5.4		52.9	32.7	14.4		
PHF	.739	.862	.875	.834	.625	.850	.813	.857	.656	.915	.946	.926	.880	.833	.786	.890	.951

City of Los Angeles
N/S: Jefferson Boulevard
E/W: Mesmer Avenue
Weather: Clear

File Name : 01_LAC_Jefferson_Mesmer AM
Site Code : 16618886
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Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:30 AM				07:00 AM				07:45 AM				08:00 AM			
+0 mins.	102	234	28	364	10	14	125	149	7	247	9	263	18	11	8	37
+15 mins.	118	287	22	427	17	14	152	183	6	277	7	290	23	15	5	43
+30 mins.	158	307	22	487	11	28	109	148	3	249	14	266	22	13	7	42
+45 mins.	123	274	24	421	7	20	112	139	8	214	14	236	22	10	7	39
Total Volume	501	1102	96	1699	45	76	498	619	24	987	44	1055	85	49	27	161
% App. Total	29.5	64.9	5.7		7.3	12.3	80.5		2.3	93.6	4.2		52.8	30.4	16.8	
PHF	.793	.897	.857	.872	.662	.679	.819	.846	.750	.891	.786	.909	.924	.817	.844	.936

City of Los Angeles
N/S: Jefferson Boulevard
E/W: Mesmer Avenue
Weather: Clear

File Name : 01_LAC_Jefferson_Mesmer AM
Site Code : 16618886
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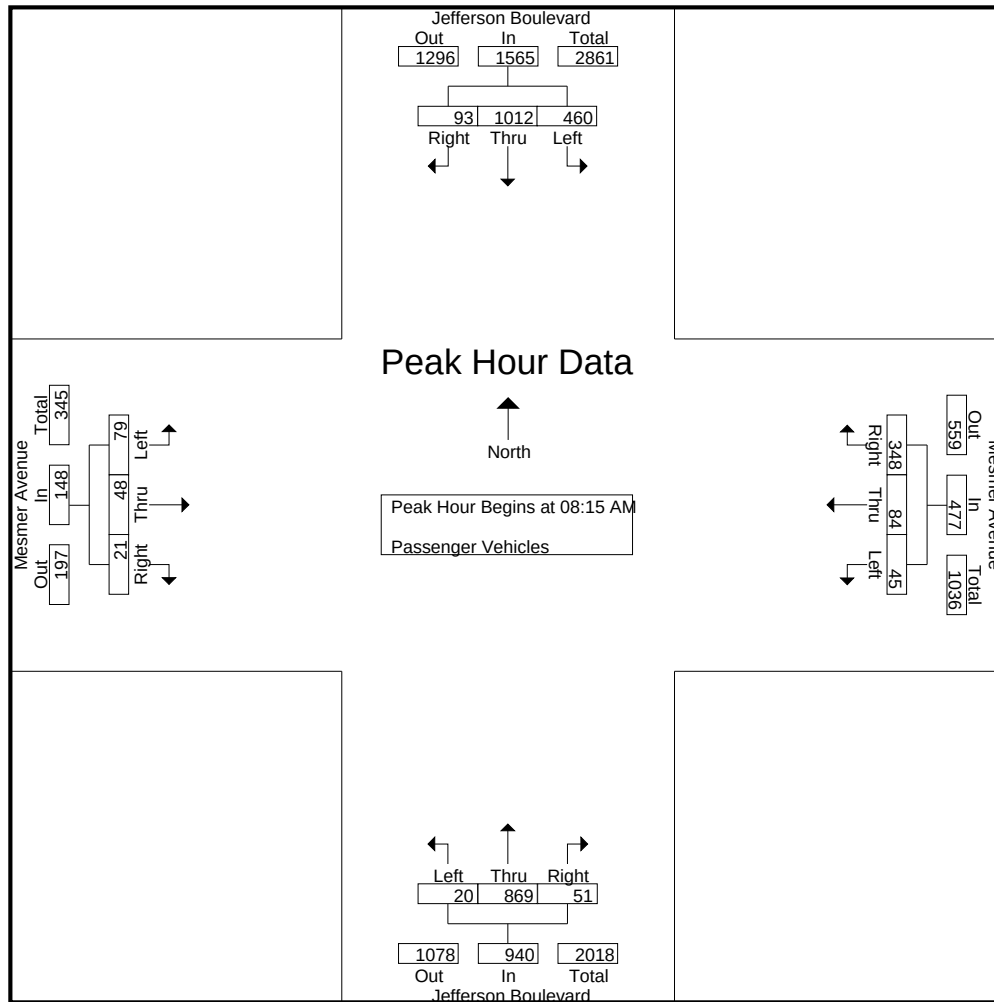
Groups Printed- Passenger Vehicles

	Jefferson Boulevard Southbound				Mesmer Avenue Westbound				Jefferson Boulevard Northbound				Mesmer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	34	176	19	229	10	14	122	146	3	124	11	138	13	6	1	20	533
07:15 AM	48	200	18	266	16	14	147	177	1	188	5	194	19	8	2	29	666
07:30 AM	61	203	10	274	11	28	100	139	7	213	2	222	23	11	4	38	673
07:45 AM	72	246	23	341	7	20	109	136	6	232	8	246	17	7	11	35	758
Total	215	825	70	1110	44	76	478	598	17	757	26	800	72	32	18	122	2630
08:00 AM	63	214	17	294	6	23	106	135	6	274	5	285	18	11	8	37	751
08:15 AM	89	217	24	330	10	22	109	141	3	236	13	252	22	14	5	41	764
08:30 AM	99	224	28	351	10	25	94	129	8	207	13	228	21	12	6	39	747
08:45 AM	118	277	21	416	7	12	81	100	4	223	14	241	22	10	7	39	796
Total	369	932	90	1391	33	82	390	505	21	940	45	1006	83	47	26	156	3058
09:00 AM	154	294	20	468	18	25	64	107	5	203	11	219	14	12	3	29	823
09:15 AM	121	264	24	409	14	10	57	81	9	197	15	221	21	16	1	38	749
09:30 AM	105	213	20	338	8	12	66	86	1	174	7	182	12	4	4	20	626
09:45 AM	102	257	6	365	16	11	42	69	3	167	13	183	11	3	2	16	633
Total	482	1028	70	1580	56	58	229	343	18	741	46	805	58	35	10	103	2831
Grand Total	1066	2785	230	4081	133	216	1097	1446	56	2438	117	2611	213	114	54	381	8519
Apprch %	26.1	68.2	5.6		9.2	14.9	75.9		2.1	93.4	4.5		55.9	29.9	14.2		
Total %	12.5	32.7	2.7	47.9	1.6	2.5	12.9	17	0.7	28.6	1.4	30.6	2.5	1.3	0.6	4.5	

	Jefferson Boulevard Southbound				Mesmer Avenue Westbound				Jefferson Boulevard Northbound				Mesmer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	89	217	24	330	10	22	109	141	3	236	13	252	22	14	5	41	764
08:30 AM	99	224	28	351	10	25	94	129	8	207	13	228	21	12	6	39	747
08:45 AM	118	277	21	416	7	12	81	100	4	223	14	241	22	10	7	39	796
09:00 AM	154	294	20	468	18	25	64	107	5	203	11	219	14	12	3	29	823
Total Volume	460	1012	93	1565	45	84	348	477	20	869	51	940	79	48	21	148	3130
% App. Total	29.4	64.7	5.9		9.4	17.6	73		2.1	92.4	5.4		53.4	32.4	14.2		
PHF	.747	.861	.830	.836	.625	.840	.798	.846	.625	.921	.911	.933	.898	.857	.750	.902	.951

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Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:15 AM				08:15 AM				08:15 AM				08:15 AM			
+0 mins.	89	217	24	330	10	22	109	141	3	236	13	252	22	14	5	41
+15 mins.	99	224	28	351	10	25	94	129	8	207	13	228	21	12	6	39
+30 mins.	118	277	21	416	7	12	81	100	4	223	14	241	22	10	7	39
+45 mins.	154	294	20	468	18	25	64	107	5	203	11	219	14	12	3	29
Total Volume	460	1012	93	1565	45	84	348	477	20	869	51	940	79	48	21	148
% App. Total	29.4	64.7	5.9		9.4	17.6	73		2.1	92.4	5.4		53.4	32.4	14.2	
PHF	.747	.861	.830	.836	.625	.840	.798	.846	.625	.921	.911	.933	.898	.857	.750	.902

City of Los Angeles
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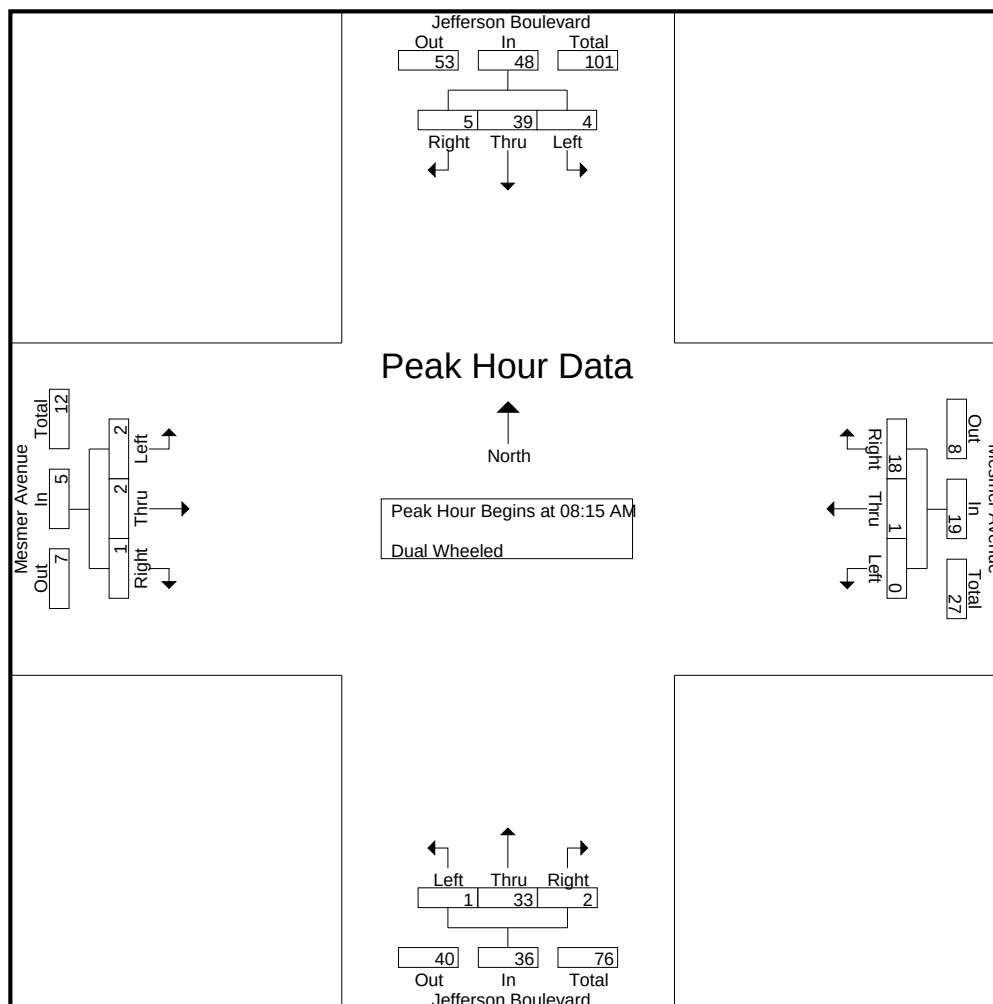
Groups Printed- Dual Wheeled

	Jefferson Boulevard Southbound				Mesmer Avenue Westbound				Jefferson Boulevard Northbound				Mesmer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	8	0	9	0	0	1	1	0	3	0	3	0	0	0	0	13
07:15 AM	0	7	0	7	0	0	3	3	0	5	0	5	0	0	0	0	15
07:30 AM	3	5	0	8	0	0	5	5	0	5	0	5	0	0	0	0	18
07:45 AM	1	5	0	6	0	0	3	3	1	11	1	13	0	0	0	0	22
Total	5	25	0	30	0	0	12	12	1	24	1	26	0	0	0	0	68
08:00 AM	4	4	1	9	0	0	2	2	0	3	2	5	0	0	0	0	16
08:15 AM	0	11	2	13	0	0	4	4	0	10	1	11	1	1	0	2	30
08:30 AM	1	8	0	9	0	0	4	4	0	6	1	7	1	1	1	3	23
08:45 AM	0	9	1	10	0	1	5	6	1	10	0	11	0	0	0	0	27
Total	5	32	4	41	0	1	15	16	1	29	4	34	2	2	1	5	96
09:00 AM	3	11	2	16	0	0	5	5	0	7	0	7	0	0	0	0	28
09:15 AM	2	7	0	9	1	1	2	4	0	6	0	6	0	0	0	0	19
09:30 AM	0	6	1	7	0	1	2	3	0	11	2	13	0	0	0	0	23
09:45 AM	0	5	1	6	2	0	2	4	0	5	1	6	1	0	0	1	17
Total	5	29	4	38	3	2	11	16	0	29	3	32	1	0	0	1	87
Grand Total	15	86	8	109	3	3	38	44	2	82	8	92	3	2	1	6	251
Apprch %	13.8	78.9	7.3		6.8	6.8	86.4		2.2	89.1	8.7		50	33.3	16.7		
Total %	6	34.3	3.2	43.4	1.2	1.2	15.1	17.5	0.8	32.7	3.2	36.7	1.2	0.8	0.4	2.4	

	Jefferson Boulevard Southbound				Mesmer Avenue Westbound				Jefferson Boulevard Northbound				Mesmer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	11	2	13	0	0	4	4	0	10	1	11	1	1	0	2	30
08:30 AM	1	8	0	9	0	0	4	4	0	6	1	7	1	1	1	3	23
08:45 AM	0	9	1	10	0	1	5	6	1	10	0	11	0	0	0	0	27
09:00 AM	3	11	2	16	0	0	5	5	0	7	0	7	0	0	0	0	28
Total Volume	4	39	5	48	0	1	18	19	1	33	2	36	2	2	1	5	108
% App. Total	8.3	81.2	10.4		0	5.3	94.7		2.8	91.7	5.6		40	40	20		
PHF	.333	.886	.625	.750	.000	.250	.900	.792	.250	.825	.500	.818	.500	.500	.250	.417	.900

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Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:15 AM				08:15 AM				08:15 AM				08:15 AM			
+0 mins.	0	11	2	13	0	0	4	4	0	10	1	11	1	1	0	2
+15 mins.	1	8	0	9	0	0	4	4	0	6	1	7	1	1	1	3
+30 mins.	0	9	1	10	0	1	5	6	1	10	0	11	0	0	0	0
+45 mins.	3	11	2	16	0	0	5	5	0	7	0	7	0	0	0	0
Total Volume	4	39	5	48	0	1	18	19	1	33	2	36	2	2	1	5
% App. Total	8.3	81.2	10.4		0	5.3	94.7		2.8	91.7	5.6		40	40	20	
PHF	.333	.886	.625	.750	.000	.250	.900	.792	.250	.825	.500	.818	.500	.500	.250	.417

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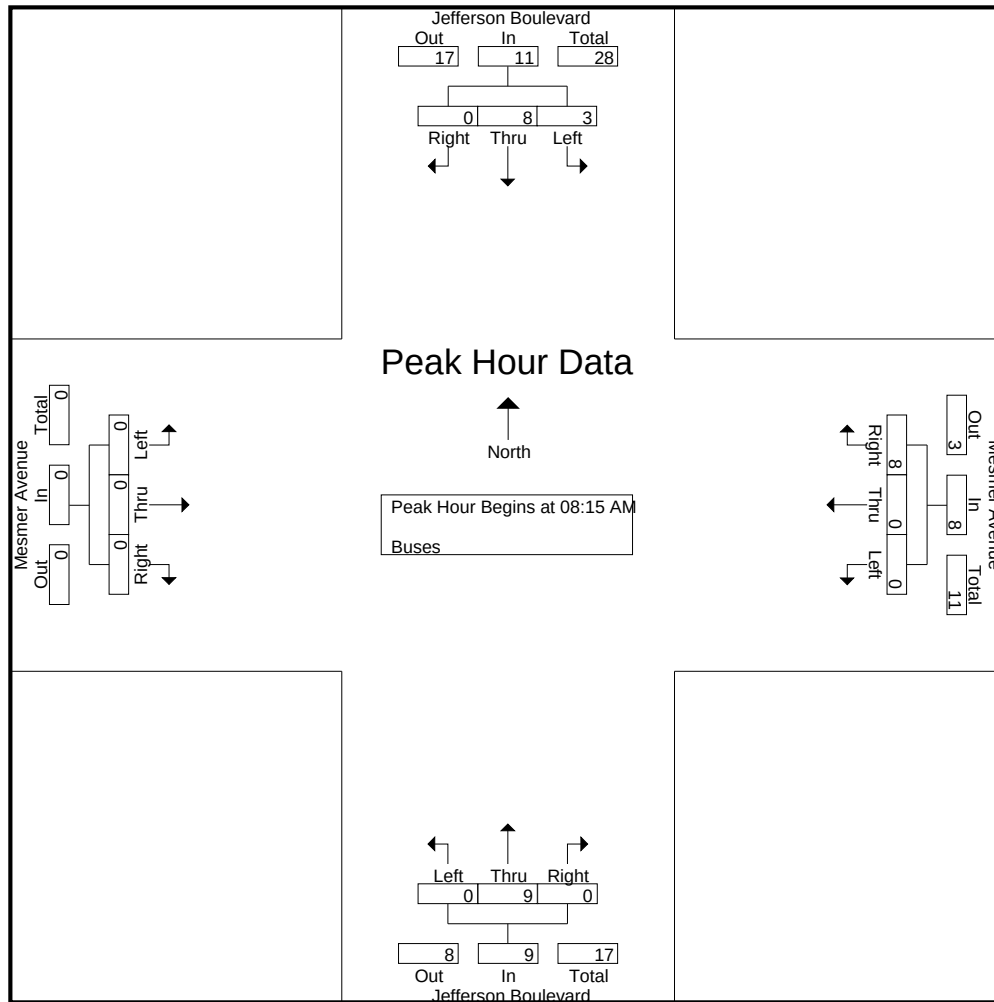
Groups Printed- Buses

	Jefferson Boulevard Southbound				Mesmer Avenue Westbound				Jefferson Boulevard Northbound				Mesmer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	0	4	0	0	2	2	1	2	0	3	0	0	0	0	9
07:15 AM	0	3	0	3	1	0	2	3	0	0	0	0	0	0	0	0	6
07:30 AM	1	0	0	1	0	0	4	4	0	4	0	4	0	0	0	0	9
07:45 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
Total	1	7	0	8	1	0	8	9	1	10	0	11	0	0	0	0	28
08:00 AM	0	4	0	4	0	0	1	1	0	0	0	0	0	0	0	0	5
08:15 AM	0	3	0	3	0	0	2	2	0	3	0	3	0	0	0	0	8
08:30 AM	2	2	0	4	0	0	1	1	0	1	0	1	0	0	0	0	6
08:45 AM	0	1	0	1	0	0	3	3	0	2	0	2	0	0	0	0	6
Total	2	10	0	12	0	0	7	7	0	6	0	6	0	0	0	0	25
09:00 AM	1	2	0	3	0	0	2	2	0	3	0	3	0	0	0	0	8
09:15 AM	0	3	0	3	0	0	3	3	0	1	0	1	0	0	0	0	7
09:30 AM	1	3	0	4	0	0	1	1	0	3	0	3	0	0	0	0	8
09:45 AM	1	1	0	2	0	0	1	1	0	4	0	4	0	0	0	0	7
Total	3	9	0	12	0	0	7	7	0	11	0	11	0	0	0	0	30
Grand Total	6	26	0	32	1	0	22	23	1	27	0	28	0	0	0	0	83
Apprch %	18.8	81.2	0		4.3	0	95.7		3.6	96.4	0		0	0	0		
Total %	7.2	31.3	0	38.6	1.2	0	26.5	27.7	1.2	32.5	0	33.7	0	0	0	0	

	Jefferson Boulevard Southbound				Mesmer Avenue Westbound				Jefferson Boulevard Northbound				Mesmer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	3	0	3	0	0	2	2	0	3	0	3	0	0	0	0	8
08:30 AM	2	2	0	4	0	0	1	1	0	1	0	1	0	0	0	0	6
08:45 AM	0	1	0	1	0	0	3	3	0	2	0	2	0	0	0	0	6
09:00 AM	1	2	0	3	0	0	2	2	0	3	0	3	0	0	0	0	8
Total Volume	3	8	0	11	0	0	8	8	0	9	0	9	0	0	0	0	28
% App. Total	27.3	72.7	0		0	0	100		0	100	0		0	0	0		
PHF	.375	.667	.000	.688	.000	.000	.667	.667	.000	.750	.000	.750	.000	.000	.000	.000	.875

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Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:15 AM				08:15 AM				08:15 AM				08:15 AM			
+0 mins.	0	3	0	3	0	0	2	2	0	3	0	3	0	0	0	0
+15 mins.	2	2	0	4	0	0	1	1	0	1	0	1	0	0	0	0
+30 mins.	0	1	0	1	0	0	3	3	0	2	0	2	0	0	0	0
+45 mins.	1	2	0	3	0	0	2	2	0	3	0	3	0	0	0	0
Total Volume	3	8	0	11	0	0	8	8	0	9	0	9	0	0	0	0
% App. Total	27.3	72.7	0		0	0	100		0	100	0		0	0	0	
PHF	.375	.667	.000	.688	.000	.000	.667	.667	.000	.750	.000	.750	.000	.000	.000	.000

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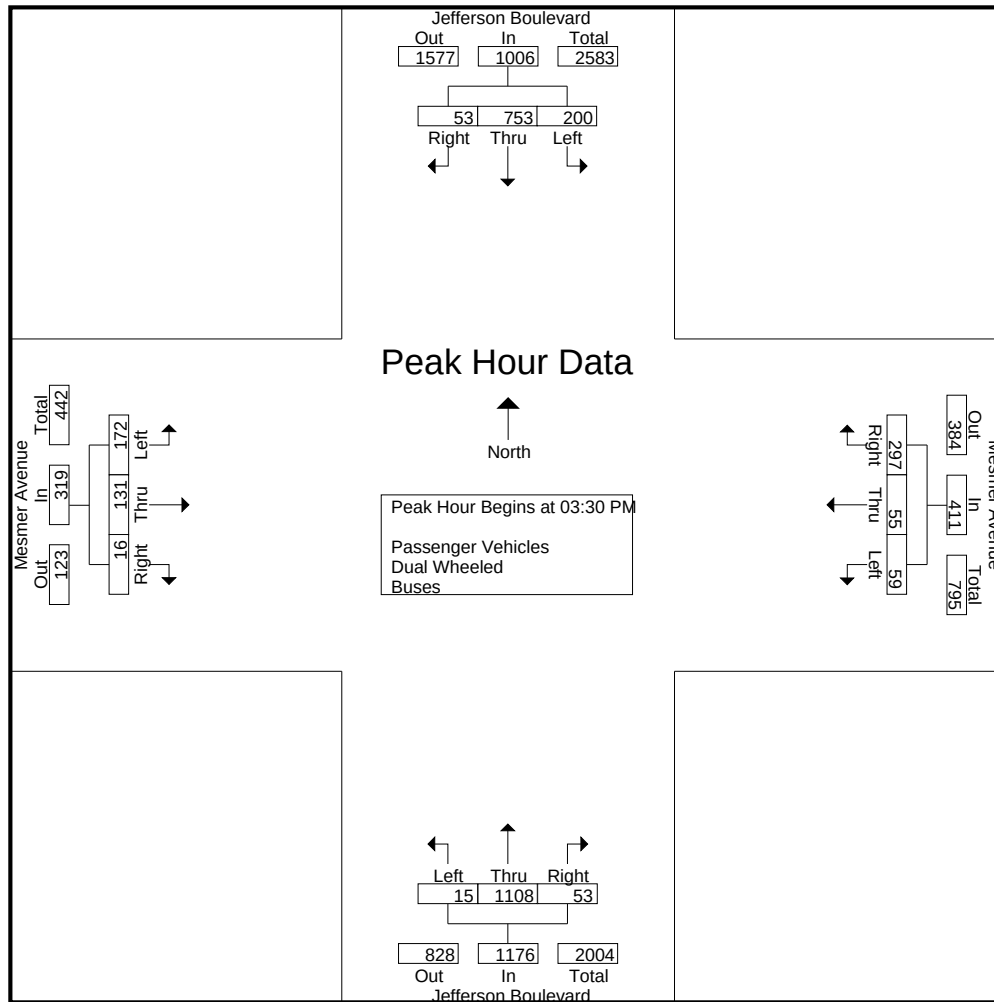
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Jefferson Boulevard Southbound				Mesmer Avenue Westbound				Jefferson Boulevard Northbound				Mesmer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	49	181	6	236	22	8	81	111	1	279	13	293	4	4	1	9	649
03:15 PM	46	174	8	228	12	10	78	100	1	229	15	245	11	15	2	28	601
03:30 PM	46	176	16	238	10	14	72	96	6	279	13	298	43	27	4	74	706
03:45 PM	55	202	10	267	17	8	71	96	2	281	10	293	42	34	4	80	736
Total	196	733	40	969	61	40	302	403	10	1068	51	1129	100	80	11	191	2692
04:00 PM	56	182	9	247	13	17	84	114	4	293	16	313	39	40	3	82	756
04:15 PM	43	193	18	254	19	16	70	105	3	255	14	272	48	30	5	83	714
04:30 PM	27	205	21	253	18	8	72	98	2	231	14	247	44	19	4	67	665
04:45 PM	36	188	15	239	13	15	82	110	4	244	12	260	41	18	4	63	672
Total	162	768	63	993	63	56	308	427	13	1023	56	1092	172	107	16	295	2807
05:00 PM	40	186	21	247	14	25	87	126	4	251	14	269	62	28	1	91	733
05:15 PM	32	190	16	238	15	20	85	120	8	262	7	277	39	30	6	75	710
05:30 PM	43	192	10	245	15	25	68	108	5	250	10	265	34	44	1	79	697
05:45 PM	36	196	13	245	16	18	51	85	9	195	17	221	25	38	7	70	621
Total	151	764	60	975	60	88	291	439	26	958	48	1032	160	140	15	315	2761
Grand Total	509	2265	163	2937	184	184	901	1269	49	3049	155	3253	432	327	42	801	8260
Apprch %	17.3	77.1	5.5		14.5	14.5	71		1.5	93.7	4.8		53.9	40.8	5.2		
Total %	6.2	27.4	2	35.6	2.2	2.2	10.9	15.4	0.6	36.9	1.9	39.4	5.2	4	0.5	9.7	
Passenger Vehicles	487	2215	160	2862	181	184	868	1233	47	2961	153	3161	426	318	41	785	8041
% Passenger Vehicles	95.7	97.8	98.2	97.4	98.4	100	96.3	97.2	95.9	97.1	98.7	97.2	98.6	97.2	97.6	98	97.3
Dual Wheeled	14	29	3	46	3	0	11	14	2	61	2	65	6	9	1	16	141
% Dual Wheeled	2.8	1.3	1.8	1.6	1.6	0	1.2	1.1	4.1	2	1.3	2	1.4	2.8	2.4	2	1.7
Buses	8	21	0	29	0	0	22	22	0	27	0	27	0	0	0	0	78
% Buses	1.6	0.9	0	1	0	0	2.4	1.7	0	0.9	0	0.8	0	0	0	0	0.9

	Jefferson Boulevard Southbound				Mesmer Avenue Westbound				Jefferson Boulevard Northbound				Mesmer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	46	176	16	238	10	14	72	96	6	279	13	298	43	27	4	74	706
03:45 PM	55	202	10	267	17	8	71	96	2	281	10	293	42	34	4	80	736
04:00 PM	56	182	9	247	13	17	84	114	4	293	16	313	39	40	3	82	756
04:15 PM	43	193	18	254	19	16	70	105	3	255	14	272	48	30	5	83	714
Total Volume	200	753	53	1006	59	55	297	411	15	1108	53	1176	172	131	16	319	2912
% App. Total	19.9	74.9	5.3		14.4	13.4	72.3		1.3	94.2	4.5		53.9	41.1	5		
PHF	.893	.932	.736	.942	.776	.809	.884	.901	.625	.945	.828	.939	.896	.819	.800	.961	.963

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Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:45 PM				04:45 PM				03:30 PM				03:30 PM			
+0 mins.	55	202	10	267	13	15	82	110	6	279	13	298	43	27	4	74
+15 mins.	56	182	9	247	14	25	87	126	2	281	10	293	42	34	4	80
+30 mins.	43	193	18	254	15	20	85	120	4	293	16	313	39	40	3	82
+45 mins.	27	205	21	253	15	25	68	108	3	255	14	272	48	30	5	83
Total Volume	181	782	58	1021	57	85	322	464	15	1108	53	1176	172	131	16	319
% App. Total	17.7	76.6	5.7		12.3	18.3	69.4		1.3	94.2	4.5		53.9	41.1	5	
PHF	.808	.954	.690	.956	.950	.850	.925	.921	.625	.945	.828	.939	.896	.819	.800	.961

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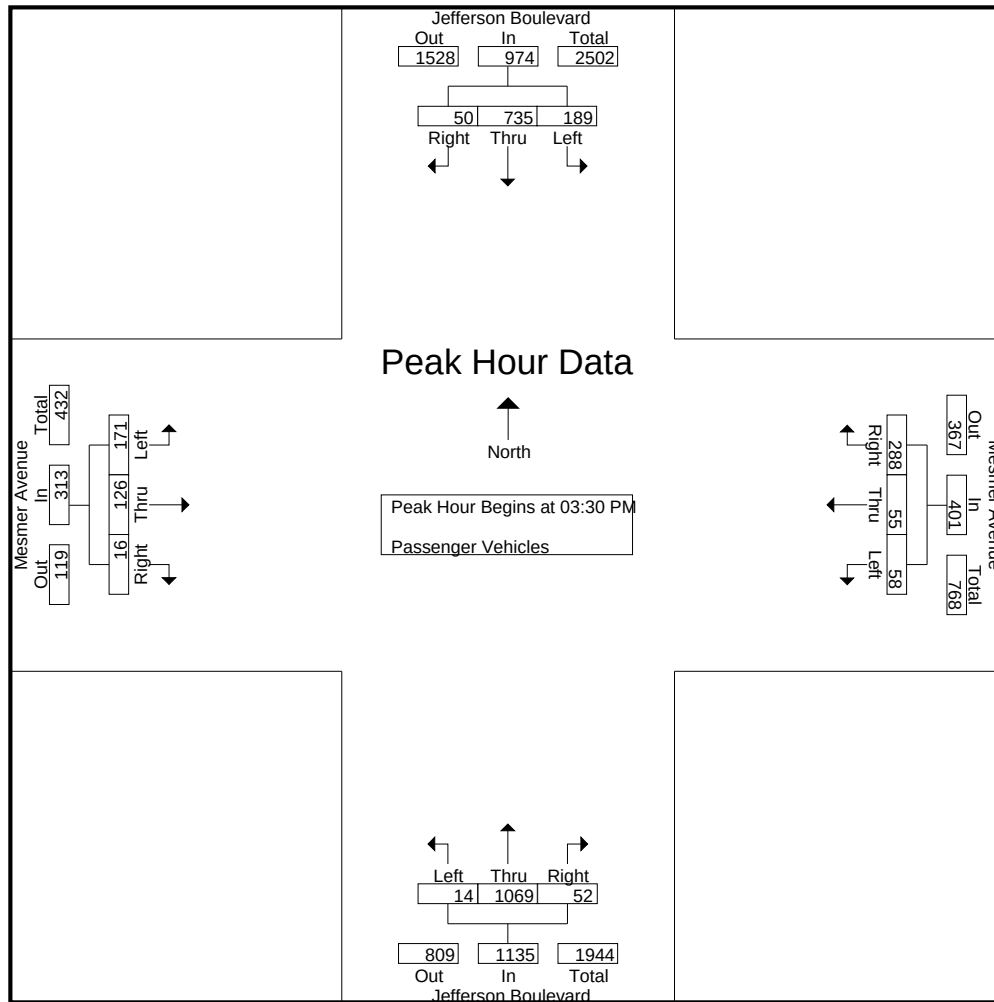
Groups Printed- Passenger Vehicles

	Jefferson Boulevard Southbound				Mesmer Avenue Westbound				Jefferson Boulevard Northbound				Mesmer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	47	175	6	228	21	8	78	107	0	269	13	282	3	3	0	6	623
03:15 PM	44	168	8	220	12	10	75	97	1	224	15	240	9	13	2	24	581
03:30 PM	41	173	15	229	10	14	71	95	6	266	13	285	43	25	4	72	681
03:45 PM	52	198	10	260	17	8	67	92	1	274	9	284	42	33	4	79	715
Total	184	714	39	937	60	40	291	391	8	1033	50	1091	97	74	10	181	2600
04:00 PM	54	178	7	239	13	17	81	111	4	284	16	304	39	39	3	81	735
04:15 PM	42	186	18	246	18	16	69	103	3	245	14	262	47	29	5	81	692
04:30 PM	25	201	21	247	17	8	67	92	2	225	14	241	44	19	4	67	647
04:45 PM	36	183	15	234	13	15	77	105	4	233	12	249	39	18	4	61	649
Total	157	748	61	966	61	56	294	411	13	987	56	1056	169	105	16	290	2723
05:00 PM	38	182	21	241	14	25	85	124	4	244	14	262	62	28	1	91	718
05:15 PM	31	186	16	233	15	20	81	116	8	258	7	273	39	29	6	74	696
05:30 PM	43	190	10	243	15	25	67	107	5	247	10	262	34	44	1	79	691
05:45 PM	34	195	13	242	16	18	50	84	9	192	16	217	25	38	7	70	613
Total	146	753	60	959	60	88	283	431	26	941	47	1014	160	139	15	314	2718
Grand Total	487	2215	160	2862	181	184	868	1233	47	2961	153	3161	426	318	41	785	8041
Apprch %	17	77.4	5.6		14.7	14.9	70.4		1.5	93.7	4.8		54.3	40.5	5.2		
Total %	6.1	27.5	2	35.6	2.3	2.3	10.8	15.3	0.6	36.8	1.9	39.3	5.3	4	0.5	9.8	

	Jefferson Boulevard Southbound				Mesmer Avenue Westbound				Jefferson Boulevard Northbound				Mesmer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	41	173	15	229	10	14	71	95	6	266	13	285	43	25	4	72	681
03:45 PM	52	198	10	260	17	8	67	92	1	274	9	284	42	33	4	79	715
04:00 PM	54	178	7	239	13	17	81	111	4	284	16	304	39	39	3	81	735
04:15 PM	42	186	18	246	18	16	69	103	3	245	14	262	47	29	5	81	692
Total Volume	189	735	50	974	58	55	288	401	14	1069	52	1135	171	126	16	313	2823
% App. Total	19.4	75.5	5.1		14.5	13.7	71.8		1.2	94.2	4.6		54.6	40.3	5.1		
PHF	.875	.928	.694	.937	.806	.809	.889	.903	.583	.941	.813	.933	.910	.808	.800	.966	.960

City of Los Angeles
N/S: Jefferson Boulevard
E/W: Mesmer Avenue
Weather: Clear

File Name : 01_LAC_Jefferson_Mesmer PM
Site Code : 16618886
Start Date : 11/28/2018
Page No : 2



Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:30 PM				03:30 PM				03:30 PM				03:30 PM			
+0 mins.	41	173	15	229	10	14	71	95	6	266	13	285	43	25	4	72
+15 mins.	52	198	10	260	17	8	67	92	1	274	9	284	42	33	4	79
+30 mins.	54	178	7	239	13	17	81	111	4	284	16	304	39	39	3	81
+45 mins.	42	186	18	246	18	16	69	103	3	245	14	262	47	29	5	81
Total Volume	189	735	50	974	58	55	288	401	14	1069	52	1135	171	126	16	313
% App. Total	19.4	75.5	5.1		14.5	13.7	71.8		1.2	94.2	4.6		54.6	40.3	5.1	
PHF	.875	.928	.694	.937	.806	.809	.889	.903	.583	.941	.813	.933	.910	.808	.800	.966

City of Los Angeles
N/S: Jefferson Boulevard
E/W: Mesmer Avenue
Weather: Clear

File Name : 01_LAC_Jefferson_Mesmer PM
Site Code : 16618886
Start Date : 11/28/2018
Page No : 1

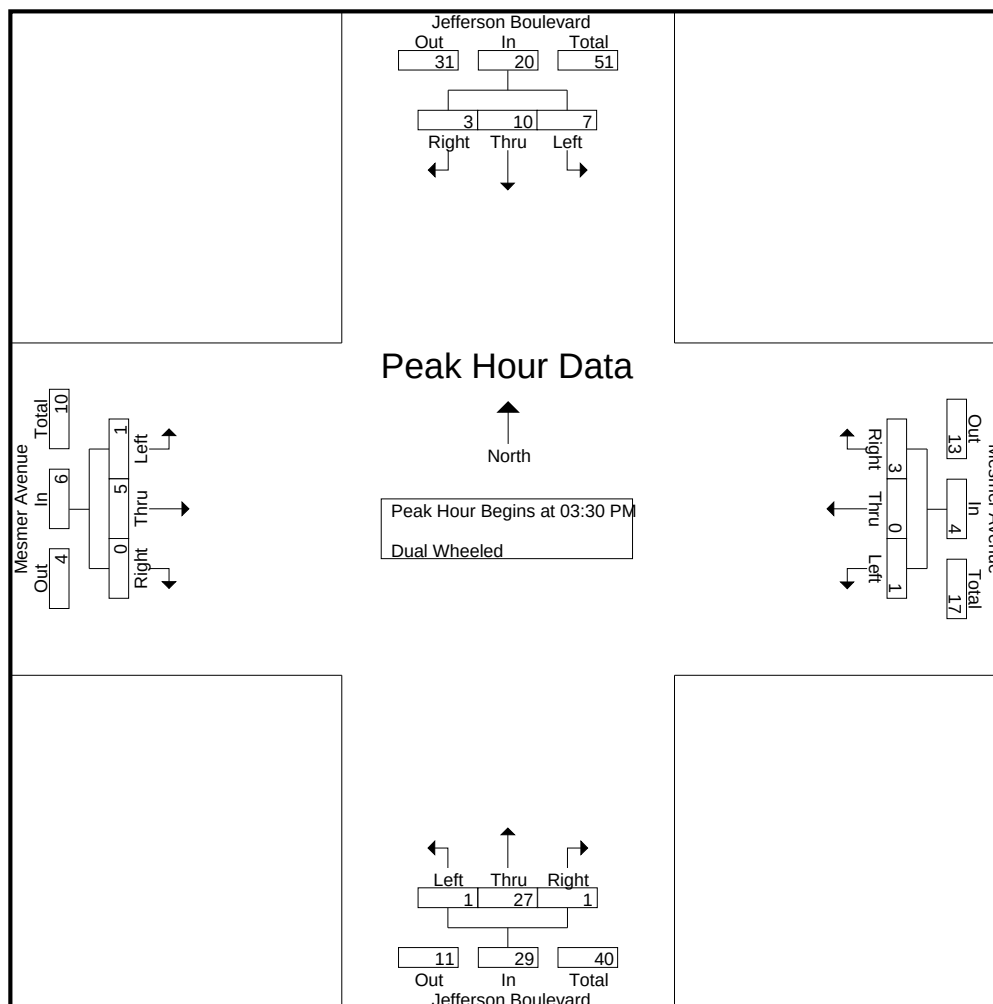
Groups Printed- Dual Wheeled

	Jefferson Boulevard Southbound				Mesmer Avenue Westbound				Jefferson Boulevard Northbound				Mesmer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	2	3	0	5	1	0	1	2	1	9	0	10	1	1	1	3	20
03:15 PM	1	4	0	5	0	0	2	2	0	4	0	4	2	2	0	4	15
03:30 PM	4	2	1	7	0	0	0	0	0	9	0	9	0	2	0	2	18
03:45 PM	2	2	0	4	0	0	2	2	1	4	1	6	0	1	0	1	13
Total	9	11	1	21	1	0	5	6	2	26	1	29	3	6	1	10	66
04:00 PM	1	3	2	6	0	0	1	1	0	7	0	7	0	1	0	1	15
04:15 PM	0	3	0	3	1	0	0	1	0	7	0	7	1	1	0	2	13
04:30 PM	1	4	0	5	1	0	2	3	0	3	0	3	0	0	0	0	11
04:45 PM	0	3	0	3	0	0	2	2	0	8	0	8	2	0	0	2	15
Total	2	13	2	17	2	0	5	7	0	25	0	25	3	2	0	5	54
05:00 PM	1	3	0	4	0	0	1	1	0	5	0	5	0	0	0	0	10
05:15 PM	0	2	0	2	0	0	0	0	0	3	0	3	0	1	0	1	6
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:45 PM	2	0	0	2	0	0	0	0	0	1	1	2	0	0	0	0	4
Total	3	5	0	8	0	0	1	1	0	10	1	11	0	1	0	1	21
Grand Total	14	29	3	46	3	0	11	14	2	61	2	65	6	9	1	16	141
Apprch %	30.4	63	6.5		21.4	0	78.6		3.1	93.8	3.1		37.5	56.2	6.2		
Total %	9.9	20.6	2.1	32.6	2.1	0	7.8	9.9	1.4	43.3	1.4	46.1	4.3	6.4	0.7	11.3	

	Jefferson Boulevard Southbound				Mesmer Avenue Westbound				Jefferson Boulevard Northbound				Mesmer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	4	2	1	7	0	0	0	0	0	9	0	9	0	2	0	2	18
03:45 PM	2	2	0	4	0	0	2	2	1	4	1	6	0	1	0	1	13
04:00 PM	1	3	2	6	0	0	1	1	0	7	0	7	0	1	0	1	15
04:15 PM	0	3	0	3	1	0	0	1	0	7	0	7	1	1	0	2	13
Total Volume	7	10	3	20	1	0	3	4	1	27	1	29	1	5	0	6	59
% App. Total	35	50	15		25	0	75		3.4	93.1	3.4		16.7	83.3	0		
PHF	.438	.833	.375	.714	.250	.000	.375	.500	.250	.750	.250	.806	.250	.625	.000	.750	.819

City of Los Angeles
N/S: Jefferson Boulevard
E/W: Mesmer Avenue
Weather: Clear

File Name : 01_LAC_Jefferson_Mesmer PM
Site Code : 16618886
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Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:30 PM				03:30 PM				03:30 PM				03:30 PM			
+0 mins.	4	2	1	7	0	0	0	0	0	9	0	9	0	2	0	2
+15 mins.	2	2	0	4	0	0	2	2	1	4	1	6	0	1	0	1
+30 mins.	1	3	2	6	0	0	1	1	0	7	0	7	0	1	0	1
+45 mins.	0	3	0	3	1	0	0	1	0	7	0	7	1	1	0	2
Total Volume	7	10	3	20	1	0	3	4	1	27	1	29	1	5	0	6
% App. Total	35	50	15		25	0	75		3.4	93.1	3.4		16.7	83.3	0	
PHF	.438	.833	.375	.714	.250	.000	.375	.500	.250	.750	.250	.806	.250	.625	.000	.750

City of Los Angeles
N/S: Jefferson Boulevard
E/W: Mesmer Avenue
Weather: Clear

File Name : 01_LAC_Jefferson_Mesmer PM
Site Code : 16618886
Start Date : 11/28/2018
Page No : 1

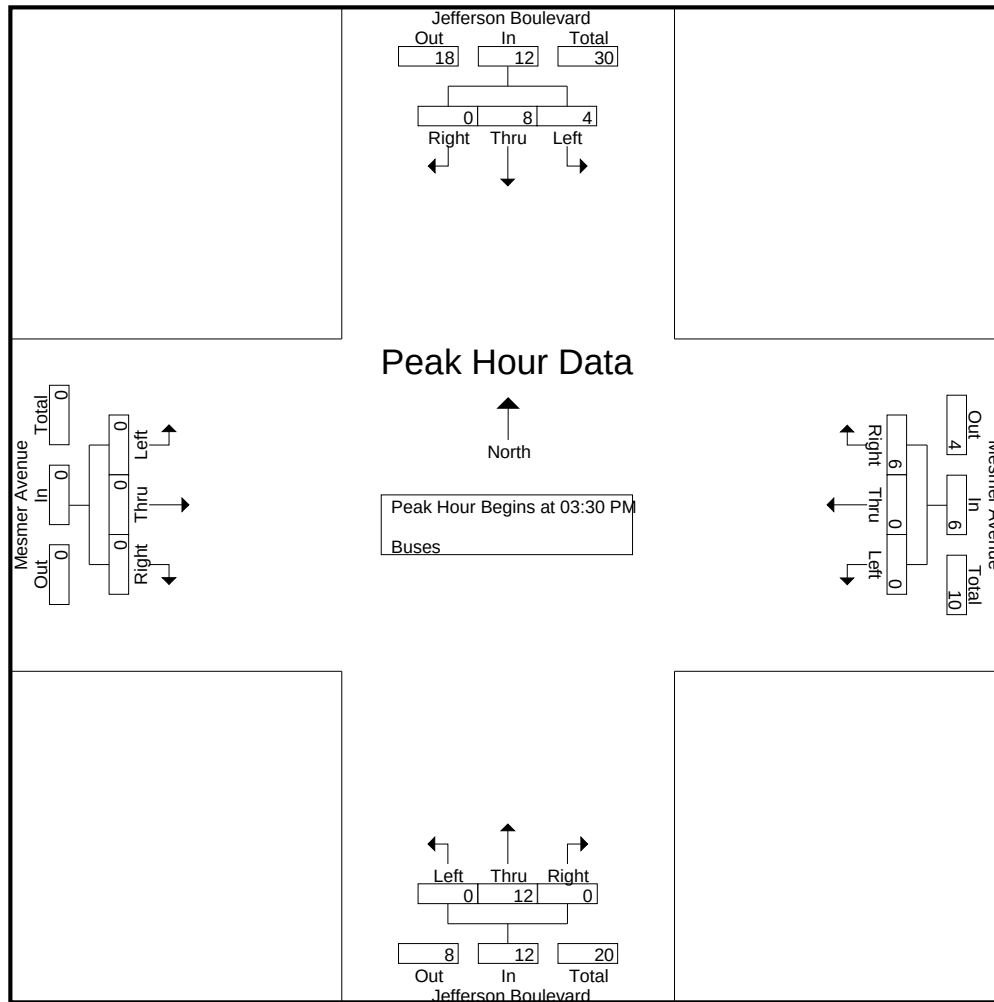
Groups Printed- Buses

	Jefferson Boulevard Southbound				Mesmer Avenue Westbound				Jefferson Boulevard Northbound				Mesmer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	3	0	3	0	0	2	2	0	1	0	1	0	0	0	0	6
03:15 PM	1	2	0	3	0	0	1	1	0	1	0	1	0	0	0	0	5
03:30 PM	1	1	0	2	0	0	1	1	0	4	0	4	0	0	0	0	7
03:45 PM	1	2	0	3	0	0	2	2	0	3	0	3	0	0	0	0	8
Total	3	8	0	11	0	0	6	6	0	9	0	9	0	0	0	0	26
04:00 PM	1	1	0	2	0	0	2	2	0	2	0	2	0	0	0	0	6
04:15 PM	1	4	0	5	0	0	1	1	0	3	0	3	0	0	0	0	9
04:30 PM	1	0	0	1	0	0	3	3	0	3	0	3	0	0	0	0	7
04:45 PM	0	2	0	2	0	0	3	3	0	3	0	3	0	0	0	0	8
Total	3	7	0	10	0	0	9	9	0	11	0	11	0	0	0	0	30
05:00 PM	1	1	0	2	0	0	1	1	0	2	0	2	0	0	0	0	5
05:15 PM	1	2	0	3	0	0	4	4	0	1	0	1	0	0	0	0	8
05:30 PM	0	2	0	2	0	0	1	1	0	2	0	2	0	0	0	0	5
05:45 PM	0	1	0	1	0	0	1	1	0	2	0	2	0	0	0	0	4
Total	2	6	0	8	0	0	7	7	0	7	0	7	0	0	0	0	22
Grand Total	8	21	0	29	0	0	22	22	0	27	0	27	0	0	0	0	78
Apprch %	27.6	72.4	0		0	0	100		0	100	0		0	0	0		
Total %	10.3	26.9	0	37.2	0	0	28.2	28.2	0	34.6	0	34.6	0	0	0	0	

	Jefferson Boulevard Southbound				Mesmer Avenue Westbound				Jefferson Boulevard Northbound				Mesmer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	1	1	0	2	0	0	1	1	0	4	0	4	0	0	0	0	7
03:45 PM	1	2	0	3	0	0	2	2	0	3	0	3	0	0	0	0	8
04:00 PM	1	1	0	2	0	0	2	2	0	2	0	2	0	0	0	0	6
04:15 PM	1	4	0	5	0	0	1	1	0	3	0	3	0	0	0	0	9
Total Volume	4	8	0	12	0	0	6	6	0	12	0	12	0	0	0	0	30
% App. Total	33.3	66.7	0		0	0	100		0	100	0		0	0	0		
PHF	1.00	.500	.000	.600	.000	.000	.750	.750	.000	.750	.000	.750	.000	.000	.000	.000	.833

City of Los Angeles
N/S: Jefferson Boulevard
E/W: Mesmer Avenue
Weather: Clear

File Name : 01_LAC_Jefferson_Mesmer PM
Site Code : 16618886
Start Date : 11/28/2018
Page No : 2



Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:30 PM				03:30 PM				03:30 PM				03:30 PM			
+0 mins.	1	1	0	2	0	0	1	1	0	4	0	4	0	0	0	0
+15 mins.	1	2	0	3	0	0	2	2	0	3	0	3	0	0	0	0
+30 mins.	1	1	0	2	0	0	2	2	0	2	0	2	0	0	0	0
+45 mins.	1	4	0	5	0	0	1	1	0	3	0	3	0	0	0	0
Total Volume	4	8	0	12	0	0	6	6	0	12	0	12	0	0	0	0
% App. Total	33.3	66.7	0		0	0	100		0	100	0		0	0	0	
PHF	1.000	.500	.000	.600	.000	.000	.750	.750	.000	.750	.000	.750	.000	.000	.000	.000



City Of Los Angeles Department Of Transportation MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Jefferson Boulevard

East/West Mesmer Avenue

Day: Wednesday Date: November 25, 2018 Weather: CLEAR

Hours: 7-10AM 3-6PM Staff: CUI

School Day: YES District: Western Los Angeles I/S CODE 10947

	<u>N/B</u>	<u>S/B</u>	<u>E/B</u>	<u>W/B</u>
DUAL-WHEELED	157	155	22	58
BIKES	17	24	5	5
BUSES	55	61	0	45

	<u>N/B TIME</u>	<u>S/B TIME</u>	<u>E/B TIME</u>	<u>W/B TIME</u>
AM PK 15 MIN	290 8.00	487 9.00	43 8.15	183 7.15
PM PK 15 MIN	313 4.00	267 3.45	91 5.00	126 5.00
AM PK HOUR	1055 7.45	1699 8.30	161 8.00	619 7.00
PM PK HOUR	1176 3.30	1021 3.45	319 3.30	464 4.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	19	791	27	837
8-9	22	975	49	1046
9-10	18	781	49	848
3-4	10	1068	51	1129
4-5	13	1023	56	1092
5-6	26	958	48	1032
TOTAL	108	5596	280	5984

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	221	857	70	1148
8-9	376	974	94	1444
9-10	490	1066	74	1630
3-4	196	733	40	969
4-5	162	768	63	993
5-6	151	764	60	975
TOTAL	1596	5162	401	7159

TOTAL

N-S
1985
2490
2478
2098
2085
2007
13143

XING S/L

Ped	Sch
12	0
11	0
14	0
9	0
11	0
8	0
65	0

XING N/L

Ped	Sch
8	0
6	0
9	0
4	0
9	0
8	0
44	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	72	32	18	122
8-9	85	49	27	161
9-10	59	35	10	104
3-4	100	80	11	191
4-5	172	107	16	295
5-6	160	140	15	315
TOTAL	648	443	97	1188

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	45	76	498	619
8-9	33	83	412	528
9-10	59	60	247	366
3-4	61	40	302	403
4-5	63	56	308	427
5-6	60	88	291	439
TOTAL	321	403	2058	2782

TOTAL

E-W
741
689
470
594
722
754
3970

XING W/L

Ped	Sch
3	0
1	0
2	0
0	0
4	0
2	0
12	0

XING E/L

Ped	Sch
3	0
8	0
1	0
8	0
8	0
11	1
39	1

BICYCLE COUNT SUMMARY

STREET:

North/South: Jefferson Boulevard

East/West: Mesmer Avenue

Day: Wednesday

Date: 11/25/2018

Weather: CLEAR

School Day: Yes

District: Western Los Ang

I/S Code: 10947

Hours: 7-10 AM, 3-6 PM

Staff: CUI

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	2	0	3
8-9	0	0	0	0
9-10	0	1	0	1
3-4	0	3	0	3
4-5	0	6	0	6
5-6	0	4	0	4
TOTAL	1	16	0	17

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total	N-S
7-8	1	4	0	5	8
8-9	2	8	0	10	10
9-10	0	2	1	3	4
3-4	0	1	1	2	5
4-5	0	2	0	2	8
5-6	0	2	0	2	6
TOTAL	3	19	2	24	41

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	1	0	0	1
3-4	0	1	0	1
4-5	0	1	0	1
5-6	1	1	0	2
TOTAL	2	3	0	5

WESTBOUND Approach

Hours	Lt	Th	Rt	Total	E-W
7-8	0	0	0	0	0
8-9	0	0	0	0	0
9-10	0	1	0	1	2
3-4	0	2	0	2	3
4-5	0	0	1	1	2
5-6	0	1	0	1	3
TOTAL	0	4	1	5	10

REMARKS (6 hour total):

- Female Riders
- No helmet riders
- Sidewalk Riding
- Wrong way riding

NB	SB	EB	WB	TOTAL
2	7	0	1	10
10	11	5	4	30
12	20	5	5	42
2	5	3	1	11

NB: Northbound, SB: Southbound, EB: Eastbound, WB: Westbound, I/S: Intersection

Source: CUI

LADOT 2015 CMP

PEDESTRIAN COUNT SUMMARY

STREET:

North/South: Jefferson Boulevard

East/West: Mesmer Avenue

Day: Wednesday

Date: #####

Weather: CLEAR

School Day: YES

District: Western Los Angele

I/S Code: 10947

Hours: 7-10 AM, 3-6 PM

Staff: CUI

AM PEAK PERIOD

15 Min. Interval

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	1	5	0	0	6
7:15-7:30	3	2	2	1	8
7:30-7:45	3	3	1	2	9
7:45-8:00	1	2	0	0	3
8:00-8:15	0	1	0	0	1
8:15-8:30	1	4	2	0	7
8:30-8:45	5	1	2	1	9
8:45-9:00	0	5	4	0	9
9:00-9:15	2	4	0	0	6
9:15-9:30	3	6	0	0	9
9:30-9:45	4	1	0	1	6
9:45-10:00	0	3	1	1	5

Hours

7 - 8	8	12	3	3	26
8 - 9	6	11	8	1	26
9 - 10	9	14	1	2	26

TOTAL	23	37	12	6	78

PM PEAK PERIOD

15 Min. Interval

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	1	8	2	0	11
3:15-3:30	2	6	6	0	14
3:30-3:45	1	0	2	0	3
3:45-4:00	0	4	6	0	10
4:00-4:15	2	12	2	2	18
4:15-4:30	1	2	6	2	11
4:30-4:45	0	6	8	0	14
4:45-5:00	6	2	0	4	12
5:00-5:15	6	6	12	0	24
5:15-5:30	0	10	8	2	20
5:30-5:45	1	0	2	2	5
5:45-6:00	1	0	0	0	1

Hours

3 - 4	4	18	16	0	38
4 - 5	9	22	16	8	55
5 - 6	8	16	22	4	50

TOTAL	21	56	54	12	143

REMARKS (6 hour total):

- Wheelchair/special needs assistance
- Skateboard/scooter

N-LEG S-LEG E-LEG W-LEG TOTAL

0	0	0	0	0
0	2	0	1	3

N: North, S: South, E: East, W: West, I/S: Intersection

Source:

LADOT 2015 CMP

City of Los Angeles
N/S: Jefferson Boulevard
E/W: I-405 Southbound Ramps
Weather: Clear

File Name : 02_LAC_Jefferson_405S AM
Site Code : 16618886
Start Date : 11/28/2018
Page No : 1

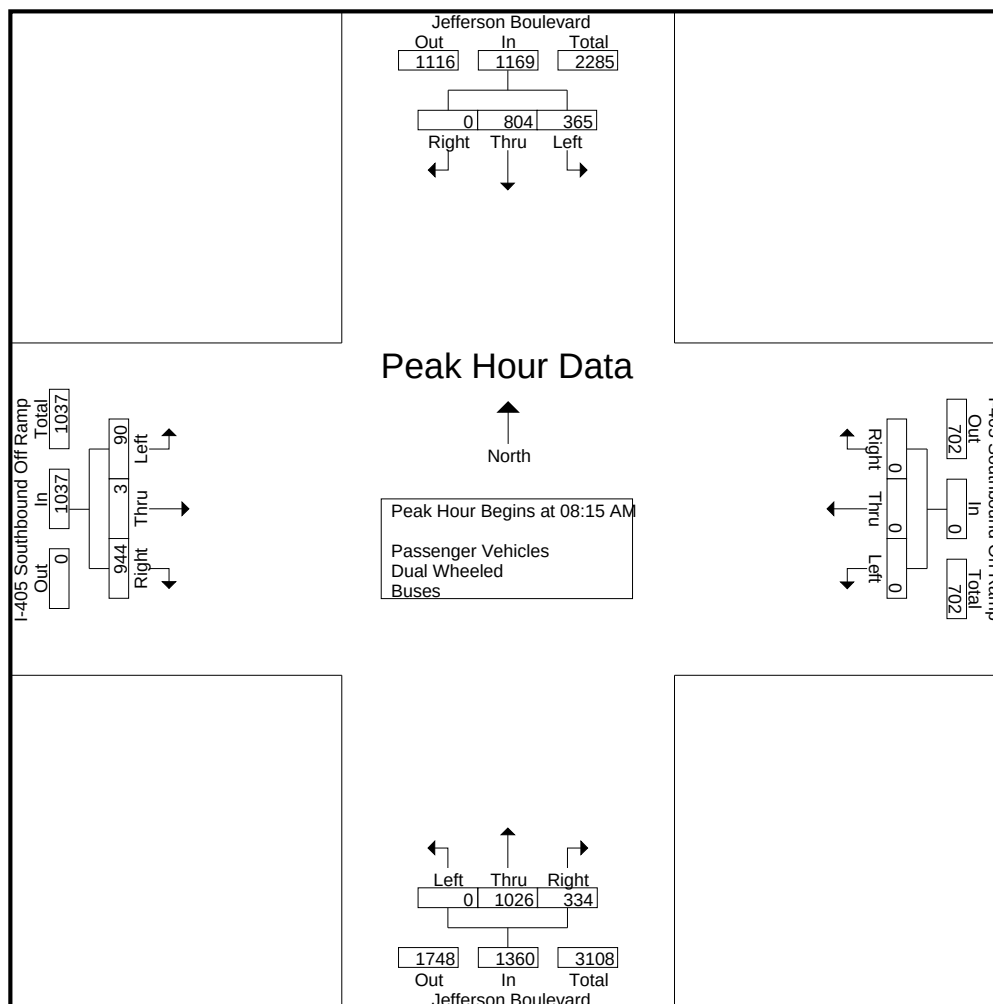
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Jefferson Boulevard Southbound				I-405 Southbound On Ramp Westbound				Jefferson Boulevard Northbound				I-405 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	49	145	0	194	0	0	0	0	0	211	56	267	17	0	103	120	581
07:15 AM	76	145	0	221	0	0	0	0	0	280	80	360	16	0	141	157	738
07:30 AM	92	143	0	235	0	0	0	0	0	240	94	334	25	0	155	180	749
07:45 AM	67	194	0	261	0	0	0	0	0	298	97	395	18	1	167	186	842
Total	284	627	0	911	0	0	0	0	0	1029	327	1356	76	1	566	643	2910
08:00 AM	87	171	0	258	0	0	0	0	0	323	96	419	16	0	151	167	844
08:15 AM	93	178	0	271	0	0	0	0	0	300	92	392	20	0	194	214	877
08:30 AM	102	188	0	290	0	0	0	0	0	258	86	344	22	2	203	227	861
08:45 AM	84	206	0	290	0	0	0	0	0	249	90	339	19	0	261	280	909
Total	366	743	0	1109	0	0	0	0	0	1130	364	1494	77	2	809	888	3491
09:00 AM	86	232	0	318	0	0	0	0	0	219	66	285	29	1	286	316	919
09:15 AM	62	194	0	256	0	0	0	0	0	241	84	325	26	0	233	259	840
09:30 AM	74	184	0	258	0	0	0	0	0	198	64	262	20	1	198	219	739
09:45 AM	56	191	0	247	0	0	0	0	0	200	59	259	39	0	197	236	742
Total	278	801	0	1079	0	0	0	0	0	858	273	1131	114	2	914	1030	3240
Grand Total	928	2171	0	3099	0	0	0	0	0	3017	964	3981	267	5	2289	2561	9641
Apprch %	29.9	70.1	0		0	0	0		0	75.8	24.2		10.4	0.2	89.4		
Total %	9.6	22.5	0	32.1	0	0	0	0	0	31.3	10	41.3	2.8	0.1	23.7	26.6	
Passenger Vehicles	900	2094	0	2994	0	0	0	0	0	2908	932	3840	260	5	2244	2509	9343
% Passenger Vehicles	97	96.5	0	96.6	0	0	0	0	0	96.4	96.7	96.5	97.4	100	98	98	96.9
Dual Wheeled	24	48	0	72	0	0	0	0	0	64	29	93	5	0	43	48	213
% Dual Wheeled	2.6	2.2	0	2.3	0	0	0	0	0	2.1	3	2.3	1.9	0	1.9	1.9	2.2
Buses	4	29	0	33	0	0	0	0	0	45	3	48	2	0	2	4	85
% Buses	0.4	1.3	0	1.1	0	0	0	0	0	1.5	0.3	1.2	0.7	0	0.1	0.2	0.9

	Jefferson Boulevard Southbound				I-405 Southbound On Ramp Westbound				Jefferson Boulevard Northbound				I-405 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	93	178	0	271	0	0	0	0	0	300	92	392	20	0	194	214	877
08:30 AM	102	188	0	290	0	0	0	0	0	258	86	344	22	2	203	227	861
08:45 AM	84	206	0	290	0	0	0	0	0	249	90	339	19	0	261	280	909
09:00 AM	86	232	0	318	0	0	0	0	0	219	66	285	29	1	286	316	919
Total Volume	365	804	0	1169	0	0	0	0	0	1026	334	1360	90	3	944	1037	3566
% App. Total	31.2	68.8	0		0	0	0		0	75.4	24.6		8.7	0.3	91		
PHF	.895	.866	.000	.919	.000	.000	.000	.000	.000	.855	.908	.867	.776	.375	.825	.820	.970

City of Los Angeles
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Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:15 AM				07:00 AM				07:45 AM				08:30 AM			
+0 mins.	93	178	0	271	0	0	0	0	0	298	97	395	22	2	203	227
+15 mins.	102	188	0	290	0	0	0	0	0	323	96	419	19	0	261	280
+30 mins.	84	206	0	290	0	0	0	0	0	300	92	392	29	1	286	316
+45 mins.	86	232	0	318	0	0	0	0	0	258	86	344	26	0	233	259
Total Volume	365	804	0	1169	0	0	0	0	0	1179	371	1550	96	3	983	1082
% App. Total	31.2	68.8	0		0	0	0	0	0	76.1	23.9		8.9	0.3	90.9	
PHF	.895	.866	.000	.919	.000	.000	.000	.000	.000	.913	.956	.925	.828	.375	.859	.856

City of Los Angeles
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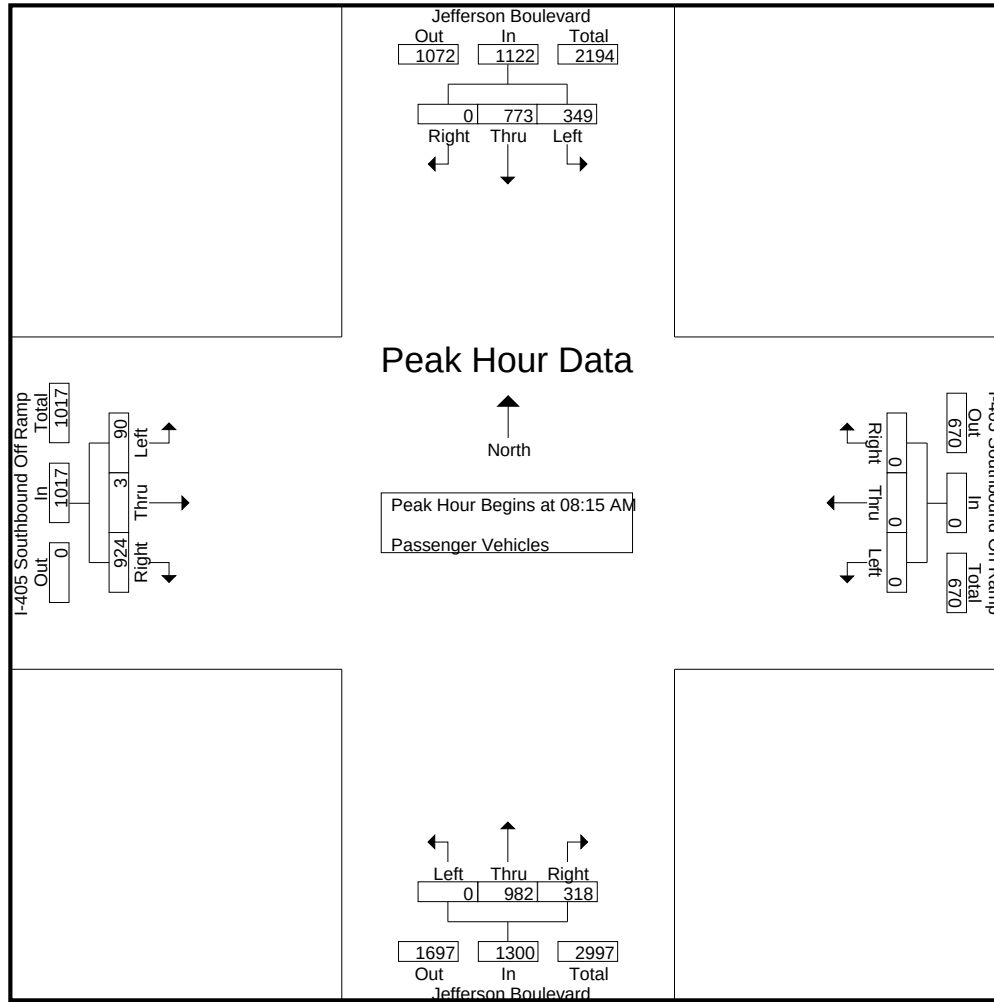
Groups Printed- Passenger Vehicles

	Jefferson Boulevard Southbound				I-405 Southbound On Ramp Westbound				Jefferson Boulevard Northbound				I-405 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	47	136	0	183	0	0	0	0	0	204	55	259	16	0	99	115	557
07:15 AM	75	141	0	216	0	0	0	0	0	273	79	352	14	0	137	151	719
07:30 AM	89	138	0	227	0	0	0	0	0	229	92	321	23	0	152	175	723
07:45 AM	67	190	0	257	0	0	0	0	0	286	96	382	18	1	165	184	823
Total	278	605	0	883	0	0	0	0	0	992	322	1314	71	1	553	625	2822
08:00 AM	86	164	0	250	0	0	0	0	0	316	94	410	16	0	148	164	824
08:15 AM	87	170	0	257	0	0	0	0	0	287	88	375	20	0	191	211	843
08:30 AM	98	181	0	279	0	0	0	0	0	250	81	331	22	2	198	222	832
08:45 AM	82	201	0	283	0	0	0	0	0	240	86	326	19	0	254	273	882
Total	353	716	0	1069	0	0	0	0	0	1093	349	1442	77	2	791	870	3381
09:00 AM	82	221	0	303	0	0	0	0	0	205	63	268	29	1	281	311	882
09:15 AM	62	186	0	248	0	0	0	0	0	235	82	317	24	0	230	254	819
09:30 AM	71	178	0	249	0	0	0	0	0	191	59	250	20	1	194	215	714
09:45 AM	54	188	0	242	0	0	0	0	0	192	57	249	39	0	195	234	725
Total	269	773	0	1042	0	0	0	0	0	823	261	1084	112	2	900	1014	3140
Grand Total	900	2094	0	2994	0	0	0	0	0	2908	932	3840	260	5	2244	2509	9343
Apprch %	30.1	69.9	0		0	0	0		0	75.7	24.3		10.4	0.2	89.4		
Total %	9.6	22.4	0	32	0	0	0	0	0	31.1	10	41.1	2.8	0.1	24	26.9	

	Jefferson Boulevard Southbound				I-405 Southbound On Ramp Westbound				Jefferson Boulevard Northbound				I-405 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	87	170	0	257	0	0	0	0	0	287	88	375	20	0	191	211	843
08:30 AM	98	181	0	279	0	0	0	0	0	250	81	331	22	2	198	222	832
08:45 AM	82	201	0	283	0	0	0	0	0	240	86	326	19	0	254	273	882
09:00 AM	82	221	0	303	0	0	0	0	0	205	63	268	29	1	281	311	882
Total Volume	349	773	0	1122	0	0	0	0	0	982	318	1300	90	3	924	1017	3439
% App. Total	31.1	68.9	0		0	0	0		0	75.5	24.5		8.8	0.3	90.9		
PHF	.890	.874	.000	.926	.000	.000	.000	.000	.000	.855	.903	.867	.776	.375	.822	.818	.975

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Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:15 AM				08:15 AM				08:15 AM				08:15 AM			
+0 mins.	87	170	0	257	0	0	0	0	0	287	88	375	20	0	191	211
+15 mins.	98	181	0	279	0	0	0	0	0	250	81	331	22	2	198	222
+30 mins.	82	201	0	283	0	0	0	0	0	240	86	326	19	0	254	273
+45 mins.	82	221	0	303	0	0	0	0	0	205	63	268	29	1	281	311
Total Volume	349	773	0	1122	0	0	0	0	0	982	318	1300	90	3	924	1017
% App. Total	31.1	68.9	0		0	0	0		0	75.5	24.5		8.8	0.3	90.9	
PHF	.890	.874	.000	.926	.000	.000	.000	.000	.000	.855	.903	.867	.776	.375	.822	.818

City of Los Angeles
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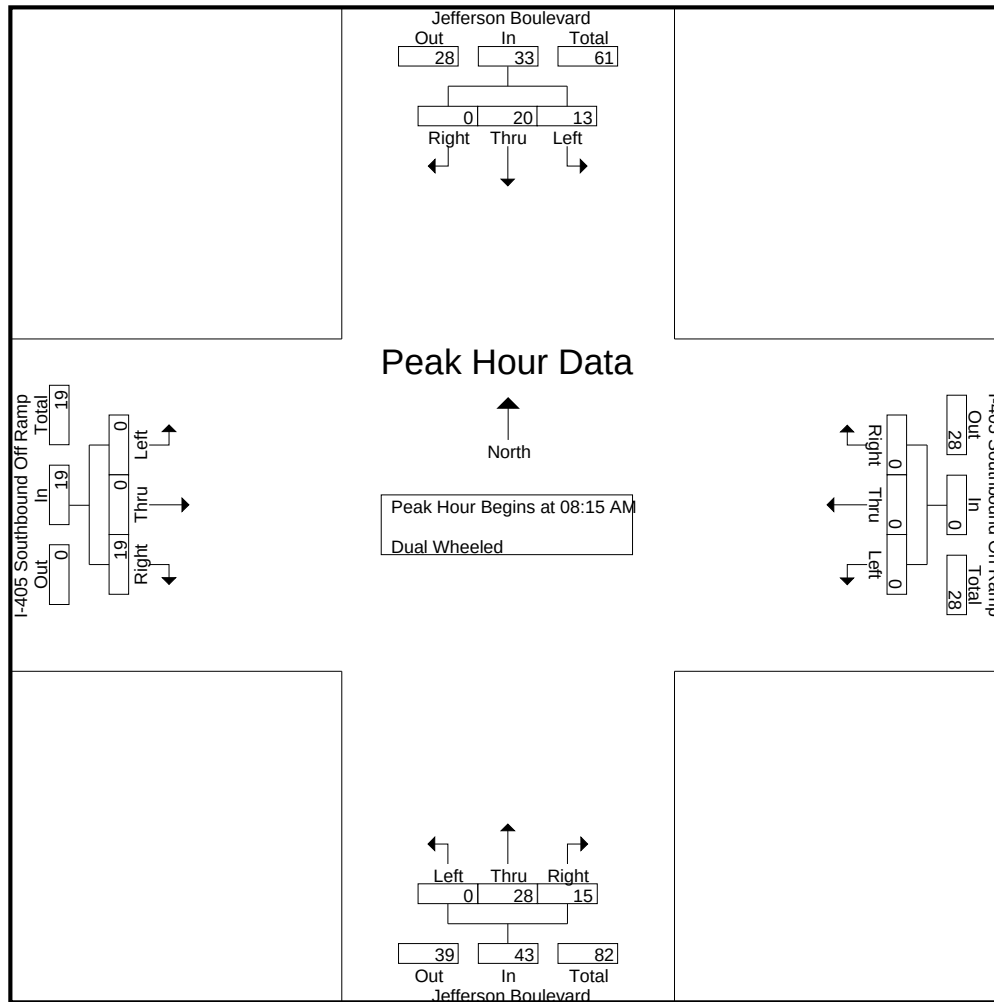
Groups Printed- Dual Wheeled

	Jefferson Boulevard Southbound				I-405 Southbound On Ramp Westbound				Jefferson Boulevard Northbound				I-405 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	5	0	7	0	0	0	0	0	2	1	3	0	0	4	4	14
07:15 AM	0	2	0	2	0	0	0	0	0	5	1	6	2	0	4	6	14
07:30 AM	3	4	0	7	0	0	0	0	0	5	2	7	2	0	3	5	19
07:45 AM	0	2	0	2	0	0	0	0	0	9	1	10	0	0	2	2	14
Total	5	13	0	18	0	0	0	0	0	21	5	26	4	0	13	17	61
08:00 AM	1	5	0	6	0	0	0	0	0	5	2	7	0	0	3	3	16
08:15 AM	4	5	0	9	0	0	0	0	0	8	4	12	0	0	3	3	24
08:30 AM	3	4	0	7	0	0	0	0	0	6	5	11	0	0	4	4	22
08:45 AM	2	4	0	6	0	0	0	0	0	5	3	8	0	0	7	7	21
Total	10	18	0	28	0	0	0	0	0	24	14	38	0	0	17	17	83
09:00 AM	4	7	0	11	0	0	0	0	0	9	3	12	0	0	5	5	28
09:15 AM	0	6	0	6	0	0	0	0	0	3	1	4	1	0	3	4	14
09:30 AM	3	3	0	6	0	0	0	0	0	3	5	8	0	0	3	3	17
09:45 AM	2	1	0	3	0	0	0	0	0	4	1	5	0	0	2	2	10
Total	9	17	0	26	0	0	0	0	0	19	10	29	1	0	13	14	69
Grand Total	24	48	0	72	0	0	0	0	0	64	29	93	5	0	43	48	213
Apprch %	33.3	66.7	0		0	0	0		0	68.8	31.2		10.4	0	89.6		
Total %	11.3	22.5	0	33.8	0	0	0	0	0	30	13.6	43.7	2.3	0	20.2	22.5	

	Jefferson Boulevard Southbound				I-405 Southbound On Ramp Westbound				Jefferson Boulevard Northbound				I-405 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	4	5	0	9	0	0	0	0	0	8	4	12	0	0	3	3	24
08:30 AM	3	4	0	7	0	0	0	0	0	6	5	11	0	0	4	4	22
08:45 AM	2	4	0	6	0	0	0	0	0	5	3	8	0	0	7	7	21
09:00 AM	4	7	0	11	0	0	0	0	0	9	3	12	0	0	5	5	28
Total Volume	13	20	0	33	0	0	0	0	0	28	15	43	0	0	19	19	95
% App. Total	39.4	60.6	0		0	0	0		0	65.1	34.9		0	0	100		
PHF	.813	.714	.000	.750	.000	.000	.000	.000	.000	.778	.750	.896	.000	.000	.679	.679	.848

City of Los Angeles
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Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:15 AM				08:15 AM				08:15 AM				08:15 AM			
+0 mins.	4	5	0	9	0	0	0	0	0	8	4	12	0	0	3	3
+15 mins.	3	4	0	7	0	0	0	0	0	6	5	11	0	0	4	4
+30 mins.	2	4	0	6	0	0	0	0	0	5	3	8	0	0	7	7
+45 mins.	4	7	0	11	0	0	0	0	0	9	3	12	0	0	5	5
Total Volume	13	20	0	33	0	0	0	0	0	28	15	43	0	0	19	19
% App. Total	39.4	60.6	0		0	0	0		0	65.1	34.9		0	0	100	
PHF	.813	.714	.000	.750	.000	.000	.000	.000	.000	.778	.750	.896	.000	.000	.679	.679

City of Los Angeles
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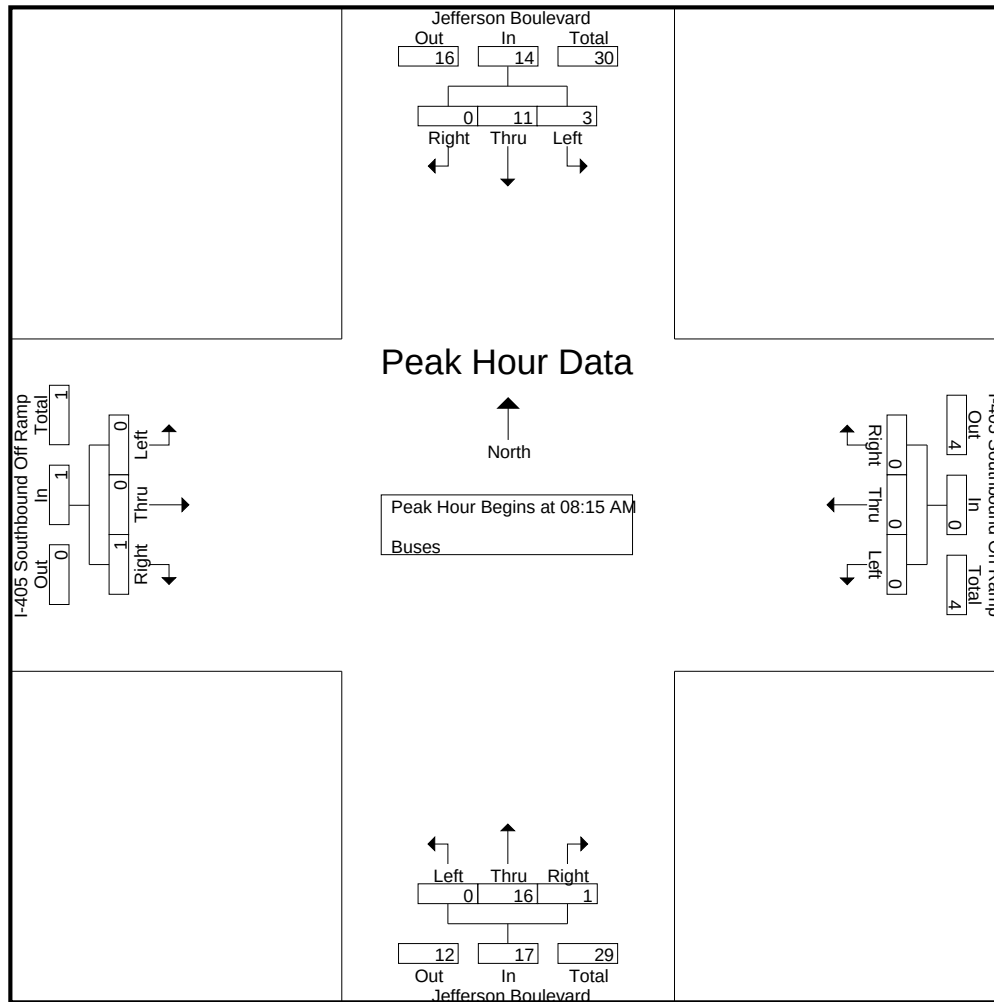
Groups Printed- Buses

	Jefferson Boulevard Southbound				I-405 Southbound On Ramp Westbound				Jefferson Boulevard Northbound				I-405 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	0	4	0	0	0	0	0	5	0	5	1	0	0	1	10
07:15 AM	1	2	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
07:30 AM	0	1	0	1	0	0	0	0	0	6	0	6	0	0	0	0	7
07:45 AM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
Total	1	9	0	10	0	0	0	0	0	16	0	16	1	0	0	1	27
08:00 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
08:15 AM	2	3	0	5	0	0	0	0	0	5	0	5	0	0	0	0	10
08:30 AM	1	3	0	4	0	0	0	0	0	2	0	2	0	0	1	1	7
08:45 AM	0	1	0	1	0	0	0	0	0	4	1	5	0	0	0	0	6
Total	3	9	0	12	0	0	0	0	0	13	1	14	0	0	1	1	27
09:00 AM	0	4	0	4	0	0	0	0	0	5	0	5	0	0	0	0	9
09:15 AM	0	2	0	2	0	0	0	0	0	3	1	4	1	0	0	1	7
09:30 AM	0	3	0	3	0	0	0	0	0	4	0	4	0	0	1	1	8
09:45 AM	0	2	0	2	0	0	0	0	0	4	1	5	0	0	0	0	7
Total	0	11	0	11	0	0	0	0	0	16	2	18	1	0	1	2	31
Grand Total	4	29	0	33	0	0	0	0	0	45	3	48	2	0	2	4	85
Apprch %	12.1	87.9	0		0	0	0		0	93.8	6.2		50	0	50		
Total %	4.7	34.1	0	38.8	0	0	0	0	0	52.9	3.5	56.5	2.4	0	2.4	4.7	

	Jefferson Boulevard Southbound				I-405 Southbound On Ramp Westbound				Jefferson Boulevard Northbound				I-405 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	2	3	0	5	0	0	0	0	0	5	0	5	0	0	0	0	10
08:30 AM	1	3	0	4	0	0	0	0	0	2	0	2	0	0	1	1	7
08:45 AM	0	1	0	1	0	0	0	0	0	4	1	5	0	0	0	0	6
09:00 AM	0	4	0	4	0	0	0	0	0	5	0	5	0	0	0	0	9
Total Volume	3	11	0	14	0	0	0	0	0	16	1	17	0	0	1	1	32
% App. Total	21.4	78.6	0		0	0	0		0	94.1	5.9		0	0	100		
PHF	.375	.688	.000	.700	.000	.000	.000	.000	.000	.800	.250	.850	.000	.000	.250	.250	.800

City of Los Angeles
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Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:15 AM				08:15 AM				08:15 AM				08:15 AM			
+0 mins.	2	3	0	5	0	0	0	0	0	5	0	5	0	0	0	0
+15 mins.	1	3	0	4	0	0	0	0	0	2	0	2	0	0	1	1
+30 mins.	0	1	0	1	0	0	0	0	0	4	1	5	0	0	0	0
+45 mins.	0	4	0	4	0	0	0	0	0	5	0	5	0	0	0	0
Total Volume	3	11	0	14	0	0	0	0	0	16	1	17	0	0	1	1
% App. Total	21.4	78.6	0		0	0	0		0	94.1	5.9		0	0	100	
PHF	.375	.688	.000	.700	.000	.000	.000	.000	.000	.800	.250	.850	.000	.000	.250	.250

City of Los Angeles
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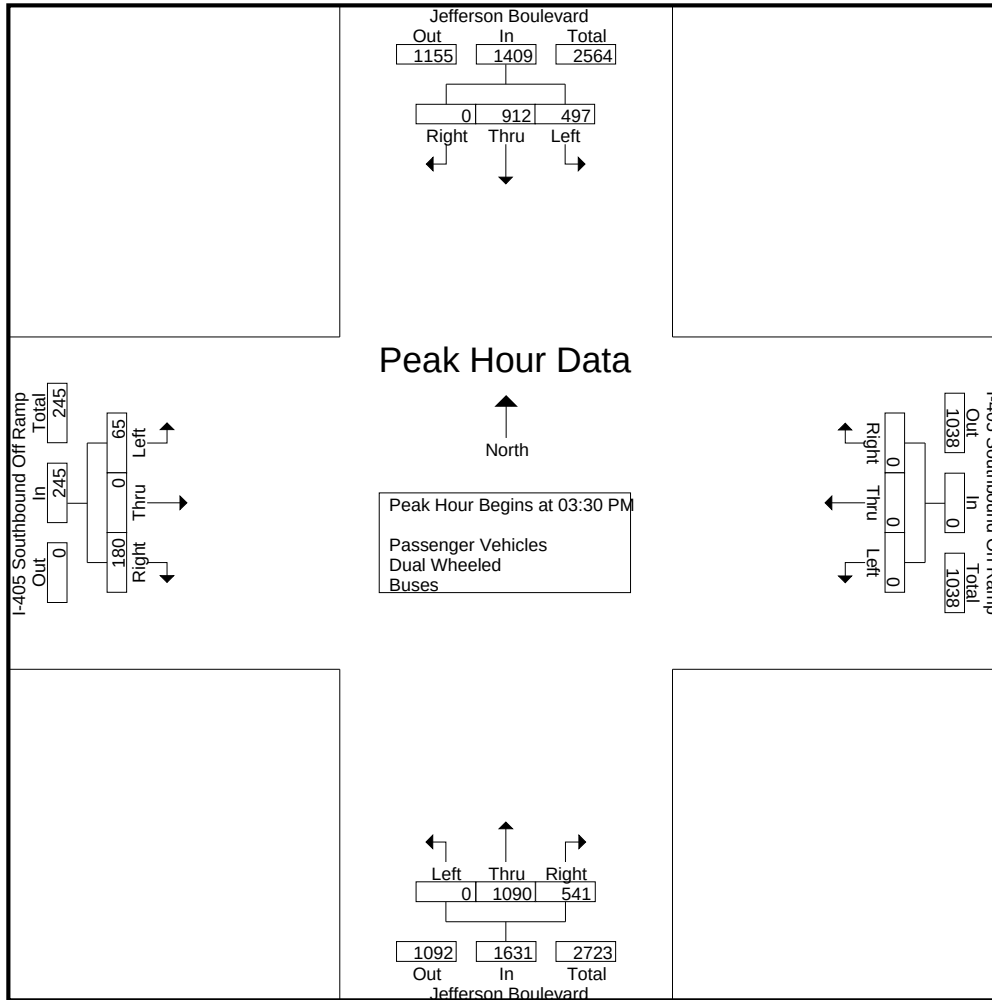
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Jefferson Boulevard Southbound				I-405 Southbound On Ramp Westbound				Jefferson Boulevard Northbound				I-405 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	95	195	0	290	0	0	0	0	0	265	94	359	25	0	53	78	727
03:15 PM	101	198	0	299	0	0	0	0	0	248	74	322	17	0	52	69	690
03:30 PM	118	212	0	330	0	0	0	0	0	278	138	416	19	0	59	78	824
03:45 PM	93	246	0	339	0	0	0	0	0	284	124	408	14	0	42	56	803
Total	407	851	0	1258	0	0	0	0	0	1075	430	1505	75	0	206	281	3044
04:00 PM	159	214	0	373	0	0	0	0	0	252	137	389	16	0	46	62	824
04:15 PM	127	240	0	367	0	0	0	0	0	276	142	418	16	0	33	49	834
04:30 PM	139	232	0	371	0	0	0	0	0	244	102	346	8	1	28	37	754
04:45 PM	116	222	0	338	0	0	0	0	0	274	122	396	12	2	23	37	771
Total	541	908	0	1449	0	0	0	0	0	1046	503	1549	52	3	130	185	3183
05:00 PM	129	243	0	372	0	0	0	0	0	259	115	374	10	0	25	35	781
05:15 PM	118	212	0	330	0	0	0	0	0	288	112	400	5	0	23	28	758
05:30 PM	131	219	0	350	0	0	0	0	0	290	103	393	14	0	13	27	770
05:45 PM	110	234	0	344	0	0	0	0	0	209	58	267	11	0	19	30	641
Total	488	908	0	1396	0	0	0	0	0	1046	388	1434	40	0	80	120	2950
Grand Total	1436	2667	0	4103	0	0	0	0	0	3167	1321	4488	167	3	416	586	9177
Apprch %	35	65	0		0	0	0		0	70.6	29.4		28.5	0.5	71		
Total %	15.6	29.1	0	44.7	0	0	0	0	0	34.5	14.4	48.9	1.8	0	4.5	6.4	
Passenger Vehicles	1411	2605	0	4016	0	0	0	0	0	3085	1291	4376	162	3	408	573	8965
% Passenger Vehicles	98.3	97.7	0	97.9	0	0	0	0	0	97.4	97.7	97.5	97	100	98.1	97.8	97.7
Dual Wheeled	24	33	0	57	0	0	0	0	0	37	26	63	5	0	6	11	131
% Dual Wheeled	1.7	1.2	0	1.4	0	0	0	0	0	1.2	2	1.4	3	0	1.4	1.9	1.4
Buses	1	29	0	30	0	0	0	0	0	45	4	49	0	0	2	2	81
% Buses	0.1	1.1	0	0.7	0	0	0	0	0	1.4	0.3	1.1	0	0	0.5	0.3	0.9

	Jefferson Boulevard Southbound				I-405 Southbound On Ramp Westbound				Jefferson Boulevard Northbound				I-405 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	118	212	0	330	0	0	0	0	0	278	138	416	19	0	59	78	824
03:45 PM	93	246	0	339	0	0	0	0	0	284	124	408	14	0	42	56	803
04:00 PM	159	214	0	373	0	0	0	0	0	252	137	389	16	0	46	62	824
04:15 PM	127	240	0	367	0	0	0	0	0	276	142	418	16	0	33	49	834
Total Volume	497	912	0	1409	0	0	0	0	0	1090	541	1631	65	0	180	245	3285
% App. Total	35.3	64.7	0		0	0	0		0	66.8	33.2		26.5	0	73.5		
PHF	.781	.927	.000	.944	.000	.000	.000	.000	.000	.960	.952	.975	.855	.000	.763	.785	.985

City of Los Angeles
N/S: Jefferson Boulevard
E/W: I-405 Southbound Ramps
Weather: Clear

File Name : 02_LAC_Jefferson_405S PM
Site Code : 16618886
Start Date : 11/28/2018
Page No : 2



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:45 PM				03:00 PM				03:30 PM				03:00 PM			
+0 mins.	93	246	0	339	0	0	0	0	0	278	138	416	25	0	53	78
+15 mins.	159	214	0	373	0	0	0	0	0	284	124	408	17	0	52	69
+30 mins.	127	240	0	367	0	0	0	0	0	252	137	389	19	0	59	78
+45 mins.	139	232	0	371	0	0	0	0	0	276	142	418	14	0	42	56
Total Volume	518	932	0	1450	0	0	0	0	0	1090	541	1631	75	0	206	281
% App. Total	35.7	64.3	0		0	0	0	0	0	66.8	33.2		26.7	0	73.3	
PHF	.814	.947	.000	.972	.000	.000	.000	.000	.000	.960	.952	.975	.750	.000	.873	.901

City of Los Angeles
N/S: Jefferson Boulevard
E/W: I-405 Southbound Ramps
Weather: Clear

File Name : 02_LAC_Jefferson_405S PM
Site Code : 16618886
Start Date : 11/28/2018
Page No : 1

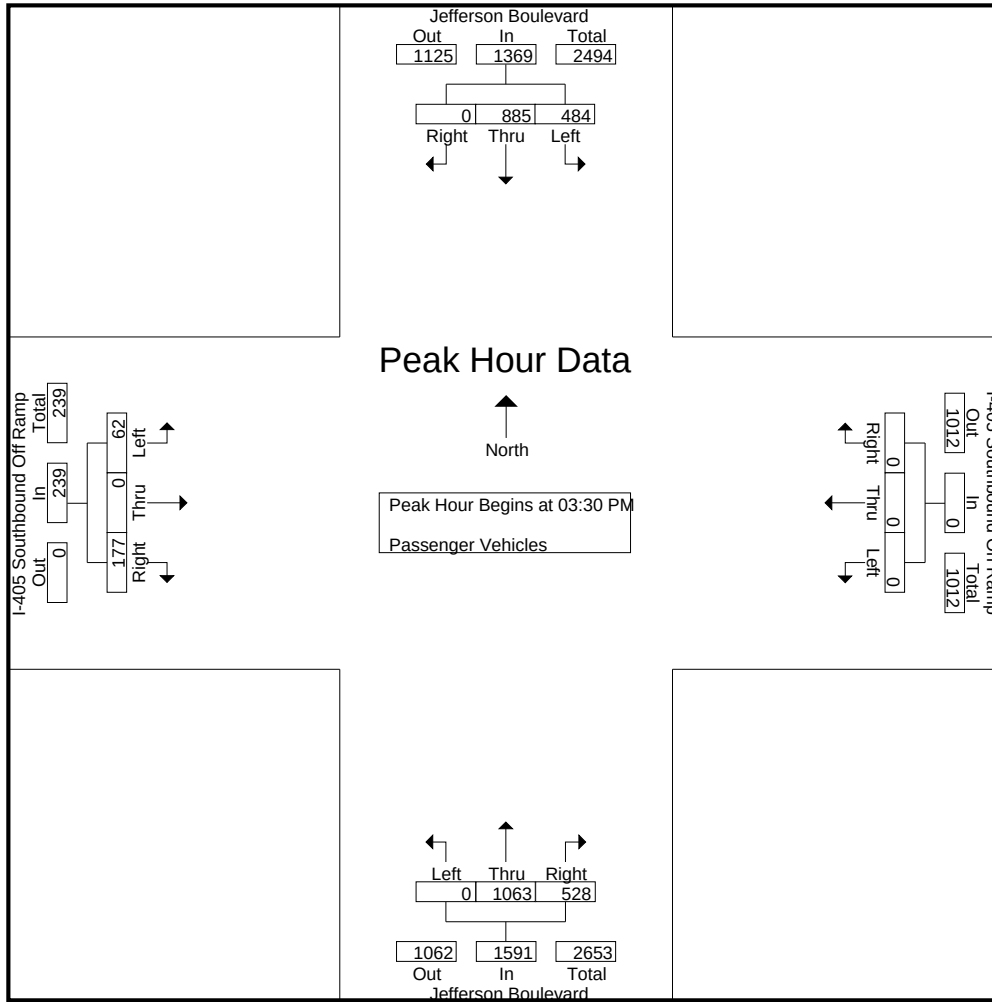
Groups Printed- Passenger Vehicles

	Jefferson Boulevard Southbound				I-405 Southbound On Ramp Westbound				Jefferson Boulevard Northbound				I-405 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	92	189	0	281	0	0	0	0	0	258	90	348	24	0	52	76	705
03:15 PM	99	195	0	294	0	0	0	0	0	238	73	311	17	0	49	66	671
03:30 PM	116	205	0	321	0	0	0	0	0	271	133	404	18	0	58	76	801
03:45 PM	87	240	0	327	0	0	0	0	0	275	123	398	14	0	41	55	780
Total	394	829	0	1223	0	0	0	0	0	1042	419	1461	73	0	200	273	2957
04:00 PM	157	207	0	364	0	0	0	0	0	248	133	381	16	0	45	61	806
04:15 PM	124	233	0	357	0	0	0	0	0	269	139	408	14	0	33	47	812
04:30 PM	137	226	0	363	0	0	0	0	0	234	100	334	8	1	28	37	734
04:45 PM	116	216	0	332	0	0	0	0	0	265	115	380	11	2	23	36	748
Total	534	882	0	1416	0	0	0	0	0	1016	487	1503	49	3	129	181	3100
05:00 PM	125	240	0	365	0	0	0	0	0	253	115	368	10	0	24	34	767
05:15 PM	117	206	0	323	0	0	0	0	0	282	111	393	5	0	23	28	744
05:30 PM	131	216	0	347	0	0	0	0	0	286	101	387	14	0	13	27	761
05:45 PM	110	232	0	342	0	0	0	0	0	206	58	264	11	0	19	30	636
Total	483	894	0	1377	0	0	0	0	0	1027	385	1412	40	0	79	119	2908
Grand Total	1411	2605	0	4016	0	0	0	0	0	3085	1291	4376	162	3	408	573	8965
Apprch %	35.1	64.9	0		0	0	0		0	70.5	29.5		28.3	0.5	71.2		
Total %	15.7	29.1	0	44.8	0	0	0	0	0	34.4	14.4	48.8	1.8	0	4.6	6.4	

	Jefferson Boulevard Southbound				I-405 Southbound On Ramp Westbound				Jefferson Boulevard Northbound				I-405 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	116	205	0	321	0	0	0	0	0	271	133	404	18	0	58	76	801
03:45 PM	87	240	0	327	0	0	0	0	0	275	123	398	14	0	41	55	780
04:00 PM	157	207	0	364	0	0	0	0	0	248	133	381	16	0	45	61	806
04:15 PM	124	233	0	357	0	0	0	0	0	269	139	408	14	0	33	47	812
Total Volume	484	885	0	1369	0	0	0	0	0	1063	528	1591	62	0	177	239	3199
% App. Total	35.4	64.6	0		0	0	0		0	66.8	33.2		25.9	0	74.1		
PHF	.771	.922	.000	.940	.000	.000	.000	.000	.000	.966	.950	.975	.861	.000	.763	.786	.985

City of Los Angeles
N/S: Jefferson Boulevard
E/W: I-405 Southbound Ramps
Weather: Clear

File Name : 02_LAC_Jefferson_405S PM
Site Code : 16618886
Start Date : 11/28/2018
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Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:30 PM				03:30 PM				03:30 PM				03:30 PM			
+0 mins.	116	205	0	321	0	0	0	0	0	271	133	404	18	0	58	76
+15 mins.	87	240	0	327	0	0	0	0	0	275	123	398	14	0	41	55
+30 mins.	157	207	0	364	0	0	0	0	0	248	133	381	16	0	45	61
+45 mins.	124	233	0	357	0	0	0	0	0	269	139	408	14	0	33	47
Total Volume	484	885	0	1369	0	0	0	0	0	1063	528	1591	62	0	177	239
% App. Total	35.4	64.6	0		0	0	0	0	0	66.8	33.2		25.9	0	74.1	
PHF	.771	.922	.000	.940	.000	.000	.000	.000	.000	.966	.950	.975	.861	.000	.763	.786

City of Los Angeles
N/S: Jefferson Boulevard
E/W: I-405 Southbound Ramps
Weather: Clear

File Name : 02_LAC_Jefferson_405S PM
Site Code : 16618886
Start Date : 11/28/2018
Page No : 1

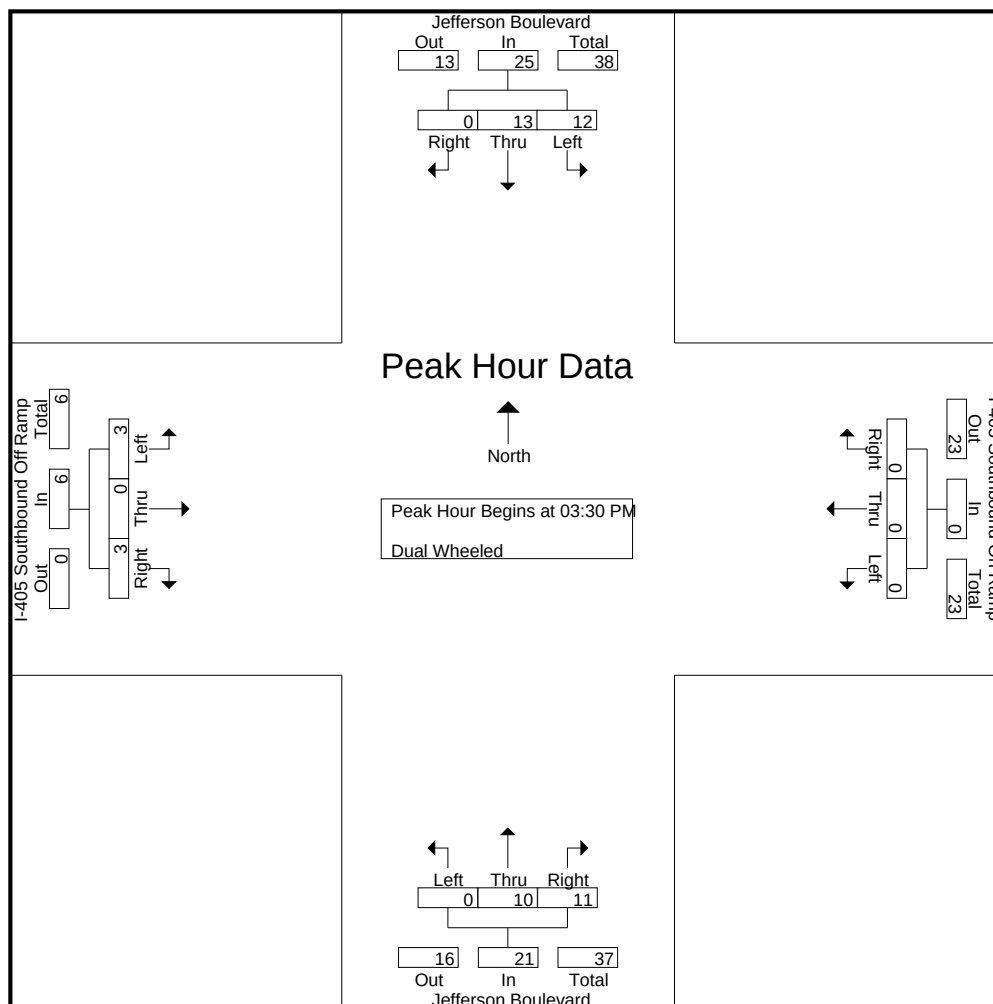
Groups Printed- Dual Wheeled

	Jefferson Boulevard Southbound				I-405 Southbound On Ramp Westbound				Jefferson Boulevard Northbound				I-405 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	3	3	0	6	0	0	0	0	0	5	4	9	1	0	0	1	16
03:15 PM	2	1	0	3	0	0	0	0	0	8	0	8	0	0	3	3	14
03:30 PM	2	4	0	6	0	0	0	0	0	3	4	7	1	0	1	2	15
03:45 PM	6	3	0	9	0	0	0	0	0	3	1	4	0	0	1	1	14
Total	13	11	0	24	0	0	0	0	0	19	9	28	2	0	5	7	59
04:00 PM	1	4	0	5	0	0	0	0	0	1	3	4	0	0	1	1	10
04:15 PM	3	2	0	5	0	0	0	0	0	3	3	6	2	0	0	2	13
04:30 PM	2	5	0	7	0	0	0	0	0	4	2	6	0	0	0	0	13
04:45 PM	0	4	0	4	0	0	0	0	0	4	6	10	1	0	0	1	15
Total	6	15	0	21	0	0	0	0	0	12	14	26	3	0	1	4	51
05:00 PM	4	2	0	6	0	0	0	0	0	4	0	4	0	0	0	0	10
05:15 PM	1	3	0	4	0	0	0	0	0	0	1	1	0	0	0	0	5
05:30 PM	0	1	0	1	0	0	0	0	0	1	2	3	0	0	0	0	4
05:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	5	7	0	12	0	0	0	0	0	6	3	9	0	0	0	0	21
Grand Total	24	33	0	57	0	0	0	0	0	37	26	63	5	0	6	11	131
Apprch %	42.1	57.9	0		0	0	0		0	58.7	41.3		45.5	0	54.5		
Total %	18.3	25.2	0	43.5	0	0	0	0	0	28.2	19.8	48.1	3.8	0	4.6	8.4	

	Jefferson Boulevard Southbound				I-405 Southbound On Ramp Westbound				Jefferson Boulevard Northbound				I-405 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	2	4	0	6	0	0	0	0	0	3	4	7	1	0	1	2	15
03:45 PM	6	3	0	9	0	0	0	0	0	3	1	4	0	0	1	1	14
04:00 PM	1	4	0	5	0	0	0	0	0	1	3	4	0	0	1	1	10
04:15 PM	3	2	0	5	0	0	0	0	0	3	3	6	2	0	0	2	13
Total Volume	12	13	0	25	0	0	0	0	0	10	11	21	3	0	3	6	52
% App. Total	48	52	0		0	0	0		0	47.6	52.4		50	0	50		
PHF	.500	.813	.000	.694	.000	.000	.000	.000	.000	.833	.688	.750	.375	.000	.750	.750	.867

City of Los Angeles
N/S: Jefferson Boulevard
E/W: I-405 Southbound Ramps
Weather: Clear

File Name : 02_LAC_Jefferson_405S PM
Site Code : 16618886
Start Date : 11/28/2018
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Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:30 PM				03:30 PM				03:30 PM				03:30 PM			
+0 mins.	2	4	0	6	0	0	0	0	0	3	4	7	1	0	1	2
+15 mins.	6	3	0	9	0	0	0	0	0	3	1	4	0	0	1	1
+30 mins.	1	4	0	5	0	0	0	0	0	1	3	4	0	0	1	1
+45 mins.	3	2	0	5	0	0	0	0	0	3	3	6	2	0	0	2
Total Volume	12	13	0	25	0	0	0	0	0	10	11	21	3	0	3	6
% App. Total	48	52	0		0	0	0		0	47.6	52.4		50	0	50	
PHF	.500	.813	.000	.694	.000	.000	.000	.000	.000	.833	.688	.750	.375	.000	.750	.750

City of Los Angeles
N/S: Jefferson Boulevard
E/W: I-405 Southbound Ramps
Weather: Clear

File Name : 02_LAC_Jefferson_405S PM
Site Code : 16618886
Start Date : 11/28/2018
Page No : 1

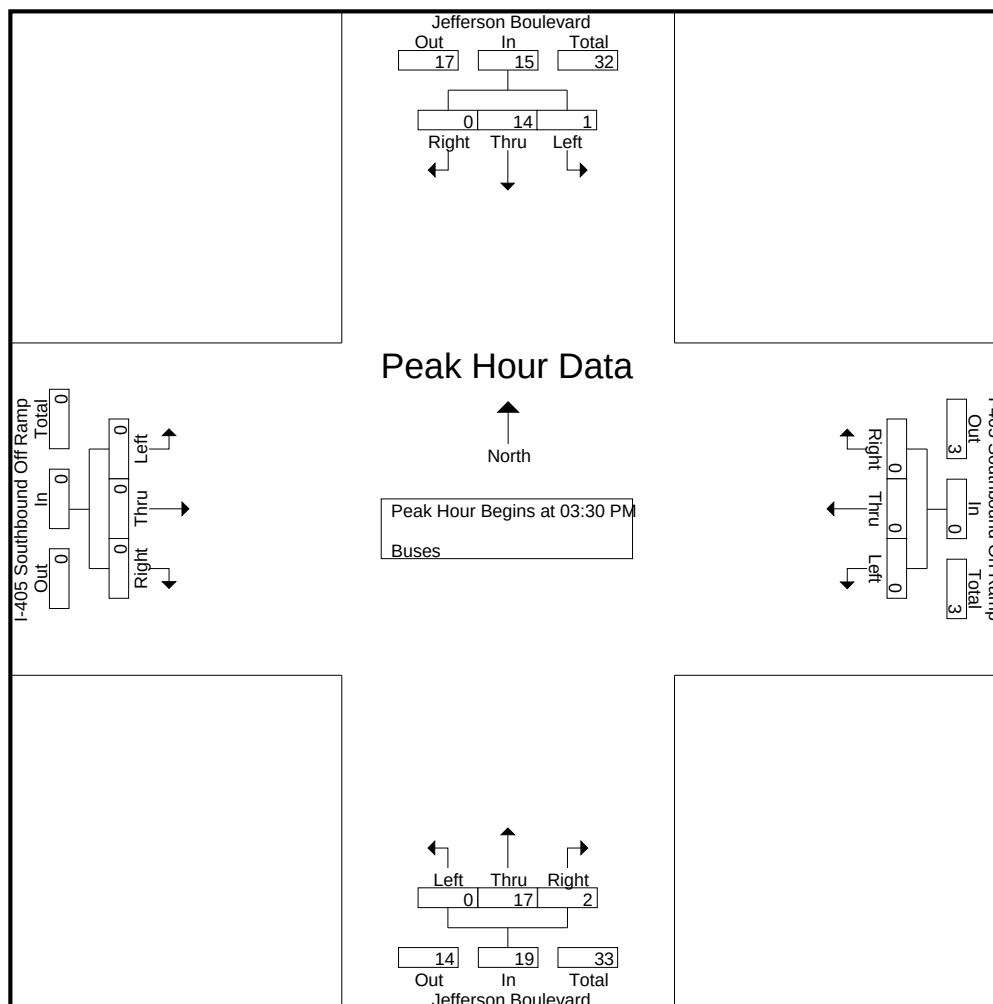
Groups Printed- Buses

	Jefferson Boulevard Southbound				I-405 Southbound On Ramp Westbound				Jefferson Boulevard Northbound				I-405 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	1	1	6
03:15 PM	0	2	0	2	0	0	0	0	0	2	1	3	0	0	0	0	5
03:30 PM	0	3	0	3	0	0	0	0	0	4	1	5	0	0	0	0	8
03:45 PM	0	3	0	3	0	0	0	0	0	6	0	6	0	0	0	0	9
Total	0	11	0	11	0	0	0	0	0	14	2	16	0	0	1	1	28
04:00 PM	1	3	0	4	0	0	0	0	0	3	1	4	0	0	0	0	8
04:15 PM	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0	9
04:30 PM	0	1	0	1	0	0	0	0	0	6	0	6	0	0	0	0	7
04:45 PM	0	2	0	2	0	0	0	0	0	5	1	6	0	0	0	0	8
Total	1	11	0	12	0	0	0	0	0	18	2	20	0	0	0	0	32
05:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	1	1	4
05:15 PM	0	3	0	3	0	0	0	0	0	6	0	6	0	0	0	0	9
05:30 PM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
05:45 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total	0	7	0	7	0	0	0	0	0	13	0	13	0	0	1	1	21
Grand Total	1	29	0	30	0	0	0	0	0	45	4	49	0	0	2	2	81
Apprch %	3.3	96.7	0		0	0	0		0	91.8	8.2		0	0	100		
Total %	1.2	35.8	0	37	0	0	0	0	0	55.6	4.9	60.5	0	0	2.5	2.5	

	Jefferson Boulevard Southbound				I-405 Southbound On Ramp Westbound				Jefferson Boulevard Northbound				I-405 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	3	0	3	0	0	0	0	0	4	1	5	0	0	0	0	8
03:45 PM	0	3	0	3	0	0	0	0	0	6	0	6	0	0	0	0	9
04:00 PM	1	3	0	4	0	0	0	0	0	3	1	4	0	0	0	0	8
04:15 PM	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0	9
Total Volume	1	14	0	15	0	0	0	0	0	17	2	19	0	0	0	0	34
% App. Total	6.7	93.3	0		0	0	0		0	89.5	10.5		0	0	0		
PHF	.250	.700	.000	.750	.000	.000	.000	.000	.000	.708	.500	.792	.000	.000	.000	.000	.944

City of Los Angeles
N/S: Jefferson Boulevard
E/W: I-405 Southbound Ramps
Weather: Clear

File Name : 02_LAC_Jefferson_405S PM
Site Code : 16618886
Start Date : 11/28/2018
Page No : 2



Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:30 PM				03:30 PM				03:30 PM				03:30 PM			
+0 mins.	0	3	0	3	0	0	0	0	0	4	1	5	0	0	0	0
+15 mins.	0	3	0	3	0	0	0	0	0	6	0	6	0	0	0	0
+30 mins.	1	3	0	4	0	0	0	0	0	3	1	4	0	0	0	0
+45 mins.	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0
Total Volume	1	14	0	15	0	0	0	0	0	17	2	19	0	0	0	0
% App. Total	6.7	93.3	0		0	0	0		0	89.5	10.5		0	0	0	
PHF	.250	.700	.000	.750	.000	.000	.000	.000	.000	.708	.500	.792	.000	.000	.000	.000



City Of Los Angeles Department Of Transportation MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Jefferson Boulevard

East/West I-405 Southbound Ramps

Day: Wednesday Date: November 25, 2018 Weather: CLEAR

Hours: 7-10AM 3-6PM Staff: CUI

School Day: YES District: Western Los Angeles I/S CODE 0

	N/B	S/B	E/B	W/B
DUAL-WHEELED	156	129	59	0
BIKES	0	1	7	6
BUSES	97	63	6	0

	N/B TIME	S/B TIME	E/B TIME	W/B TIME
AM PK 15 MIN	419 8.00	318 9.00	316 9.00	0 7.00
PM PK 15 MIN	418 4.15	373 4.00	78 3.00	0 3.00
AM PK HOUR	1550 7.45	1169 8.15	1082 8.30	0 7.00
PM PK HOUR	1631 3.30	1450 3.45	281 3.00	0 3.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1029	327	1356
8-9	0	1130	364	1494
9-10	0	858	273	1131
3-4	0	1075	430	1505
4-5	0	1046	503	1549
5-6	0	1046	388	1434
TOTAL	0	6184	2285	8469

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	284	627	0	911
8-9	366	743	0	1109
9-10	278	801	0	1079
3-4	407	851	0	1258
4-5	541	908	0	1449
5-6	488	908	0	1396
TOTAL	2364	4838	0	7202

TOTAL

N-S
2267
2603
2210
2763
2998
2830
15671

XING S/L

Ped	Sch
0	0
1	0
4	0
0	0
2	0
1	0
8	0

XING N/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	76	1	566	643
8-9	77	2	809	888
9-10	114	2	914	1030
3-4	75	0	206	281
4-5	52	3	130	185
5-6	40	0	80	120
TOTAL	434	8	2705	3147

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	0	0

TOTAL

E-W
643
888
1030
281
185
120
3147

XING W/L

Ped	Sch
0	0
0	0
0	0
2	0
0	0
0	0
2	0

XING E/L

Ped	Sch
5	0
11	0
6	0
13	1
14	0
9	0
58	1

BICYCLE COUNT SUMMARY

STREET:

North/South: Jefferson Boulevard

East/West: I-405 Southbound Ramps

Day: Wednesday

Date: 11/25/2018

Weather: CLEAR

School Day: Yes

District: Western Los Ang

I/S Code: 0

Hours: 7-10 AM, 3-6 PM

Staff: CUI

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	0	0

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total	N-S
7-8	1	0	0	1	1
8-9	0	0	0	0	0
9-10	0	0	0	0	0
3-4	0	0	0	0	0
4-5	0	0	0	0	0
5-6	0	0	0	0	0
TOTAL	1	0	0	1	1

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	1	0	1
9-10	0	0	0	0
3-4	0	2	0	2
4-5	2	2	0	4
5-6	0	0	0	0
TOTAL	2	5	0	7

WESTBOUND Approach

Hours	Lt	Th	Rt	Total	E-W
7-8	0	0	0	0	0
8-9	0	0	0	0	1
9-10	0	1	0	1	1
3-4	0	2	0	2	4
4-5	0	2	0	2	6
5-6	0	1	0	1	1
TOTAL	0	6	0	6	13

REMARKS (6 hour total):

- Female Riders
- No helmet riders
- Sidewalk Riding
- Wrong way riding

NB	SB	EB	WB	TOTAL
0	0	2	1	3
0	0	5	3	8
0	0	4	2	6
0	0	1	1	2

NB: Northbound, SB: Southbound, EB: Eastbound, WB: Westbound, I/S: Intersection

Source: CUI

LADOT 2015 CMP

City of Los Angeles
Department of Transportation
PEDESTRIAN COUNT SUMMARY

STREET:

North/South: Jefferson Boulevard
East/West: I-405 Southbound Ramps
Day: Wednesday **Date:** ##### **Weather:** CLEAR
School Day: YES **District:** Western Los Angele **I/S Code:** 0
Hours: 7-10 AM, 3-6 PM **Staff:** CUI

AM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	0	0	1	0	1
7:15-7:30	0	0	1	0	1
7:30-7:45	0	0	2	0	2
7:45-8:00	0	0	1	0	1
8:00-8:15	0	1	3	0	4
8:15-8:30	0	0	3	0	3
8:30-8:45	0	0	4	0	4
8:45-9:00	0	0	1	0	1
9:00-9:15	0	2	2	0	4
9:15-9:30	0	0	3	0	3
9:30-9:45	0	2	0	0	2
9:45-10:00	0	0	1	0	1

Hours

7 - 8	0	0	5	0	5
8 - 9	0	1	11	0	12
9 - 10	0	4	6	0	10
TOTAL	0	5	22	0	27

PM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	0	0	6	2	8
3:15-3:30	0	0	6	2	8
3:30-3:45	0	0	12	0	12
3:45-4:00	0	0	2	0	2
4:00-4:15	0	2	6	0	8
4:15-4:30	0	0	6	0	6
4:30-4:45	0	2	10	0	12
4:45-5:00	0	0	6	0	6
5:00-5:15	0	2	10	0	12
5:15-5:30	0	0	6	0	6
5:30-5:45	0	0	2	0	2
5:45-6:00	0	0	0	0	0

Hours

3 - 4	0	0	26	4	30
4 - 5	0	4	28	0	32
5 - 6	0	2	18	0	20
TOTAL	0	6	72	4	82

REMARKS (6 hour total):

- Wheelchair/special needs assistance
- Skateboard/scooter

N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
0	1	0	0	1
0	5	0	0	5

N: North, **S:** South, **E:** East, **W:** West, **I/S:** Intersection

Source:

LADOT 2015 CMP

City of Culver City
N/S: Jefferson Boulevard
E/W: I-405 Northbound Ramps
Weather: Clear

File Name : 03_CVC_Jefferson_405N AM
Site Code : 16618886
Start Date : 11/28/2018
Page No : 1

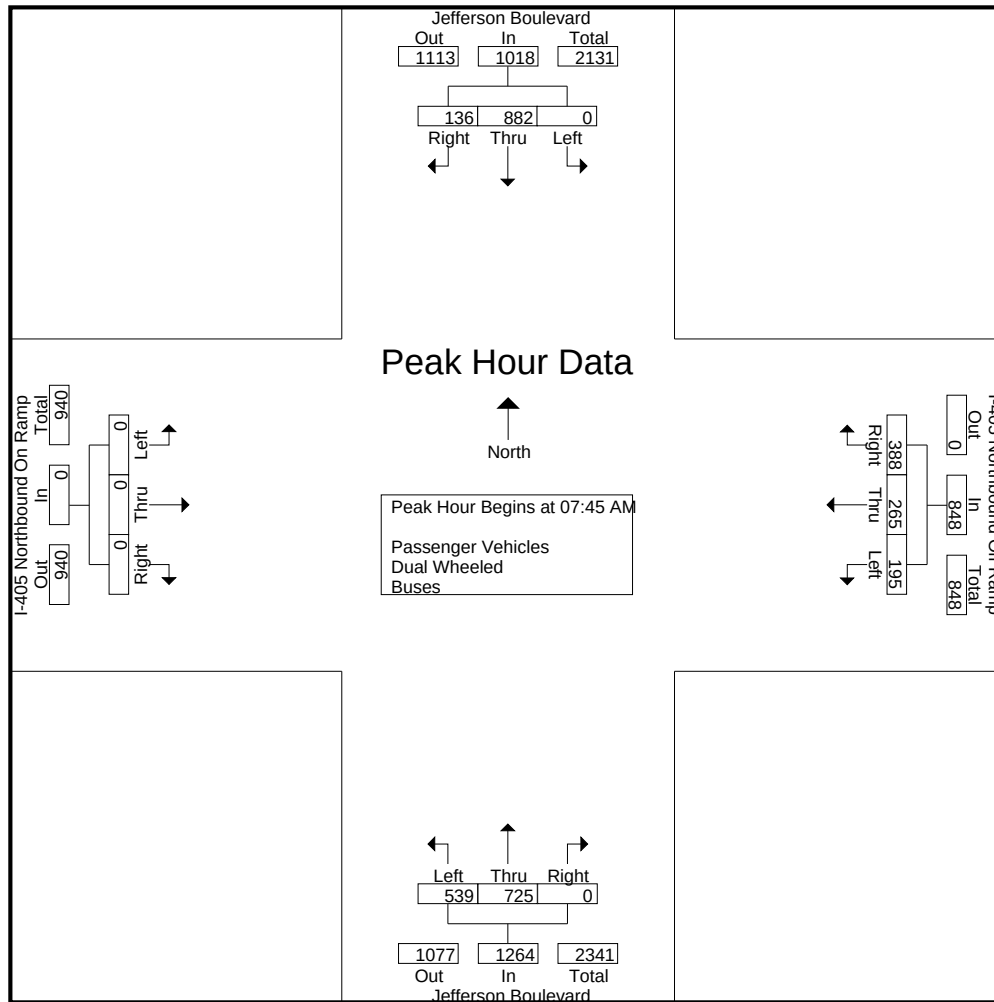
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Jefferson Boulevard Southbound				I-405 Northbound Off Ramp Westbound				Jefferson Boulevard Northbound				I-405 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	165	38	203	33	70	75	178	129	108	0	237	0	0	0	0	618
07:15 AM	0	159	30	189	40	64	68	172	165	125	0	290	0	0	0	0	651
07:30 AM	0	201	29	230	32	52	94	178	121	156	0	277	0	0	0	0	685
07:45 AM	0	208	33	241	50	65	121	236	143	178	0	321	0	0	0	0	798
Total	0	733	130	863	155	251	358	764	558	567	0	1125	0	0	0	0	2752
08:00 AM	0	213	37	250	51	62	101	214	134	200	0	334	0	0	0	0	798
08:15 AM	0	228	34	262	40	74	80	194	151	168	0	319	0	0	0	0	775
08:30 AM	0	233	32	265	54	64	86	204	111	179	0	290	0	0	0	0	759
08:45 AM	0	235	35	270	56	66	88	210	96	165	0	261	0	0	0	0	741
Total	0	909	138	1047	201	266	355	822	492	712	0	1204	0	0	0	0	3073
09:00 AM	0	262	31	293	51	64	72	187	109	166	0	275	0	0	0	0	755
09:15 AM	0	213	24	237	45	70	69	184	72	186	0	258	0	0	0	0	679
09:30 AM	0	201	27	228	49	52	60	161	92	138	0	230	0	0	0	0	619
09:45 AM	0	204	28	232	43	42	43	128	51	185	0	236	0	0	0	0	596
Total	0	880	110	990	188	228	244	660	324	675	0	999	0	0	0	0	2649
Grand Total	0	2522	378	2900	544	745	957	2246	1374	1954	0	3328	0	0	0	0	8474
Apprch %	0	87	13		24.2	33.2	42.6		41.3	58.7	0		0	0	0		
Total %	0	29.8	4.5	34.2	6.4	8.8	11.3	26.5	16.2	23.1	0	39.3	0	0	0	0	
Passenger Vehicles	0	2434	360	2794	524	730	932	2186	1327	1883	0	3210	0	0	0	0	8190
% Passenger Vehicles	0	96.5	95.2	96.3	96.3	98	97.4	97.3	96.6	96.4	0	96.5	0	0	0	0	96.6
Dual Wheeled	0	55	17	72	20	11	24	55	41	27	0	68	0	0	0	0	195
% Dual Wheeled	0	2.2	4.5	2.5	3.7	1.5	2.5	2.4	3	1.4	0	2	0	0	0	0	2.3
Buses	0	33	1	34	0	4	1	5	6	44	0	50	0	0	0	0	89
% Buses	0	1.3	0.3	1.2	0	0.5	0.1	0.2	0.4	2.3	0	1.5	0	0	0	0	1.1

	Jefferson Boulevard Southbound				I-405 Northbound Off Ramp Westbound				Jefferson Boulevard Northbound				I-405 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	208	33	241	50	65	121	236	143	178	0	321	0	0	0	0	798
08:00 AM	0	213	37	250	51	62	101	214	134	200	0	334	0	0	0	0	798
08:15 AM	0	228	34	262	40	74	80	194	151	168	0	319	0	0	0	0	775
08:30 AM	0	233	32	265	54	64	86	204	111	179	0	290	0	0	0	0	759
Total Volume	0	882	136	1018	195	265	388	848	539	725	0	1264	0	0	0	0	3130
% App. Total	0	86.6	13.4		23	31.2	45.8		42.6	57.4	0		0	0	0		
PHF	.000	.946	.919	.960	.903	.895	.802	.898	.892	.906	.000	.946	.000	.000	.000	.000	.981

City of Culver City
N/S: Jefferson Boulevard
E/W: I-405 Northbound Ramps
Weather: Clear

File Name : 03_CVC_Jefferson_405N AM
Site Code : 16618886
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Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:15 AM				07:45 AM				07:45 AM				07:00 AM			
+0 mins.	0	228	34	262	50	65	121	236	143	178	0	321	0	0	0	0
+15 mins.	0	233	32	265	51	62	101	214	134	200	0	334	0	0	0	0
+30 mins.	0	235	35	270	40	74	80	194	151	168	0	319	0	0	0	0
+45 mins.	0	262	31	293	54	64	86	204	111	179	0	290	0	0	0	0
Total Volume	0	958	132	1090	195	265	388	848	539	725	0	1264	0	0	0	0
% App. Total	0	87.9	12.1		23	31.2	45.8		42.6	57.4	0		0	0	0	
PHF	.000	.914	.943	.930	.903	.895	.802	.898	.892	.906	.000	.946	.000	.000	.000	.000

City of Culver City
N/S: Jefferson Boulevard
E/W: I-405 Northbound Ramps
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File Name : 03_CVC_Jefferson_405N AM
Site Code : 16618886
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Page No : 1

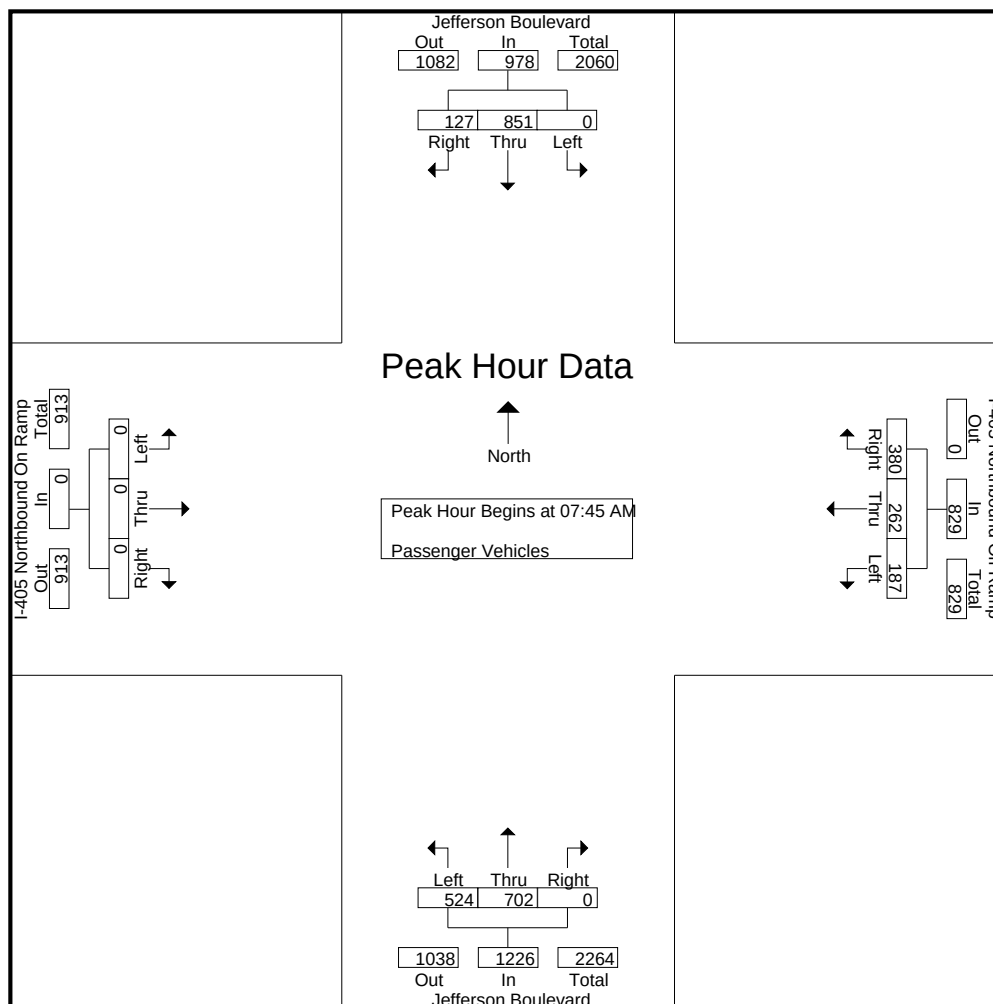
Groups Printed- Passenger Vehicles

	Jefferson Boulevard Southbound				I-405 Northbound Off Ramp Westbound				Jefferson Boulevard Northbound				I-405 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	154	37	191	32	65	73	170	127	103	0	230	0	0	0	0	591
07:15 AM	0	155	28	183	40	62	65	167	163	118	0	281	0	0	0	0	631
07:30 AM	0	197	29	226	29	50	89	168	114	146	0	260	0	0	0	0	654
07:45 AM	0	205	29	234	48	63	119	230	137	172	0	309	0	0	0	0	773
Total	0	711	123	834	149	240	346	735	541	539	0	1080	0	0	0	0	2649
08:00 AM	0	206	36	242	50	62	99	211	130	197	0	327	0	0	0	0	780
08:15 AM	0	216	34	250	38	73	78	189	147	159	0	306	0	0	0	0	745
08:30 AM	0	224	28	252	51	64	84	199	110	174	0	284	0	0	0	0	735
08:45 AM	0	227	33	260	56	66	87	209	92	160	0	252	0	0	0	0	721
Total	0	873	131	1004	195	265	348	808	479	690	0	1169	0	0	0	0	2981
09:00 AM	0	251	30	281	45	63	70	178	103	159	0	262	0	0	0	0	721
09:15 AM	0	207	23	230	45	70	69	184	67	181	0	248	0	0	0	0	662
09:30 AM	0	193	27	220	47	51	59	157	90	133	0	223	0	0	0	0	600
09:45 AM	0	199	26	225	43	41	40	124	47	181	0	228	0	0	0	0	577
Total	0	850	106	956	180	225	238	643	307	654	0	961	0	0	0	0	2560
Grand Total	0	2434	360	2794	524	730	932	2186	1327	1883	0	3210	0	0	0	0	8190
Apprch %	0	87.1	12.9		24	33.4	42.6		41.3	58.7	0		0	0	0		
Total %	0	29.7	4.4	34.1	6.4	8.9	11.4	26.7	16.2	23	0	39.2	0	0	0	0	

	Jefferson Boulevard Southbound				I-405 Northbound Off Ramp Westbound				Jefferson Boulevard Northbound				I-405 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	205	29	234	48	63	119	230	137	172	0	309	0	0	0	0	773
08:00 AM	0	206	36	242	50	62	99	211	130	197	0	327	0	0	0	0	780
08:15 AM	0	216	34	250	38	73	78	189	147	159	0	306	0	0	0	0	745
08:30 AM	0	224	28	252	51	64	84	199	110	174	0	284	0	0	0	0	735
Total Volume	0	851	127	978	187	262	380	829	524	702	0	1226	0	0	0	0	3033
% App. Total	0	87	13		22.6	31.6	45.8		42.7	57.3	0		0	0	0		
PHF	.000	.950	.882	.970	.917	.897	.798	.901	.891	.891	.000	.937	.000	.000	.000	.000	.972

City of Culver City
N/S: Jefferson Boulevard
E/W: I-405 Northbound Ramps
Weather: Clear

File Name : 03_CVC_Jefferson_405N AM
Site Code : 16618886
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	205	29	234	48	63	119	230	137	172	0	309	0	0	0	0
+15 mins.	0	206	36	242	50	62	99	211	130	197	0	327	0	0	0	0
+30 mins.	0	216	34	250	38	73	78	189	147	159	0	306	0	0	0	0
+45 mins.	0	224	28	252	51	64	84	199	110	174	0	284	0	0	0	0
Total Volume	0	851	127	978	187	262	380	829	524	702	0	1226	0	0	0	0
% App. Total	0	87	13		22.6	31.6	45.8		42.7	57.3	0		0	0	0	
PHF	.000	.950	.882	.970	.917	.897	.798	.901	.891	.891	.000	.937	.000	.000	.000	.000

City of Culver City
N/S: Jefferson Boulevard
E/W: I-405 Northbound Ramps
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File Name : 03_CVC_Jefferson_405N AM
Site Code : 16618886
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Page No : 1

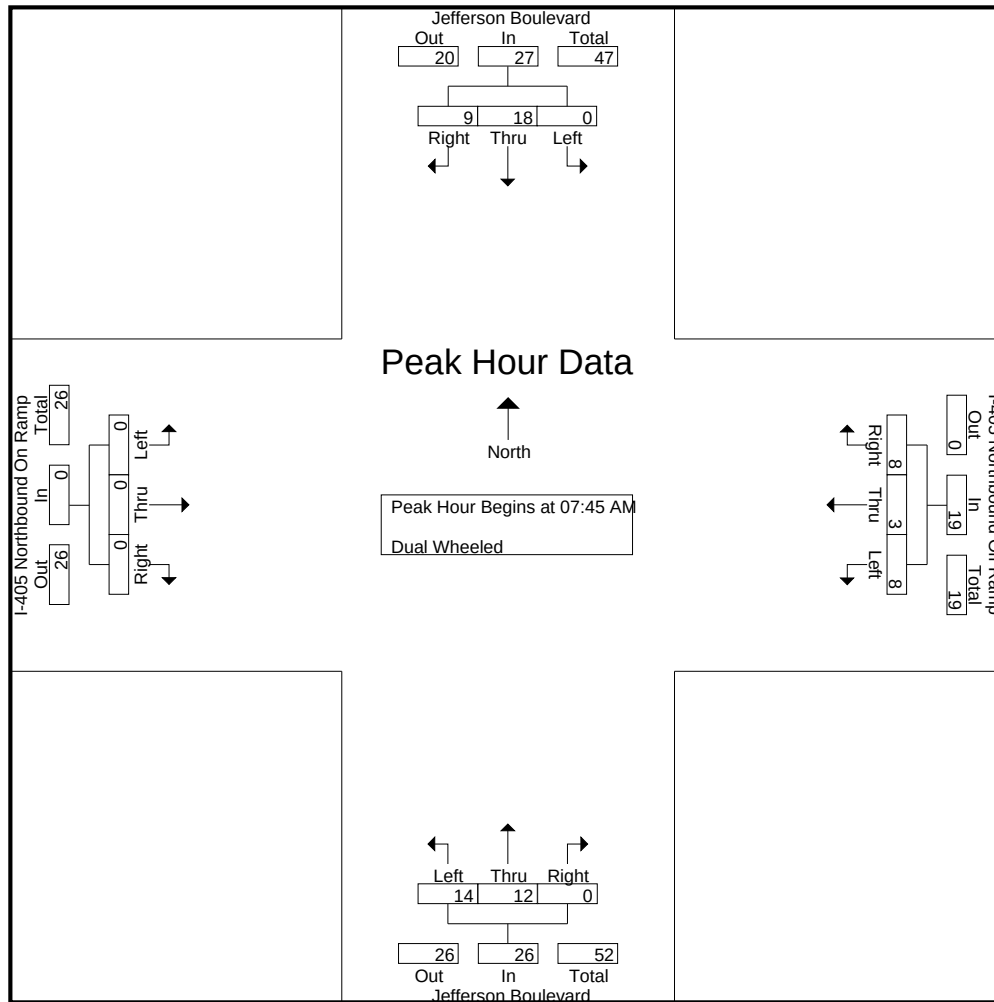
Groups Printed- Dual Wheeled

	Jefferson Boulevard Southbound				I-405 Northbound Off Ramp Westbound				Jefferson Boulevard Northbound				I-405 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	6	1	7	1	2	1	4	1	0	0	1	0	0	0	0	12
07:15 AM	0	2	1	3	0	1	3	4	1	5	0	6	0	0	0	0	13
07:30 AM	0	3	0	3	3	2	5	10	6	3	0	9	0	0	0	0	22
07:45 AM	0	1	4	5	2	2	2	6	6	3	0	9	0	0	0	0	20
Total	0	12	6	18	6	7	11	24	14	11	0	25	0	0	0	0	67
08:00 AM	0	5	1	6	1	0	2	3	4	1	0	5	0	0	0	0	14
08:15 AM	0	7	0	7	2	1	2	5	3	5	0	8	0	0	0	0	20
08:30 AM	0	5	4	9	3	0	2	5	1	3	0	4	0	0	0	0	18
08:45 AM	0	7	2	9	0	0	1	1	4	1	0	5	0	0	0	0	15
Total	0	24	7	31	6	1	7	14	12	10	0	22	0	0	0	0	67
09:00 AM	0	5	1	6	6	1	2	9	6	3	0	9	0	0	0	0	24
09:15 AM	0	6	1	7	0	0	0	0	3	2	0	5	0	0	0	0	12
09:30 AM	0	4	0	4	2	1	1	4	2	1	0	3	0	0	0	0	11
09:45 AM	0	4	2	6	0	1	3	4	4	0	0	4	0	0	0	0	14
Total	0	19	4	23	8	3	6	17	15	6	0	21	0	0	0	0	61
Grand Total	0	55	17	72	20	11	24	55	41	27	0	68	0	0	0	0	195
Apprch %	0	76.4	23.6		36.4	20	43.6		60.3	39.7	0		0	0	0		
Total %	0	28.2	8.7	36.9	10.3	5.6	12.3	28.2	21	13.8	0	34.9	0	0	0	0	

	Jefferson Boulevard Southbound				I-405 Northbound Off Ramp Westbound				Jefferson Boulevard Northbound				I-405 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	1	4	5	2	2	2	6	6	3	0	9	0	0	0	0	20
08:00 AM	0	5	1	6	1	0	2	3	4	1	0	5	0	0	0	0	14
08:15 AM	0	7	0	7	2	1	2	5	3	5	0	8	0	0	0	0	20
08:30 AM	0	5	4	9	3	0	2	5	1	3	0	4	0	0	0	0	18
Total Volume	0	18	9	27	8	3	8	19	14	12	0	26	0	0	0	0	72
% App. Total	0	66.7	33.3		42.1	15.8	42.1		53.8	46.2	0		0	0	0		
PHF	.000	.643	.563	.750	.667	.375	1.00	.792	.583	.600	.000	.722	.000	.000	.000	.000	.900

City of Culver City
N/S: Jefferson Boulevard
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Weather: Clear

File Name : 03_CVC_Jefferson_405N AM
Site Code : 16618886
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	1	4	5	2	2	2	6	6	3	0	9	0	0	0	0
+15 mins.	0	5	1	6	1	0	2	3	4	1	0	5	0	0	0	0
+30 mins.	0	7	0	7	2	1	2	5	3	5	0	8	0	0	0	0
+45 mins.	0	5	4	9	3	0	2	5	1	3	0	4	0	0	0	0
Total Volume	0	18	9	27	8	3	8	19	14	12	0	26	0	0	0	0
% App. Total	0	66.7	33.3		42.1	15.8	42.1		53.8	46.2	0		0	0	0	
PHF	.000	.643	.563	.750	.667	.375	1.000	.792	.583	.600	.000	.722	.000	.000	.000	.000

City of Culver City
N/S: Jefferson Boulevard
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File Name : 03_CVC_Jefferson_405N AM
Site Code : 16618886
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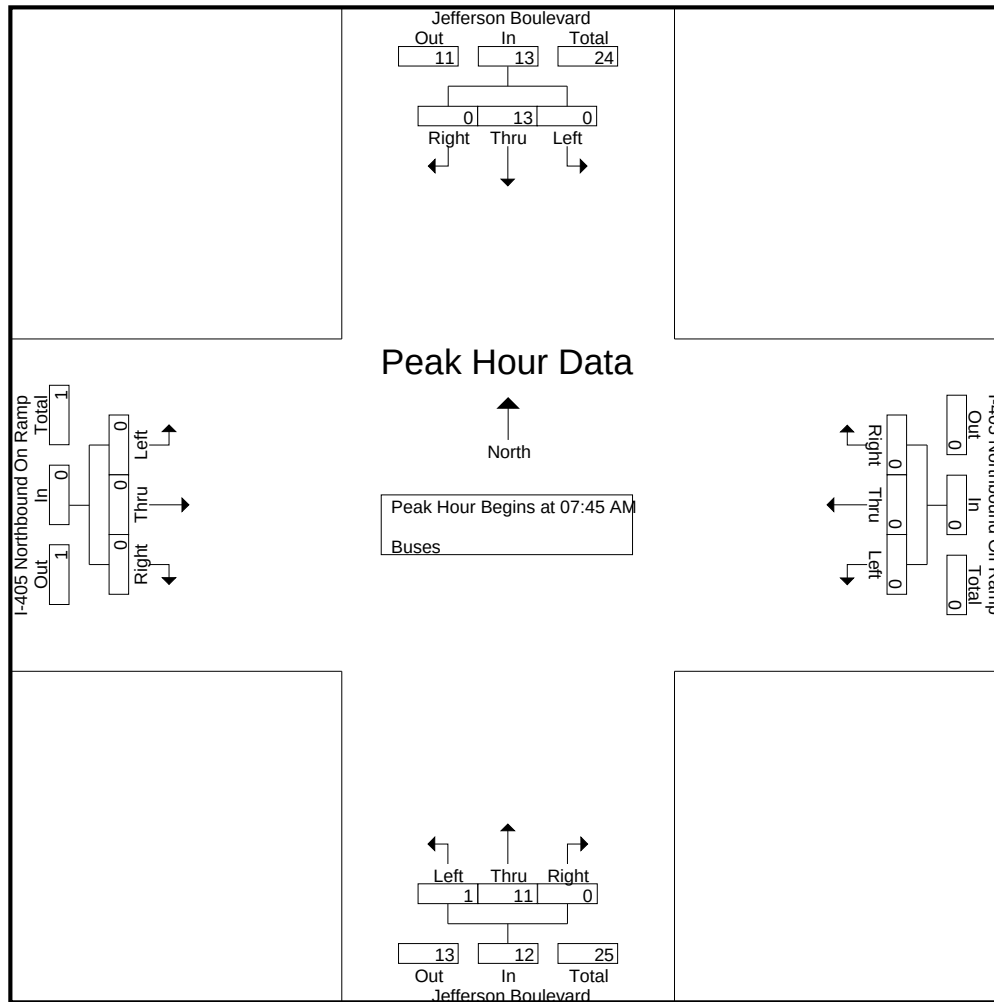
Groups Printed- Buses

	Jefferson Boulevard Southbound				I-405 Northbound Off Ramp Westbound				Jefferson Boulevard Northbound				I-405 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	5	0	5	0	3	1	4	1	5	0	6	0	0	0	0	15
07:15 AM	0	2	1	3	0	1	0	1	1	2	0	3	0	0	0	0	7
07:30 AM	0	1	0	1	0	0	0	0	1	7	0	8	0	0	0	0	9
07:45 AM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
Total	0	10	1	11	0	4	1	5	3	17	0	20	0	0	0	0	36
08:00 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
08:15 AM	0	5	0	5	0	0	0	0	1	4	0	5	0	0	0	0	10
08:30 AM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
08:45 AM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
Total	0	12	0	12	0	0	0	0	1	12	0	13	0	0	0	0	25
09:00 AM	0	6	0	6	0	0	0	0	0	4	0	4	0	0	0	0	10
09:15 AM	0	0	0	0	0	0	0	0	2	3	0	5	0	0	0	0	5
09:30 AM	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0	8
09:45 AM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
Total	0	11	0	11	0	0	0	0	2	15	0	17	0	0	0	0	28
Grand Total	0	33	1	34	0	4	1	5	6	44	0	50	0	0	0	0	89
Apprch %	0	97.1	2.9		0	80	20		12	88	0		0	0	0		
Total %	0	37.1	1.1	38.2	0	4.5	1.1	5.6	6.7	49.4	0	56.2	0	0	0	0	

	Jefferson Boulevard Southbound				I-405 Northbound Off Ramp Westbound				Jefferson Boulevard Northbound				I-405 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
08:00 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
08:15 AM	0	5	0	5	0	0	0	0	1	4	0	5	0	0	0	0	10
08:30 AM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
Total Volume	0	13	0	13	0	0	0	0	1	11	0	12	0	0	0	0	25
% App. Total	0	100	0		0	0	0		8.3	91.7	0		0	0	0		
PHF	.000	.650	.000	.650	.000	.000	.000	.000	.250	.688	.000	.600	.000	.000	.000	.000	.625

City of Culver City
N/S: Jefferson Boulevard
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File Name : 03_CVC_Jefferson_405N AM
Site Code : 16618886
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	0	5	0	5	0	0	0	0	1	4	0	5	0	0	0	0
+45 mins.	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0
Total Volume	0	13	0	13	0	0	0	0	1	11	0	12	0	0	0	0
% App. Total	0	100	0		0	0	0		8.3	91.7	0		0	0	0	
PHF	.000	.650	.000	.650	.000	.000	.000	.000	.250	.688	.000	.600	.000	.000	.000	.000

City of Culver City
N/S: Jefferson Boulevard
E/W: I-405 Northbound Ramps
Weather: Clear

File Name : 03_CVC_Jefferson_405N PM
Site Code : 16618886
Start Date : 11/28/2018
Page No : 1

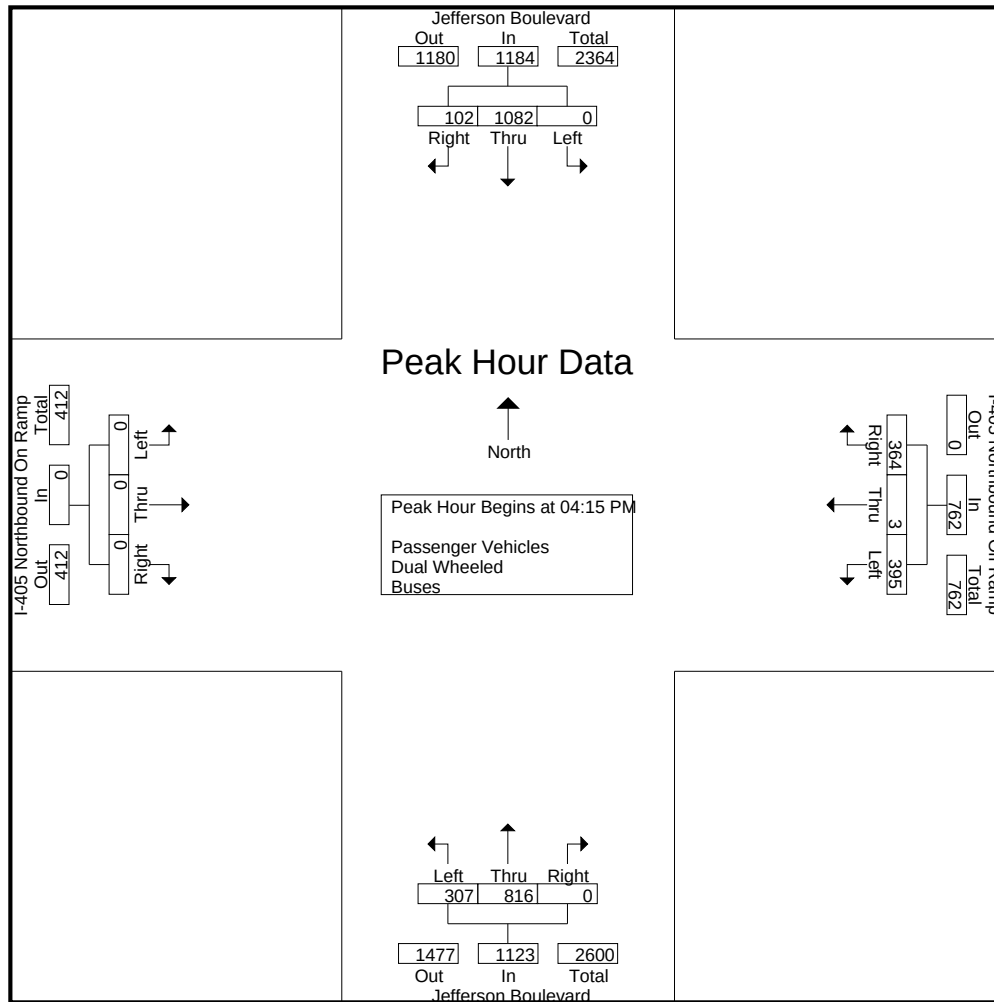
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Jefferson Boulevard Southbound				I-405 Northbound Off Ramp Westbound				Jefferson Boulevard Northbound				I-405 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	232	31	263	52	4	61	117	68	217	0	285	0	0	0	0	665
03:15 PM	0	244	33	277	56	2	66	124	90	193	0	283	0	0	0	0	684
03:30 PM	0	255	25	280	72	4	65	141	70	221	0	291	0	0	0	0	712
03:45 PM	0	254	21	275	92	0	81	173	69	233	0	302	0	0	0	0	750
Total	0	985	110	1095	272	10	273	555	297	864	0	1161	0	0	0	0	2811
04:00 PM	0	292	30	322	75	1	67	143	76	205	0	281	0	0	0	0	746
04:15 PM	0	289	36	325	93	1	78	172	79	199	0	278	0	0	0	0	775
04:30 PM	0	263	22	285	96	1	81	178	71	193	0	264	0	0	0	0	727
04:45 PM	0	238	21	259	111	0	103	214	87	209	0	296	0	0	0	0	769
Total	0	1082	109	1191	375	3	329	707	313	806	0	1119	0	0	0	0	3017
05:00 PM	0	292	23	315	95	1	102	198	70	215	0	285	0	0	0	0	798
05:15 PM	0	232	25	257	74	3	90	167	82	199	0	281	0	0	0	0	705
05:30 PM	0	261	20	281	98	1	112	211	75	211	0	286	0	0	0	0	778
05:45 PM	0	253	26	279	99	2	110	211	69	176	0	245	0	0	0	0	735
Total	0	1038	94	1132	366	7	414	787	296	801	0	1097	0	0	0	0	3016
Grand Total	0	3105	313	3418	1013	20	1016	2049	906	2471	0	3377	0	0	0	0	8844
Apprch %	0	90.8	9.2		49.4	1	49.6		26.8	73.2	0		0	0	0		
Total %	0	35.1	3.5	38.6	11.5	0.2	11.5	23.2	10.2	27.9	0	38.2	0	0	0	0	
Passenger Vehicles	0	3028	305	3333	1000	20	1009	2029	885	2403	0	3288	0	0	0	0	8650
% Passenger Vehicles	0	97.5	97.4	97.5	98.7	100	99.3	99	97.7	97.2	0	97.4	0	0	0	0	97.8
Dual Wheeled	0	48	7	55	12	0	6	18	18	26	0	44	0	0	0	0	117
% Dual Wheeled	0	1.5	2.2	1.6	1.2	0	0.6	0.9	2	1.1	0	1.3	0	0	0	0	1.3
Buses	0	29	1	30	1	0	1	2	3	42	0	45	0	0	0	0	77
% Buses	0	0.9	0.3	0.9	0.1	0	0.1	0.1	0.3	1.7	0	1.3	0	0	0	0	0.9

	Jefferson Boulevard Southbound				I-405 Northbound Off Ramp Westbound				Jefferson Boulevard Northbound				I-405 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	289	36	325	93	1	78	172	79	199	0	278	0	0	0	0	775
04:30 PM	0	263	22	285	96	1	81	178	71	193	0	264	0	0	0	0	727
04:45 PM	0	238	21	259	111	0	103	214	87	209	0	296	0	0	0	0	769
05:00 PM	0	292	23	315	95	1	102	198	70	215	0	285	0	0	0	0	798
Total Volume	0	1082	102	1184	395	3	364	762	307	816	0	1123	0	0	0	0	3069
% App. Total	0	91.4	8.6		51.8	0.4	47.8		27.3	72.7	0		0	0	0		
PHF	.000	.926	.708	.911	.890	.750	.883	.890	.882	.949	.000	.948	.000	.000	.000	.000	.961

City of Culver City
N/S: Jefferson Boulevard
E/W: I-405 Northbound Ramps
Weather: Clear

File Name : 03_CVC_Jefferson_405N PM
Site Code : 16618886
Start Date : 11/28/2018
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Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:45 PM				04:45 PM				03:00 PM				03:00 PM			
+0 mins.	0	254	21	275	111	0	103	214	68	217	0	285	0	0	0	0
+15 mins.	0	292	30	322	95	1	102	198	90	193	0	283	0	0	0	0
+30 mins.	0	289	36	325	74	3	90	167	70	221	0	291	0	0	0	0
+45 mins.	0	263	22	285	98	1	112	211	69	233	0	302	0	0	0	0
Total Volume	0	1098	109	1207	378	5	407	790	297	864	0	1161	0	0	0	0
% App. Total	0	91	9		47.8	0.6	51.5		25.6	74.4	0		0	0	0	
PHF	.000	.940	.757	.928	.851	.417	.908	.923	.825	.927	.000	.961	.000	.000	.000	.000

City of Culver City
N/S: Jefferson Boulevard
E/W: I-405 Northbound Ramps
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File Name : 03_CVC_Jefferson_405N PM
Site Code : 16618886
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Page No : 1

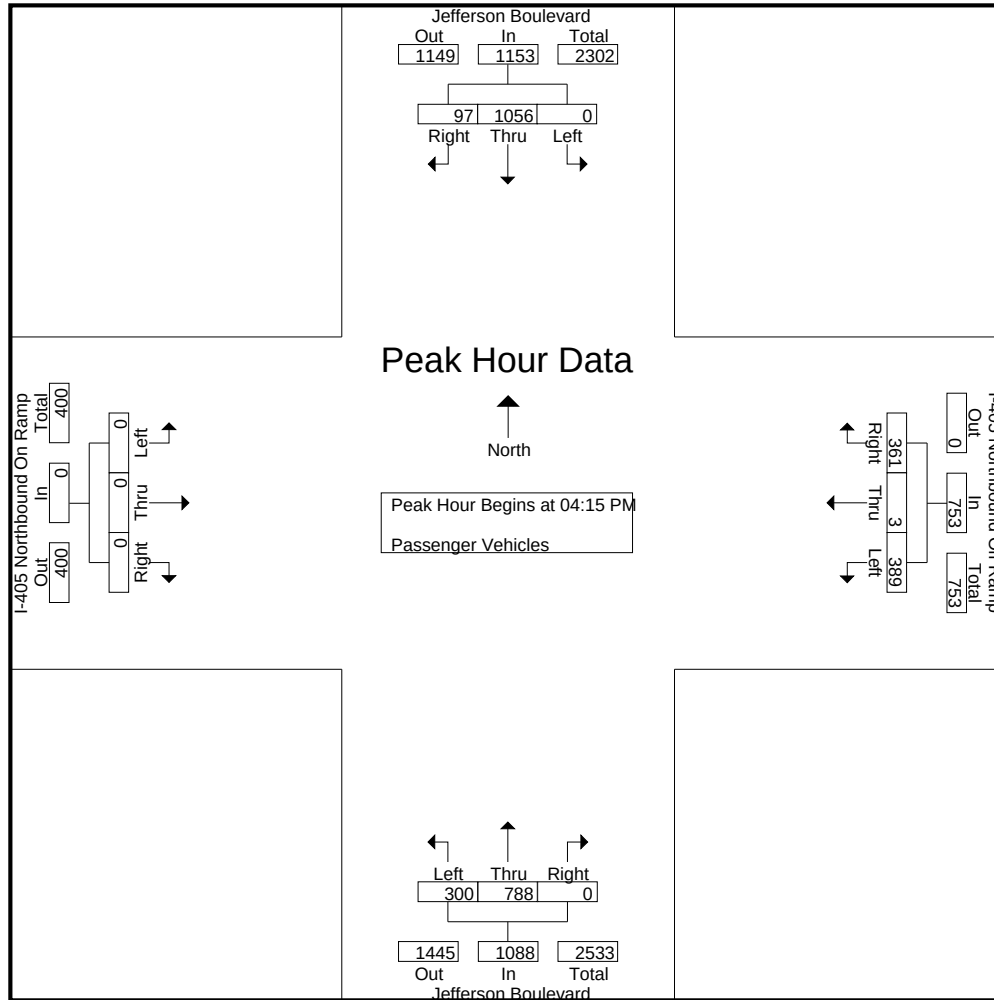
Groups Printed- Passenger Vehicles

	Jefferson Boulevard Southbound				I-405 Northbound Off Ramp Westbound				Jefferson Boulevard Northbound				I-405 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	224	31	255	52	4	61	117	66	213	0	279	0	0	0	0	651
03:15 PM	0	238	31	269	56	2	66	124	84	185	0	269	0	0	0	0	662
03:30 PM	0	248	25	273	70	4	63	137	68	215	0	283	0	0	0	0	693
03:45 PM	0	243	21	264	91	0	80	171	68	226	0	294	0	0	0	0	729
Total	0	953	108	1061	269	10	270	549	286	839	0	1125	0	0	0	0	2735
04:00 PM	0	286	29	315	72	1	66	139	74	202	0	276	0	0	0	0	730
04:15 PM	0	279	34	313	92	1	77	170	78	192	0	270	0	0	0	0	753
04:30 PM	0	258	19	277	93	1	81	175	68	185	0	253	0	0	0	0	705
04:45 PM	0	233	21	254	110	0	101	211	84	202	0	286	0	0	0	0	751
Total	0	1056	103	1159	367	3	325	695	304	781	0	1085	0	0	0	0	2939
05:00 PM	0	286	23	309	94	1	102	197	70	209	0	279	0	0	0	0	785
05:15 PM	0	226	25	251	73	3	90	166	81	195	0	276	0	0	0	0	693
05:30 PM	0	257	20	277	98	1	112	211	75	206	0	281	0	0	0	0	769
05:45 PM	0	250	26	276	99	2	110	211	69	173	0	242	0	0	0	0	729
Total	0	1019	94	1113	364	7	414	785	295	783	0	1078	0	0	0	0	2976
Grand Total	0	3028	305	3333	1000	20	1009	2029	885	2403	0	3288	0	0	0	0	8650
Apprch %	0	90.8	9.2		49.3	1	49.7		26.9	73.1	0		0	0	0		
Total %	0	35	3.5	38.5	11.6	0.2	11.7	23.5	10.2	27.8	0	38	0	0	0	0	

	Jefferson Boulevard Southbound				I-405 Northbound Off Ramp Westbound				Jefferson Boulevard Northbound				I-405 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	279	34	313	92	1	77	170	78	192	0	270	0	0	0	0	753
04:30 PM	0	258	19	277	93	1	81	175	68	185	0	253	0	0	0	0	705
04:45 PM	0	233	21	254	110	0	101	211	84	202	0	286	0	0	0	0	751
05:00 PM	0	286	23	309	94	1	102	197	70	209	0	279	0	0	0	0	785
Total Volume	0	1056	97	1153	389	3	361	753	300	788	0	1088	0	0	0	0	2994
% App. Total	0	91.6	8.4		51.7	0.4	47.9		27.6	72.4	0		0	0	0		
PHF	.000	.923	.713	.921	.884	.750	.885	.892	.893	.943	.000	.951	.000	.000	.000	.000	.954

City of Culver City
N/S: Jefferson Boulevard
E/W: I-405 Northbound Ramps
Weather: Clear

File Name : 03_CVC_Jefferson_405N PM
Site Code : 16618886
Start Date : 11/28/2018
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	279	34	313	92	1	77	170	78	192	0	270	0	0	0	0
+15 mins.	0	258	19	277	93	1	81	175	68	185	0	253	0	0	0	0
+30 mins.	0	233	21	254	110	0	101	211	84	202	0	286	0	0	0	0
+45 mins.	0	286	23	309	94	1	102	197	70	209	0	279	0	0	0	0
Total Volume	0	1056	97	1153	389	3	361	753	300	788	0	1088	0	0	0	0
% App. Total	0	91.6	8.4		51.7	0.4	47.9		27.6	72.4	0		0	0	0	
PHF	.000	.923	.713	.921	.884	.750	.885	.892	.893	.943	.000	.951	.000	.000	.000	.000

City of Culver City
N/S: Jefferson Boulevard
E/W: I-405 Northbound Ramps
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File Name : 03_CVC_Jefferson_405N PM
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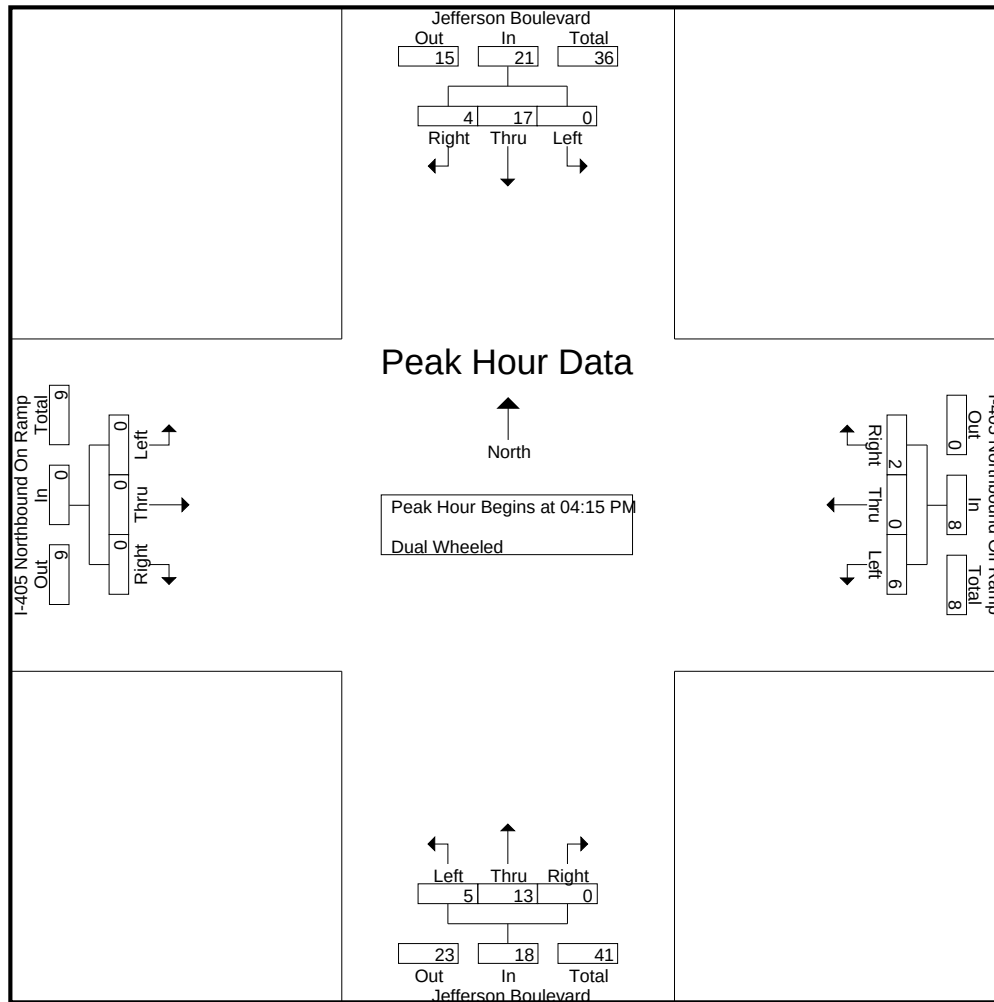
Groups Printed- Dual Wheeled

	Jefferson Boulevard Southbound				I-405 Northbound Off Ramp Westbound				Jefferson Boulevard Northbound				I-405 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	6	0	6	0	0	0	0	2	2	0	4	0	0	0	0	10
03:15 PM	0	3	2	5	0	0	0	0	6	6	0	12	0	0	0	0	17
03:30 PM	0	4	0	4	2	0	2	4	2	2	0	4	0	0	0	0	12
03:45 PM	0	8	0	8	1	0	1	2	1	1	0	2	0	0	0	0	12
Total	0	21	2	23	3	0	3	6	11	11	0	22	0	0	0	0	51
04:00 PM	0	3	1	4	2	0	1	3	2	0	0	2	0	0	0	0	9
04:15 PM	0	5	2	7	1	0	1	2	1	3	0	4	0	0	0	0	13
04:30 PM	0	4	2	6	3	0	0	3	3	2	0	5	0	0	0	0	14
04:45 PM	0	3	0	3	1	0	1	2	1	4	0	5	0	0	0	0	10
Total	0	15	5	20	7	0	3	10	7	9	0	16	0	0	0	0	46
05:00 PM	0	5	0	5	1	0	0	1	0	4	0	4	0	0	0	0	10
05:15 PM	0	3	0	3	1	0	0	1	0	0	0	0	0	0	0	0	4
05:30 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:45 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total	0	12	0	12	2	0	0	2	0	6	0	6	0	0	0	0	20
Grand Total	0	48	7	55	12	0	6	18	18	26	0	44	0	0	0	0	117
Apprch %	0	87.3	12.7		66.7	0	33.3		40.9	59.1	0		0	0	0		
Total %	0	41	6	47	10.3	0	5.1	15.4	15.4	22.2	0	37.6	0	0	0	0	

	Jefferson Boulevard Southbound				I-405 Northbound Off Ramp Westbound				Jefferson Boulevard Northbound				I-405 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	5	2	7	1	0	1	2	1	3	0	4	0	0	0	0	13
04:30 PM	0	4	2	6	3	0	0	3	3	2	0	5	0	0	0	0	14
04:45 PM	0	3	0	3	1	0	1	2	1	4	0	5	0	0	0	0	10
05:00 PM	0	5	0	5	1	0	0	1	0	4	0	4	0	0	0	0	10
Total Volume	0	17	4	21	6	0	2	8	5	13	0	18	0	0	0	0	47
% App. Total	0	81	19		75	0	25		27.8	72.2	0		0	0	0		
PHF	.000	.850	.500	.750	.500	.000	.500	.667	.417	.813	.000	.900	.000	.000	.000	.000	.839

City of Culver City
N/S: Jefferson Boulevard
E/W: I-405 Northbound Ramps
Weather: Clear

File Name : 03_CVC_Jefferson_405N PM
Site Code : 16618886
Start Date : 11/28/2018
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	5	2	7	1	0	1	2	1	3	0	4	0	0	0	0
+15 mins.	0	4	2	6	3	0	0	3	3	2	0	5	0	0	0	0
+30 mins.	0	3	0	3	1	0	1	2	1	4	0	5	0	0	0	0
+45 mins.	0	5	0	5	1	0	0	1	0	4	0	4	0	0	0	0
Total Volume	0	17	4	21	6	0	2	8	5	13	0	18	0	0	0	0
% App. Total	0	81	19		75	0	25		27.8	72.2	0		0	0	0	
PHF	.000	.850	.500	.750	.500	.000	.500	.667	.417	.813	.000	.900	.000	.000	.000	.000

City of Culver City
N/S: Jefferson Boulevard
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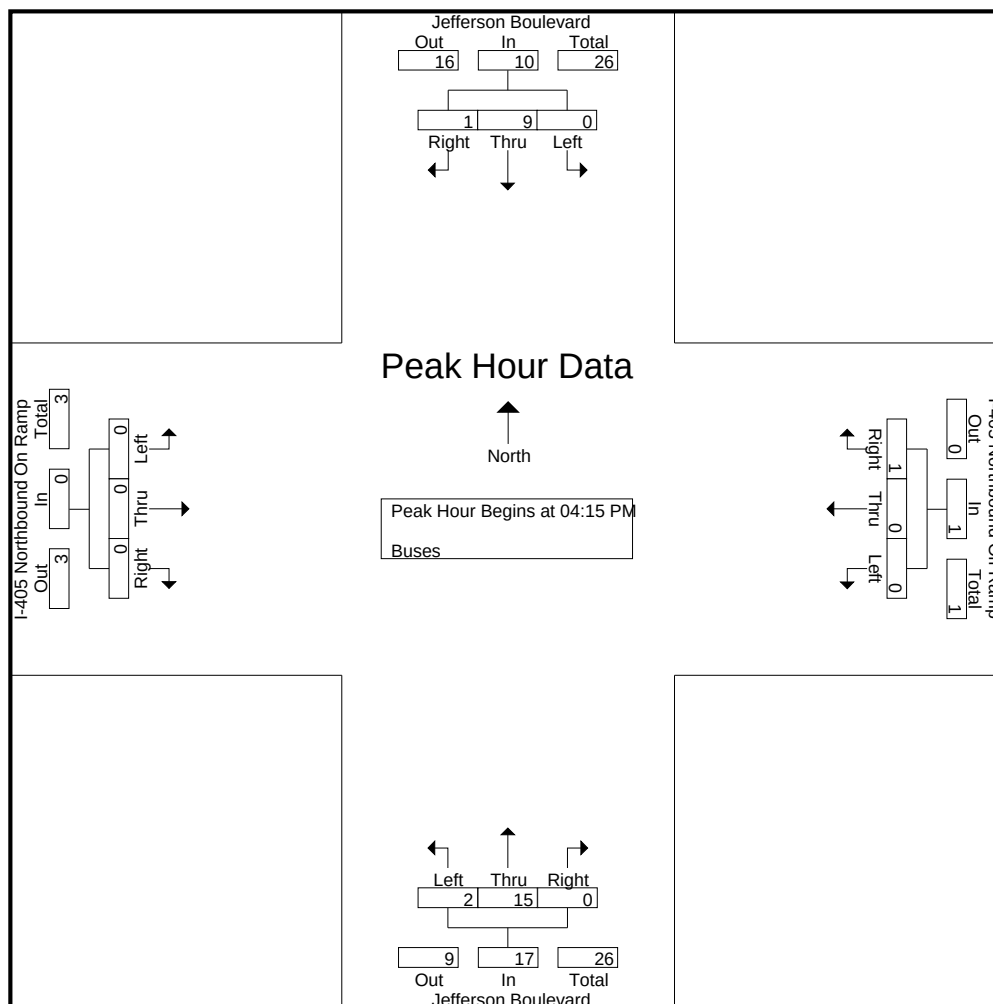
Groups Printed- Buses

	Jefferson Boulevard Southbound				I-405 Northbound Off Ramp Westbound				Jefferson Boulevard Northbound				I-405 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
03:15 PM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
03:30 PM	0	3	0	3	0	0	0	0	0	4	0	4	0	0	0	0	7
03:45 PM	0	3	0	3	0	0	0	0	0	6	0	6	0	0	0	0	9
Total	0	11	0	11	0	0	0	0	0	14	0	14	0	0	0	0	25
04:00 PM	0	3	0	3	1	0	0	1	0	3	0	3	0	0	0	0	7
04:15 PM	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0	9
04:30 PM	0	1	1	2	0	0	0	0	0	6	0	6	0	0	0	0	8
04:45 PM	0	2	0	2	0	0	1	1	2	3	0	5	0	0	0	0	8
Total	0	11	1	12	1	0	1	2	2	16	0	18	0	0	0	0	32
05:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
05:15 PM	0	3	0	3	0	0	0	0	1	4	0	5	0	0	0	0	8
05:30 PM	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
05:45 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total	0	7	0	7	0	0	0	0	1	12	0	13	0	0	0	0	20
Grand Total	0	29	1	30	1	0	1	2	3	42	0	45	0	0	0	0	77
Apprch %	0	96.7	3.3		50	0	50		6.7	93.3	0		0	0	0		
Total %	0	37.7	1.3	39	1.3	0	1.3	2.6	3.9	54.5	0	58.4	0	0	0	0	

	Jefferson Boulevard Southbound				I-405 Northbound Off Ramp Westbound				Jefferson Boulevard Northbound				I-405 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0	9
04:30 PM	0	1	1	2	0	0	0	0	0	6	0	6	0	0	0	0	8
04:45 PM	0	2	0	2	0	0	1	1	2	3	0	5	0	0	0	0	8
05:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total Volume	0	9	1	10	0	0	1	1	2	15	0	17	0	0	0	0	28
% App. Total	0	90	10		0	0	100		11.8	88.2	0		0	0	0		
PHF	.000	.450	.250	.500	.000	.000	.250	.250	.250	.625	.000	.708	.000	.000	.000	.000	.778

City of Culver City
N/S: Jefferson Boulevard
E/W: I-405 Northbound Ramps
Weather: Clear

File Name : 03_CVC_Jefferson_405N PM
Site Code : 16618886
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Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0
+15 mins.	0	1	1	2	0	0	0	0	0	6	0	6	0	0	0	0
+30 mins.	0	2	0	2	0	0	1	1	2	3	0	5	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
Total Volume	0	9	1	10	0	0	1	1	2	15	0	17	0	0	0	0
% App. Total	0	90	10		0	0	100		11.8	88.2	0		0	0	0	
PHF	.000	.450	.250	.500	.000	.000	.250	.250	.250	.625	.000	.708	.000	.000	.000	.000



City Of Los Angeles Department Of Transportation MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Jefferson Boulevard

East/West I-405 Northbound Ramps

Day: Wednesday Date: November 25, 2018 Weather: CLEAR

Hours: 7-10AM 3-6PM Staff: CUI

School Day: YES District: Culver City I/S CODE 0

	N/B	S/B	E/B	W/B
DUAL-WHEELED	112	127	0	73
BIKES	0	1	6	7
BUSES	95	64	0	7

	N/B TIME	S/B TIME	E/B TIME	W/B TIME
AM PK 15 MIN	334 8.00	293 9.00	0 7.00	236 7.45
PM PK 15 MIN	302 3.45	325 4.15	0 3.00	214 4.45
AM PK HOUR	1264 7.45	1090 8.15	0 7.00	848 7.45
PM PK HOUR	1161 3.00	1207 3.45	0 3.00	790 4.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	558	567	0	1125
8-9	492	712	0	1204
9-10	324	675	0	999
3-4	297	864	0	1161
4-5	313	806	0	1119
5-6	296	801	0	1097
TOTAL	2280	4425	0	6705

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	733	130	863
8-9	0	909	138	1047
9-10	0	880	110	990
3-4	0	985	110	1095
4-5	0	1082	109	1191
5-6	0	1038	94	1132
TOTAL	0	5627	691	6318

TOTAL

N-S
1988
2251
1989
2256
2310
2229
13023

XING S/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XING N/L

Ped	Sch
0	0
1	0
4	0
0	0
0	0
0	0
0	1
5	1

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	0	0

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	155	251	358	764
8-9	201	266	355	822
9-10	188	228	244	660
3-4	272	10	273	555
4-5	375	3	329	707
5-6	366	7	414	787
TOTAL	1557	765	1973	4295

TOTAL

E-W
764
822
660
555
707
787
4295

XING W/L

Ped	Sch
0	0
0	0
0	0
2	0
0	0
0	0
2	0

XING E/L

Ped	Sch
5	0
11	0
6	0
11	1
15	3
3	1
51	5

BICYCLE COUNT SUMMARY

STREET:

North/South: Jefferson Boulevard

East/West: I-405 Northbound Ramps

Day: Wednesday

Date: 11/25/2018

Weather: CLEAR

School Day: Yes

District: Culver City

I/S Code: 0

Hours: 7-10 AM, 3-6 PM

Staff: CUI

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	0	0

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total	N-S
7-8	0	0	0	0	0
8-9	0	0	0	0	0
9-10	0	0	0	0	0
3-4	0	0	0	0	0
4-5	0	1	0	1	1
5-6	0	0	0	0	0
TOTAL	0	1	0	1	1

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1	0	1
8-9	0	2	0	2
9-10	0	0	0	0
3-4	0	2	0	2
4-5	0	1	0	1
5-6	0	0	0	0
TOTAL	0	6	0	6

WESTBOUND Approach

Hours	Lt	Th	Rt	Total	E-W
7-8	0	0	0	0	1
8-9	0	0	0	0	2
9-10	0	2	0	2	2
3-4	0	2	0	2	4
4-5	0	3	0	3	4
5-6	0	0	0	0	0
TOTAL	0	7	0	7	13

REMARKS (6 hour total):

- Female Riders
- No helmet riders
- Sidewalk Riding
- Wrong way riding

NB	SB	EB	WB	TOTAL
0	0	2	0	2
0	1	6	5	12
0	0	5	1	6
0	1	1	2	4

NB: Northbound, SB: Southbound, EB: Eastbound, WB: Westbound, I/S: Intersection

Source: CUI

LADOT 2015 CMP

PEDESTRIAN COUNT SUMMARY

STREET:

North/South:

Jefferson Boulevard

East/West:

I-405 Northbound Ramps

Day:

Wednesday

Date:

#####

Weather:

CLEAR

School Day:

YES

District:

Culver City

I/S Code:

0

Hours:

7-10 AM, 3-6 PM

Staff:

CUI

AM PEAK PERIOD

15 Min. Interval

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	0	0	2	0	2
7:15-7:30	0	0	1	0	1
7:30-7:45	0	0	1	0	1
7:45-8:00	0	0	1	0	1
8:00-8:15	1	0	2	0	3
8:15-8:30	0	0	1	0	1
8:30-8:45	0	0	7	0	7
8:45-9:00	0	0	1	0	1
9:00-9:15	2	0	2	0	4
9:15-9:30	2	0	3	0	5
9:30-9:45	0	0	0	0	0
9:45-10:00	0	0	1	0	1

Hours

7 - 8	0	0	5	0	5
8 - 9	1	0	11	0	12
9 - 10	4	0	6	0	10
TOTAL	5	0	22	0	27

PM PEAK PERIOD

15 Min. Interval

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	0	0	8	2	10
3:15-3:30	0	0	4	2	6
3:30-3:45	0	0	10	0	10
3:45-4:00	0	0	0	0	0
4:00-4:15	0	0	10	0	10
4:15-4:30	0	0	6	0	6
4:30-4:45	0	0	4	0	4
4:45-5:00	0	0	10	0	10
5:00-5:15	1	0	4	0	5
5:15-5:30	0	0	2	0	2
5:30-5:45	0	0	0	0	0
5:45-6:00	0	0	0	0	0

Hours

3 - 4	0	0	22	4	26
4 - 5	0	0	30	0	30
5 - 6	1	0	6	0	7
TOTAL	1	0	58	4	63

REMARKS (6 hour total):

- Wheelchair/special needs assistance
- Skateboard/scooter

N-LEG S-LEG E-LEG W-LEG TOTAL

0	0	0	1	1
0	1	1	3	5

N: North, S: South, E: East, W: West, I/S: Intersection

Source:

LADOT 2015 CMP

City of Culver City
N/S: Jefferson Boulevard
E/W: Slauson Avenue
Weather: Clear

File Name : 04_CVC_Jefferson_Slauson AM
Site Code : 16618886
Start Date : 11/28/2018
Page No : 1

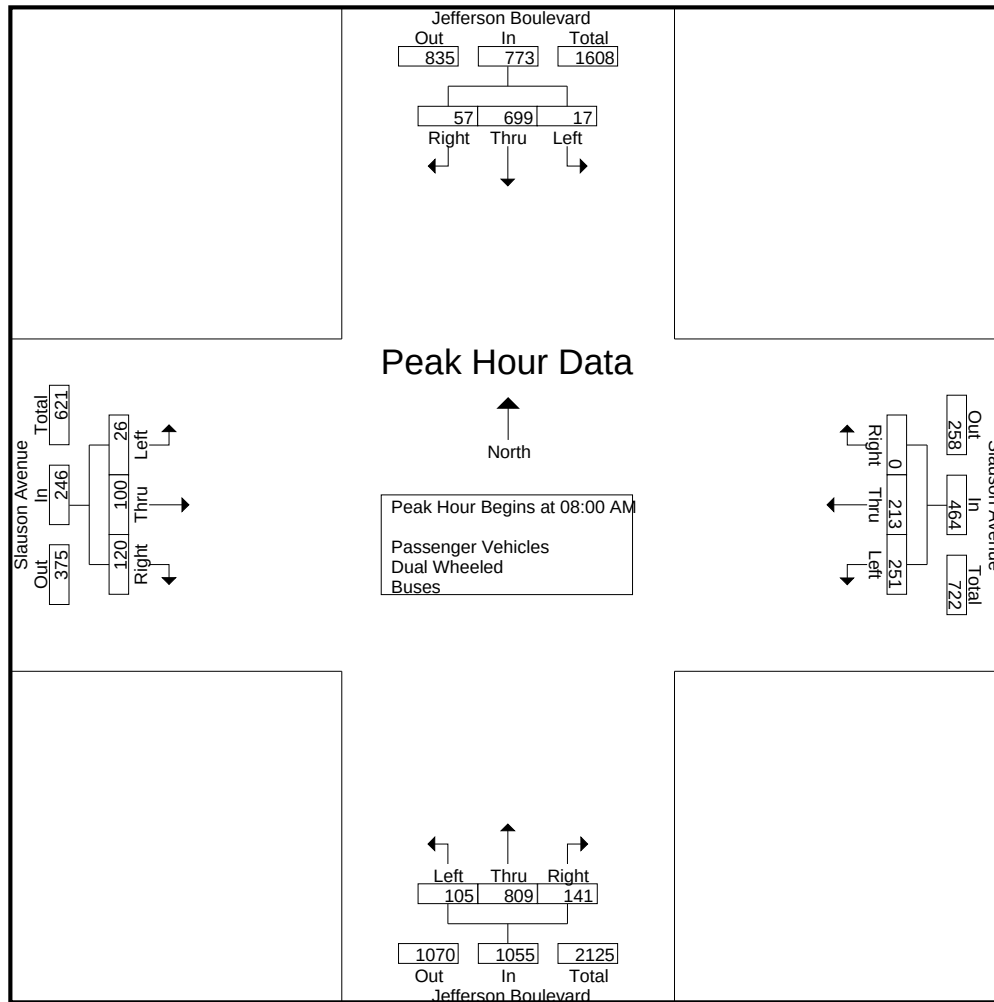
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Jefferson Boulevard Southbound				Slauson Avenue Westbound				Jefferson Boulevard Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	114	6	121	72	29	0	101	8	141	24	173	0	4	16	20	415
07:15 AM	0	137	5	142	47	32	0	79	21	161	26	208	0	2	16	18	447
07:30 AM	0	175	7	182	40	39	1	80	22	195	31	248	2	5	22	29	539
07:45 AM	4	160	6	170	57	63	0	120	37	240	31	308	0	9	18	27	625
Total	5	586	24	615	216	163	1	380	88	737	112	937	2	20	72	94	2026
08:00 AM	3	187	9	199	57	45	0	102	26	212	37	275	0	9	31	40	616
08:15 AM	4	166	17	187	71	69	0	140	25	207	29	261	8	12	21	41	629
08:30 AM	6	180	23	209	44	66	0	110	34	210	38	282	6	29	27	62	663
08:45 AM	4	166	8	178	79	33	0	112	20	180	37	237	12	50	41	103	630
Total	17	699	57	773	251	213	0	464	105	809	141	1055	26	100	120	246	2538
09:00 AM	2	188	9	199	54	19	0	73	18	189	37	244	1	21	22	44	560
09:15 AM	4	168	7	179	42	18	0	60	9	182	54	245	3	11	21	35	519
09:30 AM	4	159	5	168	52	13	0	65	17	150	44	211	5	12	10	27	471
09:45 AM	9	170	5	184	38	10	0	48	11	152	57	220	2	6	20	28	480
Total	19	685	26	730	186	60	0	246	55	673	192	920	11	50	73	134	2030
Grand Total	41	1970	107	2118	653	436	1	1090	248	2219	445	2912	39	170	265	474	6594
Apprch %	1.9	93	5.1		59.9	40	0.1		8.5	76.2	15.3		8.2	35.9	55.9		
Total %	0.6	29.9	1.6	32.1	9.9	6.6	0	16.5	3.8	33.7	6.7	44.2	0.6	2.6	4	7.2	
Passenger Vehicles	41	1916	107	2064	602	427	1	1030	242	2155	405	2802	36	165	255	456	6352
% Passenger Vehicles	100	97.3	100	97.5	92.2	97.9	100	94.5	97.6	97.1	91	96.2	92.3	97.1	96.2	96.2	96.3
Dual Wheeled	0	50	0	50	21	9	0	30	6	55	6	67	3	5	10	18	165
% Dual Wheeled	0	2.5	0	2.4	3.2	2.1	0	2.8	2.4	2.5	1.3	2.3	7.7	2.9	3.8	3.8	2.5
Buses	0	4	0	4	30	0	0	30	0	9	34	43	0	0	0	0	77
% Buses	0	0.2	0	0.2	4.6	0	0	2.8	0	0.4	7.6	1.5	0	0	0	0	1.2

	Jefferson Boulevard Southbound				Slauson Avenue Westbound				Jefferson Boulevard Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	3	187	9	199	57	45	0	102	26	212	37	275	0	9	31	40	616
08:15 AM	4	166	17	187	71	69	0	140	25	207	29	261	8	12	21	41	629
08:30 AM	6	180	23	209	44	66	0	110	34	210	38	282	6	29	27	62	663
08:45 AM	4	166	8	178	79	33	0	112	20	180	37	237	12	50	41	103	630
Total Volume	17	699	57	773	251	213	0	464	105	809	141	1055	26	100	120	246	2538
% App. Total	2.2	90.4	7.4		54.1	45.9	0		10	76.7	13.4		10.6	40.7	48.8		
PHF	.708	.934	.620	.925	.794	.772	.000	.829	.772	.954	.928	.935	.542	.500	.732	.597	.957

City of Culver City
N/S: Jefferson Boulevard
E/W: Slauson Avenue
Weather: Clear

File Name : 04_CVC_Jefferson_Slauson AM
Site Code : 16618886
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Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:45 AM				07:45 AM				08:15 AM			
+0 mins.	3	187	9	199	57	63	0	120	37	240	31	308	8	12	21	41
+15 mins.	4	166	17	187	57	45	0	102	26	212	37	275	6	29	27	62
+30 mins.	6	180	23	209	71	69	0	140	25	207	29	261	12	50	41	103
+45 mins.	4	166	8	178	44	66	0	110	34	210	38	282	1	21	22	44
Total Volume	17	699	57	773	229	243	0	472	122	869	135	1126	27	112	111	250
% App. Total	2.2	90.4	7.4		48.5	51.5	0		10.8	77.2	12		10.8	44.8	44.4	
PHF	.708	.934	.620	.925	.806	.880	.000	.843	.824	.905	.888	.914	.563	.560	.677	.607

City of Culver City
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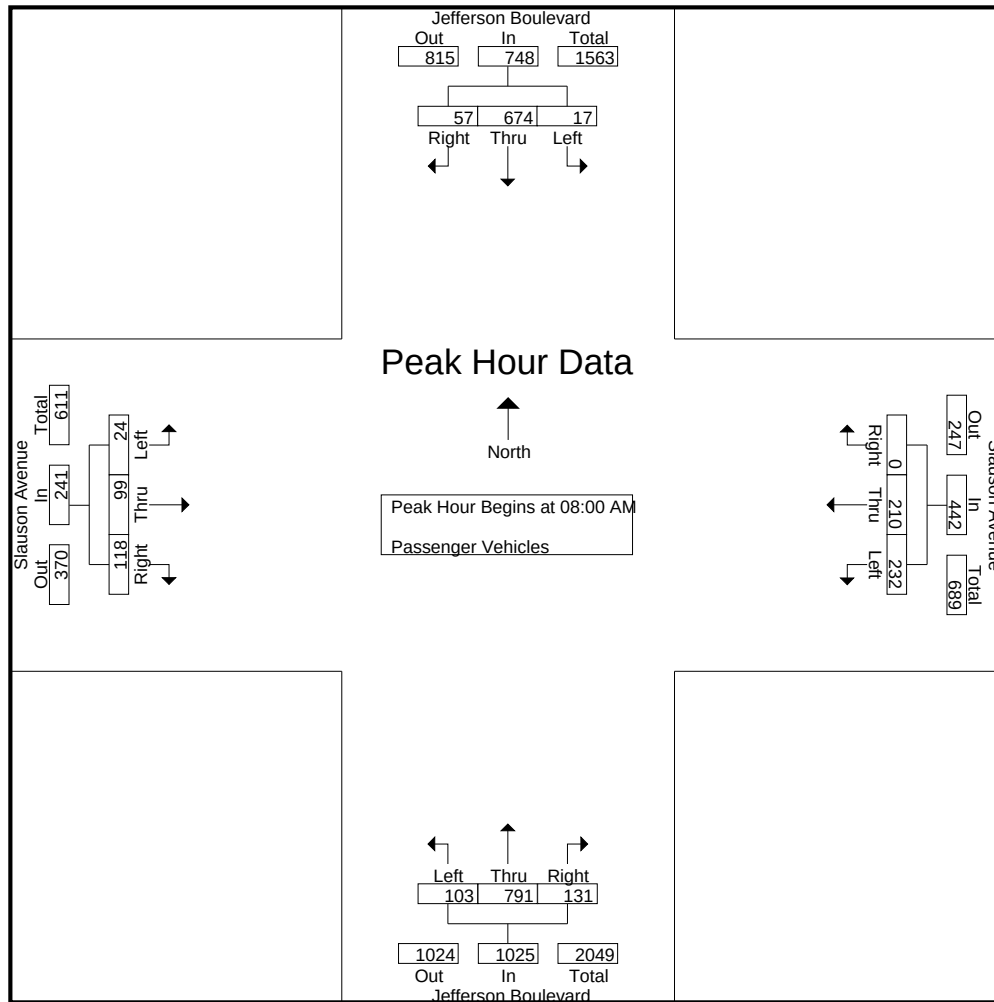
Groups Printed- Passenger Vehicles

	Jefferson Boulevard Southbound				Slauson Avenue Westbound				Jefferson Boulevard Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	111	6	118	67	29	0	96	8	137	20	165	0	4	12	16	395
07:15 AM	0	135	5	140	43	31	0	74	20	155	22	197	0	2	16	18	429
07:30 AM	0	172	7	179	38	39	1	78	22	184	26	232	2	3	22	27	516
07:45 AM	4	157	6	167	53	61	0	114	35	229	29	293	0	8	18	26	600
Total	5	575	24	604	201	160	1	362	85	705	97	887	2	17	68	87	1940
08:00 AM	3	181	9	193	53	45	0	98	25	209	35	269	0	8	29	37	597
08:15 AM	4	158	17	179	63	69	0	132	25	198	25	248	8	12	21	41	600
08:30 AM	6	174	23	203	40	64	0	104	33	207	36	276	5	29	27	61	644
08:45 AM	4	161	8	173	76	32	0	108	20	177	35	232	11	50	41	102	615
Total	17	674	57	748	232	210	0	442	103	791	131	1025	24	99	118	241	2456
09:00 AM	2	185	9	196	47	16	0	63	17	185	32	234	1	20	19	40	533
09:15 AM	4	162	7	173	41	18	0	59	9	178	52	239	3	11	21	35	506
09:30 AM	4	156	5	165	47	13	0	60	17	147	40	204	5	12	9	26	455
09:45 AM	9	164	5	178	34	10	0	44	11	149	53	213	1	6	20	27	462
Total	19	667	26	712	169	57	0	226	54	659	177	890	10	49	69	128	1956
Grand Total	41	1916	107	2064	602	427	1	1030	242	2155	405	2802	36	165	255	456	6352
Apprch %	2	92.8	5.2		58.4	41.5	0.1		8.6	76.9	14.5		7.9	36.2	55.9		
Total %	0.6	30.2	1.7	32.5	9.5	6.7	0	16.2	3.8	33.9	6.4	44.1	0.6	2.6	4	7.2	

	Jefferson Boulevard Southbound				Slauson Avenue Westbound				Jefferson Boulevard Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	3	181	9	193	53	45	0	98	25	209	35	269	0	8	29	37	597
08:15 AM	4	158	17	179	63	69	0	132	25	198	25	248	8	12	21	41	600
08:30 AM	6	174	23	203	40	64	0	104	33	207	36	276	5	29	27	61	644
08:45 AM	4	161	8	173	76	32	0	108	20	177	35	232	11	50	41	102	615
Total Volume	17	674	57	748	232	210	0	442	103	791	131	1025	24	99	118	241	2456
% App. Total	2.3	90.1	7.6		52.5	47.5	0		10	77.2	12.8		10	41.1	49		
PHF	.708	.931	.620	.921	.763	.761	.000	.837	.780	.946	.910	.928	.545	.495	.720	.591	.953

City of Culver City
N/S: Jefferson Boulevard
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	3	181	9	193	53	45	0	98	25	209	35	269	0	8	29	37
+15 mins.	4	158	17	179	63	69	0	132	25	198	25	248	8	12	21	41
+30 mins.	6	174	23	203	40	64	0	104	33	207	36	276	5	29	27	61
+45 mins.	4	161	8	173	76	32	0	108	20	177	35	232	11	50	41	102
Total Volume	17	674	57	748	232	210	0	442	103	791	131	1025	24	99	118	241
% App. Total	2.3	90.1	7.6		52.5	47.5	0		10	77.2	12.8		10	41.1	49	
PHF	.708	.931	.620	.921	.763	.761	.000	.837	.780	.946	.910	.928	.545	.495	.720	.591

City of Culver City
N/S: Jefferson Boulevard
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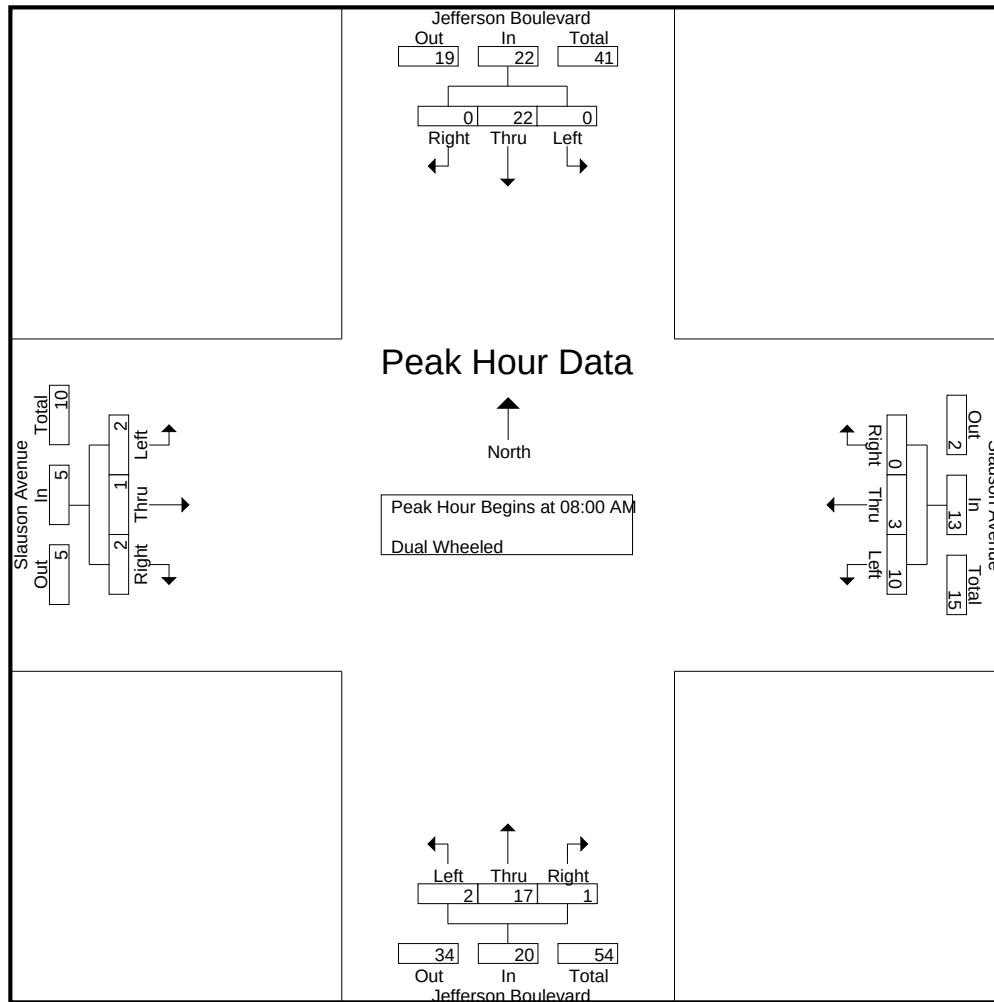
Groups Printed- Dual Wheeled

	Jefferson Boulevard Southbound				Slauson Avenue Westbound				Jefferson Boulevard Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	1	0	0	1	0	2	0	2	0	0	4	4	9
07:15 AM	0	2	0	2	1	1	0	2	1	5	3	9	0	0	0	0	13
07:30 AM	0	3	0	3	1	0	0	1	0	9	0	9	0	2	0	2	15
07:45 AM	0	3	0	3	2	2	0	4	2	10	0	12	0	1	0	1	20
Total	0	10	0	10	5	3	0	8	3	26	3	32	0	3	4	7	57
08:00 AM	0	6	0	6	2	0	0	2	1	3	0	4	0	1	2	3	15
08:15 AM	0	5	0	5	4	0	0	4	0	8	1	9	0	0	0	0	18
08:30 AM	0	6	0	6	2	2	0	4	1	3	0	4	1	0	0	1	15
08:45 AM	0	5	0	5	2	1	0	3	0	3	0	3	1	0	0	1	12
Total	0	22	0	22	10	3	0	13	2	17	1	20	2	1	2	5	60
09:00 AM	0	3	0	3	1	3	0	4	1	3	1	5	0	1	3	4	16
09:15 AM	0	6	0	6	1	0	0	1	0	3	0	3	0	0	0	0	10
09:30 AM	0	3	0	3	1	0	0	1	0	3	0	3	0	0	1	1	8
09:45 AM	0	6	0	6	3	0	0	3	0	3	1	4	1	0	0	1	14
Total	0	18	0	18	6	3	0	9	1	12	2	15	1	1	4	6	48
Grand Total	0	50	0	50	21	9	0	30	6	55	6	67	3	5	10	18	165
Apprch %	0	100	0		70	30	0		9	82.1	9		16.7	27.8	55.6		
Total %	0	30.3	0	30.3	12.7	5.5	0	18.2	3.6	33.3	3.6	40.6	1.8	3	6.1	10.9	

	Jefferson Boulevard Southbound				Slauson Avenue Westbound				Jefferson Boulevard Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	6	0	6	2	0	0	2	1	3	0	4	0	1	2	3	15
08:15 AM	0	5	0	5	4	0	0	4	0	8	1	9	0	0	0	0	18
08:30 AM	0	6	0	6	2	2	0	4	1	3	0	4	1	0	0	1	15
08:45 AM	0	5	0	5	2	1	0	3	0	3	0	3	1	0	0	1	12
Total Volume	0	22	0	22	10	3	0	13	2	17	1	20	2	1	2	5	60
% App. Total	0	100	0		76.9	23.1	0		10	85	5		40	20	40		
PHF	.000	.917	.000	.917	.625	.375	.000	.813	.500	.531	.250	.556	.500	.250	.250	.417	.833

City of Culver City
N/S: Jefferson Boulevard
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Site Code : 16618886
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	6	0	6	2	0	0	2	1	3	0	4	0	1	2	3
+15 mins.	0	5	0	5	4	0	0	4	0	8	1	9	0	0	0	0
+30 mins.	0	6	0	6	2	2	0	4	1	3	0	4	1	0	0	1
+45 mins.	0	5	0	5	2	1	0	3	0	3	0	3	1	0	0	1
Total Volume	0	22	0	22	10	3	0	13	2	17	1	20	2	1	2	5
% App. Total	0	100	0		76.9	23.1	0		10	85	5		40	20	40	
PHF	.000	.917	.000	.917	.625	.375	.000	.813	.500	.531	.250	.556	.500	.250	.250	.417

City of Culver City
N/S: Jefferson Boulevard
E/W: Slauson Avenue
Weather: Clear

File Name : 04_CVC_Jefferson_Slauson AM
Site Code : 16618886
Start Date : 11/28/2018
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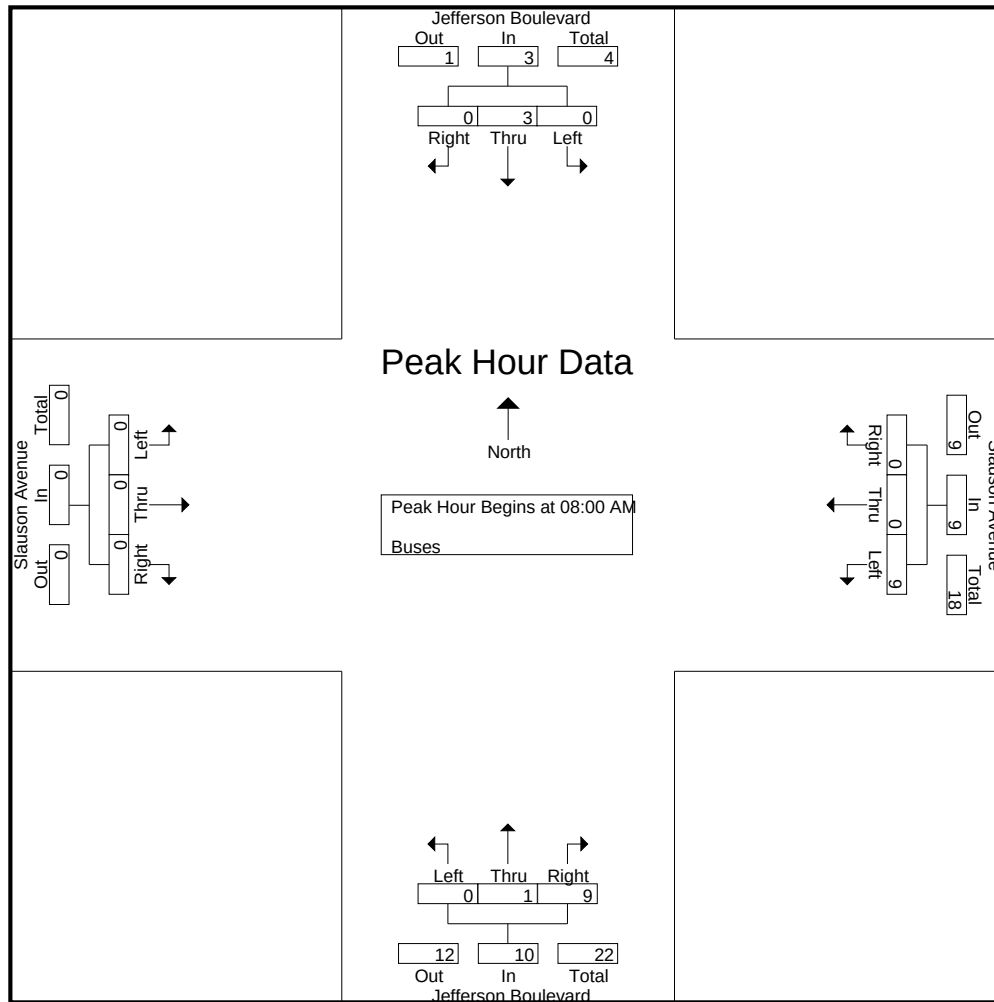
Groups Printed- Buses

	Jefferson Boulevard Southbound				Slauson Avenue Westbound				Jefferson Boulevard Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	4	0	0	4	0	2	4	6	0	0	0	0	11
07:15 AM	0	0	0	0	3	0	0	3	0	1	1	2	0	0	0	0	5
07:30 AM	0	0	0	0	1	0	0	1	0	2	5	7	0	0	0	0	8
07:45 AM	0	0	0	0	2	0	0	2	0	1	2	3	0	0	0	0	5
Total	0	1	0	1	10	0	0	10	0	6	12	18	0	0	0	0	29
08:00 AM	0	0	0	0	2	0	0	2	0	0	2	2	0	0	0	0	4
08:15 AM	0	3	0	3	4	0	0	4	0	1	3	4	0	0	0	0	11
08:30 AM	0	0	0	0	2	0	0	2	0	0	2	2	0	0	0	0	4
08:45 AM	0	0	0	0	1	0	0	1	0	0	2	2	0	0	0	0	3
Total	0	3	0	3	9	0	0	9	0	1	9	10	0	0	0	0	22
09:00 AM	0	0	0	0	6	0	0	6	0	1	4	5	0	0	0	0	11
09:15 AM	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	3
09:30 AM	0	0	0	0	4	0	0	4	0	0	4	4	0	0	0	0	8
09:45 AM	0	0	0	0	1	0	0	1	0	0	3	3	0	0	0	0	4
Total	0	0	0	0	11	0	0	11	0	2	13	15	0	0	0	0	26
Grand Total	0	4	0	4	30	0	0	30	0	9	34	43	0	0	0	0	77
Apprch %	0	100	0		100	0	0		0	20.9	79.1		0	0	0		
Total %	0	5.2	0	5.2	39	0	0	39	0	11.7	44.2	55.8	0	0	0	0	

	Jefferson Boulevard Southbound				Slauson Avenue Westbound				Jefferson Boulevard Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	2	0	0	2	0	0	2	2	0	0	0	0	4
08:15 AM	0	3	0	3	4	0	0	4	0	1	3	4	0	0	0	0	11
08:30 AM	0	0	0	0	2	0	0	2	0	0	2	2	0	0	0	0	4
08:45 AM	0	0	0	0	1	0	0	1	0	0	2	2	0	0	0	0	3
Total Volume	0	3	0	3	9	0	0	9	0	1	9	10	0	0	0	0	22
% App. Total	0	100	0		100	0	0		0	10	90		0	0	0		
PHF	.000	.250	.000	.250	.563	.000	.000	.563	.000	.250	.750	.625	.000	.000	.000	.000	.500

City of Culver City
N/S: Jefferson Boulevard
E/W: Slauson Avenue
Weather: Clear

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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	2	0	0	2	0	0	2	2	0	0	0	0
+15 mins.	0	3	0	3	4	0	0	4	0	1	3	4	0	0	0	0
+30 mins.	0	0	0	0	2	0	0	2	0	0	2	2	0	0	0	0
+45 mins.	0	0	0	0	1	0	0	1	0	0	2	2	0	0	0	0
Total Volume	0	3	0	3	9	0	0	9	0	1	9	10	0	0	0	0
% App. Total	0	100	0	0	100	0	0	0	0	10	90	0	0	0	0	0
PHF	.000	.250	.000	.250	.563	.000	.000	.563	.000	.250	.750	.625	.000	.000	.000	.000

City of Culver City
N/S: Jefferson Boulevard
E/W: Slauson Avenue
Weather: Clear

File Name : 04_CVC_Jefferson_Slauson PM
Site Code : 16618886
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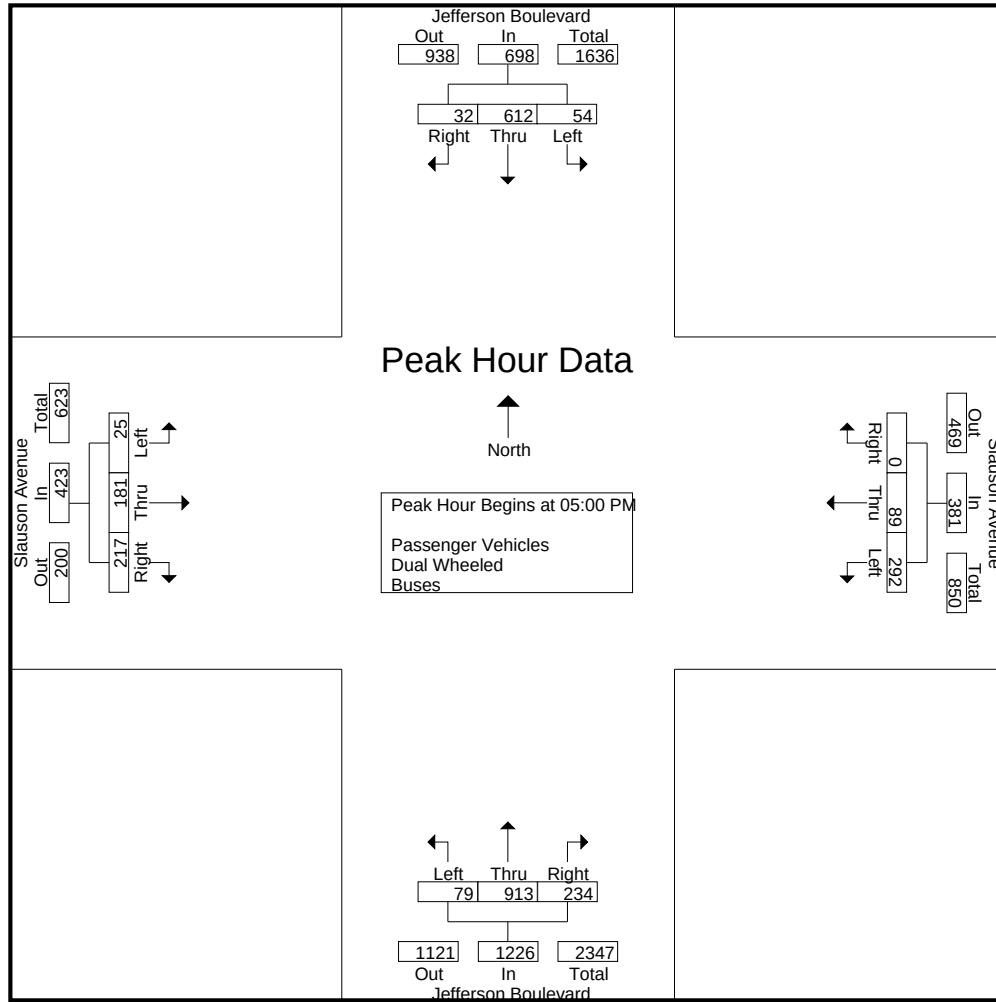
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Jefferson Boulevard Southbound				Slauson Avenue Westbound				Jefferson Boulevard Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	10	174	13	197	70	18	0	88	21	201	55	277	5	16	34	55	617
03:15 PM	8	169	10	187	71	20	0	91	16	167	57	240	3	21	33	57	575
03:30 PM	16	157	15	188	67	14	0	81	22	186	80	288	9	19	40	68	625
03:45 PM	10	177	10	197	70	15	0	85	24	201	76	301	5	20	33	58	641
Total	44	677	48	769	278	67	0	345	83	755	268	1106	22	76	140	238	2458
04:00 PM	6	188	5	199	74	22	0	96	26	185	72	283	3	25	45	73	651
04:15 PM	12	187	8	207	98	23	0	121	21	194	57	272	7	32	44	83	683
04:30 PM	19	165	8	192	65	15	0	80	21	181	70	272	6	39	55	100	644
04:45 PM	7	165	9	181	50	24	0	74	28	212	72	312	8	26	50	84	651
Total	44	705	30	779	287	84	0	371	96	772	271	1139	24	122	194	340	2629
05:00 PM	16	167	9	192	79	27	0	106	21	209	63	293	8	45	57	110	701
05:15 PM	11	146	7	164	66	20	0	86	20	234	62	316	5	40	51	96	662
05:30 PM	16	155	8	179	64	21	0	85	21	250	51	322	4	49	56	109	695
05:45 PM	11	144	8	163	83	21	0	104	17	220	58	295	8	47	53	108	670
Total	54	612	32	698	292	89	0	381	79	913	234	1226	25	181	217	423	2728
Grand Total	142	1994	110	2246	857	240	0	1097	258	2440	773	3471	71	379	551	1001	7815
Apprch %	6.3	88.8	4.9		78.1	21.9	0		7.4	70.3	22.3		7.1	37.9	55		
Total %	1.8	25.5	1.4	28.7	11	3.1	0	14	3.3	31.2	9.9	44.4	0.9	4.8	7.1	12.8	
Passenger Vehicles	141	1945	110	2196	820	236	0	1056	257	2410	734	3401	71	373	541	985	7638
% Passenger Vehicles	99.3	97.5	100	97.8	95.7	98.3	0	96.3	99.6	98.8	95	98	100	98.4	98.2	98.4	97.7
Dual Wheeled	0	45	0	45	12	4	0	16	1	26	2	29	0	6	10	16	106
% Dual Wheeled	0	2.3	0	2	1.4	1.7	0	1.5	0.4	1.1	0.3	0.8	0	1.6	1.8	1.6	1.4
Buses	1	4	0	5	25	0	0	25	0	4	37	41	0	0	0	0	71
% Buses	0.7	0.2	0	0.2	2.9	0	0	2.3	0	0.2	4.8	1.2	0	0	0	0	0.9

	Jefferson Boulevard Southbound				Slauson Avenue Westbound				Jefferson Boulevard Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	16	167	9	192	79	27	0	106	21	209	63	293	8	45	57	110	701
05:15 PM	11	146	7	164	66	20	0	86	20	234	62	316	5	40	51	96	662
05:30 PM	16	155	8	179	64	21	0	85	21	250	51	322	4	49	56	109	695
05:45 PM	11	144	8	163	83	21	0	104	17	220	58	295	8	47	53	108	670
Total Volume	54	612	32	698	292	89	0	381	79	913	234	1226	25	181	217	423	2728
% App. Total	7.7	87.7	4.6		76.6	23.4	0		6.4	74.5	19.1		5.9	42.8	51.3		
PHF	.844	.916	.889	.909	.880	.824	.000	.899	.940	.913	.929	.952	.781	.923	.952	.961	.973

City of Culver City
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Weather: Clear

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Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:45 PM				03:30 PM				04:45 PM				05:00 PM			
+0 mins.	10	177	10	197	67	14	0	81	28	212	72	312	8	45	57	110
+15 mins.	6	188	5	199	70	15	0	85	21	209	63	293	5	40	51	96
+30 mins.	12	187	8	207	74	22	0	96	20	234	62	316	4	49	56	109
+45 mins.	19	165	8	192	98	23	0	121	21	250	51	322	8	47	53	108
Total Volume	47	717	31	795	309	74	0	383	90	905	248	1243	25	181	217	423
% App. Total	5.9	90.2	3.9		80.7	19.3	0		7.2	72.8	20		5.9	42.8	51.3	
PHF	.618	.953	.775	.960	.788	.804	.000	.791	.804	.905	.861	.965	.781	.923	.952	.961

City of Culver City
N/S: Jefferson Boulevard
E/W: Slauson Avenue
Weather: Clear

File Name : 04_CVC_Jefferson_Slauson PM
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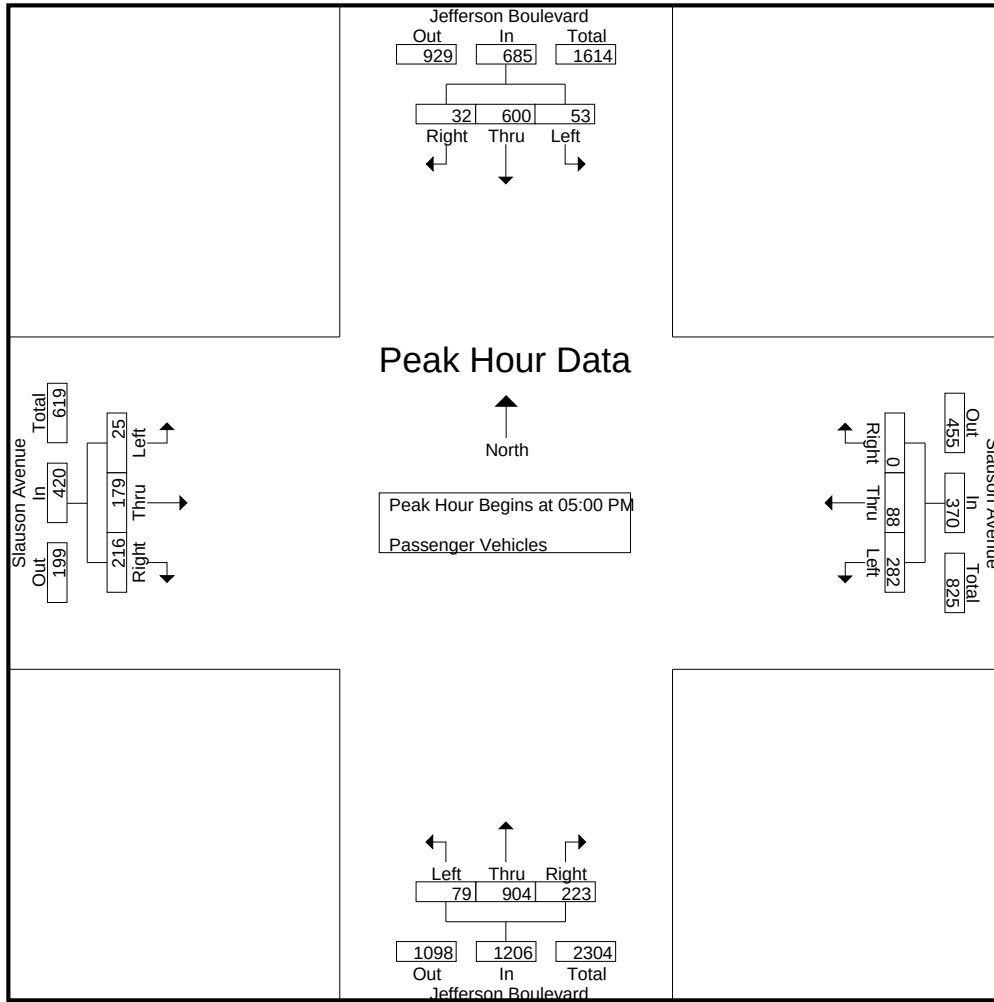
Groups Printed- Passenger Vehicles

	Jefferson Boulevard Southbound				Slauson Avenue Westbound				Jefferson Boulevard Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	10	170	13	193	65	17	0	82	21	200	53	274	5	16	30	51	600
03:15 PM	8	167	10	185	66	19	0	85	16	164	55	235	3	20	33	56	561
03:30 PM	16	150	15	181	65	14	0	79	22	184	76	282	9	18	39	66	608
03:45 PM	10	169	10	189	68	15	0	83	24	198	71	293	5	20	32	57	622
Total	44	656	48	748	264	65	0	329	83	746	255	1084	22	74	134	230	2391
04:00 PM	6	184	5	195	72	22	0	94	26	184	69	279	3	25	44	72	640
04:15 PM	12	181	8	201	93	22	0	115	20	189	55	264	7	31	43	81	661
04:30 PM	19	160	8	187	63	15	0	78	21	179	64	264	6	38	54	98	627
04:45 PM	7	164	9	180	46	24	0	70	28	208	68	304	8	26	50	84	638
Total	44	689	30	763	274	83	0	357	95	760	256	1111	24	120	191	335	2566
05:00 PM	16	163	9	188	77	26	0	103	21	204	61	286	8	44	57	109	686
05:15 PM	11	140	7	158	63	20	0	83	20	234	58	312	5	40	51	96	649
05:30 PM	16	154	8	178	61	21	0	82	21	247	49	317	4	48	56	108	685
05:45 PM	10	143	8	161	81	21	0	102	17	219	55	291	8	47	52	107	661
Total	53	600	32	685	282	88	0	370	79	904	223	1206	25	179	216	420	2681
Grand Total	141	1945	110	2196	820	236	0	1056	257	2410	734	3401	71	373	541	985	7638
Apprch %	6.4	88.6	5		77.7	22.3	0		7.6	70.9	21.6		7.2	37.9	54.9		
Total %	1.8	25.5	1.4	28.8	10.7	3.1	0	13.8	3.4	31.6	9.6	44.5	0.9	4.9	7.1	12.9	

	Jefferson Boulevard Southbound				Slauson Avenue Westbound				Jefferson Boulevard Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	16	163	9	188	77	26	0	103	21	204	61	286	8	44	57	109	686
05:15 PM	11	140	7	158	63	20	0	83	20	234	58	312	5	40	51	96	649
05:30 PM	16	154	8	178	61	21	0	82	21	247	49	317	4	48	56	108	685
05:45 PM	10	143	8	161	81	21	0	102	17	219	55	291	8	47	52	107	661
Total Volume	53	600	32	685	282	88	0	370	79	904	223	1206	25	179	216	420	2681
% App. Total	7.7	87.6	4.7		76.2	23.8	0		6.6	75	18.5		6	42.6	51.4		
PHF	.828	.920	.889	.911	.870	.846	.000	.898	.940	.915	.914	.951	.781	.932	.947	.963	.977

City of Culver City
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	16	163	9	188	77	26	0	103	21	204	61	286	8	44	57	109
+15 mins.	11	140	7	158	63	20	0	83	20	234	58	312	5	40	51	96
+30 mins.	16	154	8	178	61	21	0	82	21	247	49	317	4	48	56	108
+45 mins.	10	143	8	161	81	21	0	102	17	219	55	291	8	47	52	107
Total Volume	53	600	32	685	282	88	0	370	79	904	223	1206	25	179	216	420
% App. Total	7.7	87.6	4.7		76.2	23.8	0		6.6	75	18.5		6	42.6	51.4	
PHF	.828	.920	.889	.911	.870	.846	.000	.898	.940	.915	.914	.951	.781	.932	.947	.963

City of Culver City
N/S: Jefferson Boulevard
E/W: Slauson Avenue
Weather: Clear

File Name : 04_CVC_Jefferson_Slauson PM
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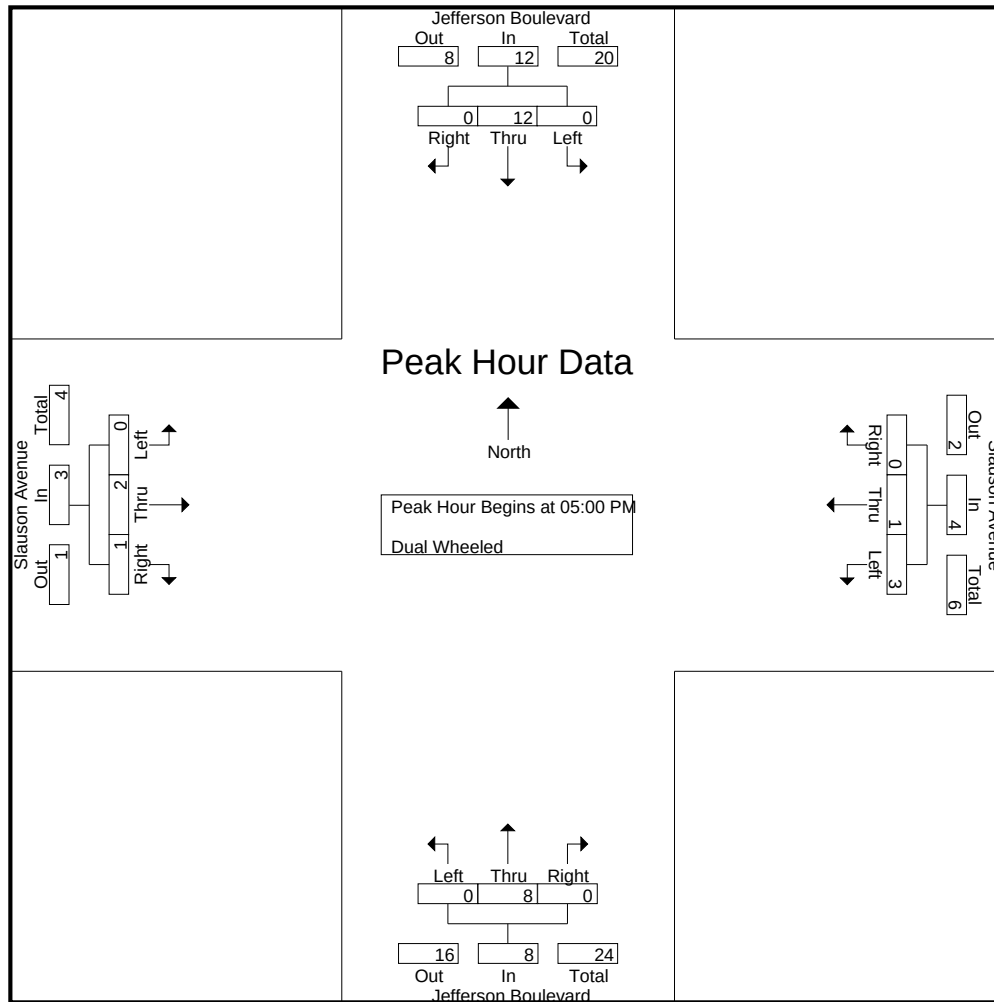
Groups Printed- Dual Wheeled

	Jefferson Boulevard Southbound				Slauson Avenue Westbound				Jefferson Boulevard Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	4	0	4	3	1	0	4	0	1	0	1	0	0	4	4	13
03:15 PM	0	2	0	2	2	1	0	3	0	3	1	4	0	1	0	1	10
03:30 PM	0	6	0	6	0	0	0	0	0	2	0	2	0	1	1	2	10
03:45 PM	0	7	0	7	0	0	0	0	0	3	0	3	0	0	1	1	11
Total	0	19	0	19	5	2	0	7	0	9	1	10	0	2	6	8	44
04:00 PM	0	2	0	2	1	0	0	1	0	1	0	1	0	0	1	1	5
04:15 PM	0	6	0	6	0	1	0	1	1	4	0	5	0	1	1	2	14
04:30 PM	0	5	0	5	1	0	0	1	0	1	0	1	0	1	1	2	9
04:45 PM	0	1	0	1	2	0	0	2	0	3	1	4	0	0	0	0	7
Total	0	14	0	14	4	1	0	5	1	9	1	11	0	2	3	5	35
05:00 PM	0	4	0	4	1	1	0	2	0	5	0	5	0	1	0	1	12
05:15 PM	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
05:30 PM	0	1	0	1	1	0	0	1	0	2	0	2	0	1	0	1	5
05:45 PM	0	1	0	1	1	0	0	1	0	1	0	1	0	0	1	1	4
Total	0	12	0	12	3	1	0	4	0	8	0	8	0	2	1	3	27
Grand Total	0	45	0	45	12	4	0	16	1	26	2	29	0	6	10	16	106
Apprch %	0	100	0		75	25	0		3.4	89.7	6.9		0	37.5	62.5		
Total %	0	42.5	0	42.5	11.3	3.8	0	15.1	0.9	24.5	1.9	27.4	0	5.7	9.4	15.1	

	Jefferson Boulevard Southbound				Slauson Avenue Westbound				Jefferson Boulevard Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	4	0	4	1	1	0	2	0	5	0	5	0	1	0	1	12
05:15 PM	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
05:30 PM	0	1	0	1	1	0	0	1	0	2	0	2	0	1	0	1	5
05:45 PM	0	1	0	1	1	0	0	1	0	1	0	1	0	0	1	1	4
Total Volume	0	12	0	12	3	1	0	4	0	8	0	8	0	2	1	3	27
% App. Total	0	100	0		75	25	0		0	100	0		0	66.7	33.3		
PHF	.000	.500	.000	.500	.750	.250	.000	.500	.000	.400	.000	.400	.000	.500	.250	.750	.563

City of Culver City
N/S: Jefferson Boulevard
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Weather: Clear

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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	4	0	4	1	1	0	2	0	5	0	5	0	1	0	1
+15 mins.	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	1	0	0	1	0	2	0	2	0	1	0	1
+45 mins.	0	1	0	1	1	0	0	1	0	1	0	1	0	0	1	1
Total Volume	0	12	0	12	3	1	0	4	0	8	0	8	0	2	1	3
% App. Total	0	100	0		75	25	0		0	100	0		0	66.7	33.3	
PHF	.000	.500	.000	.500	.750	.250	.000	.500	.000	.400	.000	.400	.000	.500	.250	.750

City of Culver City
N/S: Jefferson Boulevard
E/W: Slauson Avenue
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File Name : 04_CVC_Jefferson_Slauson PM
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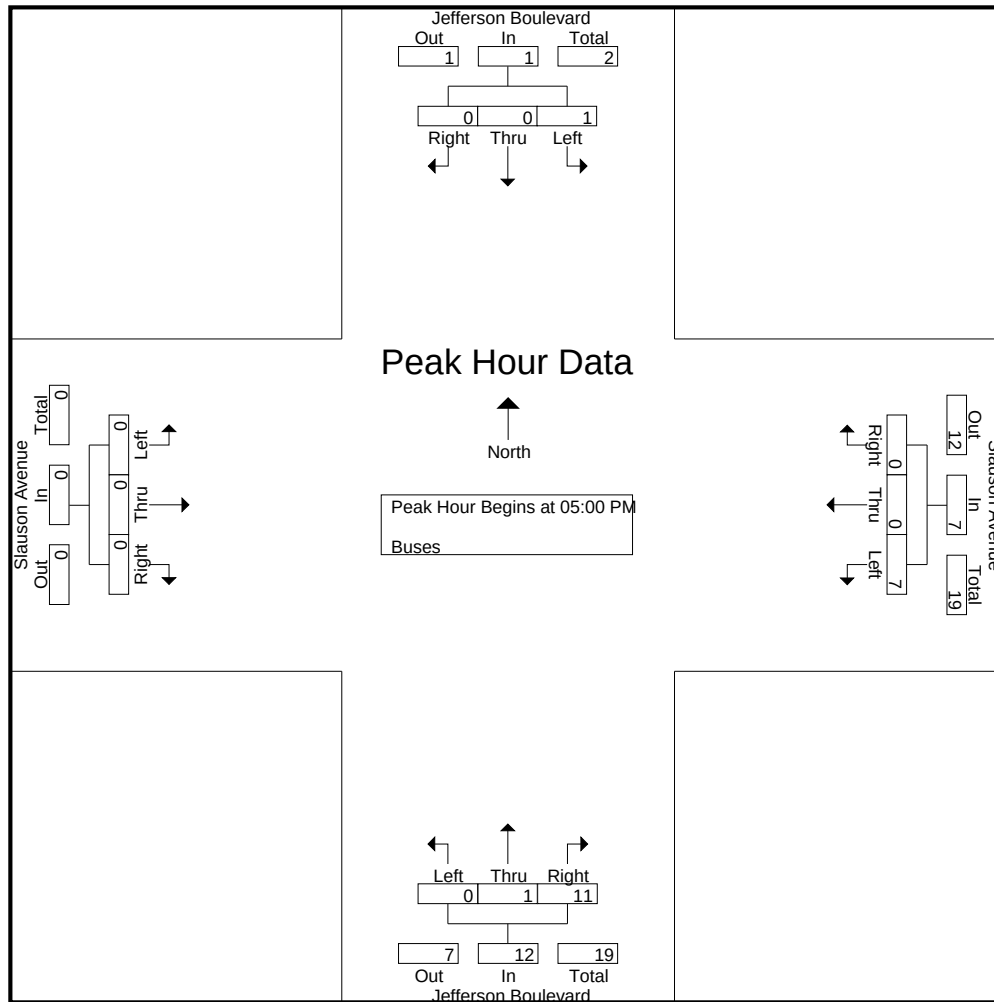
Groups Printed- Buses

	Jefferson Boulevard Southbound				Slauson Avenue Westbound				Jefferson Boulevard Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	0	0	0	2	0	0	2	0	0	2	2	0	0	0	0	4
03:15 PM	0	0	0	0	3	0	0	3	0	0	1	1	0	0	0	0	4
03:30 PM	0	1	0	1	2	0	0	2	0	0	4	4	0	0	0	0	7
03:45 PM	0	1	0	1	2	0	0	2	0	0	5	5	0	0	0	0	8
Total	0	2	0	2	9	0	0	9	0	0	12	12	0	0	0	0	23
04:00 PM	0	2	0	2	1	0	0	1	0	0	3	3	0	0	0	0	6
04:15 PM	0	0	0	0	5	0	0	5	0	1	2	3	0	0	0	0	8
04:30 PM	0	0	0	0	1	0	0	1	0	1	6	7	0	0	0	0	8
04:45 PM	0	0	0	0	2	0	0	2	0	1	3	4	0	0	0	0	6
Total	0	2	0	2	9	0	0	9	0	3	14	17	0	0	0	0	28
05:00 PM	0	0	0	0	1	0	0	1	0	0	2	2	0	0	0	0	3
05:15 PM	0	0	0	0	3	0	0	3	0	0	4	4	0	0	0	0	7
05:30 PM	0	0	0	0	2	0	0	2	0	1	2	3	0	0	0	0	5
05:45 PM	1	0	0	1	1	0	0	1	0	0	3	3	0	0	0	0	5
Total	1	0	0	1	7	0	0	7	0	1	11	12	0	0	0	0	20
Grand Total	1	4	0	5	25	0	0	25	0	4	37	41	0	0	0	0	71
Apprch %	20	80	0		100	0	0		0	9.8	90.2		0	0	0		
Total %	1.4	5.6	0	7	35.2	0	0	35.2	0	5.6	52.1	57.7	0	0	0	0	

	Jefferson Boulevard Southbound				Slauson Avenue Westbound				Jefferson Boulevard Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	1	0	0	1	0	0	2	2	0	0	0	0	3
05:15 PM	0	0	0	0	3	0	0	3	0	0	4	4	0	0	0	0	7
05:30 PM	0	0	0	0	2	0	0	2	0	1	2	3	0	0	0	0	5
05:45 PM	1	0	0	1	1	0	0	1	0	0	3	3	0	0	0	0	5
Total Volume	1	0	0	1	7	0	0	7	0	1	11	12	0	0	0	0	20
% App. Total	100	0	0		100	0	0		0	8.3	91.7		0	0	0		
PHF	.250	.000	.000	.250	.583	.000	.000	.583	.000	.250	.688	.750	.000	.000	.000	.000	.714

City of Culver City
N/S: Jefferson Boulevard
E/W: Slauson Avenue
Weather: Clear

File Name : 04_CVC_Jefferson_Slauson PM
Site Code : 16618886
Start Date : 11/28/2018
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	1	0	0	1	0	0	2	2	0	0	0	0
+15 mins.	0	0	0	0	3	0	0	3	0	0	4	4	0	0	0	0
+30 mins.	0	0	0	0	2	0	0	2	0	1	2	3	0	0	0	0
+45 mins.	1	0	0	1	1	0	0	1	0	0	3	3	0	0	0	0
Total Volume	1	0	0	1	7	0	0	7	0	1	11	12	0	0	0	0
% App. Total	100	0	0		100	0	0		0	8.3	91.7		0	0	0	
PHF	.250	.000	.000	.250	.583	.000	.000	.583	.000	.250	.688	.750	.000	.000	.000	.000



City Of Los Angeles Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Jefferson Boulevard

East/West Slauson Avenue

Day: Wednesday Date: November 25, 2018 Weather: CLEAR

Hours: 7-10AM 3-6PM Staff: CUI

School Day: YES District: Culver City I/S CODE 0

	N/B	S/B	E/B	W/B
DUAL-WHEELED	96	95	34	46
BIKES	9	10	7	9
BUSES	84	9	0	55

	N/B TIME	S/B TIME	E/B TIME	W/B TIME
AM PK 15 MIN	308 7.45	209 8.30	103 8.45	140 8.15
PM PK 15 MIN	322 5.30	207 4.15	110 5.00	121 4.15
AM PK HOUR	1126 7.45	773 8.00	250 8.15	472 7.45
PM PK HOUR	1243 4.45	795 3.45	423 5.00	383 3.30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	88	737	112	937
8-9	105	809	141	1055
9-10	55	673	192	920
3-4	83	755	268	1106
4-5	96	772	271	1139
5-6	79	913	234	1226
TOTAL	506	4659	1218	6383

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	5	586	24	615
8-9	17	699	57	773
9-10	19	685	26	730
3-4	44	677	48	769
4-5	44	705	30	779
5-6	54	612	32	698
TOTAL	183	3964	217	4364

TOTAL

N-S
1552
1828
1650
1875
1918
1924
10747

XING S/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
1	0
1	0

XING N/L

Ped	Sch
5	0
14	0
13	0
6	0
15	0
10	0
63	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	2	20	72	94
8-9	26	100	120	246
9-10	11	50	73	134
3-4	22	76	140	238
4-5	24	122	194	340
5-6	25	181	217	423
TOTAL	110	549	816	1475

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	216	163	1	380
8-9	251	213	0	464
9-10	186	60	0	246
3-4	278	67	0	345
4-5	287	84	0	371
5-6	292	89	0	381
TOTAL	1510	676	1	2187

TOTAL

E-W
474
710
380
583
711
804
3662

XING W/L

Ped	Sch
0	0
3	0
6	0
1	0
0	0
1	0
11	0

XING E/L

Ped	Sch
5	0
9	1
7	2
4	3
8	1
7	0
40	7

BICYCLE COUNT SUMMARY

STREET:

North/South: Jefferson Boulevard

East/West: Slauson Avenue

Day: Wednesday

Date: 11/25/2018

Weather: CLEAR

School Day: Yes

District: Culver City

I/S Code: 0

Hours: 7-10 AM, 3-6 PM

Staff: CUI

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	2	0	2
4-5	0	3	0	3
5-6	2	2	0	4
TOTAL	2	7	0	9

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total	N-S
7-8	0	0	1	1	1
8-9	0	1	0	1	1
9-10	0	0	0	0	0
3-4	0	1	1	2	4
4-5	0	5	0	5	8
5-6	0	1	0	1	5
TOTAL	0	8	2	10	19

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	1	1
8-9	0	0	2	2
9-10	0	0	0	0
3-4	1	1	0	2
4-5	0	1	0	1
5-6	0	1	0	1
TOTAL	1	3	3	7

WESTBOUND Approach

Hours	Lt	Th	Rt	Total	E-W
7-8	0	0	0	0	1
8-9	0	0	0	0	2
9-10	0	1	0	1	1
3-4	0	1	2	3	5
4-5	0	3	0	3	4
5-6	0	1	1	2	3
TOTAL	0	6	3	9	16

REMARKS (6 hour total):

- Female Riders
- No helmet riders
- Sidewalk Riding
- Wrong way riding

NB	SB	EB	WB	TOTAL
2	0	0	0	2
7	8	6	8	29
7	6	6	7	26
2	6	2	1	11

NB: Northbound, SB: Southbound, EB: Eastbound, WB: Westbound, I/S: Intersection

Source: CUI

LADOT 2015 CMP

PEDESTRIAN COUNT SUMMARY

STREET:

North/South: Jefferson Boulevard

East/West: Slauson Avenue

Day: Wednesday

Date: #####

Weather: CLEAR

School Day: YES

District: Culver City

I/S Code: 0

Hours: 7-10 AM, 3-6 PM

Staff: CUI

AM PEAK PERIOD

15 Min. Interval

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	2	0	2	0	4
7:15-7:30	2	0	0	0	2
7:30-7:45	0	0	1	0	1
7:45-8:00	1	0	2	0	3
8:00-8:15	1	0	3	2	6
8:15-8:30	3	0	4	0	7
8:30-8:45	5	0	1	0	6
8:45-9:00	5	0	2	1	8
9:00-9:15	0	0	1	2	3
9:15-9:30	6	0	3	2	11
9:30-9:45	1	0	0	0	1
9:45-10:00	6	0	5	2	13

Hours

7 - 8	5	0	5	0	10
8 - 9	14	0	10	3	27
9 - 10	13	0	9	6	28
TOTAL	32	0	24	9	65

PM PEAK PERIOD

15 Min. Interval

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	1	0	0	0	1
3:15-3:30	4	0	4	2	10
3:30-3:45	1	0	0	0	1
3:45-4:00	0	0	4	0	4
4:00-4:15	2	0	0	0	2
4:15-4:30	4	0	4	0	8
4:30-4:45	4	0	4	0	8
4:45-5:00	5	0	8	0	13
5:00-5:15	6	0	8	2	16
5:15-5:30	3	2	2	0	7
5:30-5:45	1	0	4	0	5
5:45-6:00	0	0	0	0	0

Hours

3 - 4	6	0	8	2	16
4 - 5	15	0	16	0	31
5 - 6	10	2	14	2	28
TOTAL	31	2	38	4	75

REMARKS (6 hour total):

- Wheelchair/special needs assistance
- Skateboard/scooter

N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
0	1	1	0	2
0	4	0	0	4

N: North, S: South, E: East, W: West, I/S: Intersection

Source:

LADOT 2015 CMP

City of Culver City
N/S: Sepulveda Boulevard
E/W: Slauson Avenue
Weather: Clear

File Name : 05_CVC_Sepulveda_Slauson AM
Site Code : 16618886
Start Date : 11/28/2018
Page No : 1

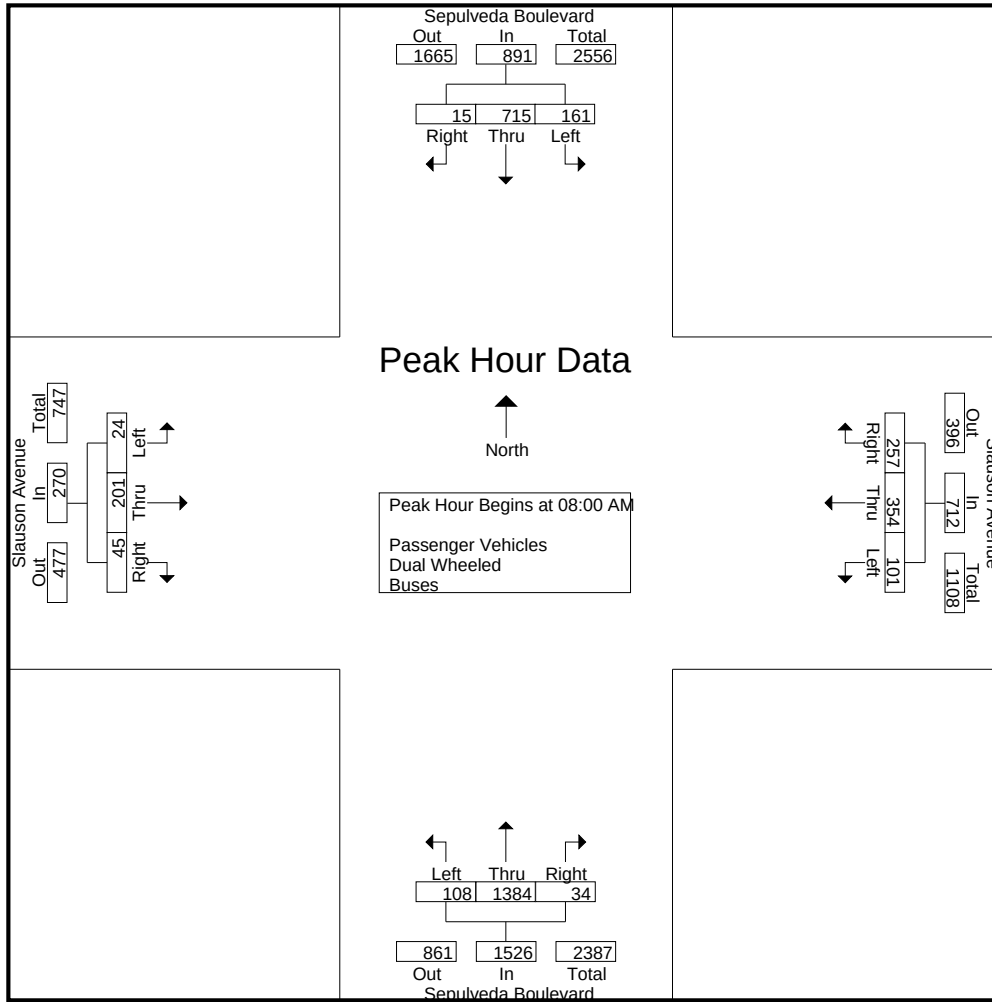
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Sepulveda Boulevard Southbound				Slauson Avenue Westbound				Sepulveda Boulevard Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	15	87	0	102	26	75	50	151	16	468	11	495	7	23	4	34	782
07:15 AM	12	103	1	116	32	65	57	154	16	415	3	434	2	24	4	30	734
07:30 AM	23	163	0	186	24	88	32	144	12	369	4	385	1	24	5	30	745
07:45 AM	30	144	0	174	44	104	67	215	27	351	5	383	8	31	10	49	821
Total	80	497	1	578	126	332	206	664	71	1603	23	1697	18	102	23	143	3082
08:00 AM	38	194	1	233	30	99	65	194	26	304	3	333	7	39	6	52	812
08:15 AM	48	200	7	255	20	97	69	186	24	364	10	398	3	29	12	44	883
08:30 AM	40	140	2	182	31	86	69	186	24	339	7	370	8	65	12	85	823
08:45 AM	35	181	5	221	20	72	54	146	34	377	14	425	6	68	15	89	881
Total	161	715	15	891	101	354	257	712	108	1384	34	1526	24	201	45	270	3399
09:00 AM	54	150	1	205	25	54	52	131	16	385	16	417	8	32	18	58	811
09:15 AM	35	158	3	196	32	48	41	121	17	385	24	426	10	49	11	70	813
09:30 AM	54	144	3	201	20	34	31	85	22	478	22	522	4	37	8	49	857
09:45 AM	52	114	3	169	23	37	27	87	21	438	15	474	8	52	18	78	808
Total	195	566	10	771	100	173	151	424	76	1686	77	1839	30	170	55	255	3289
Grand Total	436	1778	26	2240	327	859	614	1800	255	4673	134	5062	72	473	123	668	9770
Apprch %	19.5	79.4	1.2		18.2	47.7	34.1		5	92.3	2.6		10.8	70.8	18.4		
Total %	4.5	18.2	0.3	22.9	3.3	8.8	6.3	18.4	2.6	47.8	1.4	51.8	0.7	4.8	1.3	6.8	
Passenger Vehicles	408	1725	25	2158	279	810	581	1670	243	4574	127	4944	72	434	118	624	9396
% Passenger Vehicles	93.6	97	96.2	96.3	85.3	94.3	94.6	92.8	95.3	97.9	94.8	97.7	100	91.8	95.9	93.4	96.2
Dual Wheeled	9	36	1	46	7	23	15	45	10	75	6	91	0	8	2	10	192
% Dual Wheeled	2.1	2	3.8	2.1	2.1	2.7	2.4	2.5	3.9	1.6	4.5	1.8	0	1.7	1.6	1.5	2
Buses	19	17	0	36	41	26	18	85	2	24	1	27	0	31	3	34	182
% Buses	4.4	1	0	1.6	12.5	3	2.9	4.7	0.8	0.5	0.7	0.5	0	6.6	2.4	5.1	1.9

	Sepulveda Boulevard Southbound				Slauson Avenue Westbound				Sepulveda Boulevard Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	38	194	1	233	30	99	65	194	26	304	3	333	7	39	6	52	812
08:15 AM	48	200	7	255	20	97	69	186	24	364	10	398	3	29	12	44	883
08:30 AM	40	140	2	182	31	86	69	186	24	339	7	370	8	65	12	85	823
08:45 AM	35	181	5	221	20	72	54	146	34	377	14	425	6	68	15	89	881
Total Volume	161	715	15	891	101	354	257	712	108	1384	34	1526	24	201	45	270	3399
% App. Total	18.1	80.2	1.7		14.2	49.7	36.1		7.1	90.7	2.2		8.9	74.4	16.7		
PHF	.839	.894	.536	.874	.815	.894	.931	.918	.794	.918	.607	.898	.750	.739	.750	.758	.962

City of Culver City
N/S: Sepulveda Boulevard
E/W: Slauson Avenue
Weather: Clear

File Name : 05_CVC_Sepulveda_Slauson AM
Site Code : 16618886
Start Date : 11/28/2018
Page No : 2



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:45 AM				09:00 AM				08:30 AM			
+0 mins.	38	194	1	233	44	104	67	215	16	385	16	417	8	65	12	85
+15 mins.	48	200	7	255	30	99	65	194	17	385	24	426	6	68	15	89
+30 mins.	40	140	2	182	20	97	69	186	22	478	22	522	8	32	18	58
+45 mins.	35	181	5	221	31	86	69	186	21	438	15	474	10	49	11	70
Total Volume	161	715	15	891	125	386	270	781	76	1686	77	1839	32	214	56	302
% App. Total	18.1	80.2	1.7		16	49.4	34.6		4.1	91.7	4.2		10.6	70.9	18.5	
PHF	.839	.894	.536	.874	.710	.928	.978	.908	.864	.882	.802	.881	.800	.787	.778	.848

City of Culver City
N/S: Sepulveda Boulevard
E/W: Slauson Avenue
Weather: Clear

File Name : 05_CVC_Sepulveda_Slauson AM
Site Code : 16618886
Start Date : 11/28/2018
Page No : 1

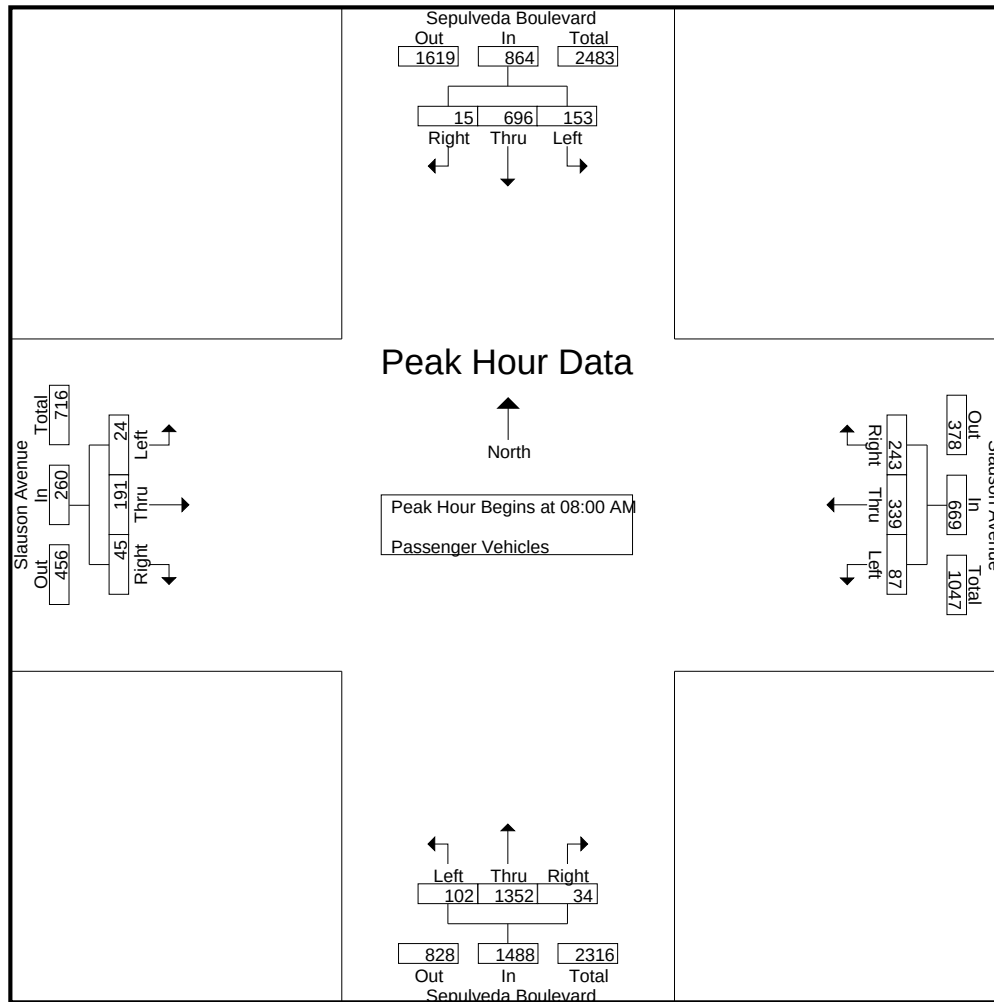
Groups Printed- Passenger Vehicles

	Sepulveda Boulevard Southbound				Slauson Avenue Westbound				Sepulveda Boulevard Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	13	85	0	98	23	70	46	139	15	459	8	482	7	19	4	30	749
07:15 AM	10	98	0	108	30	62	57	149	15	409	3	427	2	21	3	26	710
07:30 AM	22	159	0	181	17	82	30	129	12	361	3	376	1	19	4	24	710
07:45 AM	27	138	0	165	39	101	62	202	26	346	4	376	8	27	9	44	787
Total	72	480	0	552	109	315	195	619	68	1575	18	1661	18	86	20	124	2956
08:00 AM	36	187	1	224	26	96	60	182	25	292	3	320	7	36	6	49	775
08:15 AM	45	193	7	245	16	93	66	175	23	358	10	391	3	27	12	42	853
08:30 AM	39	137	2	178	28	82	65	175	22	333	7	362	8	63	12	83	798
08:45 AM	33	179	5	217	17	68	52	137	32	369	14	415	6	65	15	86	855
Total	153	696	15	864	87	339	243	669	102	1352	34	1488	24	191	45	260	3281
09:00 AM	50	146	1	197	21	46	49	116	13	376	14	403	8	28	17	53	769
09:15 AM	34	153	3	190	27	47	40	114	17	375	24	416	10	47	11	68	788
09:30 AM	48	141	3	192	17	29	29	75	22	467	22	511	4	33	8	45	823
09:45 AM	51	109	3	163	18	34	25	77	21	429	15	465	8	49	17	74	779
Total	183	549	10	742	83	156	143	382	73	1647	75	1795	30	157	53	240	3159
Grand Total	408	1725	25	2158	279	810	581	1670	243	4574	127	4944	72	434	118	624	9396
Apprch %	18.9	79.9	1.2		16.7	48.5	34.8		4.9	92.5	2.6		11.5	69.6	18.9		
Total %	4.3	18.4	0.3	23	3	8.6	6.2	17.8	2.6	48.7	1.4	52.6	0.8	4.6	1.3	6.6	

	Sepulveda Boulevard Southbound				Slauson Avenue Westbound				Sepulveda Boulevard Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	36	187	1	224	26	96	60	182	25	292	3	320	7	36	6	49	775
08:15 AM	45	193	7	245	16	93	66	175	23	358	10	391	3	27	12	42	853
08:30 AM	39	137	2	178	28	82	65	175	22	333	7	362	8	63	12	83	798
08:45 AM	33	179	5	217	17	68	52	137	32	369	14	415	6	65	15	86	855
Total Volume	153	696	15	864	87	339	243	669	102	1352	34	1488	24	191	45	260	3281
% App. Total	17.7	80.6	1.7		13	50.7	36.3		6.9	90.9	2.3		9.2	73.5	17.3		
PHF	.850	.902	.536	.882	.777	.883	.920	.919	.797	.916	.607	.896	.750	.735	.750	.756	.959

City of Culver City
N/S: Sepulveda Boulevard
E/W: Slauson Avenue
Weather: Clear

File Name : 05_CVC_Sepulveda_Slauson AM
Site Code : 16618886
Start Date : 11/28/2018
Page No : 2



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	36	187	1	224	26	96	60	182	25	292	3	320	7	36	6	49
+15 mins.	45	193	7	245	16	93	66	175	23	358	10	391	3	27	12	42
+30 mins.	39	137	2	178	28	82	65	175	22	333	7	362	8	63	12	83
+45 mins.	33	179	5	217	17	68	52	137	32	369	14	415	6	65	15	86
Total Volume	153	696	15	864	87	339	243	669	102	1352	34	1488	24	191	45	260
% App. Total	17.7	80.6	1.7		13	50.7	36.3		6.9	90.9	2.3		9.2	73.5	17.3	
PHF	.850	.902	.536	.882	.777	.883	.920	.919	.797	.916	.607	.896	.750	.735	.750	.756

City of Culver City
N/S: Sepulveda Boulevard
E/W: Slauson Avenue
Weather: Clear

File Name : 05_CVC_Sepulveda_Slauson AM
Site Code : 16618886
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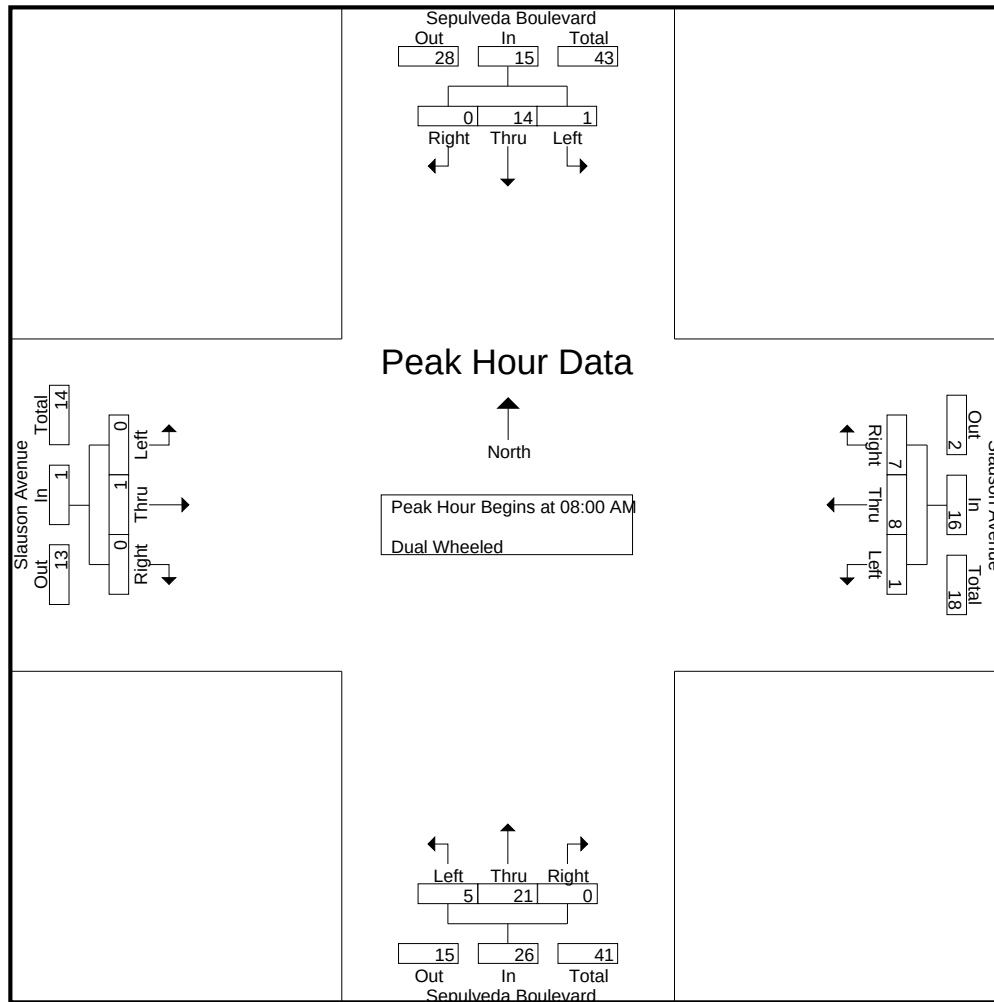
Groups Printed- Dual Wheeled

	Sepulveda Boulevard Southbound				Slauson Avenue Westbound				Sepulveda Boulevard Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	0	2	2	4	0	7	2	9	0	0	0	0	14
07:15 AM	1	3	1	5	0	1	0	1	1	4	0	5	0	2	1	3	14
07:30 AM	0	3	0	3	2	4	1	7	0	6	1	7	0	1	1	2	19
07:45 AM	1	2	0	3	1	1	2	4	1	4	1	6	0	2	0	2	15
Total	3	8	1	12	3	8	5	16	2	21	4	27	0	5	2	7	62
08:00 AM	1	6	0	7	0	2	3	5	0	10	0	10	0	1	0	1	23
08:15 AM	0	5	0	5	1	1	1	3	1	4	0	5	0	0	0	0	13
08:30 AM	0	2	0	2	0	2	3	5	2	3	0	5	0	0	0	0	12
08:45 AM	0	1	0	1	0	3	0	3	2	4	0	6	0	0	0	0	10
Total	1	14	0	15	1	8	7	16	5	21	0	26	0	1	0	1	58
09:00 AM	1	4	0	5	0	3	1	4	3	8	2	13	0	1	0	1	23
09:15 AM	0	3	0	3	2	0	0	2	0	8	0	8	0	0	0	0	13
09:30 AM	4	2	0	6	1	2	1	4	0	9	0	9	0	1	0	1	20
09:45 AM	0	5	0	5	0	2	1	3	0	8	0	8	0	0	0	0	16
Total	5	14	0	19	3	7	3	13	3	33	2	38	0	2	0	2	72
Grand Total	9	36	1	46	7	23	15	45	10	75	6	91	0	8	2	10	192
Apprch %	19.6	78.3	2.2		15.6	51.1	33.3		11	82.4	6.6		0	80	20		
Total %	4.7	18.8	0.5	24	3.6	12	7.8	23.4	5.2	39.1	3.1	47.4	0	4.2	1	5.2	

	Sepulveda Boulevard Southbound				Slauson Avenue Westbound				Sepulveda Boulevard Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	1	6	0	7	0	2	3	5	0	10	0	10	0	1	0	1	23
08:15 AM	0	5	0	5	1	1	1	3	1	4	0	5	0	0	0	0	13
08:30 AM	0	2	0	2	0	2	3	5	2	3	0	5	0	0	0	0	12
08:45 AM	0	1	0	1	0	3	0	3	2	4	0	6	0	0	0	0	10
Total Volume	1	14	0	15	1	8	7	16	5	21	0	26	0	1	0	1	58
% App. Total	6.7	93.3	0		6.2	50	43.8		19.2	80.8	0		0	100	0		
PHF	.250	.583	.000	.536	.250	.667	.583	.800	.625	.525	.000	.650	.000	.250	.000	.250	.630

City of Culver City
N/S: Sepulveda Boulevard
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Weather: Clear

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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	1	6	0	7	0	2	3	5	0	10	0	10	0	1	0	1
+15 mins.	0	5	0	5	1	1	1	3	1	4	0	5	0	0	0	0
+30 mins.	0	2	0	2	0	2	3	5	2	3	0	5	0	0	0	0
+45 mins.	0	1	0	1	0	3	0	3	2	4	0	6	0	0	0	0
Total Volume	1	14	0	15	1	8	7	16	5	21	0	26	0	1	0	1
% App. Total	6.7	93.3	0		6.2	50	43.8		19.2	80.8	0		0	100	0	
PHF	.250	.583	.000	.536	.250	.667	.583	.800	.625	.525	.000	.650	.000	.250	.000	.250

City of Culver City
N/S: Sepulveda Boulevard
E/W: Slauson Avenue
Weather: Clear

File Name : 05_CVC_Sepulveda_Slauson AM
Site Code : 16618886
Start Date : 11/28/2018
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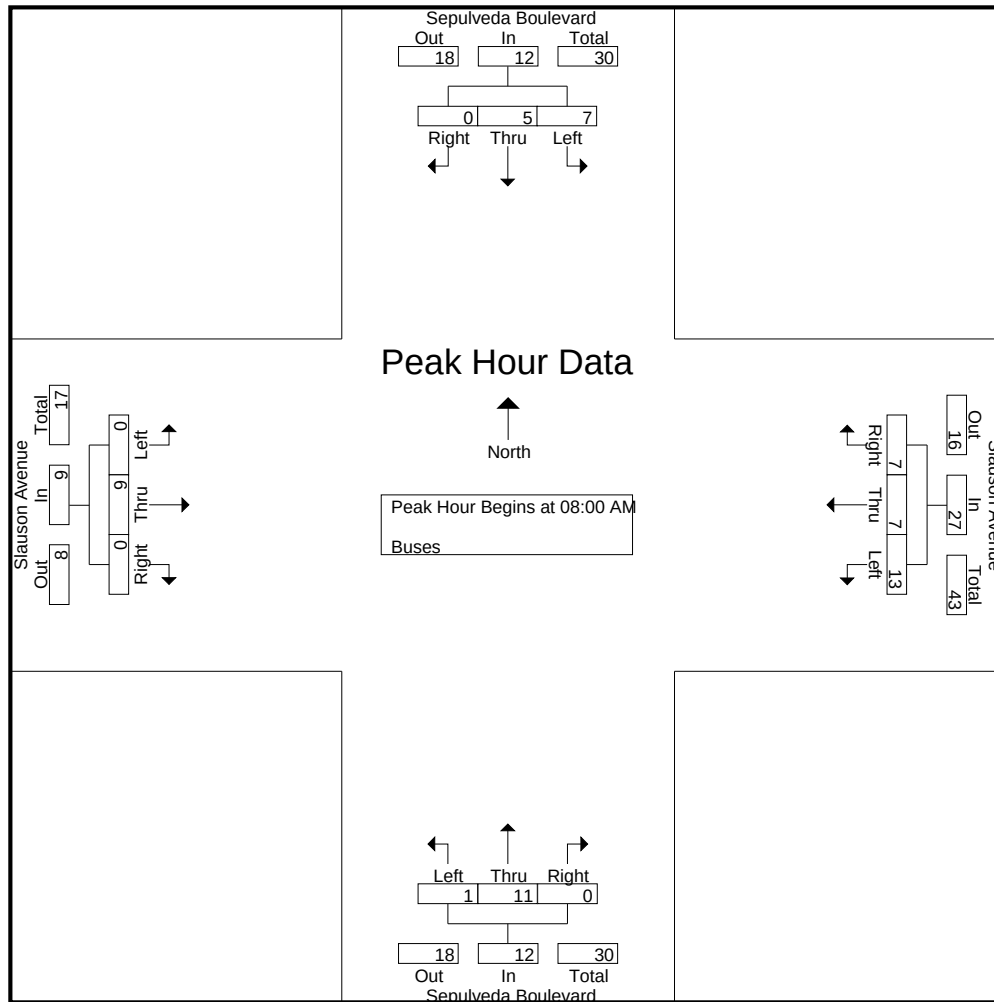
Groups Printed- Buses

	Sepulveda Boulevard Southbound				Slauson Avenue Westbound				Sepulveda Boulevard Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	2	0	3	3	3	2	8	1	2	1	4	0	4	0	4	19
07:15 AM	1	2	0	3	2	2	0	4	0	2	0	2	0	1	0	1	10
07:30 AM	1	1	0	2	5	2	1	8	0	2	0	2	0	4	0	4	16
07:45 AM	2	4	0	6	4	2	3	9	0	1	0	1	0	2	1	3	19
Total	5	9	0	14	14	9	6	29	1	7	1	9	0	11	1	12	64
08:00 AM	1	1	0	2	4	1	2	7	1	2	0	3	0	2	0	2	14
08:15 AM	3	2	0	5	3	3	2	8	0	2	0	2	0	2	0	2	17
08:30 AM	1	1	0	2	3	2	1	6	0	3	0	3	0	2	0	2	13
08:45 AM	2	1	0	3	3	1	2	6	0	4	0	4	0	3	0	3	16
Total	7	5	0	12	13	7	7	27	1	11	0	12	0	9	0	9	60
09:00 AM	3	0	0	3	4	5	2	11	0	1	0	1	0	3	1	4	19
09:15 AM	1	2	0	3	3	1	1	5	0	2	0	2	0	2	0	2	12
09:30 AM	2	1	0	3	2	3	1	6	0	2	0	2	0	3	0	3	14
09:45 AM	1	0	0	1	5	1	1	7	0	1	0	1	0	3	1	4	13
Total	7	3	0	10	14	10	5	29	0	6	0	6	0	11	2	13	58
Grand Total	19	17	0	36	41	26	18	85	2	24	1	27	0	31	3	34	182
Apprch %	52.8	47.2	0		48.2	30.6	21.2		7.4	88.9	3.7		0	91.2	8.8		
Total %	10.4	9.3	0	19.8	22.5	14.3	9.9	46.7	1.1	13.2	0.5	14.8	0	17	1.6	18.7	

	Sepulveda Boulevard Southbound				Slauson Avenue Westbound				Sepulveda Boulevard Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	1	1	0	2	4	1	2	7	1	2	0	3	0	2	0	2	14
08:15 AM	3	2	0	5	3	3	2	8	0	2	0	2	0	2	0	2	17
08:30 AM	1	1	0	2	3	2	1	6	0	3	0	3	0	2	0	2	13
08:45 AM	2	1	0	3	3	1	2	6	0	4	0	4	0	3	0	3	16
Total Volume	7	5	0	12	13	7	7	27	1	11	0	12	0	9	0	9	60
% App. Total	58.3	41.7	0		48.1	25.9	25.9		8.3	91.7	0		0	100	0		
PHF	.583	.625	.000	.600	.813	.583	.875	.844	.250	.688	.000	.750	.000	.750	.000	.750	.882

City of Culver City
N/S: Sepulveda Boulevard
E/W: Slauson Avenue
Weather: Clear

File Name : 05_CVC_Sepulveda_Slauson AM
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	1	1	0	2	4	1	2	7	1	2	0	3	0	2	0	2
+15 mins.	3	2	0	5	3	3	2	8	0	2	0	2	0	2	0	2
+30 mins.	1	1	0	2	3	2	1	6	0	3	0	3	0	2	0	2
+45 mins.	2	1	0	3	3	1	2	6	0	4	0	4	0	3	0	3
Total Volume	7	5	0	12	13	7	7	27	1	11	0	12	0	9	0	9
% App. Total	58.3	41.7	0		48.1	25.9	25.9		8.3	91.7	0		0	100	0	
PHF	.583	.625	.000	.600	.813	.583	.875	.844	.250	.688	.000	.750	.000	.750	.000	.750

City of Culver City
N/S: Sepulveda Boulevard
E/W: Slauson Avenue
Weather: Clear

File Name : 05_CVC_Sepulveda_Slauson PM
Site Code : 16618886
Start Date : 11/28/2018
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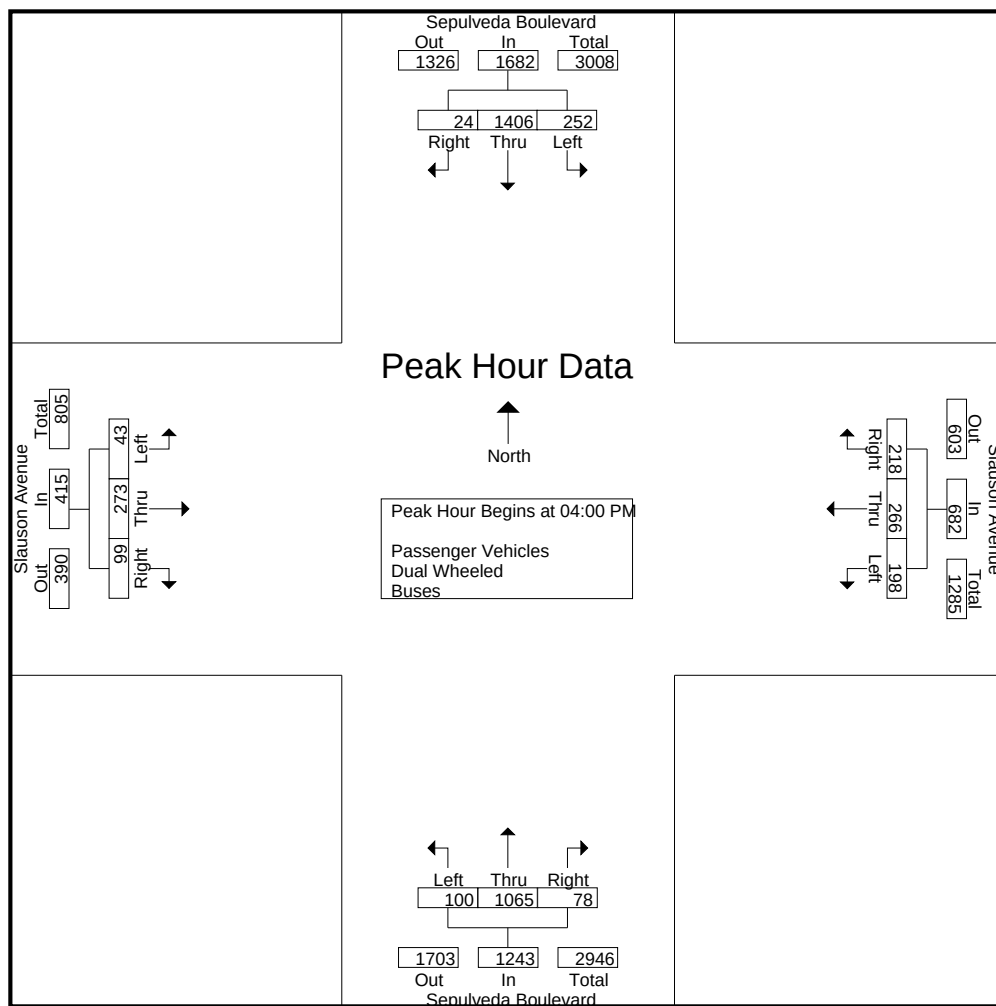
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Sepulveda Boulevard Southbound				Slauson Avenue Westbound				Sepulveda Boulevard Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	78	248	7	333	46	61	36	143	30	233	20	283	8	62	19	89	848
03:15 PM	82	266	1	349	42	65	57	164	25	225	18	268	9	59	21	89	870
03:30 PM	68	319	5	392	50	59	46	155	28	272	18	318	9	74	29	112	977
03:45 PM	77	318	5	400	38	65	57	160	24	247	23	294	9	86	23	118	972
Total	305	1151	18	1474	176	250	196	622	107	977	79	1163	35	281	92	408	3667
04:00 PM	68	298	6	372	54	82	70	206	36	280	23	339	8	62	30	100	1017
04:15 PM	65	386	9	460	36	73	51	160	21	236	19	276	13	63	13	89	985
04:30 PM	51	368	5	424	48	53	55	156	16	264	24	304	9	99	22	130	1014
04:45 PM	68	354	4	426	60	58	42	160	27	285	12	324	13	49	34	96	1006
Total	252	1406	24	1682	198	266	218	682	100	1065	78	1243	43	273	99	415	4022
05:00 PM	50	341	1	392	51	78	56	185	24	261	21	306	8	96	24	128	1011
05:15 PM	36	305	2	343	46	56	53	155	35	322	23	380	6	54	33	93	971
05:30 PM	59	357	2	418	47	62	41	150	23	295	17	335	13	88	26	127	1030
05:45 PM	56	319	2	377	48	70	43	161	30	253	21	304	7	67	38	112	954
Total	201	1322	7	1530	192	266	193	651	112	1131	82	1325	34	305	121	460	3966
Grand Total	758	3879	49	4686	566	782	607	1955	319	3173	239	3731	112	859	312	1283	11655
Apprch %	16.2	82.8	1		29	40	31		8.5	85	6.4		8.7	67	24.3		
Total %	6.5	33.3	0.4	40.2	4.9	6.7	5.2	16.8	2.7	27.2	2.1	32	1	7.4	2.7	11	
Passenger Vehicles	742	3824	47	4613	518	748	591	1857	311	3141	235	3687	112	815	308	1235	11392
% Passenger Vehicles	97.9	98.6	95.9	98.4	91.5	95.7	97.4	95	97.5	99	98.3	98.8	100	94.9	98.7	96.3	97.7
Dual Wheeled	3	33	2	38	2	11	6	19	3	16	3	22	0	6	2	8	87
% Dual Wheeled	0.4	0.9	4.1	0.8	0.4	1.4	1	1	0.9	0.5	1.3	0.6	0	0.7	0.6	0.6	0.7
Buses	13	22	0	35	46	23	10	79	5	16	1	22	0	38	2	40	176
% Buses	1.7	0.6	0	0.7	8.1	2.9	1.6	4	1.6	0.5	0.4	0.6	0	4.4	0.6	3.1	1.5

	Sepulveda Boulevard Southbound				Slauson Avenue Westbound				Sepulveda Boulevard Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	68	298	6	372	54	82	70	206	36	280	23	339	8	62	30	100	1017
04:15 PM	65	386	9	460	36	73	51	160	21	236	19	276	13	63	13	89	985
04:30 PM	51	368	5	424	48	53	55	156	16	264	24	304	9	99	22	130	1014
04:45 PM	68	354	4	426	60	58	42	160	27	285	12	324	13	49	34	96	1006
Total Volume	252	1406	24	1682	198	266	218	682	100	1065	78	1243	43	273	99	415	4022
% App. Total	15	83.6	1.4		29	39	32		8	85.7	6.3		10.4	65.8	23.9		
PHF	.926	.911	.667	.914	.825	.811	.779	.828	.694	.934	.813	.917	.827	.689	.728	.798	.989

City of Culver City
N/S: Sepulveda Boulevard
E/W: Slauson Avenue
Weather: Clear

File Name : 05_CVC_Sepulveda_Slauson PM
Site Code : 16618886
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Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				03:15 PM				04:45 PM				05:00 PM			
+0 mins.	65	386	9	460	42	65	57	164	27	285	12	324	8	96	24	128
+15 mins.	51	368	5	424	50	59	46	155	24	261	21	306	6	54	33	93
+30 mins.	68	354	4	426	38	65	57	160	35	322	23	380	13	88	26	127
+45 mins.	50	341	1	392	54	82	70	206	23	295	17	335	7	67	38	112
Total Volume	234	1449	19	1702	184	271	230	685	109	1163	73	1345	34	305	121	460
% App. Total	13.7	85.1	1.1		26.9	39.6	33.6		8.1	86.5	5.4		7.4	66.3	26.3	
PHF	.860	.938	.528	.925	.852	.826	.821	.831	.779	.903	.793	.885	.654	.794	.796	.898

City of Culver City
N/S: Sepulveda Boulevard
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File Name : 05_CVC_Sepulveda_Slauson PM
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Start Date : 11/28/2018
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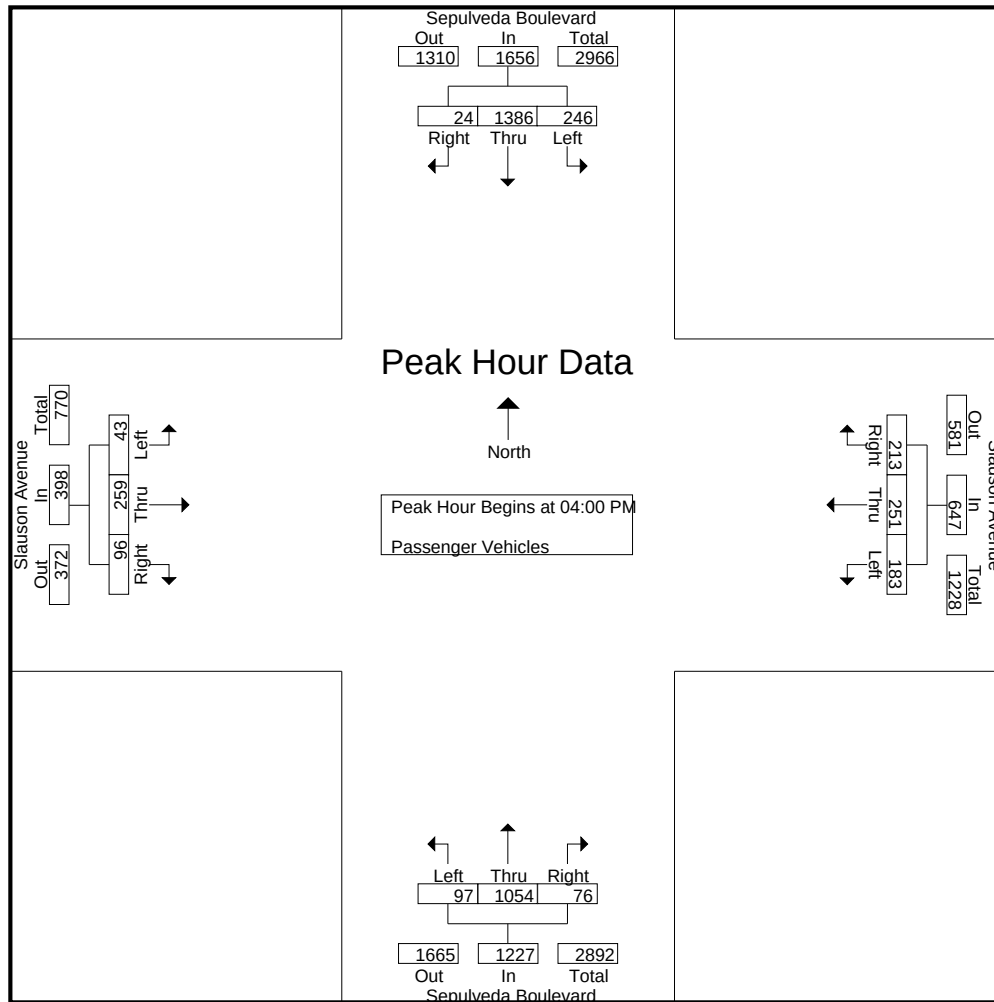
Groups Printed- Passenger Vehicles

	Sepulveda Boulevard Southbound				Slauson Avenue Westbound				Sepulveda Boulevard Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	77	243	5	325	41	59	34	134	27	229	20	276	8	59	19	86	821
03:15 PM	81	263	1	345	37	61	57	155	24	221	18	263	9	55	21	85	848
03:30 PM	66	315	5	386	46	57	46	149	28	268	16	312	9	69	29	107	954
03:45 PM	75	312	5	392	34	63	55	152	24	244	23	291	9	79	23	111	946
Total	299	1133	16	1448	158	240	192	590	103	962	77	1142	35	262	92	389	3569
04:00 PM	67	289	6	362	49	79	69	197	33	278	23	334	8	60	29	97	990
04:15 PM	63	381	9	453	34	68	50	152	21	232	18	271	13	60	12	85	961
04:30 PM	49	365	5	419	44	51	52	147	16	261	23	300	9	93	22	124	990
04:45 PM	67	351	4	422	56	53	42	151	27	283	12	322	13	46	33	92	987
Total	246	1386	24	1656	183	251	213	647	97	1054	76	1227	43	259	96	398	3928
05:00 PM	48	337	1	386	48	75	54	177	24	260	21	305	8	94	23	125	993
05:15 PM	36	300	2	338	40	55	50	145	34	320	23	377	6	50	33	89	949
05:30 PM	58	353	2	413	46	59	40	145	23	295	17	335	13	86	26	125	1018
05:45 PM	55	315	2	372	43	68	42	153	30	250	21	301	7	64	38	109	935
Total	197	1305	7	1509	177	257	186	620	111	1125	82	1318	34	294	120	448	3895
Grand Total	742	3824	47	4613	518	748	591	1857	311	3141	235	3687	112	815	308	1235	11392
Apprch %	16.1	82.9	1		27.9	40.3	31.8		8.4	85.2	6.4		9.1	66	24.9		
Total %	6.5	33.6	0.4	40.5	4.5	6.6	5.2	16.3	2.7	27.6	2.1	32.4	1	7.2	2.7	10.8	

	Sepulveda Boulevard Southbound				Slauson Avenue Westbound				Sepulveda Boulevard Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	67	289	6	362	49	79	69	197	33	278	23	334	8	60	29	97	990
04:15 PM	63	381	9	453	34	68	50	152	21	232	18	271	13	60	12	85	961
04:30 PM	49	365	5	419	44	51	52	147	16	261	23	300	9	93	22	124	990
04:45 PM	67	351	4	422	56	53	42	151	27	283	12	322	13	46	33	92	987
Total Volume	246	1386	24	1656	183	251	213	647	97	1054	76	1227	43	259	96	398	3928
% App. Total	14.9	83.7	1.4		28.3	38.8	32.9		7.9	85.9	6.2		10.8	65.1	24.1		
PHF	.918	.909	.667	.914	.817	.794	.772	.821	.735	.931	.826	.918	.827	.696	.727	.802	.992

City of Culver City
N/S: Sepulveda Boulevard
E/W: Slauson Avenue
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File Name : 05_CVC_Sepulveda_Slauson PM
Site Code : 16618886
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	67	289	6	362	49	79	69	197	33	278	23	334	8	60	29	97
+15 mins.	63	381	9	453	34	68	50	152	21	232	18	271	13	60	12	85
+30 mins.	49	365	5	419	44	51	52	147	16	261	23	300	9	93	22	124
+45 mins.	67	351	4	422	56	53	42	151	27	283	12	322	13	46	33	92
Total Volume	246	1386	24	1656	183	251	213	647	97	1054	76	1227	43	259	96	398
% App. Total	14.9	83.7	1.4		28.3	38.8	32.9		7.9	85.9	6.2		10.8	65.1	24.1	
PHF	.918	.909	.667	.914	.817	.794	.772	.821	.735	.931	.826	.918	.827	.696	.727	.802

City of Culver City
N/S: Sepulveda Boulevard
E/W: Slauson Avenue
Weather: Clear

File Name : 05_CVC_Sepulveda_Slauson PM
Site Code : 16618886
Start Date : 11/28/2018
Page No : 1

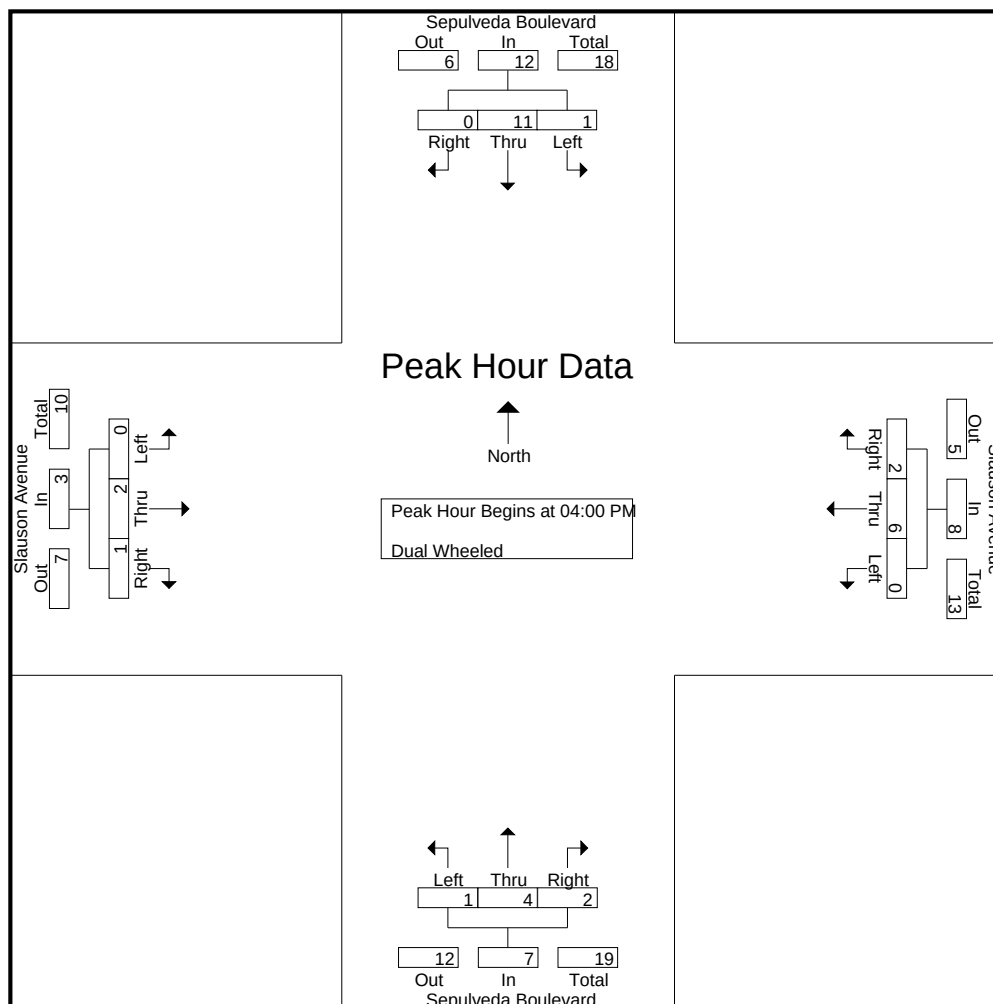
Groups Printed- Dual Wheeled

	Sepulveda Boulevard Southbound				Slauson Avenue Westbound				Sepulveda Boulevard Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	4	2	6	0	1	0	1	1	1	0	2	0	0	0	0	9
03:15 PM	0	2	0	2	0	1	0	1	1	3	0	4	0	2	0	2	9
03:30 PM	0	2	0	2	0	0	0	0	0	3	1	4	0	1	0	1	7
03:45 PM	1	3	0	4	1	0	1	2	0	2	0	2	0	1	0	1	9
Total	1	11	2	14	1	2	1	4	2	9	1	12	0	4	0	4	34
04:00 PM	0	4	0	4	0	2	1	3	1	1	0	2	0	0	0	0	9
04:15 PM	0	3	0	3	0	1	0	1	0	3	1	4	0	1	0	1	9
04:30 PM	1	1	0	2	0	0	1	1	0	0	1	1	0	1	0	1	5
04:45 PM	0	3	0	3	0	3	0	3	0	0	0	0	0	0	1	1	7
Total	1	11	0	12	0	6	2	8	1	4	2	7	0	2	1	3	30
05:00 PM	0	2	0	2	0	1	1	2	0	0	0	0	0	0	1	1	5
05:15 PM	0	5	0	5	1	0	1	2	0	1	0	1	0	0	0	0	8
05:30 PM	1	2	0	3	0	1	1	2	0	0	0	0	0	0	0	0	5
05:45 PM	0	2	0	2	0	1	0	1	0	2	0	2	0	0	0	0	5
Total	1	11	0	12	1	3	3	7	0	3	0	3	0	0	1	1	23
Grand Total	3	33	2	38	2	11	6	19	3	16	3	22	0	6	2	8	87
Apprch %	7.9	86.8	5.3		10.5	57.9	31.6		13.6	72.7	13.6		0	75	25		
Total %	3.4	37.9	2.3	43.7	2.3	12.6	6.9	21.8	3.4	18.4	3.4	25.3	0	6.9	2.3	9.2	

	Sepulveda Boulevard Southbound				Slauson Avenue Westbound				Sepulveda Boulevard Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	4	0	4	0	2	1	3	1	1	0	2	0	0	0	0	9
04:15 PM	0	3	0	3	0	1	0	1	0	3	1	4	0	1	0	1	9
04:30 PM	1	1	0	2	0	0	1	1	0	0	1	1	0	1	0	1	5
04:45 PM	0	3	0	3	0	3	0	3	0	0	0	0	0	0	1	1	7
Total Volume	1	11	0	12	0	6	2	8	1	4	2	7	0	2	1	3	30
% App. Total	8.3	91.7	0		0	75	25		14.3	57.1	28.6		0	66.7	33.3		
PHF	.250	.688	.000	.750	.000	.500	.500	.667	.250	.333	.500	.438	.000	.500	.250	.750	.833

City of Culver City
N/S: Sepulveda Boulevard
E/W: Slauson Avenue
Weather: Clear

File Name : 05_CVC_Sepulveda_Slauson PM
Site Code : 16618886
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	4	0	4	0	2	1	3	1	1	0	2	0	0	0	0
+15 mins.	0	3	0	3	0	1	0	1	0	3	1	4	0	1	0	1
+30 mins.	1	1	0	2	0	0	1	1	0	0	1	1	0	1	0	1
+45 mins.	0	3	0	3	0	3	0	3	0	0	0	0	0	0	1	1
Total Volume	1	11	0	12	0	6	2	8	1	4	2	7	0	2	1	3
% App. Total	8.3	91.7	0		0	75	25		14.3	57.1	28.6		0	66.7	33.3	
PHF	.250	.688	.000	.750	.000	.500	.500	.667	.250	.333	.500	.438	.000	.500	.250	.750

City of Culver City
N/S: Sepulveda Boulevard
E/W: Slauson Avenue
Weather: Clear

File Name : 05_CVC_Sepulveda_Slauson PM
Site Code : 16618886
Start Date : 11/28/2018
Page No : 1

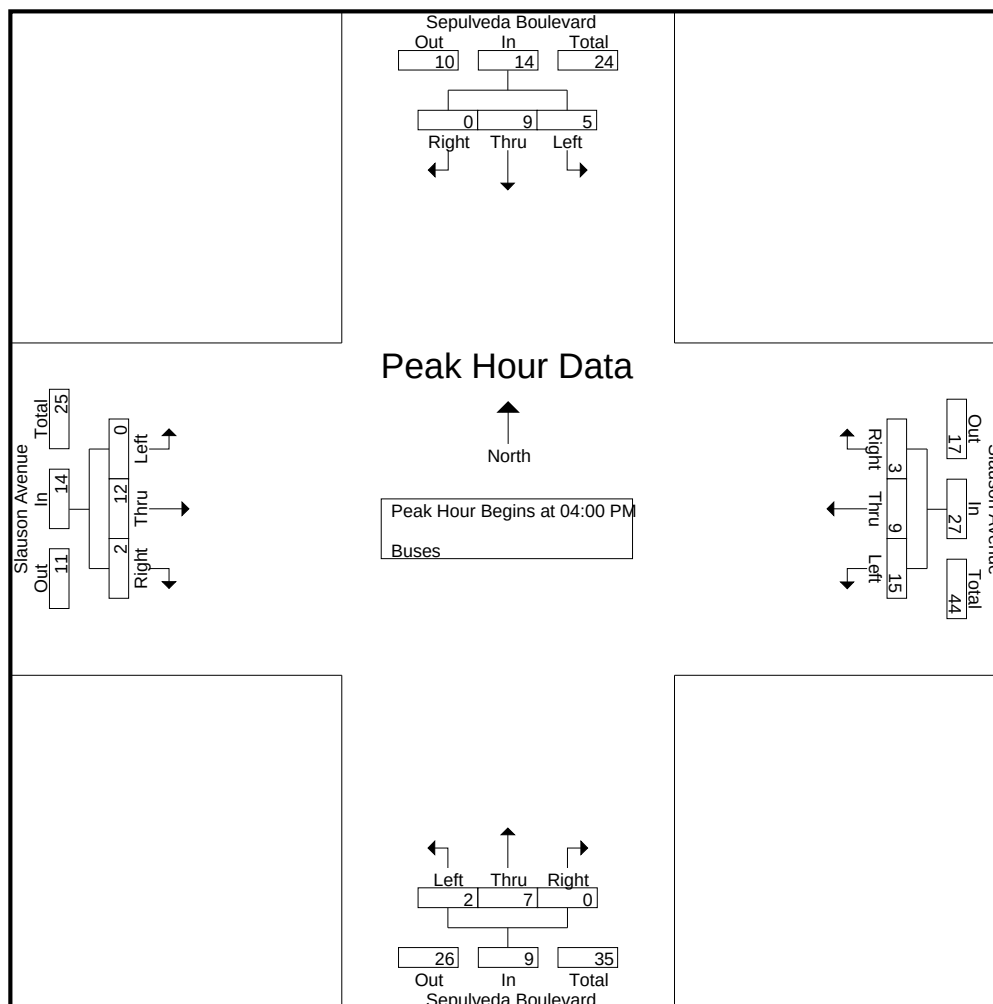
Groups Printed- Buses

	Sepulveda Boulevard Southbound				Slauson Avenue Westbound				Sepulveda Boulevard Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	1	1	0	2	5	1	2	8	2	3	0	5	0	3	0	3	18
03:15 PM	1	1	0	2	5	3	0	8	0	1	0	1	0	2	0	2	13
03:30 PM	2	2	0	4	4	2	0	6	0	1	1	2	0	4	0	4	16
03:45 PM	1	3	0	4	3	2	1	6	0	1	0	1	0	6	0	6	17
Total	5	7	0	12	17	8	3	28	2	6	1	9	0	15	0	15	64
04:00 PM	1	5	0	6	5	1	0	6	2	1	0	3	0	2	1	3	18
04:15 PM	2	2	0	4	2	4	1	7	0	1	0	1	0	2	1	3	15
04:30 PM	1	2	0	3	4	2	2	8	0	3	0	3	0	5	0	5	19
04:45 PM	1	0	0	1	4	2	0	6	0	2	0	2	0	3	0	3	12
Total	5	9	0	14	15	9	3	27	2	7	0	9	0	12	2	14	64
05:00 PM	2	2	0	4	3	2	1	6	0	1	0	1	0	2	0	2	13
05:15 PM	0	0	0	0	5	1	2	8	1	1	0	2	0	4	0	4	14
05:30 PM	0	2	0	2	1	2	0	3	0	0	0	0	0	2	0	2	7
05:45 PM	1	2	0	3	5	1	1	7	0	1	0	1	0	3	0	3	14
Total	3	6	0	9	14	6	4	24	1	3	0	4	0	11	0	11	48
Grand Total	13	22	0	35	46	23	10	79	5	16	1	22	0	38	2	40	176
Apprch %	37.1	62.9	0		58.2	29.1	12.7		22.7	72.7	4.5		0	95	5		
Total %	7.4	12.5	0	19.9	26.1	13.1	5.7	44.9	2.8	9.1	0.6	12.5	0	21.6	1.1	22.7	

	Sepulveda Boulevard Southbound				Slauson Avenue Westbound				Sepulveda Boulevard Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	5	0	6	5	1	0	6	2	1	0	3	0	2	1	3	18
04:15 PM	2	2	0	4	2	4	1	7	0	1	0	1	0	2	1	3	15
04:30 PM	1	2	0	3	4	2	2	8	0	3	0	3	0	5	0	5	19
04:45 PM	1	0	0	1	4	2	0	6	0	2	0	2	0	3	0	3	12
Total Volume	5	9	0	14	15	9	3	27	2	7	0	9	0	12	2	14	64
% App. Total	35.7	64.3	0		55.6	33.3	11.1		22.2	77.8	0		0	85.7	14.3		
PHF	.625	.450	.000	.583	.750	.563	.375	.844	.250	.583	.000	.750	.000	.600	.500	.700	.842

City of Culver City
N/S: Sepulveda Boulevard
E/W: Slauson Avenue
Weather: Clear

File Name : 05_CVC_Sepulveda_Slauson PM
Site Code : 16618886
Start Date : 11/28/2018
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	1	5	0	6	5	1	0	6	2	1	0	3	0	2	1	3
+15 mins.	2	2	0	4	2	4	1	7	0	1	0	1	0	2	1	3
+30 mins.	1	2	0	3	4	2	2	8	0	3	0	3	0	5	0	5
+45 mins.	1	0	0	1	4	2	0	6	0	2	0	2	0	3	0	3
Total Volume	5	9	0	14	15	9	3	27	2	7	0	9	0	12	2	14
% App. Total	35.7	64.3	0		55.6	33.3	11.1		22.2	77.8	0		0	85.7	14.3	
PHF	.625	.450	.000	.583	.750	.563	.375	.844	.250	.583	.000	.750	.000	.600	.500	.700



City Of Los Angeles Department Of Transportation MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Sepulveda Boulevard

East/West Slauson Avenue

Day: Wednesday Date: November 25, 2018 Weather: CLEAR

Hours: 7-10AM 3-6PM Staff: CUI

School Day: YES District: Culver City I/S CODE 0

	N/B	S/B	E/B	W/B
DUAL-WHEELED	113	84	18	64
BIKES	19	23	5	18
BUSES	49	71	74	164

	N/B TIME	S/B TIME	E/B TIME	W/B TIME
AM PK 15 MIN	522 9.30	255 8.15	89 8.45	215 7.45
PM PK 15 MIN	380 5.15	460 4.15	130 4.30	206 4.00
AM PK HOUR	1839 9.00	891 8.00	302 8.30	781 7.45
PM PK HOUR	1345 4.45	1702 4.15	460 5.00	685 3.15

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	71	1603	23	1697
8-9	108	1384	34	1526
9-10	76	1686	77	1839
3-4	107	977	79	1163
4-5	100	1065	78	1243
5-6	112	1131	82	1325
TOTAL	574	7846	373	8793

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	80	497	1	578
8-9	161	715	15	891
9-10	195	566	10	771
3-4	305	1151	18	1474
4-5	252	1406	24	1682
5-6	201	1322	7	1530
TOTAL	1194	5657	75	6926

TOTAL

N-S
2275
2417
2610
2637
2925
2855
15719

XING S/L

Ped	Sch
9	1
14	2
14	1
21	7
16	0
16	0
90	11

XING N/L

Ped	Sch
15	1
5	2
5	1
15	5
26	4
22	5
88	18

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	18	102	23	143
8-9	24	201	45	270
9-10	30	170	55	255
3-4	35	281	92	408
4-5	43	273	99	415
5-6	34	305	121	460
TOTAL	184	1332	435	1951

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	126	332	206	664
8-9	101	354	257	712
9-10	100	173	151	424
3-4	176	250	196	622
4-5	198	266	218	682
5-6	192	266	193	651
TOTAL	893	1641	1221	3755

TOTAL

E-W
807
982
679
1030
1097
1111
5706

XING W/L

Ped	Sch
11	0
12	1
9	0
26	6
14	3
12	0
84	10

XING E/L

Ped	Sch
21	5
20	4
29	3
42	9
52	9
46	5
210	35

BICYCLE COUNT SUMMARY

STREET:

North/South: Sepulveda Boulevard

East/West: Slauson Avenue

Day: Wednesday

Date: 11/25/2018

Weather: CLEAR

School Day: Yes

District: Culver City

I/S Code: 0

Hours: 7-10 AM, 3-6 PM

Staff: CUI

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	2	0	2
9-10	0	3	0	3
3-4	0	3	0	3
4-5	0	6	1	7
5-6	0	4	0	4
TOTAL	0	18	1	19

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total	N-S
7-8	0	2	0	2	2
8-9	0	6	0	6	8
9-10	1	2	0	3	6
3-4	0	4	0	4	7
4-5	3	2	1	6	13
5-6	0	2	0	2	6
TOTAL	4	18	1	23	42

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	2	0	2
9-10	0	0	0	0
3-4	0	1	0	1
4-5	0	2	0	2
5-6	0	0	0	0
TOTAL	0	5	0	5

WESTBOUND Approach

Hours	Lt	Th	Rt	Total	E-W
7-8	1	0	0	1	1
8-9	0	0	0	0	2
9-10	1	0	1	2	2
3-4	0	2	1	3	4
4-5	0	2	1	3	5
5-6	2	4	3	9	9
TOTAL	4	8	6	18	23

REMARKS (6 hour total):

- Female Riders
- No helmet riders
- Sidewalk Riding
- Wrong way riding

NB	SB	EB	WB	TOTAL
4	1	1	2	8
12	11	3	9	35
4	8	4	6	22
1	4	2	4	11

NB: Northbound, SB: Southbound, EB: Eastbound, WB: Westbound, I/S: Intersection

Source: CUI

LADOT 2015 CMP

PEDESTRIAN COUNT SUMMARY

STREET:

North/South: Sepulveda Boulevard

East/West: Slauson Avenue

Day: Wednesday

Date: #####

Weather: CLEAR

School Day: YES

District: Culver City

I/S Code: 0

Hours: 7-10 AM, 3-6 PM

Staff: CUI

AM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	10	5	11	7	33
7:15-7:30	3	1	4	0	8
7:30-7:45	0	2	5	1	8
7:45-8:00	3	2	6	3	14
8:00-8:15	0	5	6	2	13
8:15-8:30	2	1	8	1	12
8:30-8:45	3	5	4	6	18
8:45-9:00	2	5	6	4	17
9:00-9:15	1	1	11	3	16
9:15-9:30	4	3	5	1	13
9:30-9:45	1	4	11	1	17
9:45-10:00	0	7	5	4	16

Hours

7 - 8	16	10	26	11	63
8 - 9	7	16	24	13	60
9 - 10	6	15	32	9	62

TOTAL	29	41	82	33	185

PM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	2	8	26	10	46
3:15-3:30	6	14	22	12	54
3:30-3:45	5	2	18	8	33
3:45-4:00	7	18	18	22	65
4:00-4:15	4	10	18	8	40
4:15-4:30	10	4	34	10	58
4:30-4:45	8	2	16	0	26
4:45-5:00	8	16	36	10	70
5:00-5:15	7	10	30	8	55
5:15-5:30	5	6	28	0	39
5:30-5:45	9	6	24	10	49
5:45-6:00	6	10	10	6	32

Hours

3 - 4	20	42	84	52	198
4 - 5	30	32	104	28	194
5 - 6	27	32	92	24	175

TOTAL	77	106	280	104	567

REMARKS (6 hour total):

- Wheelchair/special needs assistance
- Skateboard/scooter

N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
0	1	1	1	3
1	1	5	8	15

N: North, S: South, E: East, W: West, I/S: Intersection

Source:

LADOT 2015 CMP

City of Culver City
N/S: Marina Freeway (CA-90) Ramps
E/W: Slauson Avenue
Weather: Clear

File Name : 06_CVC_SR-90_Slauson AM
Site Code : 16618886
Start Date : 11/28/2018
Page No : 1

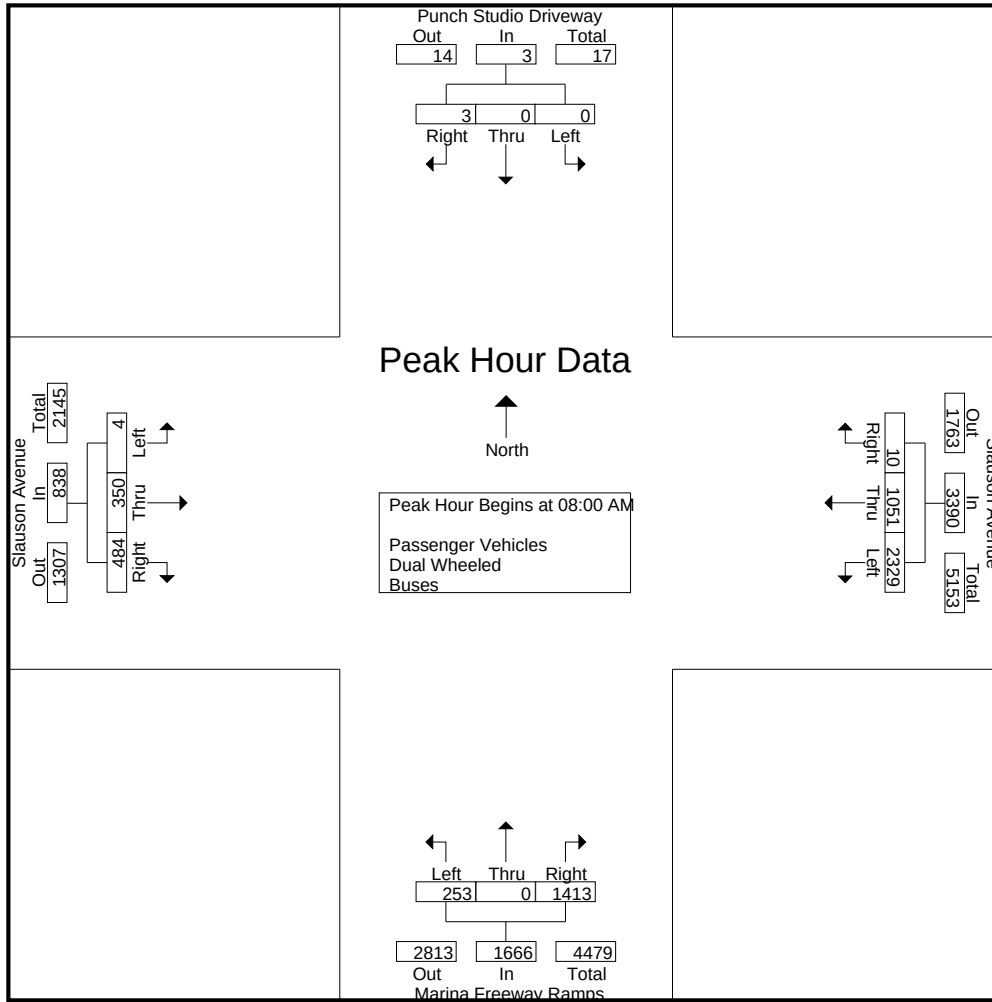
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Punch Studio Driveway Southbound				Slauson Avenue Westbound				Marina Freeway Ramps Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	655	252	4	911	31	1	139	171	0	42	87	129	1212
07:15 AM	0	1	1	2	636	287	1	924	26	1	197	224	2	48	81	131	1281
07:30 AM	0	0	1	1	608	254	0	862	26	0	226	252	0	60	110	170	1285
07:45 AM	0	0	1	1	609	307	3	919	56	0	285	341	1	67	106	174	1435
Total	1	1	3	5	2508	1100	8	3616	139	2	847	988	3	217	384	604	5213
08:00 AM	0	0	1	1	629	274	5	908	65	0	335	400	0	70	121	191	1500
08:15 AM	0	0	0	0	557	264	1	822	65	0	351	416	4	97	117	218	1456
08:30 AM	0	0	2	2	551	276	2	829	53	0	368	421	0	85	117	202	1454
08:45 AM	0	0	0	0	592	237	2	831	70	0	359	429	0	98	129	227	1487
Total	0	0	3	3	2329	1051	10	3390	253	0	1413	1666	4	350	484	838	5897
09:00 AM	0	0	0	0	538	215	0	753	64	1	294	359	0	97	107	204	1316
09:15 AM	0	0	0	0	372	170	0	542	69	0	294	363	0	95	128	223	1128
09:30 AM	0	0	0	0	247	75	2	324	82	0	270	352	1	89	111	201	877
09:45 AM	1	0	0	1	239	70	0	309	90	0	226	316	0	71	110	181	807
Total	1	0	0	1	1396	530	2	1928	305	1	1084	1390	1	352	456	809	4128
Grand Total	2	1	6	9	6233	2681	20	8934	697	3	3344	4044	8	919	1324	2251	15238
Apprch %	22.2	11.1	66.7		69.8	30	0.2		17.2	0.1	82.7		0.4	40.8	58.8		
Total %	0	0	0	0.1	40.9	17.6	0.1	58.6	4.6	0	21.9	26.5	0.1	6	8.7	14.8	
Passenger Vehicles	1	1	5	7	6112	2633	20	8765	684	3	3292	3979	8	882	1310	2200	14951
% Passenger Vehicles	50	100	83.3	77.8	98.1	98.2	100	98.1	98.1	100	98.4	98.4	100	96	98.9	97.7	98.1
Dual Wheeled	1	0	1	2	100	31	0	131	13	0	36	49	0	16	14	30	212
% Dual Wheeled	50	0	16.7	22.2	1.6	1.2	0	1.5	1.9	0	1.1	1.2	0	1.7	1.1	1.3	1.4
Buses	0	0	0	0	21	17	0	38	0	0	16	16	0	21	0	21	75
% Buses	0	0	0	0	0.3	0.6	0	0.4	0	0	0.5	0.4	0	2.3	0	0.9	0.5

	Punch Studio Driveway Southbound				Slauson Avenue Westbound				Marina Freeway Ramps Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	1	1	629	274	5	908	65	0	335	400	0	70	121	191	1500
08:15 AM	0	0	0	0	557	264	1	822	65	0	351	416	4	97	117	218	1456
08:30 AM	0	0	2	2	551	276	2	829	53	0	368	421	0	85	117	202	1454
08:45 AM	0	0	0	0	592	237	2	831	70	0	359	429	0	98	129	227	1487
Total Volume	0	0	3	3	2329	1051	10	3390	253	0	1413	1666	4	350	484	838	5897
% App. Total	0	0	100		68.7	31	0.3		15.2	0	84.8		0.5	41.8	57.8		
PHF	.000	.000	.375	.375	.926	.952	.500	.933	.904	.000	.960	.971	.250	.893	.938	.923	.983

City of Culver City
N/S: Marina Freeway (CA-90) Ramps
E/W: Slauson Avenue
Weather: Clear

File Name : 06_CVC_SR-90_Slauson AM
Site Code : 16618886
Start Date : 11/28/2018
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Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				08:00 AM				08:30 AM			
+0 mins.	1	0	0	1	655	252	4	911	65	0	335	400	0	85	117	202
+15 mins.	0	1	1	2	636	287	1	924	65	0	351	416	0	98	129	227
+30 mins.	0	0	1	1	608	254	0	862	53	0	368	421	0	97	107	204
+45 mins.	0	0	1	1	609	307	3	919	70	0	359	429	0	95	128	223
Total Volume	1	1	3	5	2508	1100	8	3616	253	0	1413	1666	0	375	481	856
% App. Total	20	20	60		69.4	30.4	0.2		15.2	0	84.8		0	43.8	56.2	
PHF	.250	.250	.750	.625	.957	.896	.500	.978	.904	.000	.960	.971	.000	.957	.932	.943

City of Culver City
N/S: Marina Freeway (CA-90) Ramps
E/W: Slauson Avenue
Weather: Clear

File Name : 06_CVC_SR-90_Slauson AM
Site Code : 16618886
Start Date : 11/28/2018
Page No : 1

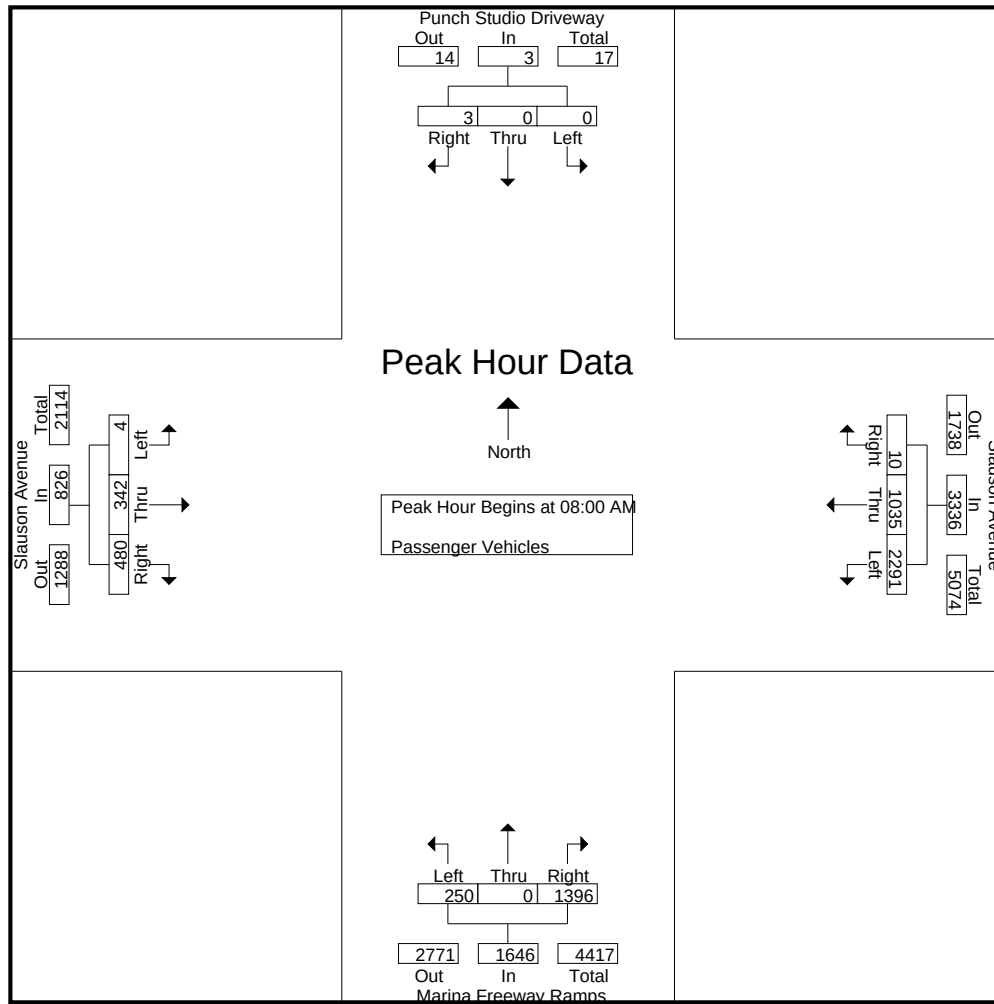
Groups Printed- Passenger Vehicles

	Punch Studio Driveway Southbound				Slauson Avenue Westbound				Marina Freeway Ramps Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	646	247	4	897	31	1	137	169	0	39	85	124	1191
07:15 AM	0	1	0	1	620	283	1	904	24	1	194	219	2	45	81	128	1252
07:30 AM	0	0	1	1	595	247	0	842	25	0	224	249	0	56	109	165	1257
07:45 AM	0	0	1	1	603	304	3	910	55	0	284	339	1	63	103	167	1417
Total	1	1	2	4	2464	1081	8	3553	135	2	839	976	3	203	378	584	5117
08:00 AM	0	0	1	1	624	268	5	897	64	0	329	393	0	68	121	189	1480
08:15 AM	0	0	0	0	544	263	1	808	65	0	348	413	4	94	117	215	1436
08:30 AM	0	0	2	2	544	273	2	819	51	0	362	413	0	84	116	200	1434
08:45 AM	0	0	0	0	579	231	2	812	70	0	357	427	0	96	126	222	1461
Total	0	0	3	3	2291	1035	10	3336	250	0	1396	1646	4	342	480	826	5811
09:00 AM	0	0	0	0	522	212	0	734	63	1	282	346	0	92	105	197	1277
09:15 AM	0	0	0	0	360	167	0	527	69	0	285	354	0	91	127	218	1099
09:30 AM	0	0	0	0	242	72	2	316	82	0	267	349	1	84	111	196	861
09:45 AM	0	0	0	0	233	66	0	299	85	0	223	308	0	70	109	179	786
Total	0	0	0	0	1357	517	2	1876	299	1	1057	1357	1	337	452	790	4023
Grand Total	1	1	5	7	6112	2633	20	8765	684	3	3292	3979	8	882	1310	2200	14951
Apprch %	14.3	14.3	71.4		69.7	30	0.2		17.2	0.1	82.7		0.4	40.1	59.5		
Total %	0	0	0	0	40.9	17.6	0.1	58.6	4.6	0	22	26.6	0.1	5.9	8.8	14.7	

	Punch Studio Driveway Southbound				Slauson Avenue Westbound				Marina Freeway Ramps Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	1	1	624	268	5	897	64	0	329	393	0	68	121	189	1480
08:15 AM	0	0	0	0	544	263	1	808	65	0	348	413	4	94	117	215	1436
08:30 AM	0	0	2	2	544	273	2	819	51	0	362	413	0	84	116	200	1434
08:45 AM	0	0	0	0	579	231	2	812	70	0	357	427	0	96	126	222	1461
Total Volume	0	0	3	3	2291	1035	10	3336	250	0	1396	1646	4	342	480	826	5811
% App. Total	0	0	100		68.7	31	0.3		15.2	0	84.8		0.5	41.4	58.1		
PHF	.000	.000	.375	.375	.918	.948	.500	.930	.893	.000	.964	.964	.250	.891	.952	.930	.982

City of Culver City
N/S: Marina Freeway (CA-90) Ramps
E/W: Slauson Avenue
Weather: Clear

File Name : 06_CVC_SR-90_Slauson AM
Site Code : 16618886
Start Date : 11/28/2018
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	1	1	624	268	5	897	64	0	329	393	0	68	121	189
+15 mins.	0	0	0	0	544	263	1	808	65	0	348	413	4	94	117	215
+30 mins.	0	0	2	2	544	273	2	819	51	0	362	413	0	84	116	200
+45 mins.	0	0	0	0	579	231	2	812	70	0	357	427	0	96	126	222
Total Volume	0	0	3	3	2291	1035	10	3336	250	0	1396	1646	4	342	480	826
% App. Total	0	0	100		68.7	31	0.3		15.2	0	84.8		0.5	41.4	58.1	
PHF	.000	.000	.375	.375	.918	.948	.500	.930	.893	.000	.964	.964	.250	.891	.952	.930

City of Culver City
N/S: Marina Freeway (CA-90) Ramps
E/W: Slauson Avenue
Weather: Clear

File Name : 06_CVC_SR-90_Slauson AM
Site Code : 16618886
Start Date : 11/28/2018
Page No : 1

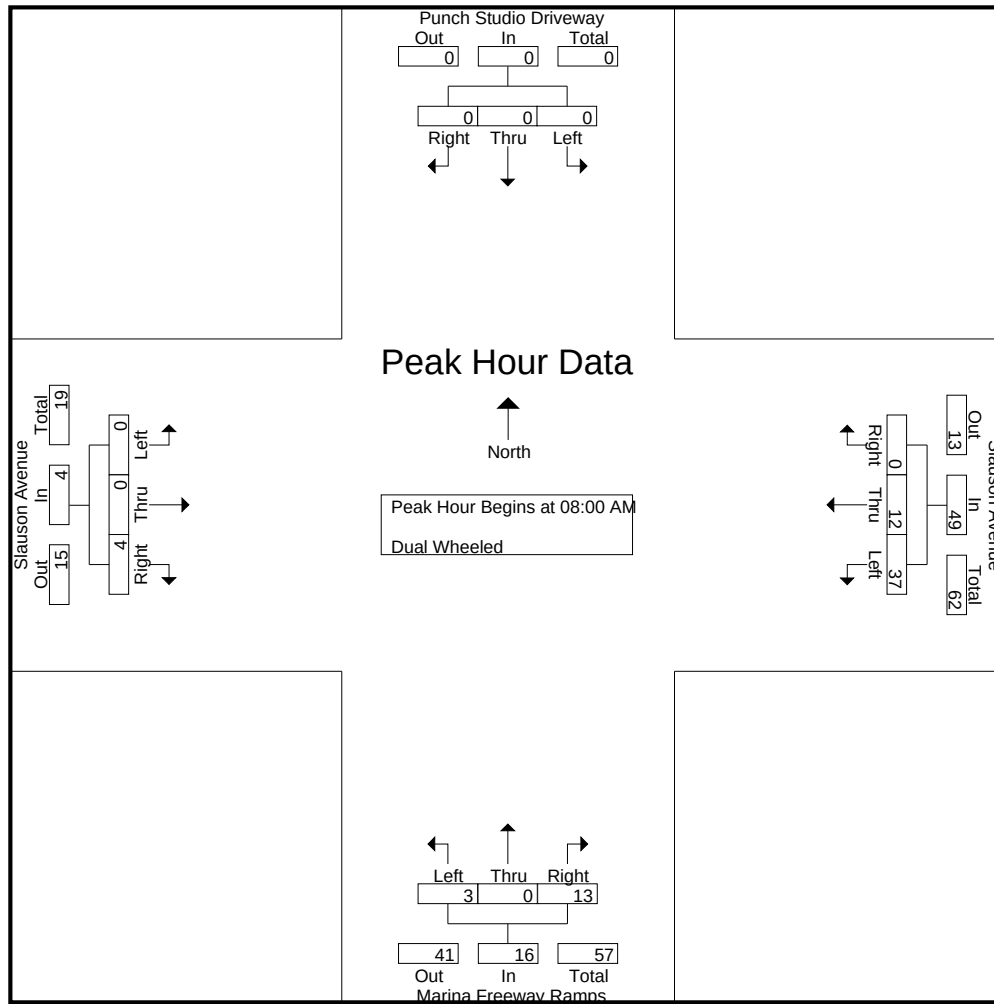
Groups Printed- Dual Wheeled

	Punch Studio Driveway Southbound				Slauson Avenue Westbound				Marina Freeway Ramps Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	4	3	0	7	0	0	0	0	0	2	2	4	11
07:15 AM	0	0	1	1	6	2	0	8	2	0	3	5	0	2	0	2	16
07:30 AM	0	0	0	0	8	3	0	11	1	0	2	3	0	2	1	3	17
07:45 AM	0	0	0	0	6	1	0	7	1	0	1	2	0	4	3	7	16
Total	0	0	1	1	24	9	0	33	4	0	6	10	0	10	6	16	60
08:00 AM	0	0	0	0	5	5	0	10	1	0	4	5	0	0	0	0	15
08:15 AM	0	0	0	0	12	1	0	13	0	0	3	3	0	0	0	0	16
08:30 AM	0	0	0	0	7	2	0	9	2	0	4	6	0	0	1	1	16
08:45 AM	0	0	0	0	13	4	0	17	0	0	2	2	0	0	3	3	22
Total	0	0	0	0	37	12	0	49	3	0	13	16	0	0	4	4	69
09:00 AM	0	0	0	0	16	3	0	19	1	0	4	5	0	2	2	4	28
09:15 AM	0	0	0	0	12	2	0	14	0	0	8	8	0	1	1	2	24
09:30 AM	0	0	0	0	5	2	0	7	0	0	2	2	0	3	0	3	12
09:45 AM	1	0	0	1	6	3	0	9	5	0	3	8	0	0	1	1	19
Total	1	0	0	1	39	10	0	49	6	0	17	23	0	6	4	10	83
Grand Total	1	0	1	2	100	31	0	131	13	0	36	49	0	16	14	30	212
Apprch %	50	0	50		76.3	23.7	0		26.5	0	73.5		0	53.3	46.7		
Total %	0.5	0	0.5	0.9	47.2	14.6	0	61.8	6.1	0	17	23.1	0	7.5	6.6	14.2	

	Punch Studio Driveway Southbound				Slauson Avenue Westbound				Marina Freeway Ramps Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	5	5	0	10	1	0	4	5	0	0	0	0	15
08:15 AM	0	0	0	0	12	1	0	13	0	0	3	3	0	0	0	0	16
08:30 AM	0	0	0	0	7	2	0	9	2	0	4	6	0	0	1	1	16
08:45 AM	0	0	0	0	13	4	0	17	0	0	2	2	0	0	3	3	22
Total Volume	0	0	0	0	37	12	0	49	3	0	13	16	0	0	4	4	69
% App. Total	0	0	0		75.5	24.5	0		18.8	0	81.2		0	0	100		
PHF	.000	.000	.000	.000	.712	.600	.000	.721	.375	.000	.813	.667	.000	.000	.333	.333	.784

City of Culver City
N/S: Marina Freeway (CA-90) Ramps
E/W: Slauson Avenue
Weather: Clear

File Name : 06_CVC_SR-90_Slauson AM
Site Code : 16618886
Start Date : 11/28/2018
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	5	5	0	10	1	0	4	5	0	0	0	0
+15 mins.	0	0	0	0	12	1	0	13	0	0	3	3	0	0	0	0
+30 mins.	0	0	0	0	7	2	0	9	2	0	4	6	0	0	1	1
+45 mins.	0	0	0	0	13	4	0	17	0	0	2	2	0	0	3	3
Total Volume	0	0	0	0	37	12	0	49	3	0	13	16	0	0	4	4
% App. Total	0	0	0	0	75.5	24.5	0		18.8	0	81.2		0	0	100	
PHF	.000	.000	.000	.000	.712	.600	.000	.721	.375	.000	.813	.667	.000	.000	.333	.333

City of Culver City
N/S: Marina Freeway (CA-90) Ramps
E/W: Slauson Avenue
Weather: Clear

File Name : 06_CVC_SR-90_Slauson AM
Site Code : 16618886
Start Date : 11/28/2018
Page No : 1

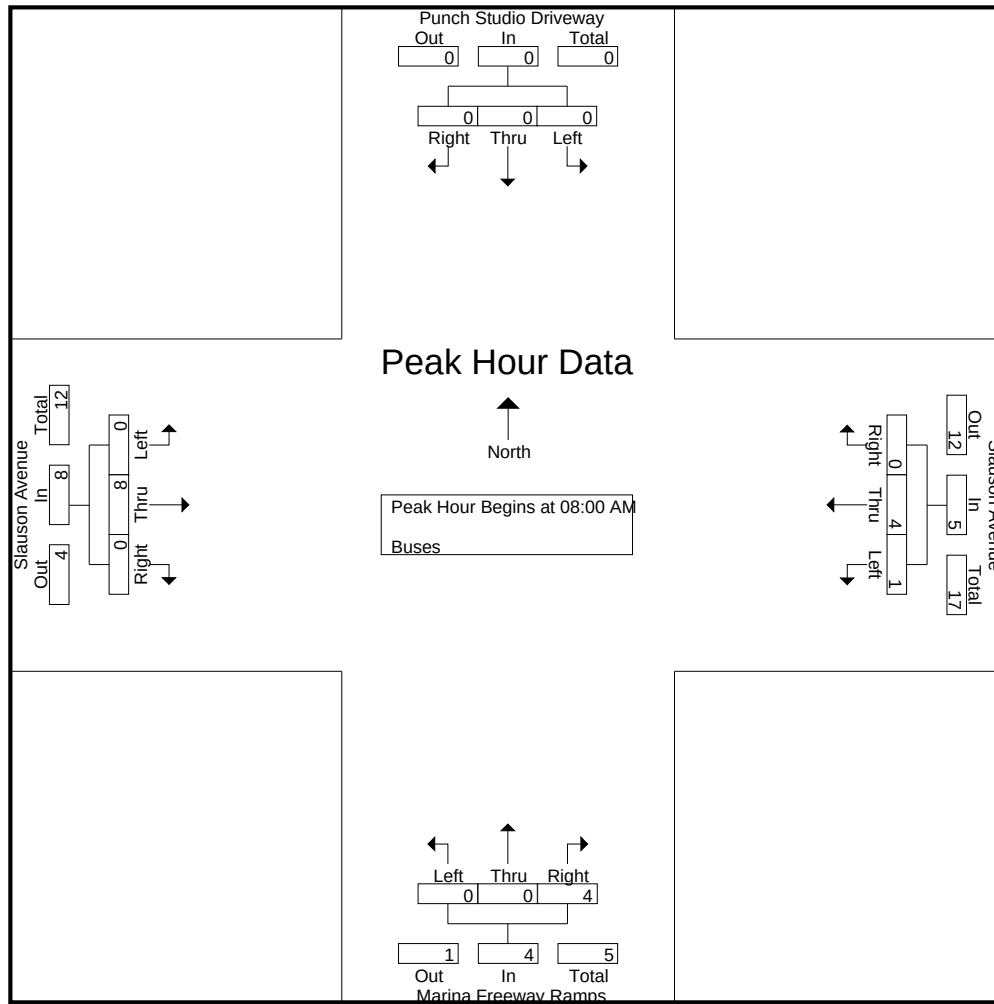
Groups Printed- Buses

	Punch Studio Driveway Southbound				Slauson Avenue Westbound				Marina Freeway Ramps Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	5	2	0	7	0	0	2	2	0	1	0	1	10
07:15 AM	0	0	0	0	10	2	0	12	0	0	0	0	0	1	0	1	13
07:30 AM	0	0	0	0	5	4	0	9	0	0	0	0	0	2	0	2	11
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	20	10	0	30	0	0	2	2	0	4	0	4	36
08:00 AM	0	0	0	0	0	1	0	1	0	0	2	2	0	2	0	2	5
08:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	3	0	3	4
08:30 AM	0	0	0	0	0	1	0	1	0	0	2	2	0	1	0	1	4
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total	0	0	0	0	1	4	0	5	0	0	4	4	0	8	0	8	17
09:00 AM	0	0	0	0	0	0	0	0	0	0	8	8	0	3	0	3	11
09:15 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	3	0	3	5
09:30 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	2	0	2	4
09:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	3	0	3	0	0	10	10	0	9	0	9	22
Grand Total	0	0	0	0	21	17	0	38	0	0	16	16	0	21	0	21	75
Apprch %	0	0	0		55.3	44.7	0		0	0	100		0	100	0		
Total %	0	0	0		28	22.7	0	50.7	0	0	21.3	21.3	0	28	0	28	

	Punch Studio Driveway Southbound				Slauson Avenue Westbound				Marina Freeway Ramps Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	1	0	1	0	0	2	2	0	2	0	2	5
08:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	3	0	3	4
08:30 AM	0	0	0	0	0	1	0	1	0	0	2	2	0	1	0	1	4
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total Volume	0	0	0	0	1	4	0	5	0	0	4	4	0	8	0	8	17
% App. Total	0	0	0		20	80	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.250	.500	.000	.625	.000	.000	.500	.500	.000	.667	.000	.667	.850

City of Culver City
N/S: Marina Freeway (CA-90) Ramps
E/W: Slauson Avenue
Weather: Clear

File Name : 06_CVC_SR-90_Slauson AM
Site Code : 16618886
Start Date : 11/28/2018
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	2	2	0	2	0	2
+15 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	1	0	1	0	0	2	2	0	1	0	1
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	1	4	0	5	0	0	4	4	0	8	0	8
% App. Total	0	0	0	0	20	80	0		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.250	.500	.000	.625	.000	.000	.500	.500	.000	.667	.000	.667

City of Culver City
N/S: Marina Freeway (CA-90) Ramps
E/W: Slauson Avenue
Weather: Clear

File Name : 06_CVC_SR-90_Slauson PM
Site Code : 16618886
Start Date : 11/28/2018
Page No : 1

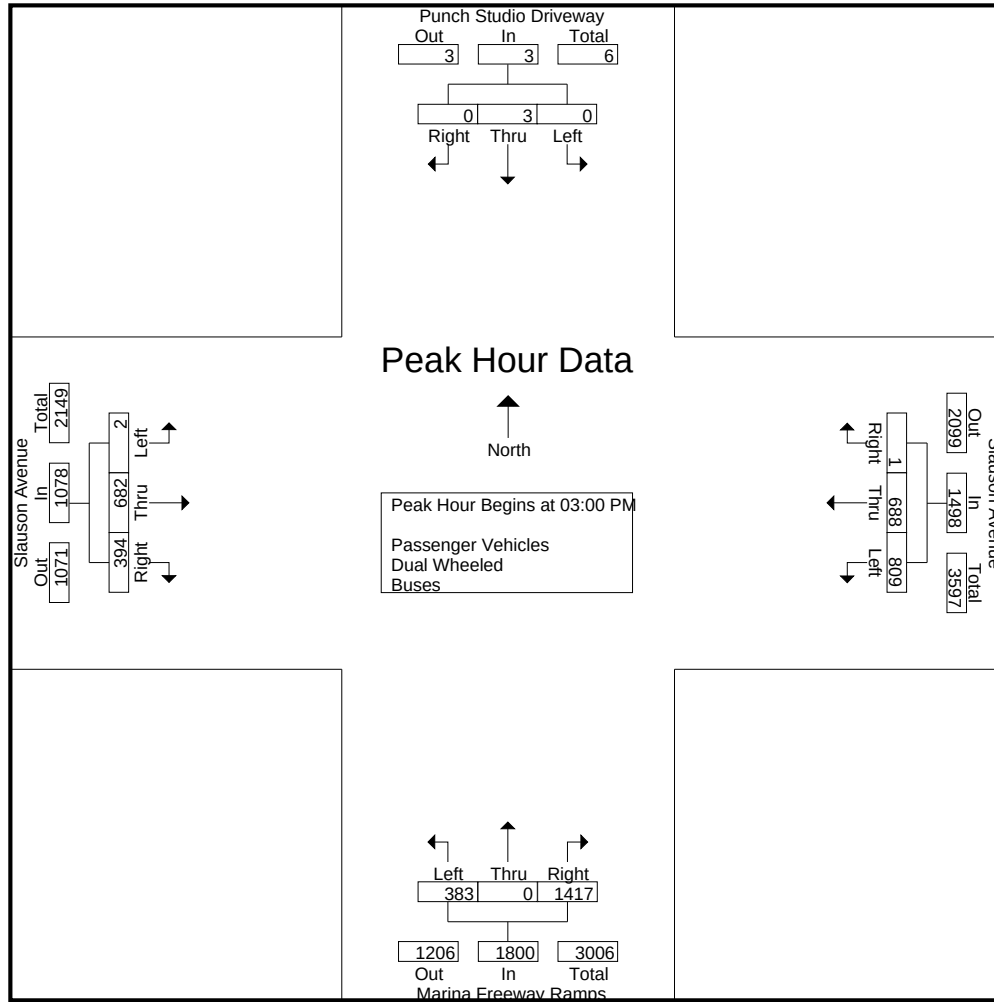
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Punch Studio Driveway Southbound				Slauson Avenue Westbound				Marina Freeway Ramps Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	1	0	1	232	179	0	411	71	0	358	429	0	206	86	292	1133
03:15 PM	0	1	0	1	211	170	0	381	86	0	359	445	0	156	102	258	1085
03:30 PM	0	0	0	0	169	163	1	333	124	0	352	476	1	166	96	263	1072
03:45 PM	0	1	0	1	197	176	0	373	102	0	348	450	1	154	110	265	1089
Total	0	3	0	3	809	688	1	1498	383	0	1417	1800	2	682	394	1078	4379
04:00 PM	4	3	6	13	171	177	0	348	117	1	274	392	0	152	111	263	1016
04:15 PM	1	1	1	3	197	170	0	367	112	0	367	479	1	117	131	249	1098
04:30 PM	1	3	0	4	192	168	0	360	105	0	298	403	0	135	133	268	1035
04:45 PM	1	0	0	1	216	187	1	404	92	0	303	395	1	126	97	224	1024
Total	7	7	7	21	776	702	1	1479	426	1	1242	1669	2	530	472	1004	4173
05:00 PM	1	3	5	9	172	209	0	381	118	0	326	444	0	125	126	251	1085
05:15 PM	0	3	2	5	205	170	0	375	123	0	309	432	0	89	110	199	1011
05:30 PM	1	1	0	2	165	179	0	344	126	0	299	425	0	103	109	212	983
05:45 PM	0	3	0	3	187	148	1	336	89	0	332	421	0	100	75	175	935
Total	2	10	7	19	729	706	1	1436	456	0	1266	1722	0	417	420	837	4014
Grand Total	9	20	14	43	2314	2096	3	4413	1265	1	3925	5191	4	1629	1286	2919	12566
Apprch %	20.9	46.5	32.6		52.4	47.5	0.1		24.4	0	75.6		0.1	55.8	44.1		
Total %	0.1	0.2	0.1	0.3	18.4	16.7	0	35.1	10.1	0	31.2	41.3	0	13	10.2	23.2	
Passenger Vehicles	9	20	14	43	2290	2067	3	4360	1251	1	3844	5096	4	1607	1282	2893	12392
% Passenger Vehicles	100	100	100	100	99	98.6	100	98.8	98.9	100	97.9	98.2	100	98.6	99.7	99.1	98.6
Dual Wheeled	0	0	0	0	17	12	0	29	12	0	59	71	0	4	3	7	107
% Dual Wheeled	0	0	0	0	0.7	0.6	0	0.7	0.9	0	1.5	1.4	0	0.2	0.2	0.2	0.9
Buses	0	0	0	0	7	17	0	24	2	0	22	24	0	18	1	19	67
% Buses	0	0	0	0	0.3	0.8	0	0.5	0.2	0	0.6	0.5	0	1.1	0.1	0.7	0.5

	Punch Studio Driveway Southbound				Slauson Avenue Westbound				Marina Freeway Ramps Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	1	0	1	232	179	0	411	71	0	358	429	0	206	86	292	1133
03:15 PM	0	1	0	1	211	170	0	381	86	0	359	445	0	156	102	258	1085
03:30 PM	0	0	0	0	169	163	1	333	124	0	352	476	1	166	96	263	1072
03:45 PM	0	1	0	1	197	176	0	373	102	0	348	450	1	154	110	265	1089
Total Volume	0	3	0	3	809	688	1	1498	383	0	1417	1800	2	682	394	1078	4379
% App. Total	0	100	0		54	45.9	0.1		21.3	0	78.7		0.2	63.3	36.5		
PHF	.000	.750	.000	.750	.872	.961	.250	.911	.772	.000	.987	.945	.500	.828	.895	.923	.966

City of Culver City
N/S: Marina Freeway (CA-90) Ramps
E/W: Slauson Avenue
Weather: Clear

File Name : 06_CVC_SR-90_Slauson PM
Site Code : 16618886
Start Date : 11/28/2018
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Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:45 PM				04:30 PM				03:00 PM				03:00 PM			
+0 mins.	0	1	0	1	192	168	0	360	71	0	358	429	0	206	86	292
+15 mins.	4	3	6	13	216	187	1	404	86	0	359	445	0	156	102	258
+30 mins.	1	1	1	3	172	209	0	381	124	0	352	476	1	166	96	263
+45 mins.	1	3	0	4	205	170	0	375	102	0	348	450	1	154	110	265
Total Volume	6	8	7	21	785	734	1	1520	383	0	1417	1800	2	682	394	1078
% App. Total	28.6	38.1	33.3		51.6	48.3	0.1		21.3	0	78.7		0.2	63.3	36.5	
PHF	.375	.667	.292	.404	.909	.878	.250	.941	.772	.000	.987	.945	.500	.828	.895	.923

City of Culver City
N/S: Marina Freeway (CA-90) Ramps
E/W: Slauson Avenue
Weather: Clear

File Name : 06_CVC_SR-90_Slauson PM
Site Code : 16618886
Start Date : 11/28/2018
Page No : 1

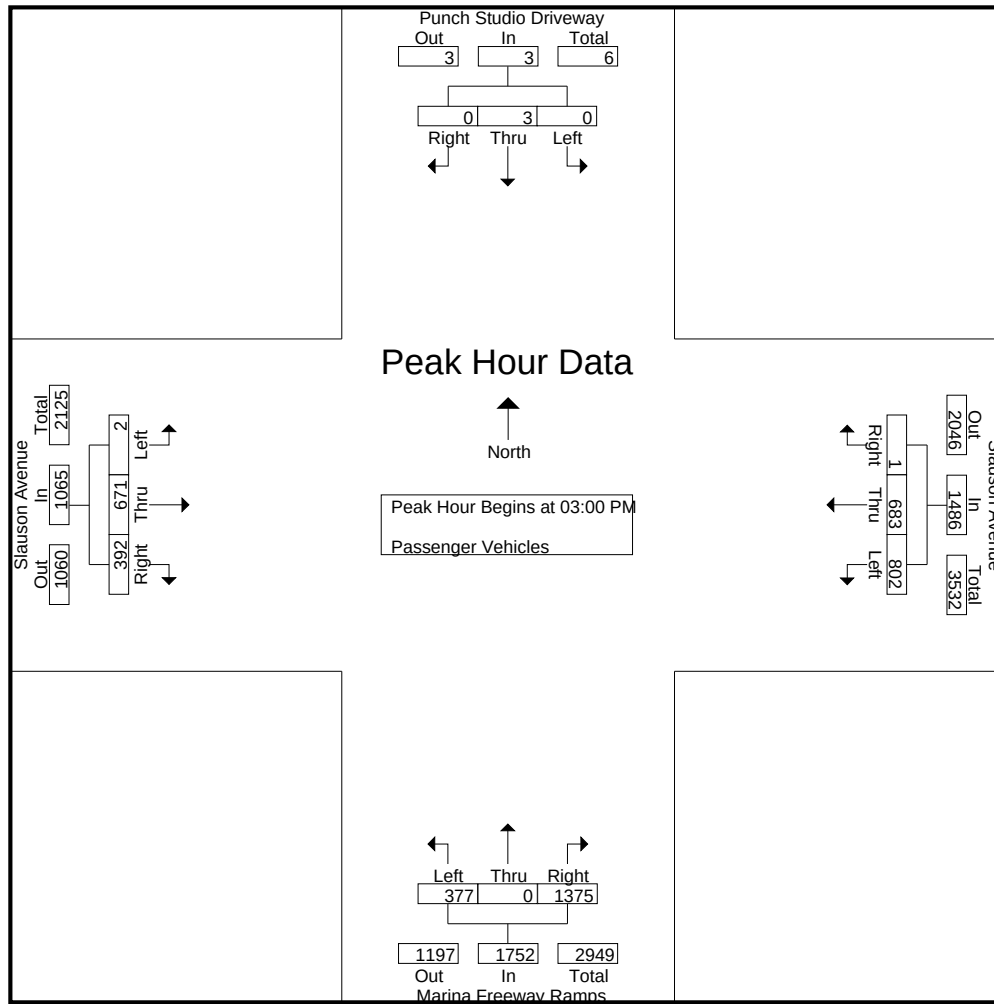
Groups Printed- Passenger Vehicles

	Punch Studio Driveway Southbound				Slauson Avenue Westbound				Marina Freeway Ramps Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	1	0	1	230	177	0	407	71	0	349	420	0	204	85	289	1117
03:15 PM	0	1	0	1	209	170	0	379	84	0	349	433	0	153	102	255	1068
03:30 PM	0	0	0	0	169	162	1	332	123	0	341	464	1	165	95	261	1057
03:45 PM	0	1	0	1	194	174	0	368	99	0	336	435	1	149	110	260	1064
Total	0	3	0	3	802	683	1	1486	377	0	1375	1752	2	671	392	1065	4306
04:00 PM	4	3	6	13	169	175	0	344	114	1	269	384	0	150	111	261	1002
04:15 PM	1	1	1	3	190	163	0	353	112	0	356	468	1	114	131	246	1070
04:30 PM	1	3	0	4	191	166	0	357	104	0	292	396	0	135	133	268	1025
04:45 PM	1	0	0	1	213	184	1	398	92	0	301	393	1	125	96	222	1014
Total	7	7	7	21	763	688	1	1452	422	1	1218	1641	2	524	471	997	4111
05:00 PM	1	3	5	9	169	206	0	375	116	0	324	440	0	124	125	249	1073
05:15 PM	0	3	2	5	204	168	0	372	122	0	305	427	0	88	110	198	1002
05:30 PM	1	1	0	2	165	176	0	341	125	0	293	418	0	103	109	212	973
05:45 PM	0	3	0	3	187	146	1	334	89	0	329	418	0	97	75	172	927
Total	2	10	7	19	725	696	1	1422	452	0	1251	1703	0	412	419	831	3975
Grand Total	9	20	14	43	2290	2067	3	4360	1251	1	3844	5096	4	1607	1282	2893	12392
Apprch %	20.9	46.5	32.6		52.5	47.4	0.1		24.5	0	75.4		0.1	55.5	44.3		
Total %	0.1	0.2	0.1	0.3	18.5	16.7	0	35.2	10.1	0	31	41.1	0	13	10.3	23.3	

	Punch Studio Driveway Southbound				Slauson Avenue Westbound				Marina Freeway Ramps Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	1	0	1	230	177	0	407	71	0	349	420	0	204	85	289	1117
03:15 PM	0	1	0	1	209	170	0	379	84	0	349	433	0	153	102	255	1068
03:30 PM	0	0	0	0	169	162	1	332	123	0	341	464	1	165	95	261	1057
03:45 PM	0	1	0	1	194	174	0	368	99	0	336	435	1	149	110	260	1064
Total Volume	0	3	0	3	802	683	1	1486	377	0	1375	1752	2	671	392	1065	4306
% App. Total	0	100	0		54	46	0.1		21.5	0	78.5		0.2	63	36.8		
PHF	.000	.750	.000	.750	.872	.965	.250	.913	.766	.000	.985	.944	.500	.822	.891	.921	.964

City of Culver City
N/S: Marina Freeway (CA-90) Ramps
E/W: Slauson Avenue
Weather: Clear

File Name : 06_CVC_SR-90_Slauson PM
Site Code : 16618886
Start Date : 11/28/2018
Page No : 2



Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:00 PM				03:00 PM				03:00 PM				03:00 PM			
+0 mins.	0	1	0	1	230	177	0	407	71	0	349	420	0	204	85	289
+15 mins.	0	1	0	1	209	170	0	379	84	0	349	433	0	153	102	255
+30 mins.	0	0	0	0	169	162	1	332	123	0	341	464	1	165	95	261
+45 mins.	0	1	0	1	194	174	0	368	99	0	336	435	1	149	110	260
Total Volume	0	3	0	3	802	683	1	1486	377	0	1375	1752	2	671	392	1065
% App. Total	0	100	0		54	46	0.1		21.5	0	78.5		0.2	63	36.8	
PHF	.000	.750	.000	.750	.872	.965	.250	.913	.766	.000	.985	.944	.500	.822	.891	.921

City of Culver City
N/S: Marina Freeway (CA-90) Ramps
E/W: Slauson Avenue
Weather: Clear

File Name : 06_CVC_SR-90_Slauson PM
Site Code : 16618886
Start Date : 11/28/2018
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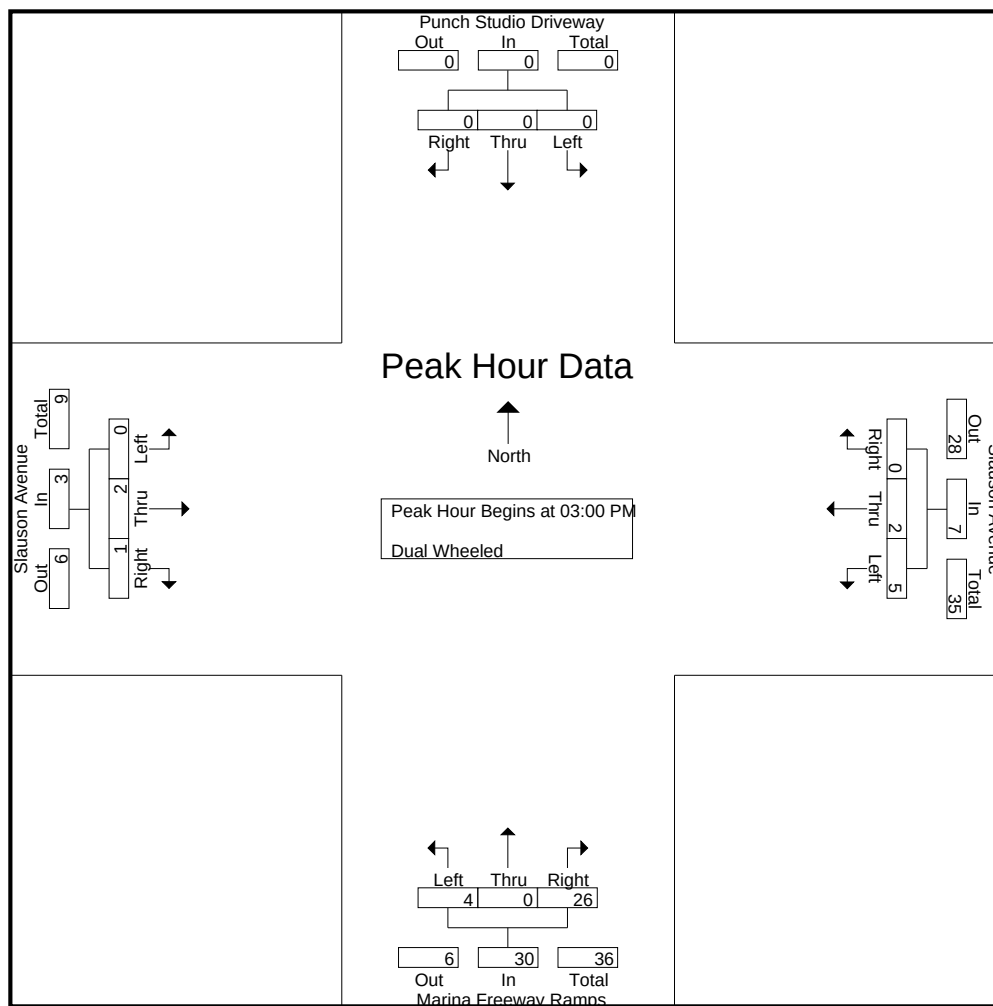
Groups Printed- Dual Wheeled

	Punch Studio Driveway Southbound				Slauson Avenue Westbound				Marina Freeway Ramps Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	0	0	0	1	0	0	1	0	0	5	5	0	0	1	1	7
03:15 PM	0	0	0	0	1	0	0	1	2	0	4	6	0	1	0	1	8
03:30 PM	0	0	0	0	0	0	0	0	0	0	7	7	0	0	0	0	7
03:45 PM	0	0	0	0	3	2	0	5	2	0	10	12	0	1	0	1	18
Total	0	0	0	0	5	2	0	7	4	0	26	30	0	2	1	3	40
04:00 PM	0	0	0	0	1	1	0	2	3	0	4	7	0	1	0	1	10
04:15 PM	0	0	0	0	5	3	0	8	0	0	9	9	0	0	0	0	17
04:30 PM	0	0	0	0	0	1	0	1	1	0	5	6	0	0	0	0	7
04:45 PM	0	0	0	0	2	1	0	3	0	0	1	1	0	0	1	1	5
Total	0	0	0	0	8	6	0	14	4	0	19	23	0	1	1	2	39
05:00 PM	0	0	0	0	3	2	0	5	2	0	2	4	0	0	1	1	10
05:15 PM	0	0	0	0	1	0	0	1	1	0	3	4	0	0	0	0	5
05:30 PM	0	0	0	0	0	2	0	2	1	0	6	7	0	0	0	0	9
05:45 PM	0	0	0	0	0	0	0	0	0	0	3	3	0	1	0	1	4
Total	0	0	0	0	4	4	0	8	4	0	14	18	0	1	1	2	28
Grand Total	0	0	0	0	17	12	0	29	12	0	59	71	0	4	3	7	107
Apprch %	0	0	0		58.6	41.4	0		16.9	0	83.1		0	57.1	42.9		
Total %	0	0	0		15.9	11.2	0	27.1	11.2	0	55.1	66.4	0	3.7	2.8	6.5	

	Punch Studio Driveway Southbound				Slauson Avenue Westbound				Marina Freeway Ramps Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	1	0	0	1	0	0	5	5	0	0	1	1	7
03:15 PM	0	0	0	0	1	0	0	1	2	0	4	6	0	1	0	1	8
03:30 PM	0	0	0	0	0	0	0	0	0	0	7	7	0	0	0	0	7
03:45 PM	0	0	0	0	3	2	0	5	2	0	10	12	0	1	0	1	18
Total Volume	0	0	0	0	5	2	0	7	4	0	26	30	0	2	1	3	40
% App. Total	0	0	0		71.4	28.6	0		13.3	0	86.7		0	66.7	33.3		
PHF	.000	.000	.000	.000	.417	.250	.000	.350	.500	.000	.650	.625	.000	.500	.250	.750	.556

City of Culver City
N/S: Marina Freeway (CA-90) Ramps
E/W: Slauson Avenue
Weather: Clear

File Name : 06_CVC_SR-90_Slauson PM
Site Code : 16618886
Start Date : 11/28/2018
Page No : 2



Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:00 PM				03:00 PM				03:00 PM				03:00 PM			
+0 mins.	0	0	0	0	1	0	0	1	0	0	5	5	0	0	1	1
+15 mins.	0	0	0	0	1	0	0	1	2	0	4	6	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	7	7	0	0	0	0
+45 mins.	0	0	0	0	3	2	0	5	2	0	10	12	0	1	0	1
Total Volume	0	0	0	0	5	2	0	7	4	0	26	30	0	2	1	3
% App. Total	0	0	0	0	71.4	28.6	0		13.3	0	86.7		0	66.7	33.3	
PHF	.000	.000	.000	.000	.417	.250	.000	.350	.500	.000	.650	.625	.000	.500	.250	.750

City of Culver City
N/S: Marina Freeway (CA-90) Ramps
E/W: Slauson Avenue
Weather: Clear

File Name : 06_CVC_SR-90_Slauson PM
Site Code : 16618886
Start Date : 11/28/2018
Page No : 1

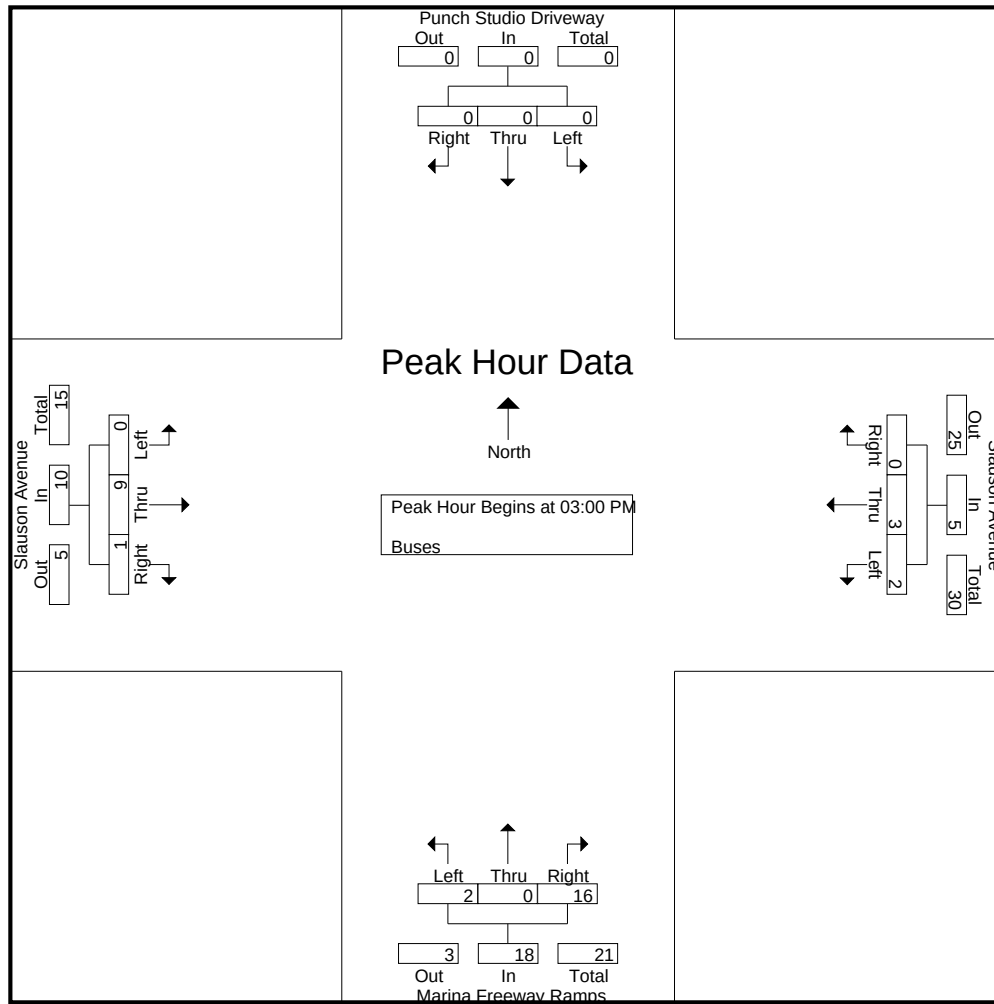
Groups Printed- Buses

	Punch Studio Driveway Southbound				Slauson Avenue Westbound				Marina Freeway Ramps Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	0	0	0	1	2	0	3	0	0	4	4	0	2	0	2	9
03:15 PM	0	0	0	0	1	0	0	1	0	0	6	6	0	2	0	2	9
03:30 PM	0	0	0	0	0	1	0	1	1	0	4	5	0	1	1	2	8
03:45 PM	0	0	0	0	0	0	0	0	1	0	2	3	0	4	0	4	7
Total	0	0	0	0	2	3	0	5	2	0	16	18	0	9	1	10	33
04:00 PM	0	0	0	0	1	1	0	2	0	0	1	1	0	1	0	1	4
04:15 PM	0	0	0	0	2	4	0	6	0	0	2	2	0	3	0	3	11
04:30 PM	0	0	0	0	1	1	0	2	0	0	1	1	0	0	0	0	3
04:45 PM	0	0	0	0	1	2	0	3	0	0	1	1	0	1	0	1	5
Total	0	0	0	0	5	8	0	13	0	0	5	5	0	5	0	5	23
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	1	0	1	4
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total	0	0	0	0	0	6	0	6	0	0	1	1	0	4	0	4	11
Grand Total	0	0	0	0	7	17	0	24	2	0	22	24	0	18	1	19	67
Apprch %	0	0	0		29.2	70.8	0		8.3	0	91.7		0	94.7	5.3		
Total %	0	0	0		10.4	25.4	0	35.8	3	0	32.8	35.8	0	26.9	1.5	28.4	

	Punch Studio Driveway Southbound				Slauson Avenue Westbound				Marina Freeway Ramps Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	1	2	0	3	0	0	4	4	0	2	0	2	9
03:15 PM	0	0	0	0	1	0	0	1	0	0	6	6	0	2	0	2	9
03:30 PM	0	0	0	0	0	1	0	1	1	0	4	5	0	1	1	2	8
03:45 PM	0	0	0	0	0	0	0	0	1	0	2	3	0	4	0	4	7
Total Volume	0	0	0	0	2	3	0	5	2	0	16	18	0	9	1	10	33
% App. Total	0	0	0		40	60	0		11.1	0	88.9		0	90	10		
PHF	.000	.000	.000	.000	.500	.375	.000	.417	.500	.000	.667	.750	.000	.563	.250	.625	.917

City of Culver City
N/S: Marina Freeway (CA-90) Ramps
E/W: Slauson Avenue
Weather: Clear

File Name : 06_CVC_SR-90_Slauson PM
Site Code : 16618886
Start Date : 11/28/2018
Page No : 2



Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:00 PM				03:00 PM				03:00 PM				03:00 PM			
+0 mins.	0	0	0	0	1	2	0	3	0	0	4	4	0	2	0	2
+15 mins.	0	0	0	0	1	0	0	1	0	0	6	6	0	2	0	2
+30 mins.	0	0	0	0	0	1	0	1	1	0	4	5	0	1	1	2
+45 mins.	0	0	0	0	0	0	0	0	1	0	2	3	0	4	0	4
Total Volume	0	0	0	0	2	3	0	5	2	0	16	18	0	9	1	10
% App. Total	0	0	0	0	40	60	0		11.1	0	88.9		0	90	10	
PHF	.000	.000	.000	.000	.500	.375	.000	.417	.500	.000	.667	.750	.000	.563	.250	.625



City Of Los Angeles Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Marina Freeway (CA-90) Ramps

East/West Slauson Avenue

Day: Wednesday Date: November 25, 2018 Weather: CLEAR

Hours: 7-10AM 3-6PM Staff: CUI

School Day: YES District: Culver City I/S CODE 0

	N/B	S/B	E/B	W/B
DUAL-WHEELED	120	2	37	160
BIKES	0	0	12	9
BUSES	40	0	40	62

	N/B TIME	S/B TIME	E/B TIME	W/B TIME
AM PK 15 MIN	429 8.45	2 7.15	227 8.45	924 7.15
PM PK 15 MIN	479 4.15	13 4.00	292 3.00	411 3.00
AM PK HOUR	1666 8.00	5 7.00	856 8.30	3616 7.00
PM PK HOUR	1800 3.00	21 3.45	1078 3.00	1520 4.30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	139	2	847	988
8-9	253	0	1413	1666
9-10	305	1	1084	1390
3-4	383	0	1417	1800
4-5	426	1	1242	1669
5-6	456	0	1266	1722
TOTAL	1962	4	7269	9235

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	1	3	5
8-9	0	0	3	3
9-10	1	0	0	1
3-4	0	3	0	3
4-5	7	7	7	21
5-6	2	10	7	19
TOTAL	11	21	20	52

TOTAL

N-S
993
1669
1391
1803
1690
1741
9287

XING S/L

Ped	Sch
2	0
1	0
0	0
0	0
1	0
0	0
4	0

XING N/L

Ped	Sch
0	0
4	0
4	0
1	0
1	0
2	0
12	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	3	217	384	604
8-9	4	350	484	838
9-10	1	352	456	809
3-4	2	682	394	1078
4-5	2	530	472	1004
5-6	0	417	420	837
TOTAL	12	2548	2610	5170

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	2508	1100	8	3616
8-9	2329	1051	10	3390
9-10	1396	530	2	1928
3-4	809	688	1	1498
4-5	776	702	1	1479
5-6	729	706	1	1436
TOTAL	8547	4777	23	13347

TOTAL

E-W
4220
4228
2737
2576
2483
2273
18517

XING W/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XING E/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

City of Los Angeles
Department of Transportation
BICYCLE COUNT SUMMARY

STREET:

North/South: Marina Freeway (CA-90) Ramps

East/West: Slauson Avenue

Day: Wednesday

Date: 11/25/2018

Weather: CLEAR

School Day: Yes

District: Culver City

I/S Code: 0

Hours: 7-10 AM, 3-6 PM

Staff: CUI

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	0	0

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total	N-S
7-8	0	0	0	0	0
8-9	0	0	0	0	0
9-10	0	0	0	0	0
3-4	0	0	0	0	0
4-5	0	0	0	0	0
5-6	0	0	0	0	0
TOTAL	0	0	0	0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	7	0	7
9-10	0	1	0	1
3-4	0	3	0	3
4-5	0	1	0	1
5-6	0	0	0	0
TOTAL	0	12	0	12

WESTBOUND Approach

Hours	Lt	Th	Rt	Total	E-W
7-8	0	0	0	0	0
8-9	0	2	0	2	9
9-10	0	2	0	2	3
3-4	0	1	0	1	4
4-5	0	0	0	0	1
5-6	0	4	0	4	4
TOTAL	0	9	0	9	21

REMARKS (6 hour total):

- Female Riders
- No helmet riders
- Sidewalk Riding
- Wrong way riding

NB	SB	EB	WB	TOTAL
0	0	0	2	2
0	0	6	4	10
0	0	9	3	12
0	0	8	0	8

NB: Northbound, **SB:** Southbound, **EB:** Eastbound, **WB:** Westbound, **I/S:** Intersection

Source: CUI

LADOT 2015 CMP

PEDESTRIAN COUNT SUMMARY

STREET:

North/South: Marina Freeway (CA-90) Ramps

East/West: Slauson Avenue

Day: Wednesday

Date: #####

Weather: CLEAR

School Day: YES

District: Culver City

I/S Code: 0

Hours: 7-10 AM, 3-6 PM

Staff: CUI

AM PEAK PERIOD

15 Min. Interval

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	0	0	0	0	0
7:15-7:30	0	0	0	0	0
7:30-7:45	0	0	0	0	0
7:45-8:00	0	2	0	0	2
8:00-8:15	0	0	0	0	0
8:15-8:30	3	0	0	0	3
8:30-8:45	1	1	0	0	2
8:45-9:00	0	0	0	0	0
9:00-9:15	2	0	0	0	2
9:15-9:30	0	0	0	0	0
9:30-9:45	1	0	0	0	1
9:45-10:00	1	0	0	0	1

Hours

7 - 8	0	2	0	0	2
8 - 9	4	1	0	0	5
9 - 10	4	0	0	0	4
TOTAL	8	3	0	0	11

PM PEAK PERIOD

15 Min. Interval

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	0	0	0	0	0
3:15-3:30	1	0	0	0	1
3:30-3:45	0	0	0	0	0
3:45-4:00	0	0	0	0	0
4:00-4:15	0	0	0	0	0
4:15-4:30	0	2	0	0	2
4:30-4:45	1	0	0	0	1
4:45-5:00	0	0	0	0	0
5:00-5:15	0	0	0	0	0
5:15-5:30	2	0	0	0	2
5:30-5:45	0	0	0	0	0
5:45-6:00	0	0	0	0	0

Hours

3 - 4	1	0	0	0	1
4 - 5	1	2	0	0	3
5 - 6	2	0	0	0	2
TOTAL	4	2	0	0	6

REMARKS (6 hour total):

- Wheelchair/special needs assistance
- Skateboard/scooter

N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
1	0	0	0	1
0	0	0	0	0

N: North, S: South, E: East, W: West, I/S: Intersection

Source:

LADOT 2015 CMP

City of Culver City
N/S: Sepulveda Boulevard
E/W: Centinela Avenue
Weather: Clear

File Name : 07_CVC_Sepulveda_Centinela AM
Site Code : 16618886
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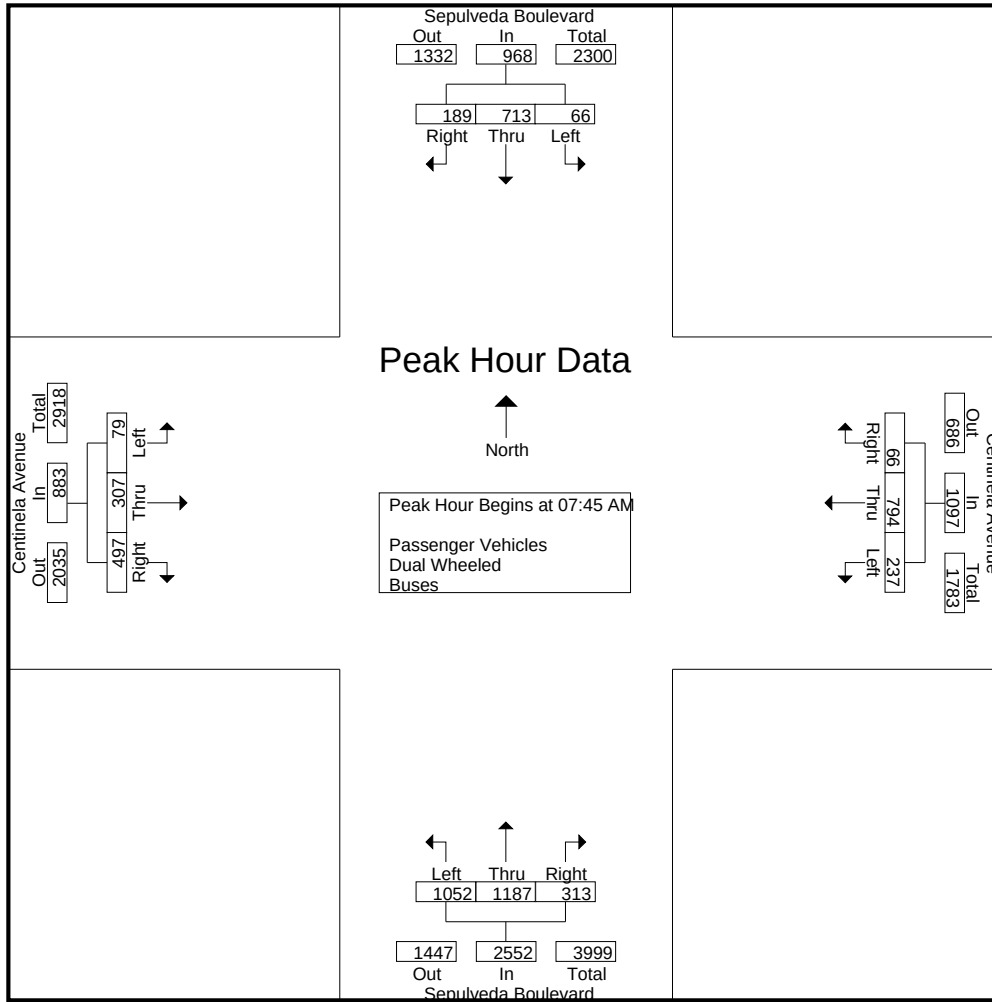
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Sepulveda Boulevard Southbound				Centinela Avenue Westbound				Sepulveda Boulevard Northbound				Centinela Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	104	36	146	40	204	27	271	191	336	29	556	7	31	48	86	1059
07:15 AM	7	108	28	143	29	180	23	232	268	376	48	692	11	42	64	117	1184
07:30 AM	6	168	56	230	52	171	21	244	253	346	39	638	20	58	81	159	1271
07:45 AM	8	173	51	232	73	258	17	348	260	286	71	617	6	83	111	200	1397
Total	27	553	171	751	194	813	88	1095	972	1344	187	2503	44	214	304	562	4911
08:00 AM	17	199	49	265	49	164	16	229	263	299	82	644	32	82	141	255	1393
08:15 AM	19	190	49	258	80	205	19	304	247	275	88	610	24	81	123	228	1400
08:30 AM	22	151	40	213	35	167	14	216	282	327	72	681	17	61	122	200	1310
08:45 AM	15	195	82	292	64	173	15	252	222	281	71	574	27	73	127	227	1345
Total	73	735	220	1028	228	709	64	1001	1014	1182	313	2509	100	297	513	910	5448
09:00 AM	12	169	88	269	40	184	19	243	247	316	53	616	20	52	91	163	1291
09:15 AM	24	194	68	286	62	151	28	241	225	280	58	563	25	55	80	160	1250
09:30 AM	16	126	52	194	51	188	25	264	190	362	60	612	22	67	77	166	1236
09:45 AM	12	131	36	179	53	177	29	259	148	313	51	512	15	61	90	166	1116
Total	64	620	244	928	206	700	101	1007	810	1271	222	2303	82	235	338	655	4893
Grand Total	164	1908	635	2707	628	2222	253	3103	2796	3797	722	7315	226	746	1155	2127	15252
Apprch %	6.1	70.5	23.5		20.2	71.6	8.2		38.2	51.9	9.9		10.6	35.1	54.3		
Total %	1.1	12.5	4.2	17.7	4.1	14.6	1.7	20.3	18.3	24.9	4.7	48	1.5	4.9	7.6	13.9	
Passenger Vehicles	157	1845	603	2605	621	2172	240	3033	2732	3720	716	7168	211	715	1124	2050	14856
% Passenger Vehicles	95.7	96.7	95	96.2	98.9	97.7	94.9	97.7	97.7	98	99.2	98	93.4	95.8	97.3	96.4	97.4
Dual Wheeled	5	33	20	58	5	41	8	54	58	37	6	101	8	25	27	60	273
% Dual Wheeled	3	1.7	3.1	2.1	0.8	1.8	3.2	1.7	2.1	1	0.8	1.4	3.5	3.4	2.3	2.8	1.8
Buses	2	30	12	44	2	9	5	16	6	40	0	46	7	6	4	17	123
% Buses	1.2	1.6	1.9	1.6	0.3	0.4	2	0.5	0.2	1.1	0	0.6	3.1	0.8	0.3	0.8	0.8

	Sepulveda Boulevard Southbound				Centinela Avenue Westbound				Sepulveda Boulevard Northbound				Centinela Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	8	173	51	232	73	258	17	348	260	286	71	617	6	83	111	200	1397
08:00 AM	17	199	49	265	49	164	16	229	263	299	82	644	32	82	141	255	1393
08:15 AM	19	190	49	258	80	205	19	304	247	275	88	610	24	81	123	228	1400
08:30 AM	22	151	40	213	35	167	14	216	282	327	72	681	17	61	122	200	1310
Total Volume	66	713	189	968	237	794	66	1097	1052	1187	313	2552	79	307	497	883	5500
% App. Total	6.8	73.7	19.5		21.6	72.4	6		41.2	46.5	12.3		8.9	34.8	56.3		
PHF	.750	.896	.926	.913	.741	.769	.868	.788	.933	.907	.889	.937	.617	.925	.881	.866	.982

City of Culver City
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Weather: Clear

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Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:30 AM				07:30 AM				07:15 AM				08:00 AM			
+0 mins.	22	151	40	213	52	171	21	244	268	376	48	692	32	82	141	255
+15 mins.	15	195	82	292	73	258	17	348	253	346	39	638	24	81	123	228
+30 mins.	12	169	88	269	49	164	16	229	260	286	71	617	17	61	122	200
+45 mins.	24	194	68	286	80	205	19	304	263	299	82	644	27	73	127	227
Total Volume	73	709	278	1060	254	798	73	1125	1044	1307	240	2591	100	297	513	910
% App. Total	6.9	66.9	26.2		22.6	70.9	6.5		40.3	50.4	9.3		11	32.6	56.4	
PHF	.760	.909	.790	.908	.794	.773	.869	.808	.974	.869	.732	.936	.781	.905	.910	.892

City of Culver City
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File Name : 07_CVC_Sepulveda_Centinela AM
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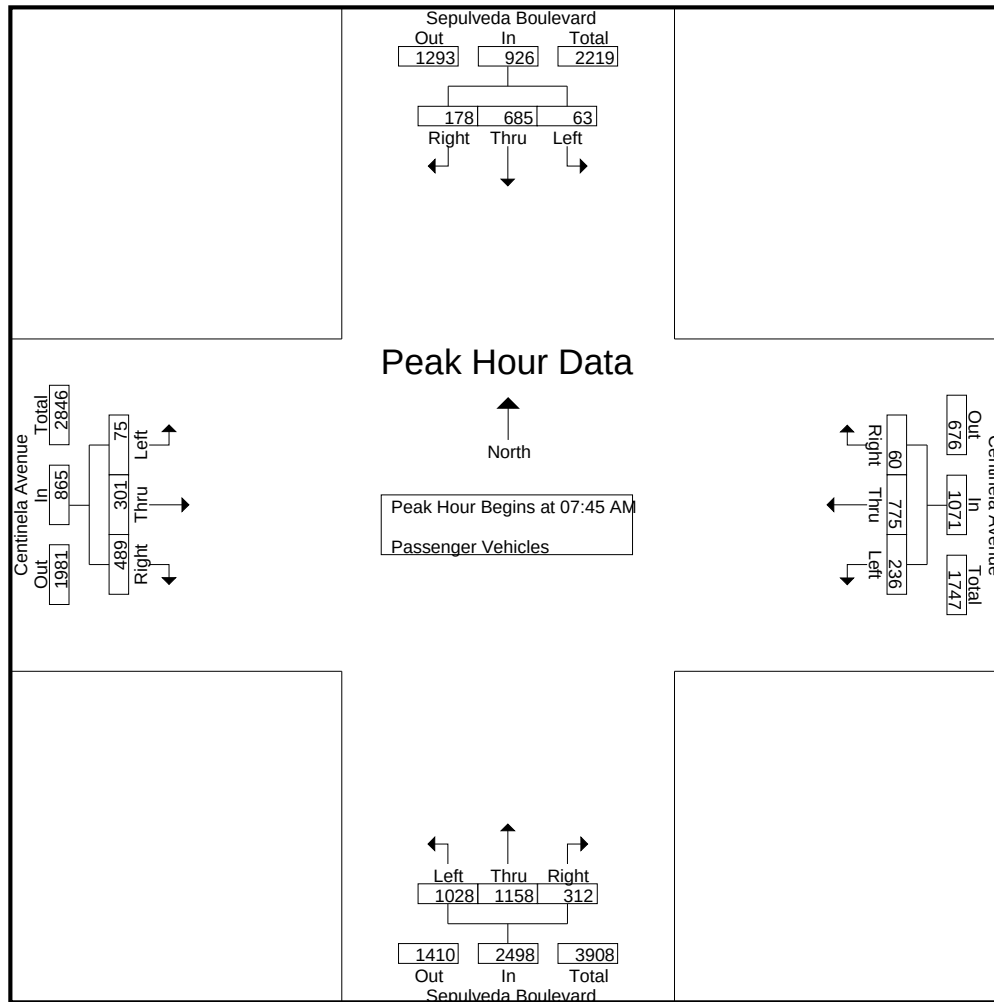
Groups Printed- Passenger Vehicles

	Sepulveda Boulevard Southbound				Centinela Avenue Westbound				Sepulveda Boulevard Northbound				Centinela Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	101	34	141	39	201	24	264	187	332	29	548	6	31	47	84	1037
07:15 AM	7	105	25	137	29	177	23	229	266	366	48	680	11	41	63	115	1161
07:30 AM	6	161	52	219	50	165	21	236	243	343	38	624	17	55	77	149	1228
07:45 AM	5	170	47	222	73	251	14	338	253	279	71	603	6	83	109	198	1361
Total	24	537	158	719	191	794	82	1067	949	1320	186	2455	40	210	296	546	4787
08:00 AM	17	188	45	250	49	159	15	223	256	288	81	625	31	79	137	247	1345
08:15 AM	19	181	48	248	80	202	17	299	239	271	88	598	23	80	121	224	1369
08:30 AM	22	146	38	206	34	163	14	211	280	320	72	672	15	59	122	196	1285
08:45 AM	14	194	80	288	64	169	14	247	220	272	71	563	27	69	123	219	1317
Total	72	709	211	992	227	693	60	980	995	1151	312	2458	96	287	503	886	5316
09:00 AM	11	166	85	262	40	179	17	236	241	312	53	606	19	47	90	156	1260
09:15 AM	23	186	65	274	60	148	28	236	219	275	56	550	22	52	76	150	1210
09:30 AM	16	123	49	188	50	184	25	259	183	352	59	594	21	63	74	158	1199
09:45 AM	11	124	35	170	53	174	28	255	145	310	50	505	13	56	85	154	1084
Total	61	599	234	894	203	685	98	986	788	1249	218	2255	75	218	325	618	4753
Grand Total	157	1845	603	2605	621	2172	240	3033	2732	3720	716	7168	211	715	1124	2050	14856
Apprch %	6	70.8	23.1		20.5	71.6	7.9		38.1	51.9	10		10.3	34.9	54.8		
Total %	1.1	12.4	4.1	17.5	4.2	14.6	1.6	20.4	18.4	25	4.8	48.2	1.4	4.8	7.6	13.8	

	Sepulveda Boulevard Southbound				Centinela Avenue Westbound				Sepulveda Boulevard Northbound				Centinela Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	5	170	47	222	73	251	14	338	253	279	71	603	6	83	109	198	1361
08:00 AM	17	188	45	250	49	159	15	223	256	288	81	625	31	79	137	247	1345
08:15 AM	19	181	48	248	80	202	17	299	239	271	88	598	23	80	121	224	1369
08:30 AM	22	146	38	206	34	163	14	211	280	320	72	672	15	59	122	196	1285
Total Volume	63	685	178	926	236	775	60	1071	1028	1158	312	2498	75	301	489	865	5360
% App. Total	6.8	74	19.2		22	72.4	5.6		41.2	46.4	12.5		8.7	34.8	56.5		
PHF	.716	.911	.927	.926	.738	.772	.882	.792	.918	.905	.886	.929	.605	.907	.892	.876	.979

City of Culver City
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	5	170	47	222	73	251	14	338	253	279	71	603	6	83	109	198
+15 mins.	17	188	45	250	49	159	15	223	256	288	81	625	31	79	137	247
+30 mins.	19	181	48	248	80	202	17	299	239	271	88	598	23	80	121	224
+45 mins.	22	146	38	206	34	163	14	211	280	320	72	672	15	59	122	196
Total Volume	63	685	178	926	236	775	60	1071	1028	1158	312	2498	75	301	489	865
% App. Total	6.8	74	19.2		22	72.4	5.6		41.2	46.4	12.5		8.7	34.8	56.5	
PHF	.716	.911	.927	.926	.738	.772	.882	.792	.918	.905	.886	.929	.605	.907	.892	.876

City of Culver City
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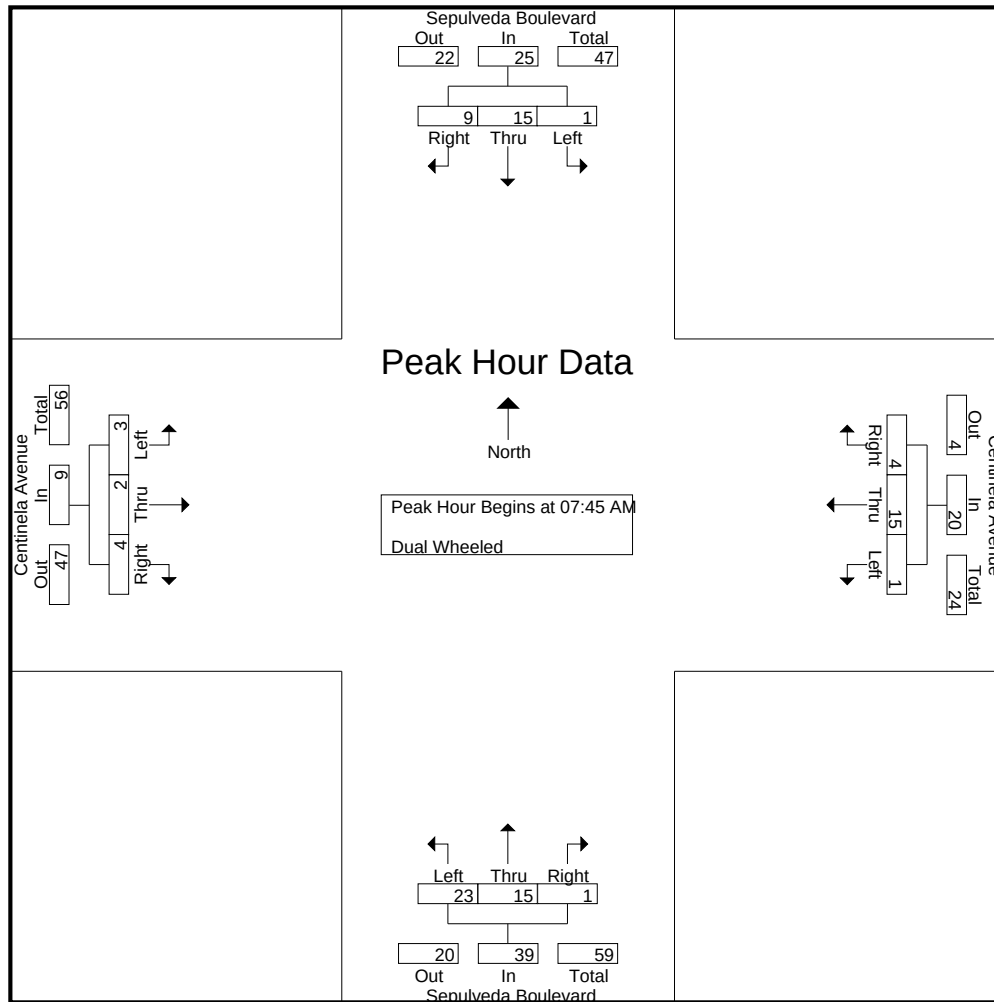
Groups Printed- Dual Wheeled

	Sepulveda Boulevard Southbound				Centinela Avenue Westbound				Sepulveda Boulevard Northbound				Centinela Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	1	2	2	5	3	2	0	5	0	0	1	1	12
07:15 AM	0	1	2	3	0	2	0	2	2	5	0	7	0	1	1	2	14
07:30 AM	0	5	2	7	0	5	0	5	9	1	1	11	1	3	4	8	31
07:45 AM	1	1	3	5	0	5	3	8	7	6	0	13	0	0	1	1	27
Total	1	7	8	16	1	14	5	20	21	14	1	36	1	4	7	12	84
08:00 AM	0	7	4	11	0	4	0	4	6	4	1	11	0	1	2	3	29
08:15 AM	0	5	0	5	0	3	1	4	8	2	0	10	1	0	1	2	21
08:30 AM	0	2	2	4	1	3	0	4	2	3	0	5	2	1	0	3	16
08:45 AM	1	0	0	1	0	3	0	3	2	5	0	7	0	3	4	7	18
Total	1	14	6	21	1	13	1	15	18	14	1	33	3	5	7	15	84
09:00 AM	1	1	1	3	0	4	1	5	4	0	0	4	0	5	1	6	18
09:15 AM	1	5	3	9	2	3	0	5	5	2	2	9	3	3	4	10	33
09:30 AM	0	1	1	2	1	4	0	5	7	7	1	15	0	3	3	6	28
09:45 AM	1	5	1	7	0	3	1	4	3	0	1	4	1	5	5	11	26
Total	3	12	6	21	3	14	2	19	19	9	4	32	4	16	13	33	105
Grand Total	5	33	20	58	5	41	8	54	58	37	6	101	8	25	27	60	273
Apprch %	8.6	56.9	34.5		9.3	75.9	14.8		57.4	36.6	5.9		13.3	41.7	45		
Total %	1.8	12.1	7.3	21.2	1.8	15	2.9	19.8	21.2	13.6	2.2	37	2.9	9.2	9.9	22	

	Sepulveda Boulevard Southbound				Centinela Avenue Westbound				Sepulveda Boulevard Northbound				Centinela Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	1	1	3	5	0	5	3	8	7	6	0	13	0	0	1	1	27
08:00 AM	0	7	4	11	0	4	0	4	6	4	1	11	0	1	2	3	29
08:15 AM	0	5	0	5	0	3	1	4	8	2	0	10	1	0	1	2	21
08:30 AM	0	2	2	4	1	3	0	4	2	3	0	5	2	1	0	3	16
Total Volume	1	15	9	25	1	15	4	20	23	15	1	39	3	2	4	9	93
% App. Total	4	60	36		5	75	20		59	38.5	2.6		33.3	22.2	44.4		
PHF	.250	.536	.563	.568	.250	.750	.333	.625	.719	.625	.250	.750	.375	.500	.500	.750	.802

City of Culver City
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File Name : 07_CVC_Sepulveda_Centinela AM
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	1	1	3	5	0	5	3	8	7	6	0	13	0	0	1	1
+15 mins.	0	7	4	11	0	4	0	4	6	4	1	11	0	1	2	3
+30 mins.	0	5	0	5	0	3	1	4	8	2	0	10	1	0	1	2
+45 mins.	0	2	2	4	1	3	0	4	2	3	0	5	2	1	0	3
Total Volume	1	15	9	25	1	15	4	20	23	15	1	39	3	2	4	9
% App. Total	4	60	36		5	75	20		59	38.5	2.6		33.3	22.2	44.4	
PHF	.250	.536	.563	.568	.250	.750	.333	.625	.719	.625	.250	.750	.375	.500	.500	.750

City of Culver City
N/S: Sepulveda Boulevard
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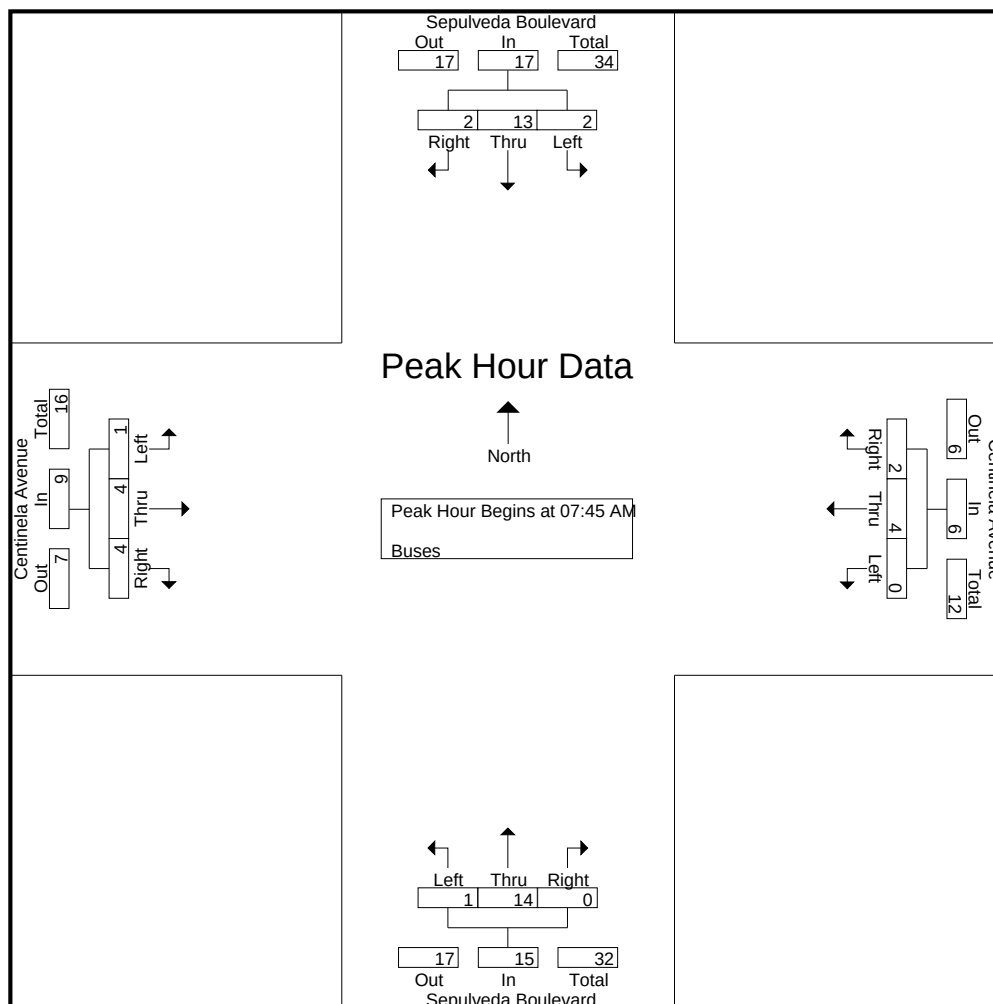
Groups Printed- Buses

	Sepulveda Boulevard Southbound				Centinela Avenue Westbound				Sepulveda Boulevard Northbound				Centinela Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	1	4	0	1	1	2	1	2	0	3	1	0	0	1	10
07:15 AM	0	2	1	3	0	1	0	1	0	5	0	5	0	0	0	0	9
07:30 AM	0	2	2	4	2	1	0	3	1	2	0	3	2	0	0	2	12
07:45 AM	2	2	1	5	0	2	0	2	0	1	0	1	0	0	1	1	9
Total	2	9	5	16	2	5	1	8	2	10	0	12	3	0	1	4	40
08:00 AM	0	4	0	4	0	1	1	2	1	7	0	8	1	2	2	5	19
08:15 AM	0	4	1	5	0	0	1	1	0	2	0	2	0	1	1	2	10
08:30 AM	0	3	0	3	0	1	0	1	0	4	0	4	0	1	0	1	9
08:45 AM	0	1	2	3	0	1	1	2	0	4	0	4	0	1	0	1	10
Total	0	12	3	15	0	3	3	6	1	17	0	18	1	5	3	9	48
09:00 AM	0	2	2	4	0	1	1	2	2	4	0	6	1	0	0	1	13
09:15 AM	0	3	0	3	0	0	0	0	1	3	0	4	0	0	0	0	7
09:30 AM	0	2	2	4	0	0	0	0	0	3	0	3	1	1	0	2	9
09:45 AM	0	2	0	2	0	0	0	0	0	3	0	3	1	0	0	1	6
Total	0	9	4	13	0	1	1	2	3	13	0	16	3	1	0	4	35
Grand Total	2	30	12	44	2	9	5	16	6	40	0	46	7	6	4	17	123
Apprch %	4.5	68.2	27.3		12.5	56.2	31.2		13	87	0		41.2	35.3	23.5		
Total %	1.6	24.4	9.8	35.8	1.6	7.3	4.1	13	4.9	32.5	0	37.4	5.7	4.9	3.3	13.8	

	Sepulveda Boulevard Southbound				Centinela Avenue Westbound				Sepulveda Boulevard Northbound				Centinela Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	2	2	1	5	0	2	0	2	0	1	0	1	0	0	1	1	9
08:00 AM	0	4	0	4	0	1	1	2	1	7	0	8	1	2	2	5	19
08:15 AM	0	4	1	5	0	0	1	1	0	2	0	2	0	1	1	2	10
08:30 AM	0	3	0	3	0	1	0	1	0	4	0	4	0	1	0	1	9
Total Volume	2	13	2	17	0	4	2	6	1	14	0	15	1	4	4	9	47
% App. Total	11.8	76.5	11.8		0	66.7	33.3		6.7	93.3	0		11.1	44.4	44.4		
PHF	.250	.813	.500	.850	.000	.500	.500	.750	.250	.500	.000	.469	.250	.500	.500	.450	.618

City of Culver City
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File Name : 07_CVC_Sepulveda_Centinela AM
Site Code : 16618886
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	2	2	1	5	0	2	0	2	0	1	0	1	0	0	1	1
+15 mins.	0	4	0	4	0	1	1	2	1	7	0	8	1	2	2	5
+30 mins.	0	4	1	5	0	0	1	1	0	2	0	2	0	1	1	2
+45 mins.	0	3	0	3	0	1	0	1	0	4	0	4	0	1	0	1
Total Volume	2	13	2	17	0	4	2	6	1	14	0	15	1	4	4	9
% App. Total	11.8	76.5	11.8		0	66.7	33.3		6.7	93.3	0		11.1	44.4	44.4	
PHF	.250	.813	.500	.850	.000	.500	.500	.750	.250	.500	.000	.469	.250	.500	.500	.450

City of Culver City
N/S: Sepulveda Boulevard
E/W: Centinela Avenue
Weather: Clear

File Name : 07_CVC_Sepulveda_Centinela PM
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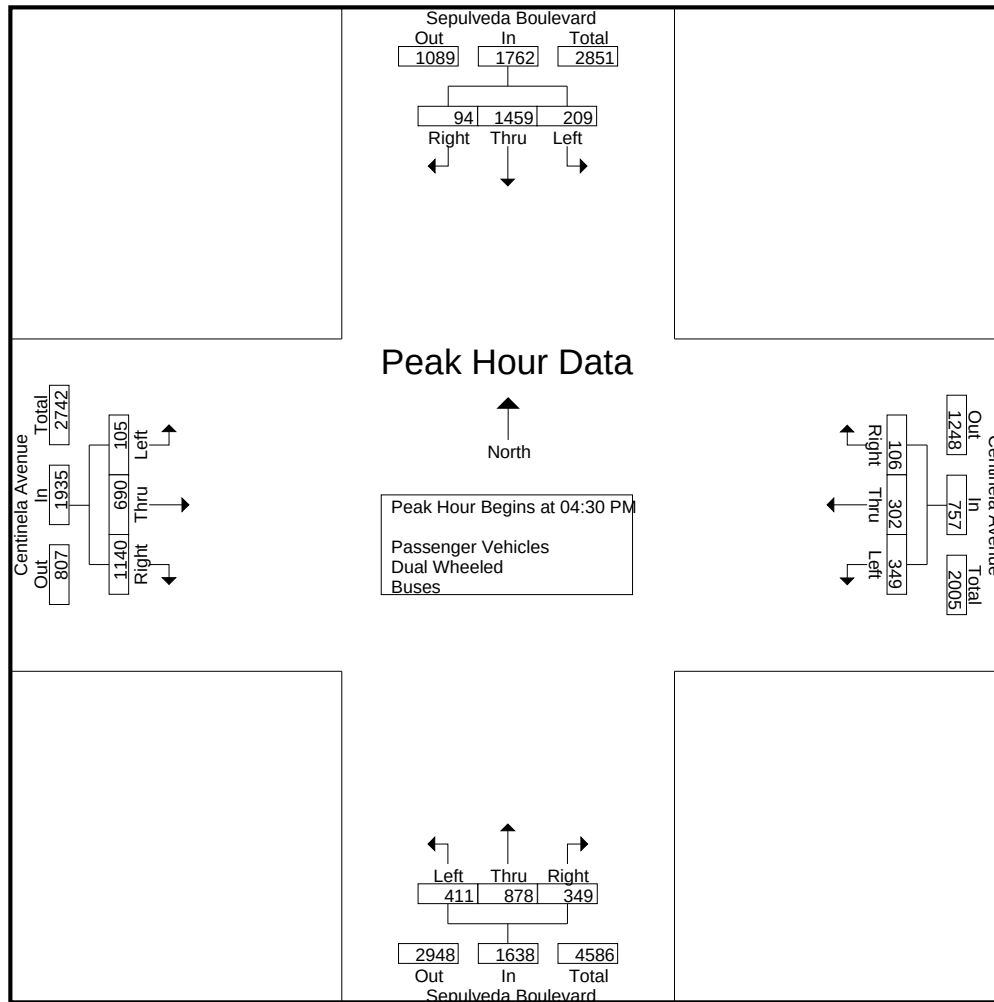
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Sepulveda Boulevard Southbound				Centinela Avenue Westbound				Sepulveda Boulevard Northbound				Centinela Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	38	309	32	379	83	61	25	169	92	180	66	338	28	145	162	335	1221
03:15 PM	46	288	16	350	76	79	37	192	90	179	77	346	26	137	211	374	1262
03:30 PM	46	358	26	430	71	73	38	182	82	192	67	341	28	155	209	392	1345
03:45 PM	57	331	26	414	94	80	33	207	81	167	58	306	20	159	236	415	1342
Total	187	1286	100	1573	324	293	133	750	345	718	268	1331	102	596	818	1516	5170
04:00 PM	42	341	36	419	78	84	36	198	90	177	78	345	25	189	322	536	1498
04:15 PM	53	403	34	490	72	72	22	166	81	165	55	301	33	162	244	439	1396
04:30 PM	47	355	19	421	88	84	26	198	108	209	71	388	25	192	313	530	1537
04:45 PM	52	410	27	489	69	63	31	163	96	186	109	391	15	159	248	422	1465
Total	194	1509	116	1819	307	303	115	725	375	737	313	1425	98	702	1127	1927	5896
05:00 PM	55	347	30	432	104	89	31	224	98	210	83	391	35	183	276	494	1541
05:15 PM	55	347	18	420	88	66	18	172	109	273	86	468	30	156	303	489	1549
05:30 PM	36	402	25	463	93	59	18	170	77	174	90	341	46	154	248	448	1422
05:45 PM	43	375	31	449	81	61	27	169	112	245	83	440	10	172	283	465	1523
Total	189	1471	104	1764	366	275	94	735	396	902	342	1640	121	665	1110	1896	6035
Grand Total	570	4266	320	5156	997	871	342	2210	1116	2357	923	4396	321	1963	3055	5339	17101
Apprch %	11.1	82.7	6.2		45.1	39.4	15.5		25.4	53.6	21		6	36.8	57.2		
Total %	3.3	24.9	1.9	30.2	5.8	5.1	2	12.9	6.5	13.8	5.4	25.7	1.9	11.5	17.9	31.2	
Passenger Vehicles	562	4194	300	5056	986	852	333	2171	1104	2316	916	4336	310	1937	3013	5260	16823
% Passenger Vehicles	98.6	98.3	93.8	98.1	98.9	97.8	97.4	98.2	98.9	98.3	99.2	98.6	96.6	98.7	98.6	98.5	98.4
Dual Wheeled	6	36	5	47	9	14	5	28	9	12	3	24	4	22	33	59	158
% Dual Wheeled	1.1	0.8	1.6	0.9	0.9	1.6	1.5	1.3	0.8	0.5	0.3	0.5	1.2	1.1	1.1	1.1	0.9
Buses	2	36	15	53	2	5	4	11	3	29	4	36	7	4	9	20	120
% Buses	0.4	0.8	4.7	1	0.2	0.6	1.2	0.5	0.3	1.2	0.4	0.8	2.2	0.2	0.3	0.4	0.7

	Sepulveda Boulevard Southbound				Centinela Avenue Westbound				Sepulveda Boulevard Northbound				Centinela Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	47	355	19	421	88	84	26	198	108	209	71	388	25	192	313	530	1537
04:45 PM	52	410	27	489	69	63	31	163	96	186	109	391	15	159	248	422	1465
05:00 PM	55	347	30	432	104	89	31	224	98	210	83	391	35	183	276	494	1541
05:15 PM	55	347	18	420	88	66	18	172	109	273	86	468	30	156	303	489	1549
Total Volume	209	1459	94	1762	349	302	106	757	411	878	349	1638	105	690	1140	1935	6092
% App. Total	11.9	82.8	5.3		46.1	39.9	14		25.1	53.6	21.3		5.4	35.7	58.9		
PHF	.950	.890	.783	.901	.839	.848	.855	.845	.943	.804	.800	.875	.750	.898	.911	.913	.983

City of Culver City
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Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				03:15 PM				05:00 PM				04:30 PM			
+0 mins.	53	403	34	490	76	79	37	192	98	210	83	391	25	192	313	530
+15 mins.	47	355	19	421	71	73	38	182	109	273	86	468	15	159	248	422
+30 mins.	52	410	27	489	94	80	33	207	77	174	90	341	35	183	276	494
+45 mins.	55	347	30	432	78	84	36	198	112	245	83	440	30	156	303	489
Total Volume	207	1515	110	1832	319	316	144	779	396	902	342	1640	105	690	1140	1935
% App. Total	11.3	82.7	6		40.9	40.6	18.5		24.1	55	20.9		5.4	35.7	58.9	
PHF	.941	.924	.809	.935	.848	.940	.947	.941	.884	.826	.950	.876	.750	.898	.911	.913

City of Culver City
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File Name : 07_CVC_Sepulveda_Centinela PM
Site Code : 16618886
Start Date : 11/28/2018
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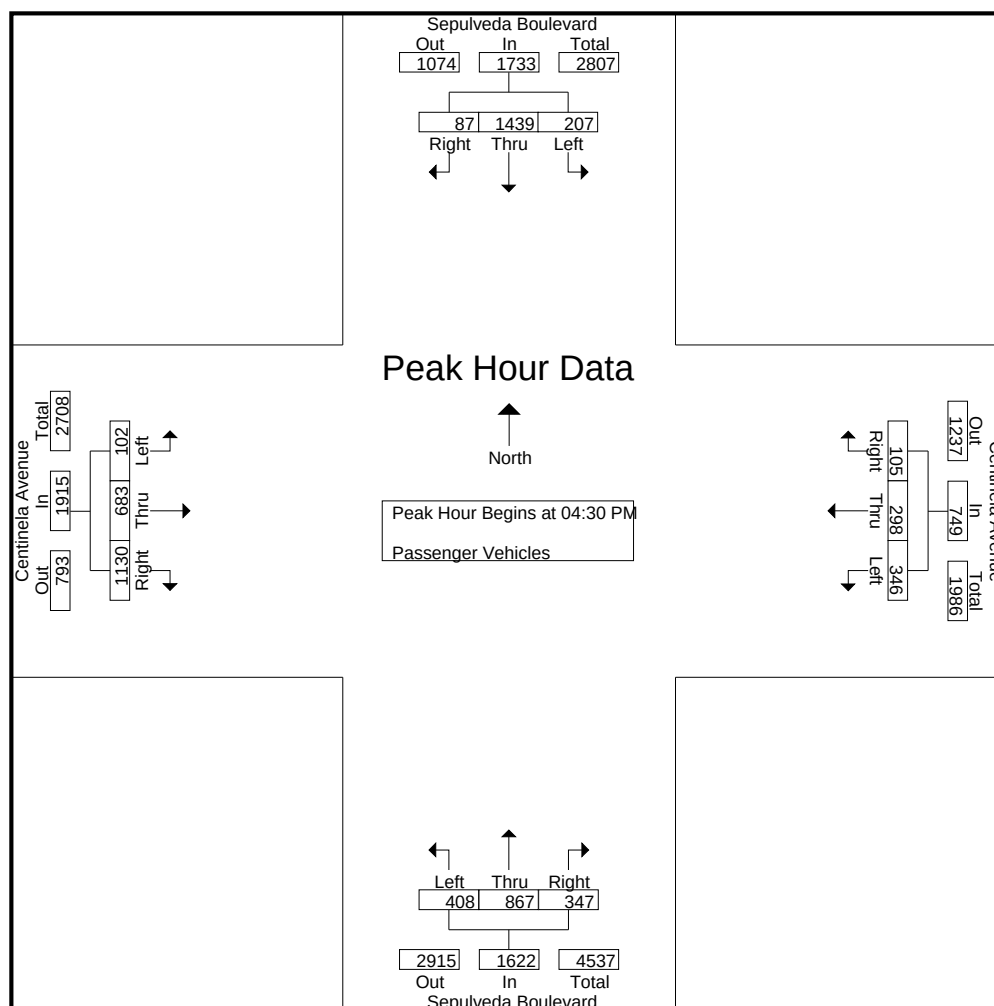
Groups Printed- Passenger Vehicles

	Sepulveda Boulevard Southbound				Centinela Avenue Westbound				Sepulveda Boulevard Northbound				Centinela Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	38	303	29	370	82	60	24	166	89	176	66	331	27	143	159	329	1196
03:15 PM	44	282	14	340	75	74	34	183	88	173	76	337	25	134	208	367	1227
03:30 PM	45	353	25	423	68	73	37	178	82	188	64	334	26	152	203	381	1316
03:45 PM	55	323	26	404	93	76	33	202	80	164	58	302	19	154	232	405	1313
Total	182	1261	94	1537	318	283	128	729	339	701	264	1304	97	583	802	1482	5052
04:00 PM	42	336	35	413	78	82	34	194	89	174	78	341	25	188	315	528	1476
04:15 PM	52	392	31	475	71	70	21	162	81	160	55	296	32	157	238	427	1360
04:30 PM	47	352	17	416	87	82	26	195	106	205	71	382	23	190	309	522	1515
04:45 PM	51	404	25	480	69	62	31	162	95	184	107	386	15	158	246	419	1447
Total	192	1484	108	1784	305	296	112	713	371	723	311	1405	95	693	1108	1896	5798
05:00 PM	54	341	29	424	104	89	30	223	98	207	83	388	34	180	274	488	1523
05:15 PM	55	342	16	413	86	65	18	169	109	271	86	466	30	155	301	486	1534
05:30 PM	36	394	23	453	93	58	18	169	76	174	90	340	44	154	246	444	1406
05:45 PM	43	372	30	445	80	61	27	168	111	240	82	433	10	172	282	464	1510
Total	188	1449	98	1735	363	273	93	729	394	892	341	1627	118	661	1103	1882	5973
Grand Total	562	4194	300	5056	986	852	333	2171	1104	2316	916	4336	310	1937	3013	5260	16823
Apprch %	11.1	83	5.9		45.4	39.2	15.3		25.5	53.4	21.1		5.9	36.8	57.3		
Total %	3.3	24.9	1.8	30.1	5.9	5.1	2	12.9	6.6	13.8	5.4	25.8	1.8	11.5	17.9	31.3	

	Sepulveda Boulevard Southbound				Centinela Avenue Westbound				Sepulveda Boulevard Northbound				Centinela Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	47	352	17	416	87	82	26	195	106	205	71	382	23	190	309	522	1515
04:45 PM	51	404	25	480	69	62	31	162	95	184	107	386	15	158	246	419	1447
05:00 PM	54	341	29	424	104	89	30	223	98	207	83	388	34	180	274	488	1523
05:15 PM	55	342	16	413	86	65	18	169	109	271	86	466	30	155	301	486	1534
Total Volume	207	1439	87	1733	346	298	105	749	408	867	347	1622	102	683	1130	1915	6019
% App. Total	11.9	83	5		46.2	39.8	14		25.2	53.5	21.4		5.3	35.7	59		
PHF	.941	.890	.750	.903	.832	.837	.847	.840	.936	.800	.811	.870	.750	.899	.914	.917	.981

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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	47	352	17	416	87	82	26	195	106	205	71	382	23	190	309	522
+15 mins.	51	404	25	480	69	62	31	162	95	184	107	386	15	158	246	419
+30 mins.	54	341	29	424	104	89	30	223	98	207	83	388	34	180	274	488
+45 mins.	55	342	16	413	86	65	18	169	109	271	86	466	30	155	301	486
Total Volume	207	1439	87	1733	346	298	105	749	408	867	347	1622	102	683	1130	1915
% App. Total	11.9	83	5		46.2	39.8	14		25.2	53.5	21.4		5.3	35.7	59	
PHF	.941	.890	.750	.903	.832	.837	.847	.840	.936	.800	.811	.870	.750	.899	.914	.917

City of Culver City
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File Name : 07_CVC_Sepulveda_Centinela PM
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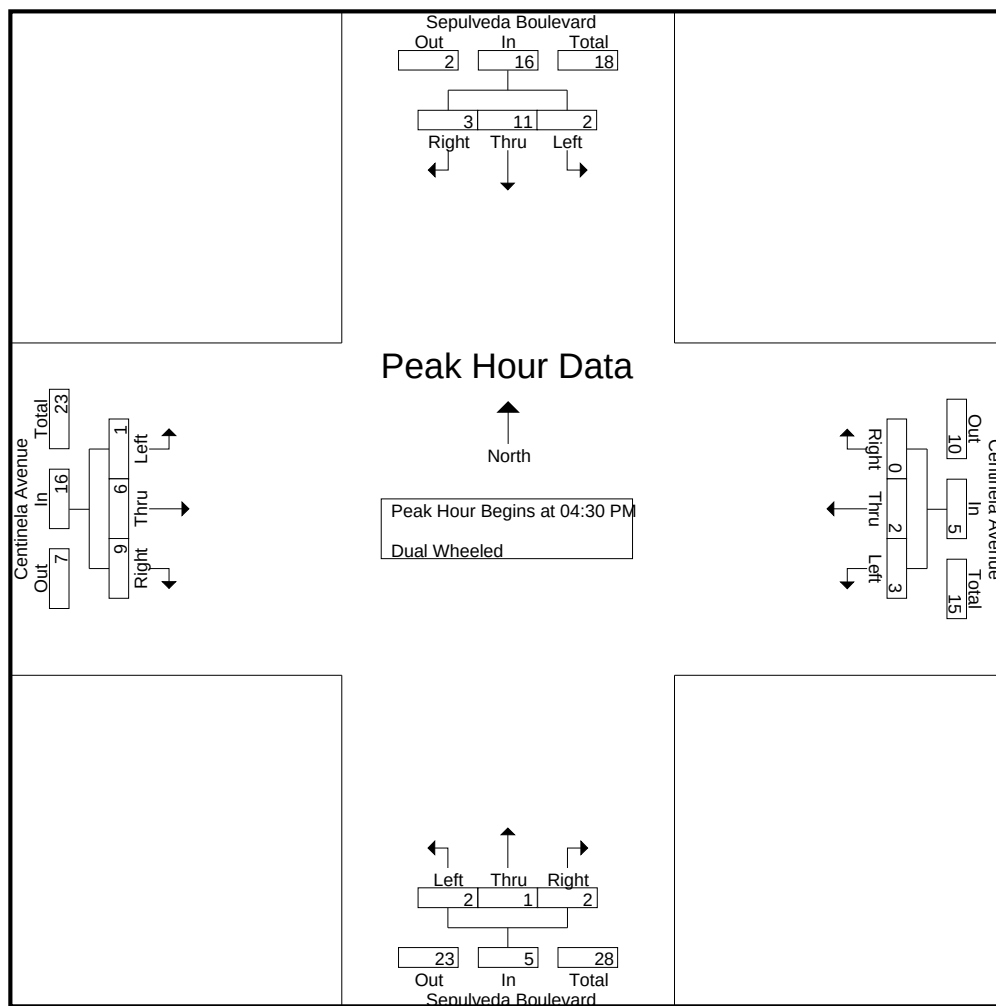
Groups Printed- Dual Wheeled

	Sepulveda Boulevard Southbound				Centinela Avenue Westbound				Sepulveda Boulevard Northbound				Centinela Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	3	1	4	1	1	0	2	1	2	0	3	0	2	3	5	14
03:15 PM	1	4	0	5	1	5	2	8	2	2	0	4	0	2	1	3	20
03:30 PM	1	3	0	4	2	0	1	3	0	2	0	2	2	3	5	10	19
03:45 PM	1	4	0	5	1	2	0	3	1	1	0	2	0	4	2	6	16
Total	3	14	1	18	5	8	3	16	4	7	0	11	2	11	11	24	69
04:00 PM	0	1	0	1	0	2	1	3	1	1	0	2	0	0	4	4	10
04:15 PM	1	5	0	6	1	2	1	4	0	2	0	2	0	5	6	11	23
04:30 PM	0	1	0	1	1	2	0	3	2	0	0	2	1	2	3	6	12
04:45 PM	1	3	2	6	0	0	0	0	0	0	2	2	0	1	2	3	11
Total	2	10	2	14	2	6	2	10	3	3	2	8	1	8	15	24	56
05:00 PM	1	3	0	4	0	0	0	0	0	1	0	1	0	2	2	4	9
05:15 PM	0	4	1	5	2	0	0	2	0	0	0	0	0	1	2	3	10
05:30 PM	0	5	1	6	0	0	0	0	1	0	0	1	1	0	2	3	10
05:45 PM	0	0	0	0	0	0	0	0	1	1	1	3	0	0	1	1	4
Total	1	12	2	15	2	0	0	2	2	2	1	5	1	3	7	11	33
Grand Total	6	36	5	47	9	14	5	28	9	12	3	24	4	22	33	59	158
Apprch %	12.8	76.6	10.6		32.1	50	17.9		37.5	50	12.5		6.8	37.3	55.9		
Total %	3.8	22.8	3.2	29.7	5.7	8.9	3.2	17.7	5.7	7.6	1.9	15.2	2.5	13.9	20.9	37.3	

	Sepulveda Boulevard Southbound				Centinela Avenue Westbound				Sepulveda Boulevard Northbound				Centinela Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	1	0	1	1	2	0	3	2	0	0	2	1	2	3	6	12
04:45 PM	1	3	2	6	0	0	0	0	0	0	2	2	0	1	2	3	11
05:00 PM	1	3	0	4	0	0	0	0	0	1	0	1	0	2	2	4	9
05:15 PM	0	4	1	5	2	0	0	2	0	0	0	0	0	1	2	3	10
Total Volume	2	11	3	16	3	2	0	5	2	1	2	5	1	6	9	16	42
% App. Total	12.5	68.8	18.8		60	40	0		40	20	40		6.2	37.5	56.2		
PHF	.500	.688	.375	.667	.375	.250	.000	.417	.250	.250	.250	.625	.250	.750	.750	.667	.875

City of Culver City
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	1	0	1	1	2	0	3	2	0	0	2	1	2	3	6
+15 mins.	1	3	2	6	0	0	0	0	0	0	2	2	0	1	2	3
+30 mins.	1	3	0	4	0	0	0	0	0	1	0	1	0	2	2	4
+45 mins.	0	4	1	5	2	0	0	2	0	0	0	0	0	1	2	3
Total Volume	2	11	3	16	3	2	0	5	2	1	2	5	1	6	9	16
% App. Total	12.5	68.8	18.8		60	40	0		40	20	40		6.2	37.5	56.2	
PHF	.500	.688	.375	.667	.375	.250	.000	.417	.250	.250	.250	.625	.250	.750	.750	.667

City of Culver City
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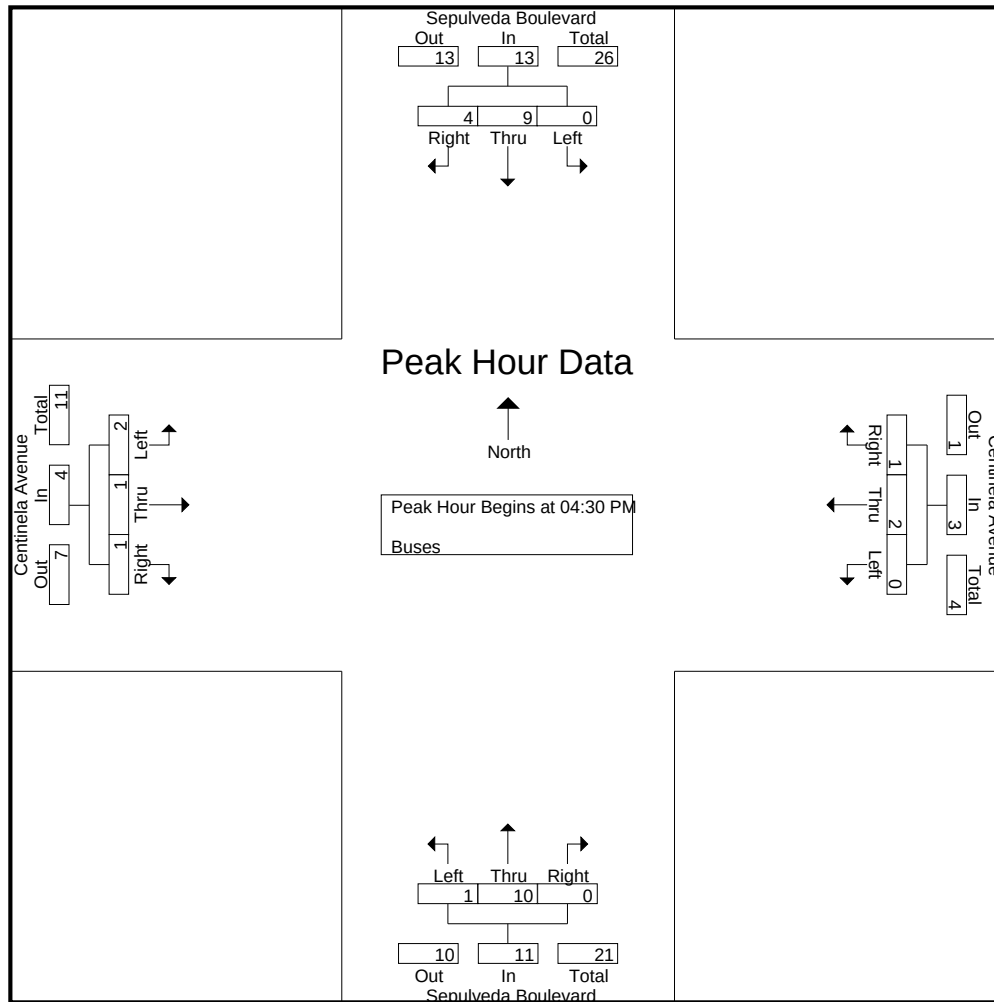
Groups Printed- Buses

	Sepulveda Boulevard Southbound				Centinela Avenue Westbound				Sepulveda Boulevard Northbound				Centinela Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	3	2	5	0	0	1	1	2	2	0	4	1	0	0	1	11
03:15 PM	1	2	2	5	0	0	1	1	0	4	1	5	1	1	2	4	15
03:30 PM	0	2	1	3	1	0	0	1	0	2	3	5	0	0	1	1	10
03:45 PM	1	4	0	5	0	2	0	2	0	2	0	2	1	1	2	4	13
Total	2	11	5	18	1	2	2	5	2	10	4	16	3	2	5	10	49
04:00 PM	0	4	1	5	0	0	1	1	0	2	0	2	0	1	3	4	12
04:15 PM	0	6	3	9	0	0	0	0	0	3	0	3	1	0	0	1	13
04:30 PM	0	2	2	4	0	0	0	0	0	4	0	4	1	0	1	2	10
04:45 PM	0	3	0	3	0	1	0	1	1	2	0	3	0	0	0	0	7
Total	0	15	6	21	0	1	1	2	1	11	0	12	2	1	4	7	42
05:00 PM	0	3	1	4	0	0	1	1	0	2	0	2	1	1	0	2	9
05:15 PM	0	1	1	2	0	1	0	1	0	2	0	2	0	0	0	0	5
05:30 PM	0	3	1	4	0	1	0	1	0	0	0	0	1	0	0	1	6
05:45 PM	0	3	1	4	1	0	0	1	0	4	0	4	0	0	0	0	9
Total	0	10	4	14	1	2	1	4	0	8	0	8	2	1	0	3	29
Grand Total	2	36	15	53	2	5	4	11	3	29	4	36	7	4	9	20	120
Apprch %	3.8	67.9	28.3		18.2	45.5	36.4		8.3	80.6	11.1		35	20	45		
Total %	1.7	30	12.5	44.2	1.7	4.2	3.3	9.2	2.5	24.2	3.3	30	5.8	3.3	7.5	16.7	

	Sepulveda Boulevard Southbound				Centinela Avenue Westbound				Sepulveda Boulevard Northbound				Centinela Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	2	2	4	0	0	0	0	0	4	0	4	1	0	1	2	10
04:45 PM	0	3	0	3	0	1	0	1	1	2	0	3	0	0	0	0	7
05:00 PM	0	3	1	4	0	0	1	1	0	2	0	2	1	1	0	2	9
05:15 PM	0	1	1	2	0	1	0	1	0	2	0	2	0	0	0	0	5
Total Volume	0	9	4	13	0	2	1	3	1	10	0	11	2	1	1	4	31
% App. Total	0	69.2	30.8		0	66.7	33.3		9.1	90.9	0		50	25	25		
PHF	.000	.750	.500	.813	.000	.500	.250	.750	.250	.625	.000	.688	.500	.250	.250	.500	.775

City of Culver City
N/S: Sepulveda Boulevard
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	2	2	4	0	0	0	0	0	4	0	4	1	0	1	2
+15 mins.	0	3	0	3	0	1	0	1	1	2	0	3	0	0	0	0
+30 mins.	0	3	1	4	0	0	1	1	0	2	0	2	1	1	0	2
+45 mins.	0	1	1	2	0	1	0	1	0	2	0	2	0	0	0	0
Total Volume	0	9	4	13	0	2	1	3	1	10	0	11	2	1	1	4
% App. Total	0	69.2	30.8		0	66.7	33.3		9.1	90.9	0		50	25	25	
PHF	.000	.750	.500	.813	.000	.500	.250	.750	.250	.625	.000	.688	.500	.250	.250	.500



City Of Los Angeles Department Of Transportation MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Sepulveda Boulevard

East/West Centinela Avenue

Day: Wednesday Date: November 25, 2018 Weather: CLEAR

Hours: 7-10AM 3-6PM Staff: CUI

School Day: YES District: Culver City I/S CODE 0

	<u>N/B</u>	<u>S/B</u>	<u>E/B</u>	<u>W/B</u>
DUAL-WHEELED	125	105	119	82
BIKES	17	18	24	19
BUSES	82	97	37	27

	<u>N/B</u>	<u>TIME</u>	<u>S/B</u>	<u>TIME</u>	<u>E/B</u>	<u>TIME</u>	<u>W/B</u>	<u>TIME</u>
AM PK 15 MIN	692	7.15	292	8.45	255	8.00	348	7.45
PM PK 15 MIN	468	5.15	490	4.15	536	4.00	224	5.00
AM PK HOUR	2591	7.15	1060	8.30	910	8.00	1125	7.30
PM PK HOUR	1640	5.00	1832	4.15	1935	4.30	779	3.15

NORTHBOUND Approach

Hours	<u>Lt</u>	<u>Th</u>	<u>Rt</u>	<u>Total</u>
7-8	972	1344	187	2503
8-9	1014	1182	313	2509
9-10	810	1271	222	2303
3-4	345	718	268	1331
4-5	375	737	313	1425
5-6	396	902	342	1640
TOTAL	3912	6154	1645	11711

SOUTHBOUND Approach

Hours	<u>Lt</u>	<u>Th</u>	<u>Rt</u>	<u>Total</u>
7-8	27	553	171	751
8-9	73	735	220	1028
9-10	64	620	244	928
3-4	187	1286	100	1573
4-5	194	1509	116	1819
5-6	189	1471	104	1764
TOTAL	734	6174	955	7863

TOTAL

<u>N-S</u>
3254
3537
3231
2904
3244
3404
19574

XING S/L

<u>Ped</u>	<u>Sch</u>
0	0
0	0
0	0
1	0
2	0
0	0
3	0

XING N/L

<u>Ped</u>	<u>Sch</u>
8	0
18	0
14	0
8	0
14	0
3	0
65	0

EASTBOUND Approach

Hours	<u>Lt</u>	<u>Th</u>	<u>Rt</u>	<u>Total</u>
7-8	44	214	304	562
8-9	100	297	513	910
9-10	82	235	338	655
3-4	102	596	818	1516
4-5	98	702	1127	1927
5-6	121	665	1110	1896
TOTAL	547	2709	4210	7466

WESTBOUND Approach

Hours	<u>Lt</u>	<u>Th</u>	<u>Rt</u>	<u>Total</u>
7-8	194	813	88	1095
8-9	228	709	64	1001
9-10	206	700	101	1007
3-4	324	293	133	750
4-5	307	303	115	725
5-6	366	275	94	735
TOTAL	1625	3093	595	5313

TOTAL

<u>E-W</u>
1657
1911
1662
2266
2652
2631
12779

XING W/L

<u>Ped</u>	<u>Sch</u>
16	0
9	0
7	0
15	0
18	0
10	0
75	0

XING E/L

<u>Ped</u>	<u>Sch</u>
3	1
13	0
8	0
8	0
12	0
12	0
56	1

BICYCLE COUNT SUMMARY

STREET:

North/South: Sepulveda Boulevard

East/West: Centinela Avenue

Day: Wednesday

Date: 11/25/2018

Weather: CLEAR

School Day: Yes

District: Culver City

I/S Code: 0

Hours: 7-10 AM, 3-6 PM

Staff: CUI

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	6	0	6
8-9	0	2	0	2
9-10	0	5	0	5
3-4	0	1	0	1
4-5	2	0	1	3
5-6	0	0	0	0
TOTAL	2	14	1	17

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total	N-S
7-8	0	0	1	1	7
8-9	0	2	4	6	8
9-10	0	1	2	3	8
3-4	0	0	2	2	3
4-5	0	2	1	3	6
5-6	0	2	1	3	3
TOTAL	0	7	11	18	35

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	2	1	0	3
8-9	1	2	1	4
9-10	0	2	0	2
3-4	0	3	0	3
4-5	6	3	0	9
5-6	0	3	0	3
TOTAL	9	14	1	24

WESTBOUND Approach

Hours	Lt	Th	Rt	Total	E-W
7-8	0	3	0	3	6
8-9	0	3	2	5	9
9-10	0	1	0	1	3
3-4	0	4	1	5	8
4-5	1	2	0	3	12
5-6	0	2	0	2	5
TOTAL	1	15	3	19	43

REMARKS (6 hour total):

- Female Riders
- No helmet riders
- Sidewalk Riding
- Wrong way riding

NB	SB	EB	WB	TOTAL
1	0	3	0	4
12	13	12	21	58
16	6	14	14	50
3	4	4	3	14

NB: Northbound, SB: Southbound, EB: Eastbound, WB: Westbound, I/S: Intersection

Source: CUI

LADOT 2015 CMP

PEDESTRIAN COUNT SUMMARY

STREET:

North/South:

Sepulveda Boulevard

East/West:

Centinela Avenue

Day:

Wednesday

Date:

#####

Weather:

CLEAR

School Day:

YES

District:

Culver City

I/S Code:

0

Hours:

7-10 AM, 3-6 PM

Staff:

CUI

AM PEAK PERIOD

15 Min. Interval

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	2	0	0	3	5
7:15-7:30	1	0	1	2	4
7:30-7:45	2	0	1	5	8
7:45-8:00	3	0	2	6	11
8:00-8:15	0	0	3	5	8
8:15-8:30	4	0	3	0	7
8:30-8:45	1	0	1	1	3
8:45-9:00	13	0	6	3	22
9:00-9:15	2	0	2	2	6
9:15-9:30	5	0	0	2	7
9:30-9:45	3	0	1	3	7
9:45-10:00	4	0	5	0	9

Hours

7 - 8	8	0	4	16	28
8 - 9	18	0	13	9	40
9 - 10	14	0	8	7	29
TOTAL	40	0	25	32	97

PM PEAK PERIOD

15 Min. Interval

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	1	0	4	2	7
3:15-3:30	2	2	4	14	22
3:30-3:45	1	0	2	8	11
3:45-4:00	4	0	6	6	16
4:00-4:15	6	4	10	8	28
4:15-4:30	3	0	6	20	29
4:30-4:45	5	0	6	8	19
4:45-5:00	0	0	2	0	2
5:00-5:15	2	0	2	4	8
5:15-5:30	1	0	10	10	21
5:30-5:45	0	0	0	4	4
5:45-6:00	0	0	12	2	14

Hours

3 - 4	8	2	16	30	56
4 - 5	14	4	24	36	78
5 - 6	3	0	24	20	47
TOTAL	25	6	64	86	181

REMARKS (6 hour total):

- Wheelchair/special needs assistance
- Skateboard/scooter

N-LEG S-LEG E-LEG W-LEG TOTAL

0	0	0	0	0
4	2	3	3	12

N: North, S: South, E: East, W: West, I/S: Intersection

Source:

LADOT 2015 CMP

City of Culver City
N/S: Alley
E/W: Slauson Avenue
Weather: Clear

File Name : CVC_Alley_Slauson_AM
Site Code : 16619271
Start Date : 4/25/2019
Page No : 1

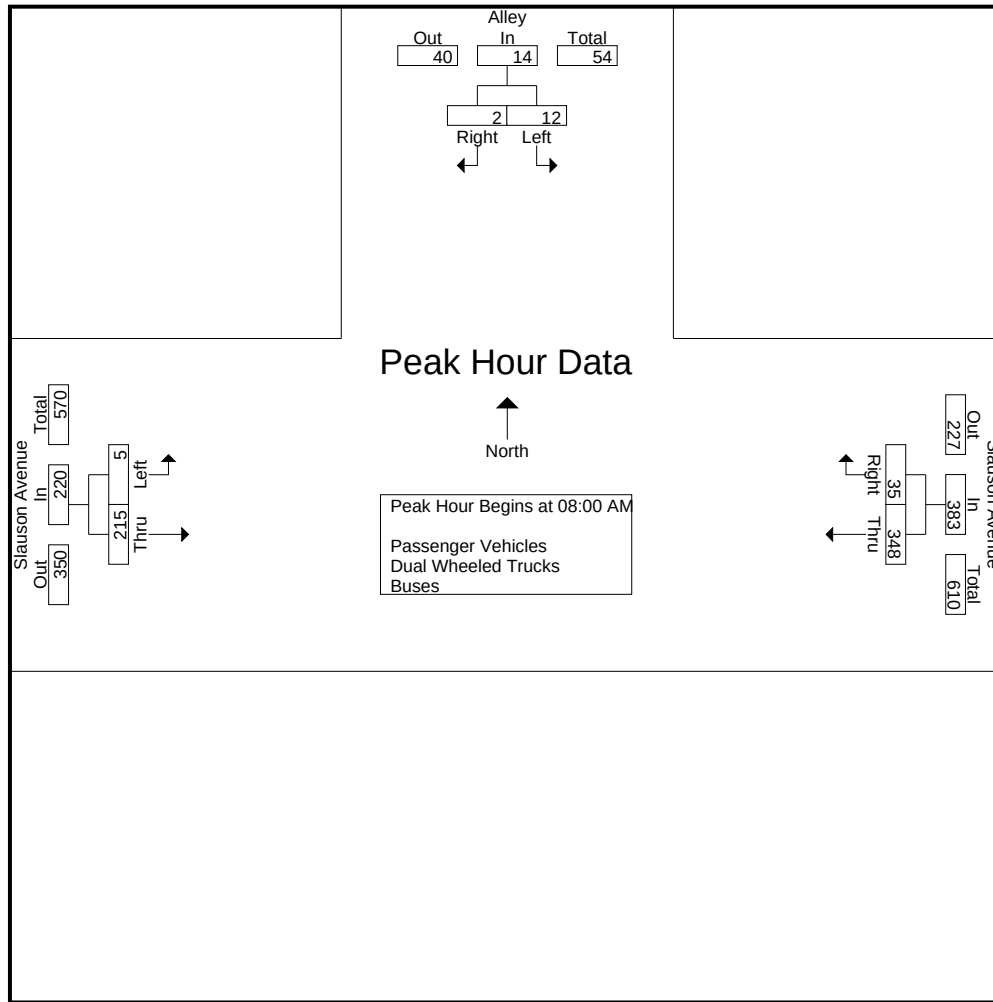
Groups Printed- Passenger Vehicles - Dual Wheeled Trucks - Buses

	Alley Southbound			Slauson Avenue Westbound			Slauson Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	3	2	5	54	6	60	1	22	23	88
07:15 AM	5	2	7	50	14	64	4	34	38	109
07:30 AM	4	2	6	63	16	79	1	25	26	111
07:45 AM	2	0	2	81	15	96	1	42	43	141
Total	14	6	20	248	51	299	7	123	130	449
08:00 AM	3	0	3	85	13	98	2	43	45	146
08:15 AM	2	0	2	106	0	106	0	31	31	139
08:30 AM	3	1	4	112	9	121	1	62	63	188
08:45 AM	4	1	5	45	13	58	2	79	81	144
Total	12	2	14	348	35	383	5	215	220	617
09:00 AM	5	0	5	45	5	50	0	32	32	87
09:15 AM	6	3	9	39	8	47	1	20	21	77
09:30 AM	2	1	3	34	8	42	0	20	20	65
09:45 AM	4	0	4	36	3	39	3	31	34	77
Total	17	4	21	154	24	178	4	103	107	306
Grand Total	43	12	55	750	110	860	16	441	457	1372
Apprch %	78.2	21.8		87.2	12.8		3.5	96.5		
Total %	3.1	0.9	4	54.7	8	62.7	1.2	32.1	33.3	
Passenger Vehicles	38	11	49	741	107	848	15	431	446	1343
% Passenger Vehicles	88.4	91.7	89.1	98.8	97.3	98.6	93.8	97.7	97.6	97.9
Dual Wheeled Trucks	5	1	6	9	3	12	1	10	11	29
% Dual Wheeled Trucks										
Buses	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0

	Alley Southbound			Slauson Avenue Westbound			Slauson Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	3	0	3	85	13	98	2	43	45	146
08:15 AM	2	0	2	106	0	106	0	31	31	139
08:30 AM	3	1	4	112	9	121	1	62	63	188
08:45 AM	4	1	5	45	13	58	2	79	81	144
Total Volume	12	2	14	348	35	383	5	215	220	617
% App. Total	85.7	14.3		90.9	9.1		2.3	97.7		
PHF	.750	.500	.700	.777	.673	.791	.625	.680	.679	.820

City of Culver City
N/S: Alley
E/W: Slauson Avenue
Weather: Clear

File Name : CVC_Alley_Slauson_AM
Site Code : 16619271
Start Date : 4/25/2019
Page No : 2



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:30 AM			07:45 AM			08:00 AM		
+0 mins.	3	1	4	81	15	96	2	43	45
+15 mins.	4	1	5	85	13	98	0	31	31
+30 mins.	5	0	5	106	0	106	1	62	63
+45 mins.	6	3	9	112	9	121	2	79	81
Total Volume	18	5	23	384	37	421	5	215	220
% App. Total	78.3	21.7		91.2	8.8		2.3	97.7	
PHF	.750	.417	.639	.857	.617	.870	.625	.680	.679

City of Culver City
N/S: Alley
E/W: Slauson Avenue
Weather: Clear

File Name : CVC_Alley_Slauson_AM
Site Code : 16619271
Start Date : 4/25/2019
Page No : 1

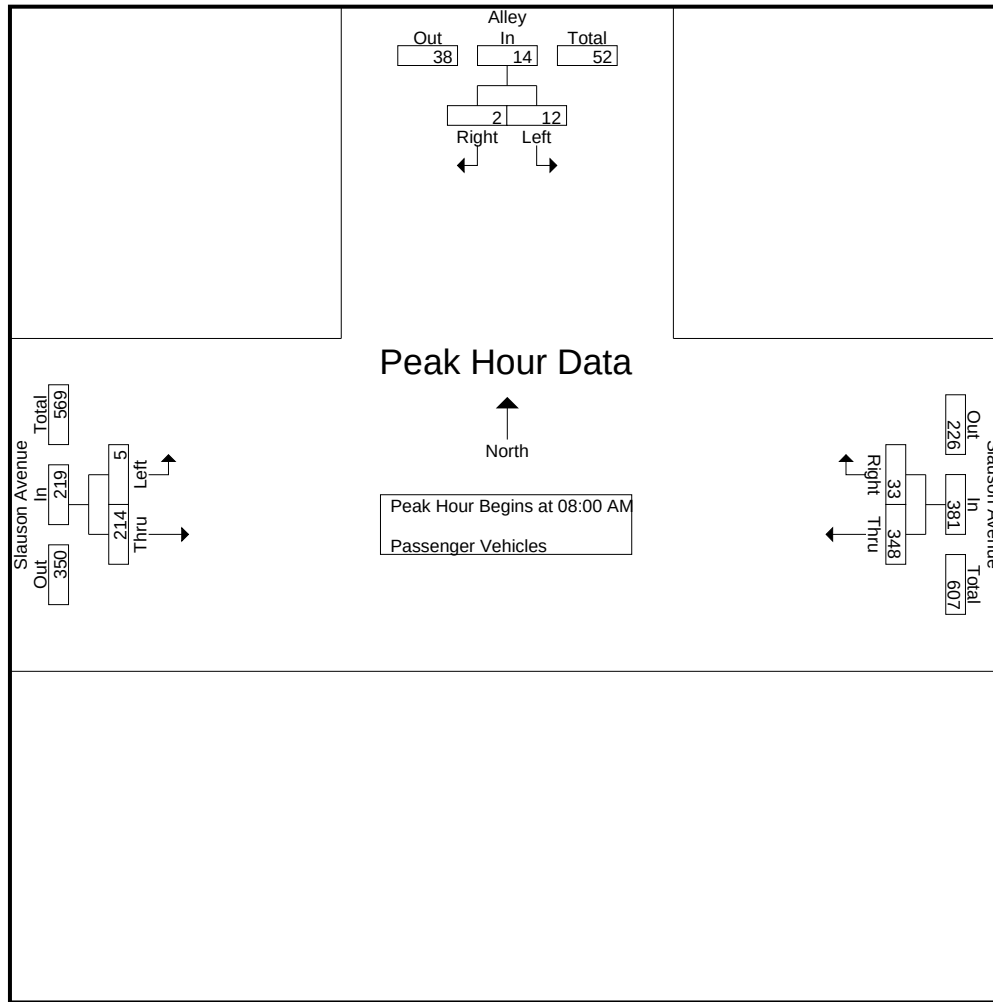
Groups Printed- Passenger Vehicles

	Alley Southbound			Slauson Avenue Westbound			Slauson Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	3	2	5	54	6	60	1	22	23	88
07:15 AM	4	1	5	50	13	63	3	34	37	105
07:30 AM	4	2	6	63	16	79	1	24	25	110
07:45 AM	1	0	1	80	15	95	1	40	41	137
Total	12	5	17	247	50	297	6	120	126	440
08:00 AM	3	0	3	85	13	98	2	43	45	146
08:15 AM	2	0	2	106	0	106	0	31	31	139
08:30 AM	3	1	4	112	7	119	1	62	63	186
08:45 AM	4	1	5	45	13	58	2	78	80	143
Total	12	2	14	348	33	381	5	214	219	614
09:00 AM	4	0	4	43	5	48	0	29	29	81
09:15 AM	5	3	8	37	8	45	1	20	21	74
09:30 AM	1	1	2	31	8	39	0	20	20	61
09:45 AM	4	0	4	35	3	38	3	28	31	73
Total	14	4	18	146	24	170	4	97	101	289
Grand Total	38	11	49	741	107	848	15	431	446	1343
Apprch %	77.6	22.4		87.4	12.6		3.4	96.6		
Total %	2.8	0.8	3.6	55.2	8	63.1	1.1	32.1	33.2	

	Alley Southbound			Slauson Avenue Westbound			Slauson Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	3	0	3	85	13	98	2	43	45	146
08:15 AM	2	0	2	106	0	106	0	31	31	139
08:30 AM	3	1	4	112	7	119	1	62	63	186
08:45 AM	4	1	5	45	13	58	2	78	80	143
Total Volume	12	2	14	348	33	381	5	214	219	614
% App. Total	85.7	14.3		91.3	8.7		2.3	97.7		
PHF	.750	.500	.700	.777	.635	.800	.625	.686	.684	.825

City of Culver City
N/S: Alley
E/W: Slauson Avenue
Weather: Clear

File Name : CVC_Alley_Slauson_AM
Site Code : 16619271
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	3	0	3	85	13	98	2	43	45
+15 mins.	2	0	2	106	0	106	0	31	31
+30 mins.	3	1	4	112	7	119	1	62	63
+45 mins.	4	1	5	45	13	58	2	78	80
Total Volume	12	2	14	348	33	381	5	214	219
% App. Total	85.7	14.3		91.3	8.7		2.3	97.7	
PHF	.750	.500	.700	.777	.635	.800	.625	.686	.684

City of Culver City
N/S: Alley
E/W: Slauson Avenue
Weather: Clear

File Name : CVC_Alley_Slauson_AM
Site Code : 16619271
Start Date : 4/25/2019
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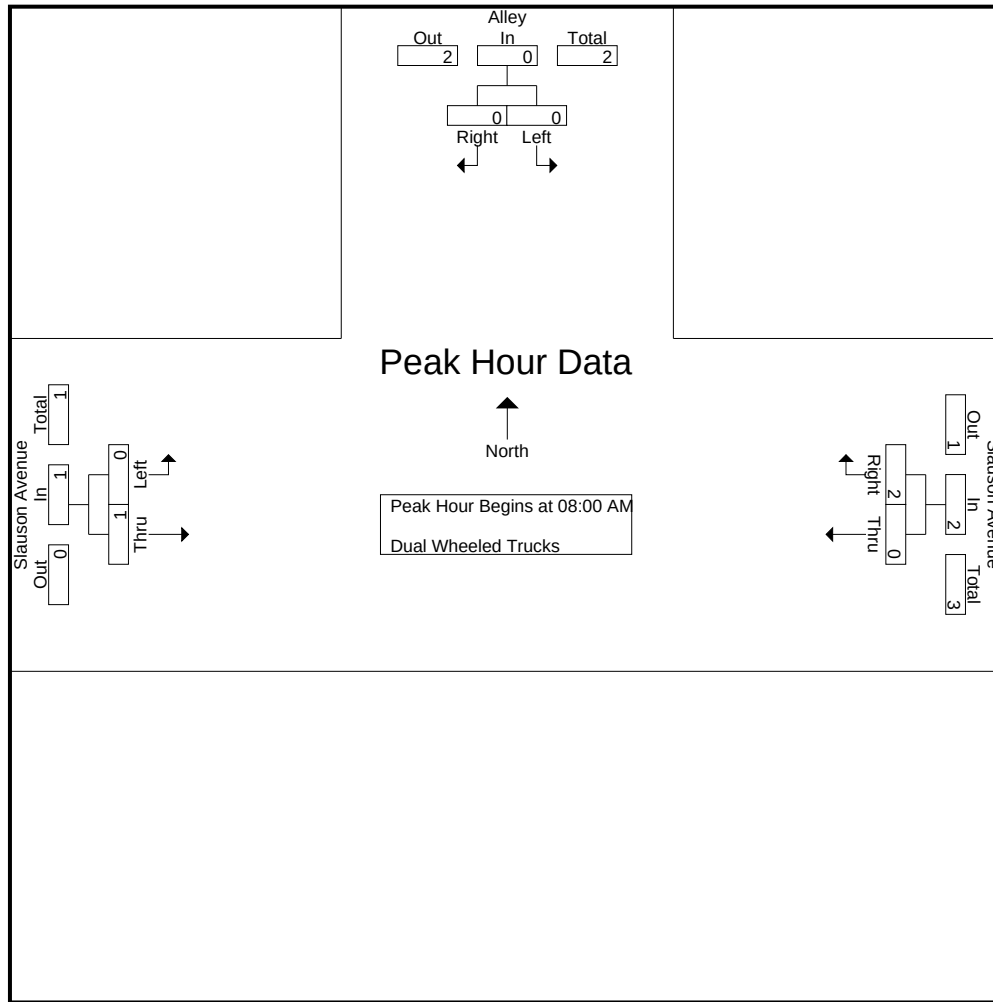
Groups Printed- Dual Wheeled Trucks

	Alley Southbound			Slauson Avenue Westbound			Slauson Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	1	2	0	1	1	1	0	1	4
07:30 AM	0	0	0	0	0	0	0	1	1	1
07:45 AM	1	0	1	1	0	1	0	2	2	4
Total	2	1	3	1	1	2	1	3	4	9
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	2	2	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	2	2	0	1	1	3
09:00 AM	1	0	1	2	0	2	0	3	3	6
09:15 AM	1	0	1	2	0	2	0	0	0	3
09:30 AM	1	0	1	3	0	3	0	0	0	4
09:45 AM	0	0	0	1	0	1	0	3	3	4
Total	3	0	3	8	0	8	0	6	6	17
Grand Total	5	1	6	9	3	12	1	10	11	29
Apprch %	83.3	16.7		75	25		9.1	90.9		
Total %	17.2	3.4	20.7	31	10.3	41.4	3.4	34.5	37.9	

	Alley Southbound			Slauson Avenue Westbound			Slauson Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	2	2	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	0	2	2	0	1	1	3
% App. Total	0	0		0	100		0	100		
PHF	.000	.000	.000	.000	.250	.250	.000	.250	.250	.375

City of Culver City
N/S: Alley
E/W: Slauson Avenue
Weather: Clear

File Name : CVC_Alley_Slauson_AM
Site Code : 16619271
Start Date : 4/25/2019
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

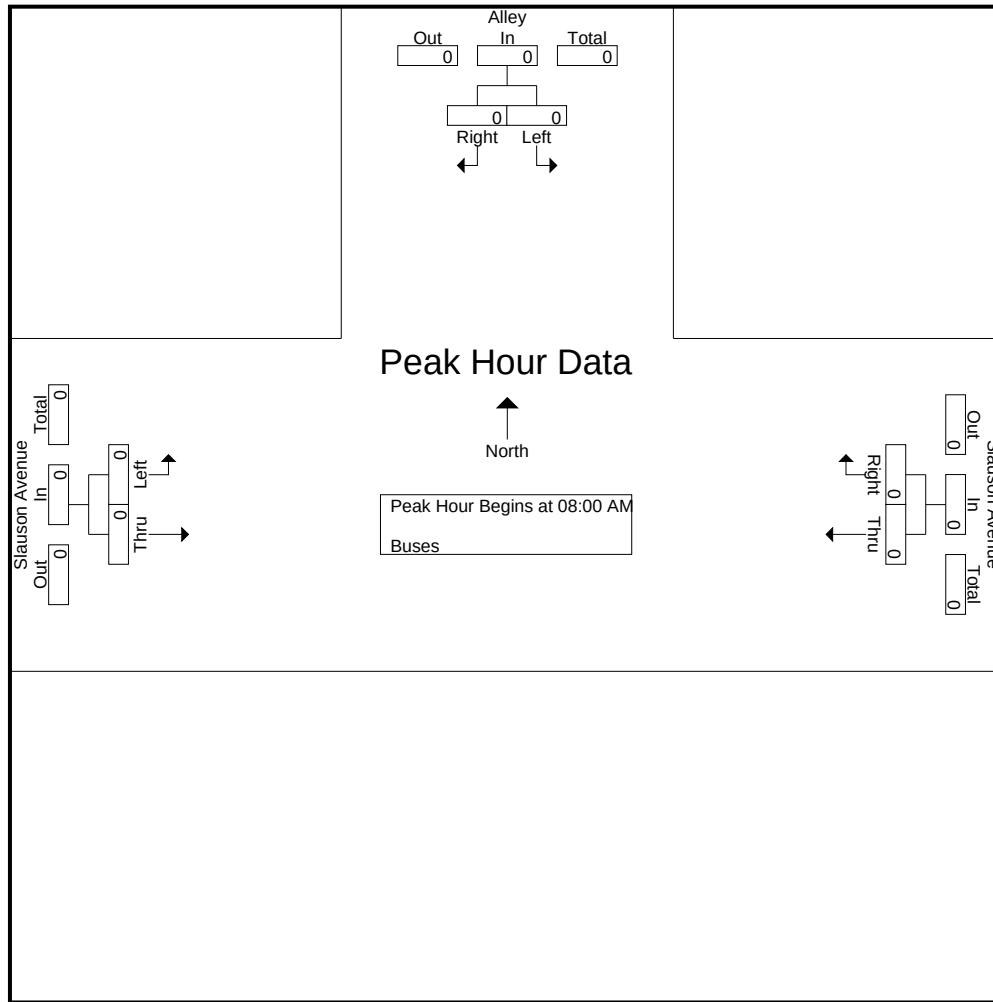
	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	2	2	0	0	0
+45 mins.	0	0	0	0	0	0	0	1	1
Total Volume	0	0	0	0	2	2	0	1	1
% App. Total	0	0	0	0	100		0	100	
PHF	.000	.000	.000	.000	.250	.250	.000	.250	.250

File Name : CVC_Alley_Slauson_AM
Site Code : 16619271
Start Date : 4/25/2019
Page No : 1

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City of Culver City
N/S: Alley
E/W: Slauson Avenue
Weather: Clear

File Name : CVC_Alley_Slauson_AM
Site Code : 16619271
Start Date : 4/25/2019
Page No : 2



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

[illegible]

City of Culver City
N/S: Alley
E/W: Slauson Avenue
Weather: Clear

File Name : CVC_Alley_Slauson_pm
Site Code : 16619271
Start Date : 4/25/2019
Page No : 1

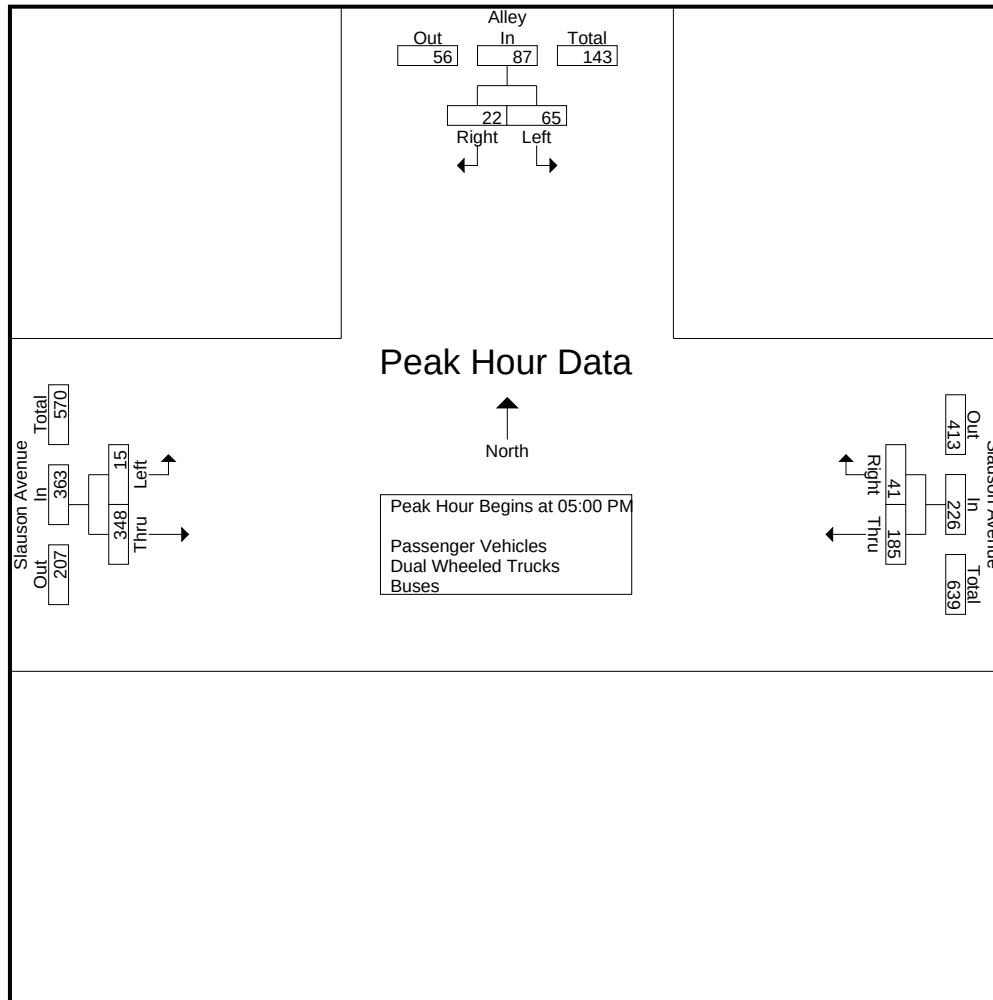
Groups Printed- Passenger Vehicles - Dual Wheeled Trucks - Buses

	Alley Southbound			Slauson Avenue Westbound			Slauson Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
03:00 PM	12	4	16	68	10	78	0	32	32	126
03:15 PM	13	1	14	52	5	57	1	86	87	158
03:30 PM	11	5	16	42	12	54	2	103	105	175
03:45 PM	13	1	14	39	10	49	2	60	62	125
Total	49	11	60	201	37	238	5	281	286	584
04:00 PM	16	4	20	47	11	58	2	68	70	148
04:15 PM	13	5	18	45	4	49	3	64	67	134
04:30 PM	11	2	13	49	9	58	3	74	77	148
04:45 PM	10	2	12	38	9	47	2	53	55	114
Total	50	13	63	179	33	212	10	259	269	544
05:00 PM	20	6	26	48	10	58	3	77	80	164
05:15 PM	10	4	14	47	13	60	4	99	103	177
05:30 PM	26	7	33	56	12	68	6	97	103	204
05:45 PM	9	5	14	34	6	40	2	75	77	131
Total	65	22	87	185	41	226	15	348	363	676
Grand Total	164	46	210	565	111	676	30	888	918	1804
Apprch %	78.1	21.9		83.6	16.4		3.3	96.7		
Total %	9.1	2.5	11.6	31.3	6.2	37.5	1.7	49.2	50.9	
Passenger Vehicles	159	46	205	561	109	670	29	877	906	1781
% Passenger Vehicles	97	100	97.6	99.3	98.2	99.1	96.7	98.8	98.7	98.7
Dual Wheeled Trucks	5	0	5	4	2	6	1	11	12	23
% Dual Wheeled Trucks										
Buses	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0

	Alley Southbound			Slauson Avenue Westbound			Slauson Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	20	6	26	48	10	58	3	77	80	164
05:15 PM	10	4	14	47	13	60	4	99	103	177
05:30 PM	26	7	33	56	12	68	6	97	103	204
05:45 PM	9	5	14	34	6	40	2	75	77	131
Total Volume	65	22	87	185	41	226	15	348	363	676
% App. Total	74.7	25.3		81.9	18.1		4.1	95.9		
PHF	.625	.786	.659	.826	.788	.831	.625	.879	.881	.828

City of Culver City
N/S: Alley
E/W: Slauson Avenue
Weather: Clear

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Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			03:00 PM			05:00 PM		
+0 mins.	20	6	26	68	10	78	3	77	80
+15 mins.	10	4	14	52	5	57	4	99	103
+30 mins.	26	7	33	42	12	54	6	97	103
+45 mins.	9	5	14	39	10	49	2	75	77
Total Volume	65	22	87	201	37	238	15	348	363
% App. Total	74.7	25.3		84.5	15.5		4.1	95.9	
PHF	.625	.786	.659	.739	.771	.763	.625	.879	.881

City of Culver City
N/S: Alley
E/W: Slauson Avenue
Weather: Clear

File Name : CVC_Alley_Slauson_pm
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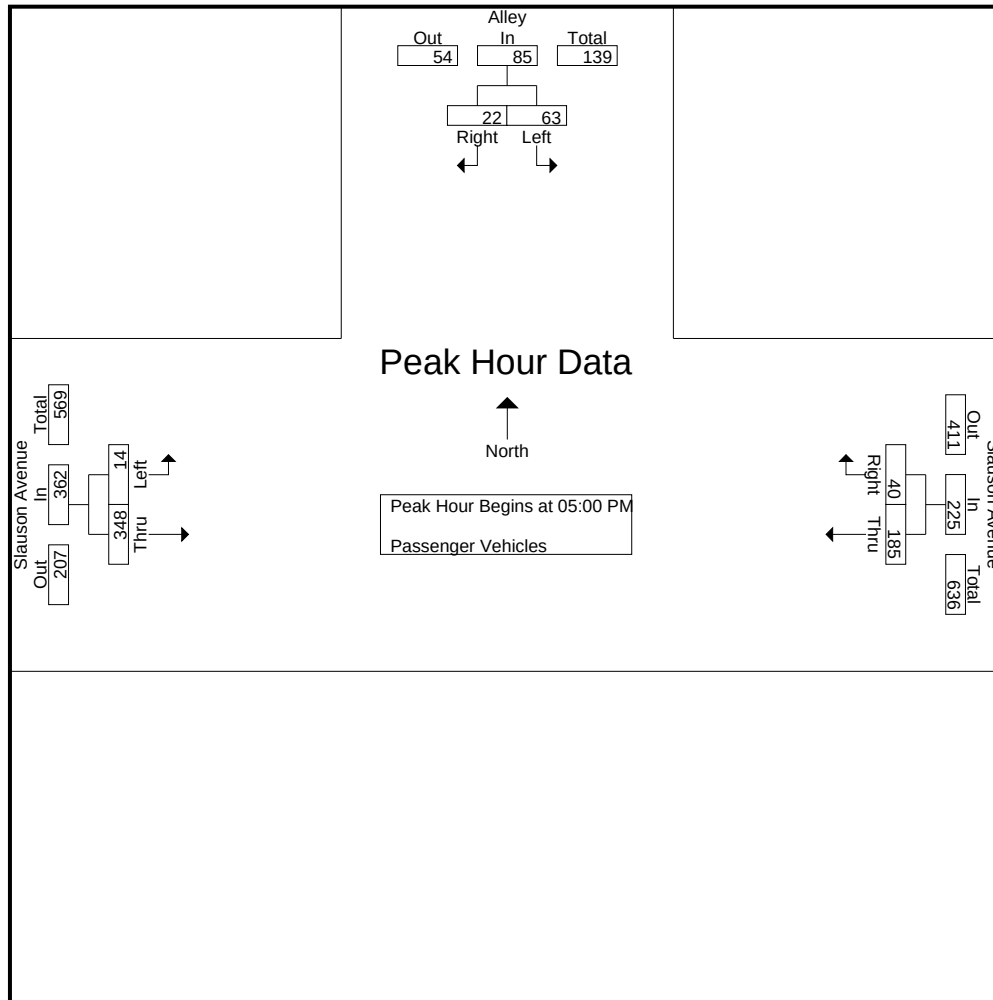
Groups Printed- Passenger Vehicles

	Alley Southbound			Slauson Avenue Westbound			Slauson Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
03:00 PM	12	4	16	67	10	77	0	30	30	123
03:15 PM	13	1	14	52	4	56	1	84	85	155
03:30 PM	9	5	14	41	12	53	2	98	100	167
03:45 PM	13	1	14	39	10	49	2	59	61	124
Total	47	11	58	199	36	235	5	271	276	569
04:00 PM	16	4	20	47	11	58	2	68	70	148
04:15 PM	12	5	17	45	4	49	3	64	67	133
04:30 PM	11	2	13	47	9	56	3	73	76	145
04:45 PM	10	2	12	38	9	47	2	53	55	114
Total	49	13	62	177	33	210	10	258	268	540
05:00 PM	20	6	26	48	10	58	3	77	80	164
05:15 PM	10	4	14	47	13	60	3	99	102	176
05:30 PM	25	7	32	56	11	67	6	97	103	202
05:45 PM	8	5	13	34	6	40	2	75	77	130
Total	63	22	85	185	40	225	14	348	362	672
Grand Total	159	46	205	561	109	670	29	877	906	1781
Apprch %	77.6	22.4		83.7	16.3		3.2	96.8		
Total %	8.9	2.6	11.5	31.5	6.1	37.6	1.6	49.2	50.9	

	Alley Southbound			Slauson Avenue Westbound			Slauson Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	20	6	26	48	10	58	3	77	80	164
05:15 PM	10	4	14	47	13	60	3	99	102	176
05:30 PM	25	7	32	56	11	67	6	97	103	202
05:45 PM	8	5	13	34	6	40	2	75	77	130
Total Volume	63	22	85	185	40	225	14	348	362	672
% App. Total	74.1	25.9		82.2	17.8		3.9	96.1		
PHF	.630	.786	.664	.826	.769	.840	.583	.879	.879	.832

City of Culver City
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E/W: Slauson Avenue
Weather: Clear

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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	20	6	26	48	10	58	3	77	80
+15 mins.	10	4	14	47	13	60	3	99	102
+30 mins.	25	7	32	56	11	67	6	97	103
+45 mins.	8	5	13	34	6	40	2	75	77
Total Volume	63	22	85	185	40	225	14	348	362
% App. Total	74.1	25.9		82.2	17.8		3.9	96.1	
PHF	.630	.786	.664	.826	.769	.840	.583	.879	.879

City of Culver City
N/S: Alley
E/W: Slauson Avenue
Weather: Clear

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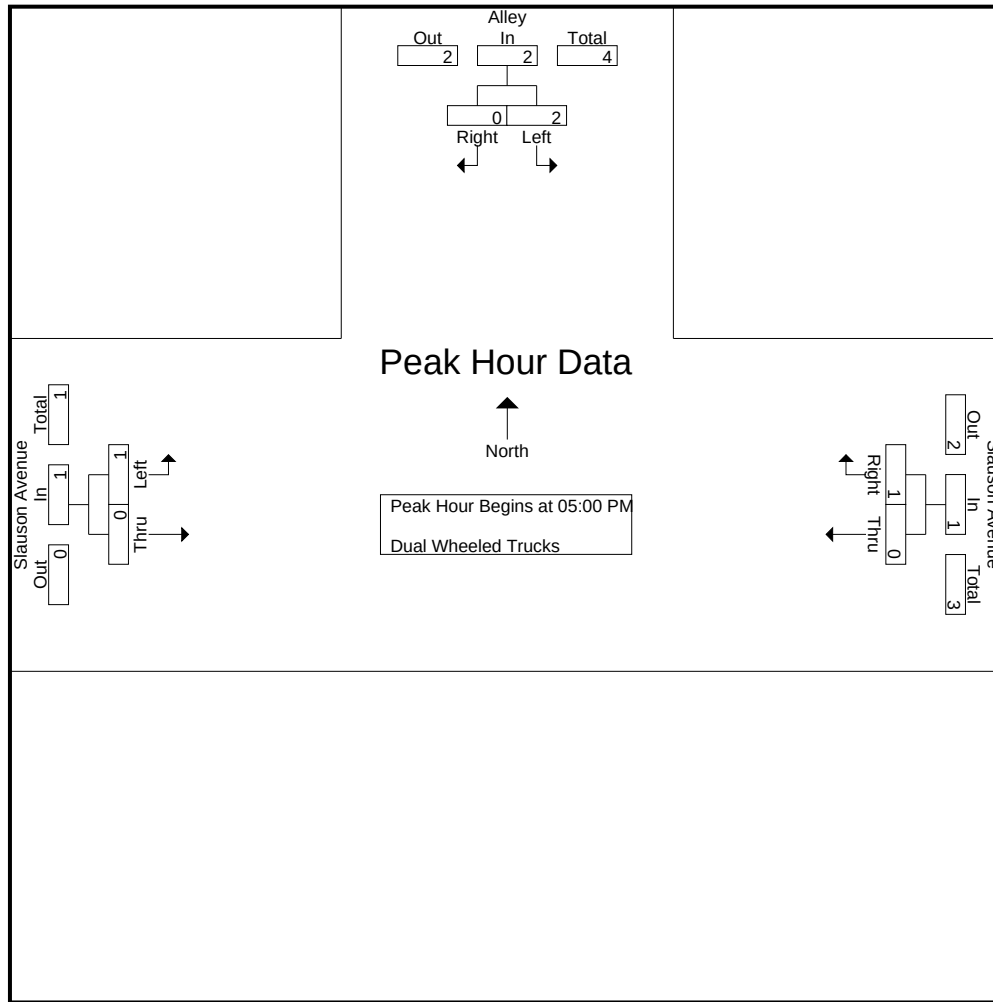
Groups Printed- Dual Wheeled Trucks

	Alley Southbound			Slauson Avenue Westbound			Slauson Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
03:00 PM	0	0	0	1	0	1	0	2	2	3
03:15 PM	0	0	0	0	1	1	0	2	2	3
03:30 PM	2	0	2	1	0	1	0	5	5	8
03:45 PM	0	0	0	0	0	0	0	1	1	1
Total	2	0	2	2	1	3	0	10	10	15
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	1	0	1	0	0	0	0	0	0	1
04:30 PM	0	0	0	2	0	2	0	1	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	2	0	2	0	1	1	4
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	0	1	1
05:30 PM	1	0	1	0	1	1	0	0	0	2
05:45 PM	1	0	1	0	0	0	0	0	0	1
Total	2	0	2	0	1	1	1	0	1	4
Grand Total	5	0	5	4	2	6	1	11	12	23
Apprch %	100	0		66.7	33.3		8.3	91.7		
Total %	21.7	0	21.7	17.4	8.7	26.1	4.3	47.8	52.2	

	Alley Southbound			Slauson Avenue Westbound			Slauson Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	0	1	1
05:30 PM	1	0	1	0	1	1	0	0	0	2
05:45 PM	1	0	1	0	0	0	0	0	0	1
Total Volume	2	0	2	0	1	1	1	0	1	4
% App. Total	100	0		0	100		100	0		
PHF	.500	.000	.500	.000	.250	.250	.250	.000	.250	.500

City of Culver City
N/S: Alley
E/W: Slauson Avenue
Weather: Clear

File Name : CVC_Alley_Slauson_pm
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

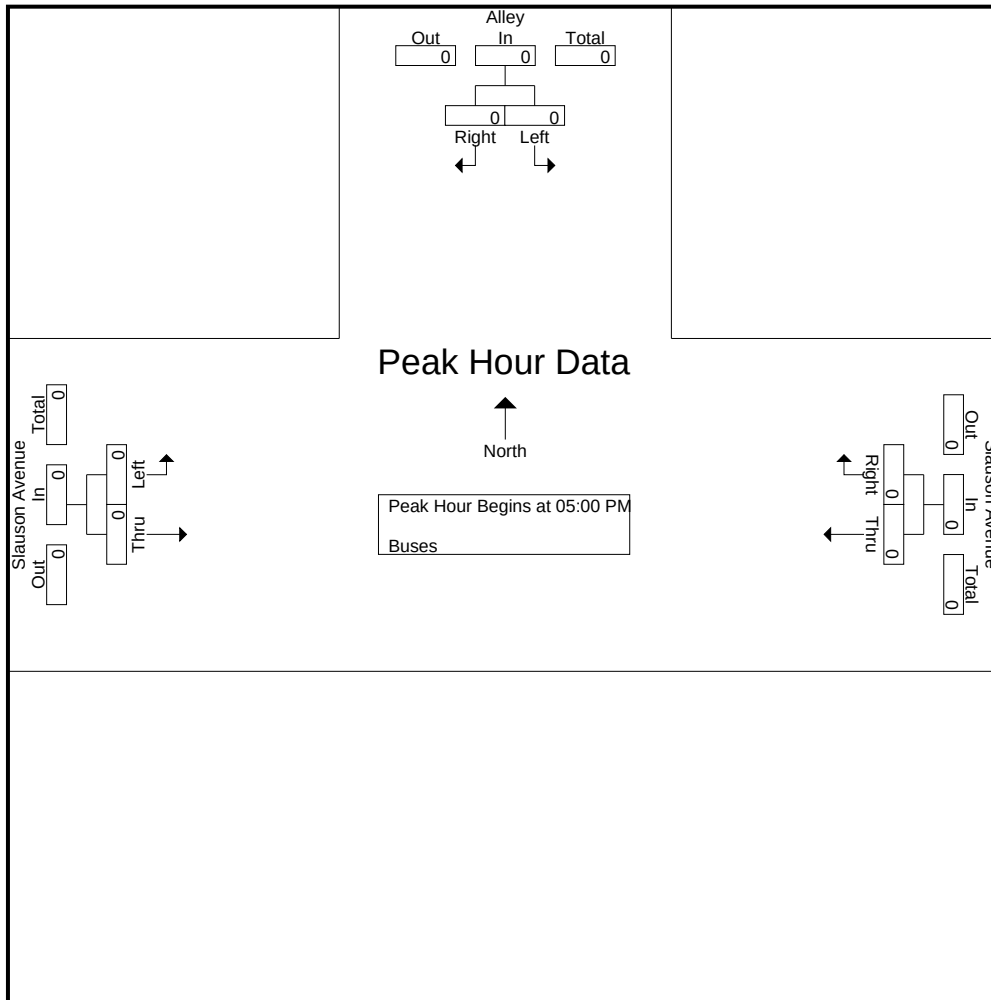
	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	1	0	1
+30 mins.	1	0	1	0	1	1	0	0	0
+45 mins.	1	0	1	0	0	0	0	0	0
Total Volume	2	0	2	0	1	1	1	0	1
% App. Total	100	0		0	100		100	0	
PHF	.500	.000	.500	.000	.250	.250	.250	.000	.250

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City of Culver City
N/S: Alley
E/W: Slauson Avenue
Weather: Clear

File Name : CVC_Alley_Slauson_pm
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Start Date : 4/25/2019
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

[illegible]

Location: Culver City
 N/S: Alley
 E/W: Slauson Avenue



Date: 4/25/2019
 Day: Thursday

PEDESTRIANS

		North Leg Alley	East Leg Slauson Avenue	South Leg Alley	West Leg Slauson Avenue	
		Pedestrians	Pedestrians	Pedestrians	Pedestrians	
	7:00 AM	4	0	0	0	4
	7:15 AM	0	0	0	0	0
	7:30 AM	3	1	0	1	5
	7:45 AM	0	0	0	0	0
	8:00 AM	4	0	0	0	4
	8:15 AM	2	1	0	0	3
	8:30 AM	2	0	0	0	2
	8:45 AM	4	0	0	0	4
	9:00 AM	0	0	0	0	0
	9:15 AM	0	0	0	0	0
	9:30 AM	4	0	0	0	4
	9:45 AM	5	1	0	0	6
	TOTAL VOLUMES:	28	3	0	1	32

		North Leg Alley	East Leg Slauson Avenue	South Leg Alley	West Leg Slauson Avenue	
		Pedestrians	Pedestrians	Pedestrians	Pedestrians	
	3:00 PM	2	0	0	0	2
	3:15 PM	3	2	0	0	5
	3:30 PM	0	0	0	1	1
	3:45 PM	3	0	0	0	3
	4:00 PM	0	0	0	0	0
	4:15 PM	2	0	0	0	2
	4:30 PM	0	0	0	0	0
	4:45 PM	0	0	0	0	0
	5:00 PM	0	1	0	2	3
	5:15 PM	2	1	0	1	4
	5:30 PM	0	1	0	0	1
	5:45 PM	1	1	0	0	2
	TOTAL VOLUMES:	13	6	0	4	23

Location: Culver City
 N/S: Alley
 E/W: Slauson Avenue



Date: 4/25/2019
 Day: Thursday

BICYCLES

	Southbound Alley			Westbound Slauson Avenue			Northbound Alley			Eastbound Slauson Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:15 AM	0	0	0	0	1	0	0	0	0	0	3	0	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
9:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES:	0	0	0	0	3	0	0	0	0	0	10	0	13

	Southbound Alley			Westbound Slauson Avenue			Northbound Alley			Eastbound Slauson Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	0	0	1	1	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	1	0	0	0	0	0	0	0	1	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES:	0	0	3	0	2	0	0	0	0	1	5	0	11

City of Culver City
N/S: Segrell Way
E/W: Slauson Avenue
Weather: Clear

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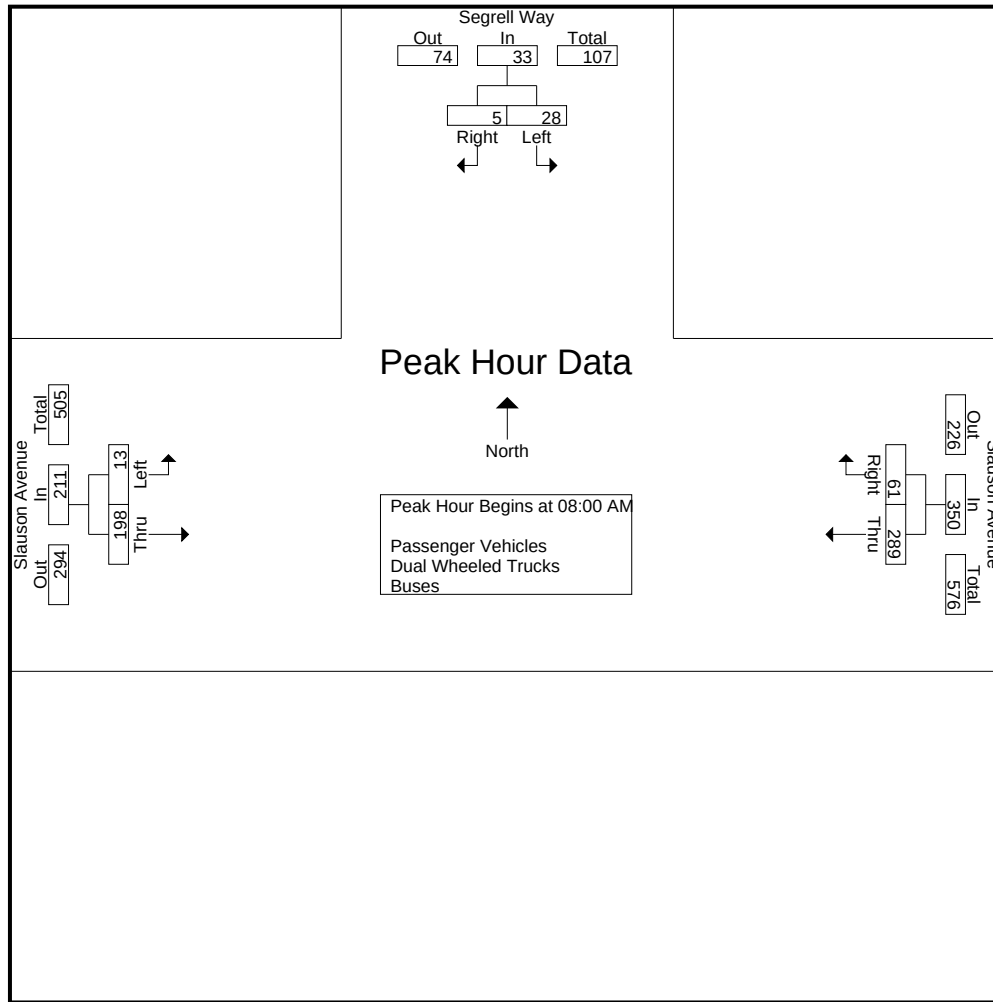
Groups Printed- Passenger Vehicles - Dual Wheeled Trucks - Buses

	Segrell Way Southbound			Slauson Avenue Westbound			Slauson Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	3	1	4	41	11	52	1	18	19	75
07:15 AM	3	2	5	36	12	48	1	27	28	81
07:30 AM	4	1	5	36	25	61	1	28	29	95
07:45 AM	8	1	9	56	32	88	3	28	31	128
Total	18	5	23	169	80	249	6	101	107	379
08:00 AM	5	1	6	68	15	83	2	35	37	126
08:15 AM	10	2	12	86	20	106	3	27	30	148
08:30 AM	7	2	9	99	19	118	5	58	63	190
08:45 AM	6	0	6	36	7	43	3	78	81	130
Total	28	5	33	289	61	350	13	198	211	594
09:00 AM	10	2	12	31	11	42	1	23	24	78
09:15 AM	5	0	5	32	6	38	0	16	16	59
09:30 AM	5	0	5	24	7	31	1	14	15	51
09:45 AM	11	1	12	30	6	36	4	21	25	73
Total	31	3	34	117	30	147	6	74	80	261
Grand Total	77	13	90	575	171	746	25	373	398	1234
Apprch %	85.6	14.4		77.1	22.9		6.3	93.7		
Total %	6.2	1.1	7.3	46.6	13.9	60.5	2	30.2	32.3	
Passenger Vehicles	77	13	90	567	171	738	25	371	396	1224
% Passenger Vehicles	100	100	100	98.6	100	98.9	100	99.5	99.5	99.2
Dual Wheeled Trucks	0	0	0	8	0	8	0	2	2	10
% Dual Wheeled Trucks										
Buses	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0

	Segrell Way Southbound			Slauson Avenue Westbound			Slauson Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	5	1	6	68	15	83	2	35	37	126
08:15 AM	10	2	12	86	20	106	3	27	30	148
08:30 AM	7	2	9	99	19	118	5	58	63	190
08:45 AM	6	0	6	36	7	43	3	78	81	130
Total Volume	28	5	33	289	61	350	13	198	211	594
% App. Total	84.8	15.2		82.6	17.4		6.2	93.8		
PHF	.700	.625	.688	.730	.763	.742	.650	.635	.651	.782

City of Culver City
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Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:15 AM			07:45 AM			08:00 AM		
+0 mins.	10	2	12	56	32	88	2	35	37
+15 mins.	7	2	9	68	15	83	3	27	30
+30 mins.	6	0	6	86	20	106	5	58	63
+45 mins.	10	2	12	99	19	118	3	78	81
Total Volume	33	6	39	309	86	395	13	198	211
% App. Total	84.6	15.4		78.2	21.8		6.2	93.8	
PHF	.825	.750	.813	.780	.672	.837	.650	.635	.651

City of Culver City
N/S: Segrell Way
E/W: Slauson Avenue
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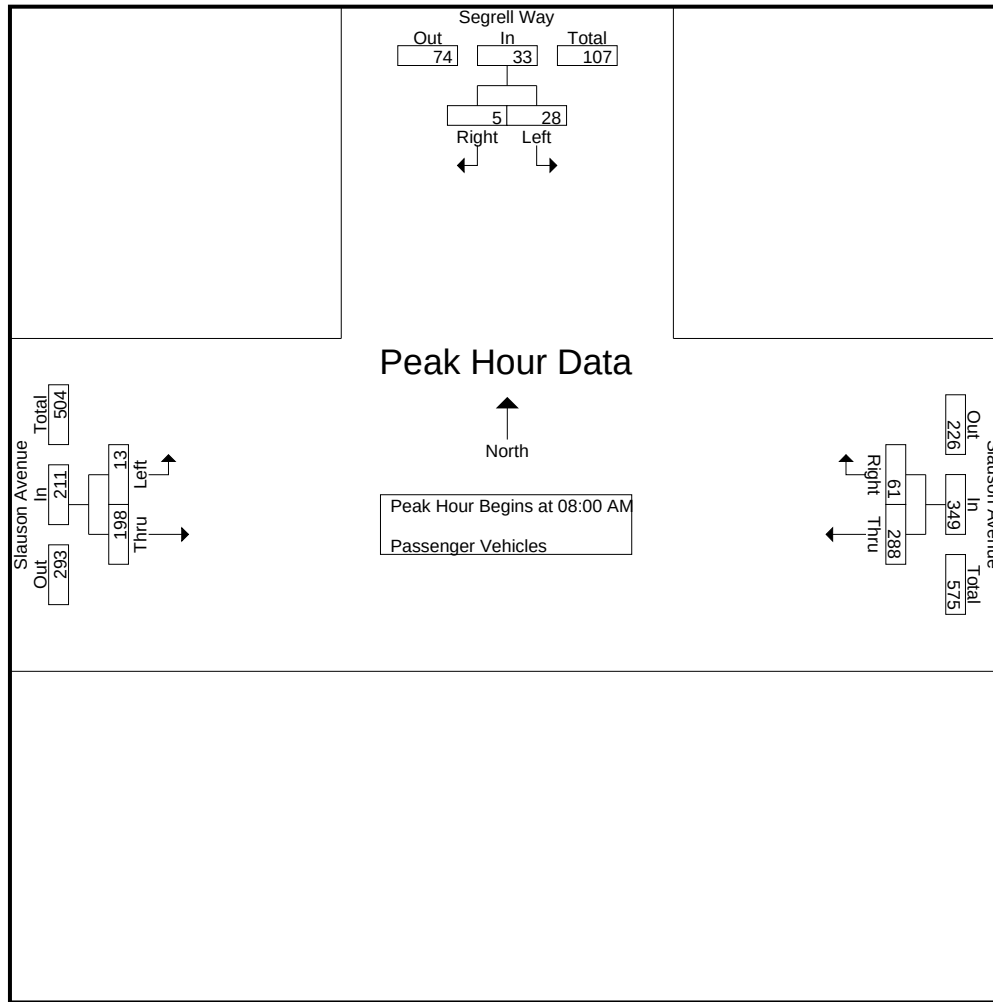
Groups Printed- Passenger Vehicles

	Segrell Way Southbound			Slauson Avenue Westbound			Slauson Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	3	1	4	41	11	52	1	18	19	75
07:15 AM	3	2	5	35	12	47	1	27	28	80
07:30 AM	4	1	5	35	25	60	1	27	28	93
07:45 AM	8	1	9	56	32	88	3	28	31	128
Total	18	5	23	167	80	247	6	100	106	376
08:00 AM	5	1	6	67	15	82	2	35	37	125
08:15 AM	10	2	12	86	20	106	3	27	30	148
08:30 AM	7	2	9	99	19	118	5	58	63	190
08:45 AM	6	0	6	36	7	43	3	78	81	130
Total	28	5	33	288	61	349	13	198	211	593
09:00 AM	10	2	12	31	11	42	1	22	23	77
09:15 AM	5	0	5	30	6	36	0	16	16	57
09:30 AM	5	0	5	22	7	29	1	14	15	49
09:45 AM	11	1	12	29	6	35	4	21	25	72
Total	31	3	34	112	30	142	6	73	79	255
Grand Total	77	13	90	567	171	738	25	371	396	1224
Apprch %	85.6	14.4		76.8	23.2		6.3	93.7		
Total %	6.3	1.1	7.4	46.3	14	60.3	2	30.3	32.4	

	Segrell Way Southbound			Slauson Avenue Westbound			Slauson Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	5	1	6	67	15	82	2	35	37	125
08:15 AM	10	2	12	86	20	106	3	27	30	148
08:30 AM	7	2	9	99	19	118	5	58	63	190
08:45 AM	6	0	6	36	7	43	3	78	81	130
Total Volume	28	5	33	288	61	349	13	198	211	593
% App. Total	84.8	15.2		82.5	17.5		6.2	93.8		
PHF	.700	.625	.688	.727	.763	.739	.650	.635	.651	.780

City of Culver City
N/S: Segrell Way
E/W: Slauson Avenue
Weather: Clear

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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	5	1	6	67	15	82	2	35	37
+15 mins.	10	2	12	86	20	106	3	27	30
+30 mins.	7	2	9	99	19	118	5	58	63
+45 mins.	6	0	6	36	7	43	3	78	81
Total Volume	28	5	33	288	61	349	13	198	211
% App. Total	84.8	15.2		82.5	17.5		6.2	93.8	
PHF	.700	.625	.688	.727	.763	.739	.650	.635	.651

City of Culver City
N/S: Segrell Way
E/W: Slauson Avenue
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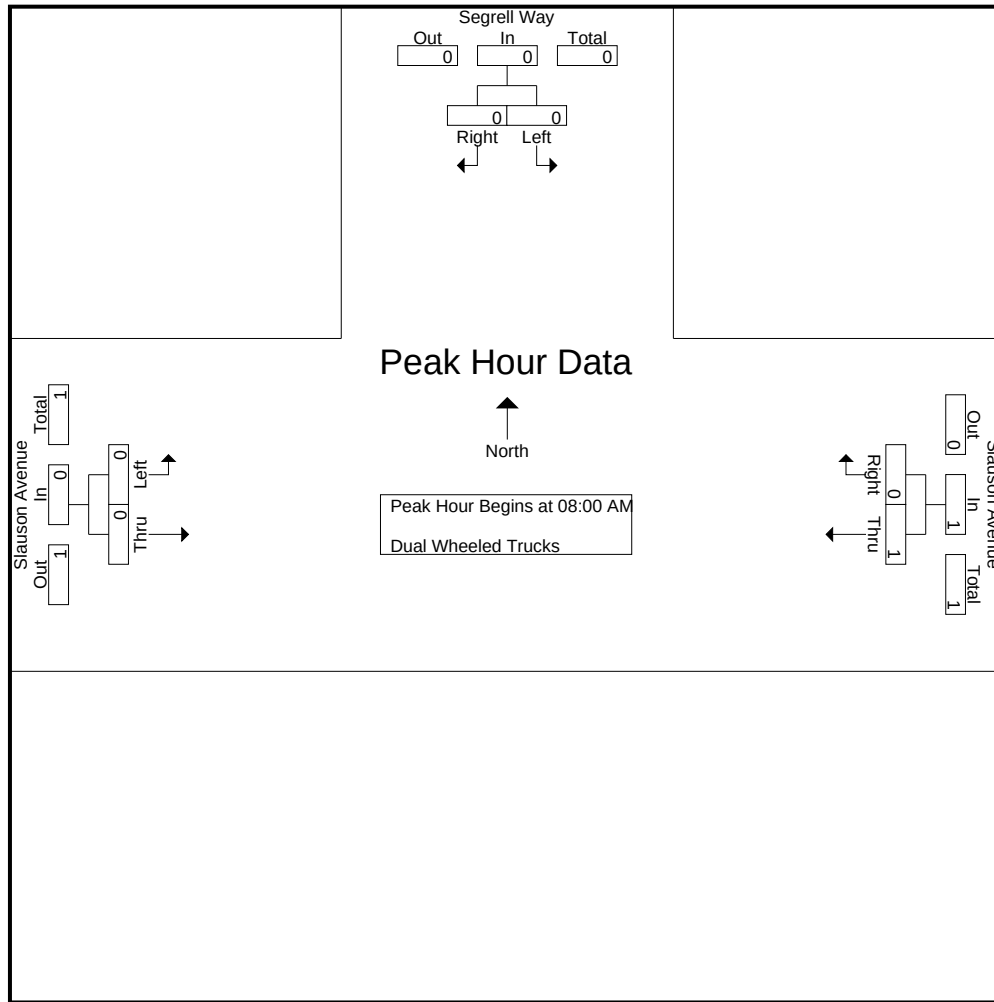
Groups Printed- Dual Wheeled Trucks

	Segrell Way Southbound			Slauson Avenue Westbound			Slauson Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	1	0	1	0	0	0	1
07:30 AM	0	0	0	1	0	1	0	1	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	2	0	1	1	3
08:00 AM	0	0	0	1	0	1	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	0	0	1
09:00 AM	0	0	0	0	0	0	0	1	1	1
09:15 AM	0	0	0	2	0	2	0	0	0	2
09:30 AM	0	0	0	2	0	2	0	0	0	2
09:45 AM	0	0	0	1	0	1	0	0	0	1
Total	0	0	0	5	0	5	0	1	1	6
Grand Total	0	0	0	8	0	8	0	2	2	10
Apprch %	0	0		100	0		0	100		
Total %	0	0	0	80	0	80	0	20	20	

	Segrell Way Southbound			Slauson Avenue Westbound			Slauson Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	0	0	1	0	1	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	1	0	0	0	1
% App. Total	0	0		100	0		0	0		
PHF	.000	.000	.000	.250	.000	.250	.000	.000	.000	.250

City of Culver City
N/S: Segrell Way
E/W: Slauson Avenue
Weather: Clear

File Name : CVC_Segrell_Slauson_AM
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

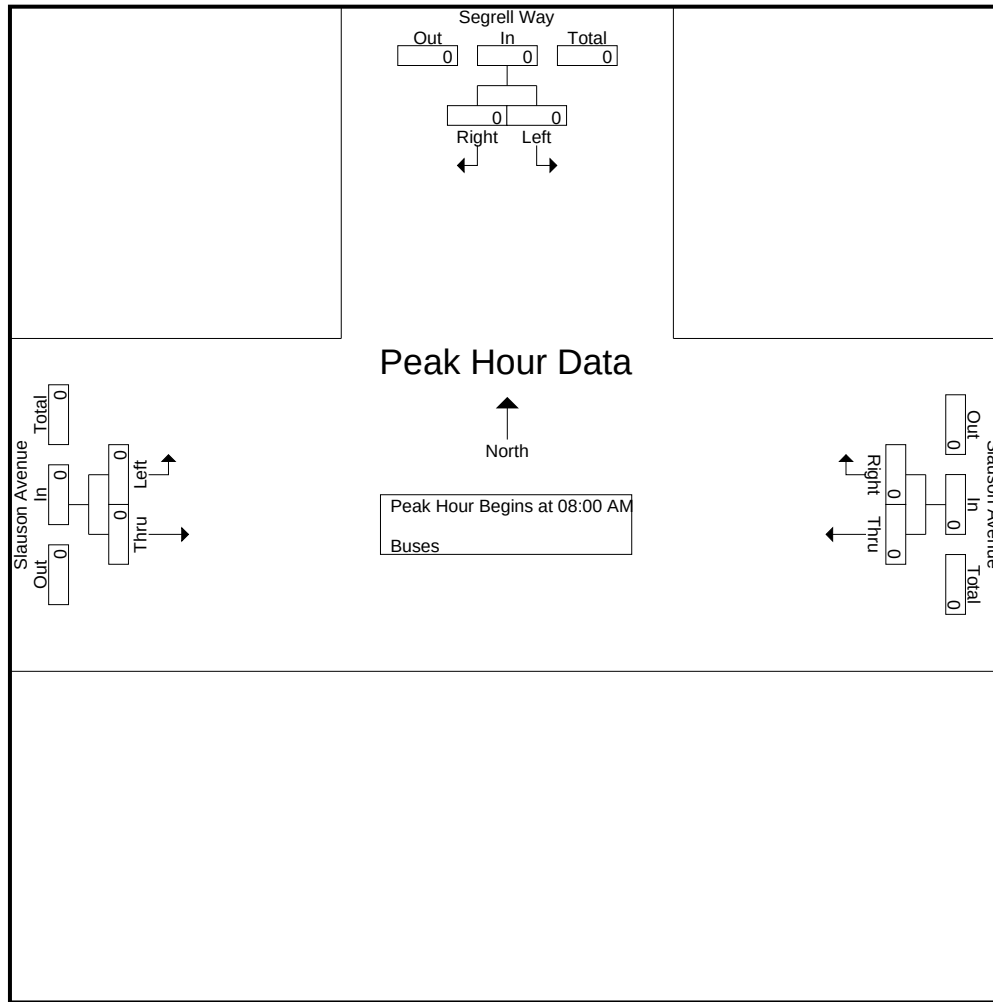
	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	0	0	1	0	1	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	1	0	0	0
% App. Total	0	0	0	100	0	100	0	0	0
PHF	.000	.000	.000	.250	.000	.250	.000	.000	.000

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City of Culver City
N/S: Segrell Way
E/W: Slauson Avenue
Weather: Clear

File Name : CVC_Segrell_Slauson_AM
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Start Date : 4/25/2019
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

[illegible]

City of Culver City
N/S: Segrell Way
E/W: Slauson Avenue
Weather: Clear

File Name : CVC_Segrell_Slauson_PM
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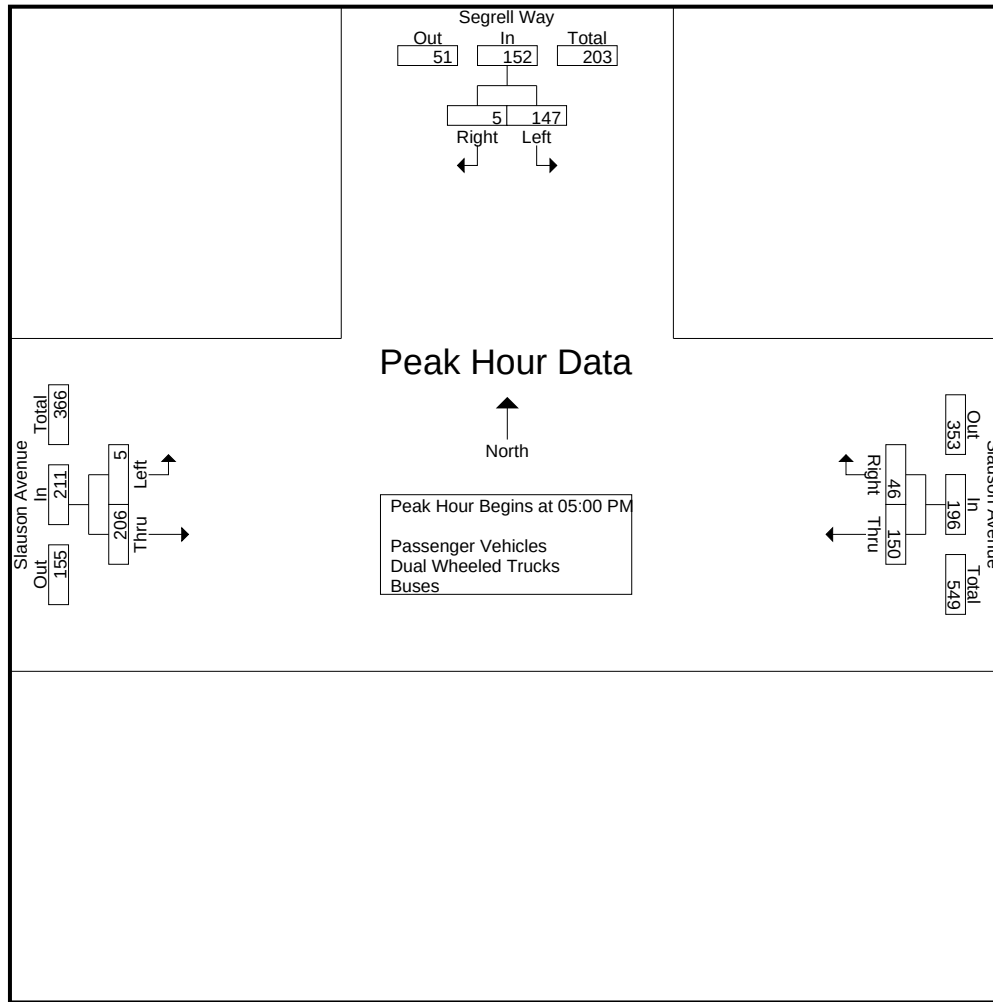
Groups Printed- Passenger Vehicles - Dual Wheeled Trucks - Buses

	Segrell Way Southbound			Slauson Avenue Westbound			Slauson Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
03:00 PM	9	4	13	57	15	72	0	20	20	105
03:15 PM	31	2	33	45	14	59	4	68	72	164
03:30 PM	37	1	38	29	7	36	2	56	58	132
03:45 PM	27	5	32	35	15	50	2	42	44	126
Total	104	12	116	166	51	217	8	186	194	527
04:00 PM	34	2	36	41	9	50	0	33	33	119
04:15 PM	26	3	29	36	11	47	4	35	39	115
04:30 PM	17	1	18	36	11	47	1	60	61	126
04:45 PM	27	0	27	35	14	49	0	32	32	108
Total	104	6	110	148	45	193	5	160	165	468
05:00 PM	35	3	38	39	11	50	1	42	43	131
05:15 PM	41	0	41	35	15	50	1	62	63	154
05:30 PM	33	2	35	41	9	50	2	60	62	147
05:45 PM	38	0	38	35	11	46	1	42	43	127
Total	147	5	152	150	46	196	5	206	211	559
Grand Total	355	23	378	464	142	606	18	552	570	1554
Apprch %	93.9	6.1		76.6	23.4		3.2	96.8		
Total %	22.8	1.5	24.3	29.9	9.1	39	1.2	35.5	36.7	
Passenger Vehicles	354	22	376	461	141	602	18	546	564	1542
% Passenger Vehicles	99.7	95.7	99.5	99.4	99.3	99.3	100	98.9	98.9	99.2
Dual Wheeled Trucks	1	1	2	3	1	4	0	6	6	12
% Dual Wheeled Trucks										
Buses	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0

	Segrell Way Southbound			Slauson Avenue Westbound			Slauson Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	35	3	38	39	11	50	1	42	43	131
05:15 PM	41	0	41	35	15	50	1	62	63	154
05:30 PM	33	2	35	41	9	50	2	60	62	147
05:45 PM	38	0	38	35	11	46	1	42	43	127
Total Volume	147	5	152	150	46	196	5	206	211	559
% App. Total	96.7	3.3		76.5	23.5		2.4	97.6		
PHF	.896	.417	.927	.915	.767	.980	.625	.831	.837	.907

City of Culver City
N/S: Segrell Way
E/W: Slauson Avenue
Weather: Clear

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Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM			03:00 PM			05:00 PM		
+0 mins.	35	3	38	57	15	72	1	42	43
+15 mins.	41	0	41	45	14	59	1	62	63
+30 mins.	33	2	35	29	7	36	2	60	62
+45 mins.	38	0	38	35	15	50	1	42	43
Total Volume	147	5	152	166	51	217	5	206	211
% App. Total	96.7	3.3		76.5	23.5		2.4	97.6	
PHF	.896	.417	.927	.728	.850	.753	.625	.831	.837

City of Culver City
N/S: Segrell Way
E/W: Slauson Avenue
Weather: Clear

File Name : CVC_Segrell_Slauson_PM
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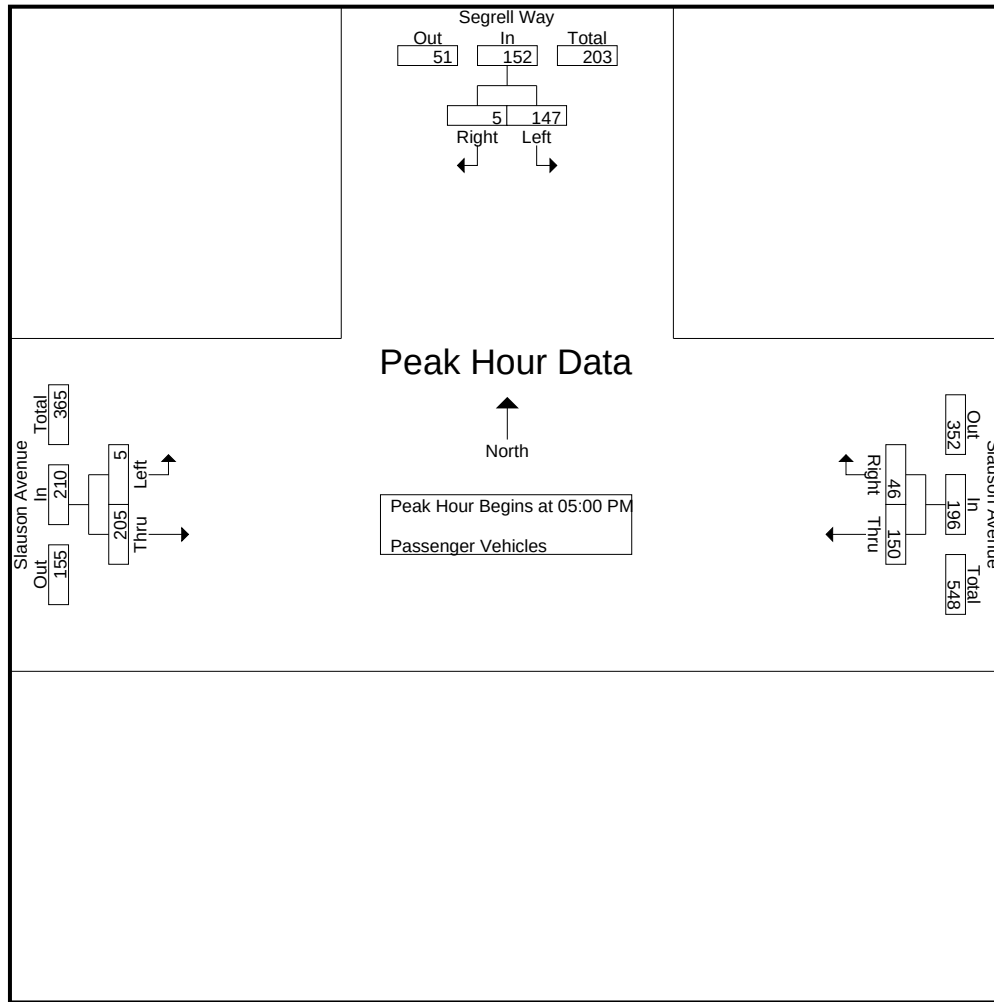
Groups Printed- Passenger Vehicles

	Segrell Way Southbound			Slauson Avenue Westbound			Slauson Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
03:00 PM	9	3	12	56	15	71	0	19	19	102
03:15 PM	30	2	32	44	14	58	4	66	70	160
03:30 PM	37	1	38	29	7	36	2	55	57	131
03:45 PM	27	5	32	35	15	50	2	42	44	126
Total	103	11	114	164	51	215	8	182	190	519
04:00 PM	34	2	36	41	9	50	0	33	33	119
04:15 PM	26	3	29	36	11	47	4	35	39	115
04:30 PM	17	1	18	35	10	45	1	59	60	123
04:45 PM	27	0	27	35	14	49	0	32	32	108
Total	104	6	110	147	44	191	5	159	164	465
05:00 PM	35	3	38	39	11	50	1	42	43	131
05:15 PM	41	0	41	35	15	50	1	61	62	153
05:30 PM	33	2	35	41	9	50	2	60	62	147
05:45 PM	38	0	38	35	11	46	1	42	43	127
Total	147	5	152	150	46	196	5	205	210	558
Grand Total	354	22	376	461	141	602	18	546	564	1542
Apprch %	94.1	5.9		76.6	23.4		3.2	96.8		
Total %	23	1.4	24.4	29.9	9.1	39	1.2	35.4	36.6	

	Segrell Way Southbound			Slauson Avenue Westbound			Slauson Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	35	3	38	39	11	50	1	42	43	131
05:15 PM	41	0	41	35	15	50	1	61	62	153
05:30 PM	33	2	35	41	9	50	2	60	62	147
05:45 PM	38	0	38	35	11	46	1	42	43	127
Total Volume	147	5	152	150	46	196	5	205	210	558
% App. Total	96.7	3.3		76.5	23.5		2.4	97.6		
PHF	.896	.417	.927	.915	.767	.980	.625	.840	.847	.912

City of Culver City
N/S: Segrell Way
E/W: Slauson Avenue
Weather: Clear

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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	35	3	38	39	11	50	1	42	43
+15 mins.	41	0	41	35	15	50	1	61	62
+30 mins.	33	2	35	41	9	50	2	60	62
+45 mins.	38	0	38	35	11	46	1	42	43
Total Volume	147	5	152	150	46	196	5	205	210
% App. Total	96.7	3.3		76.5	23.5		2.4	97.6	
PHF	.896	.417	.927	.915	.767	.980	.625	.840	.847

City of Culver City
N/S: Segrell Way
E/W: Slauson Avenue
Weather: Clear

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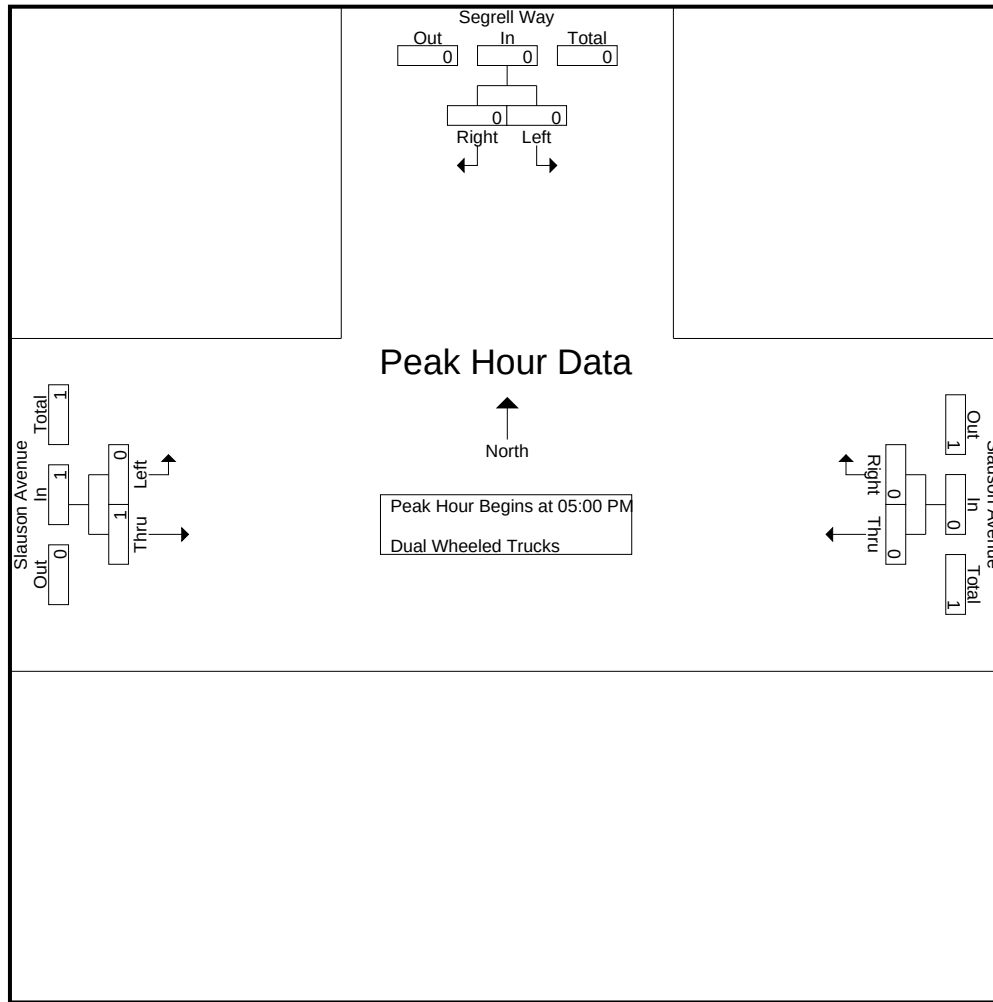
Groups Printed- Dual Wheeled Trucks

	Segrell Way Southbound			Slauson Avenue Westbound			Slauson Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
03:00 PM	0	1	1	1	0	1	0	1	1	3
03:15 PM	1	0	1	1	0	1	0	2	2	4
03:30 PM	0	0	0	0	0	0	0	1	1	1
03:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	1	2	2	0	2	0	4	4	8
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	1	1	2	0	1	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	2	0	1	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	1	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	1	1
Grand Total	1	1	2	3	1	4	0	6	6	12
Apprch %	50	50		75	25		0	100		
Total %	8.3	8.3	16.7	25	8.3	33.3	0	50	50	

	Segrell Way Southbound			Slauson Avenue Westbound			Slauson Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	1	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	1	1	1
% App. Total	0	0		0	0		0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250

City of Culver City
N/S: Segrell Way
E/W: Slauson Avenue
Weather: Clear

File Name : CVC_Segrell_Slauson_PM
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

[illegible]

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[illegible][illegible]

File Name : CVC_Segrell_Slauson_PM
Site Code : 16619271
Start Date : 4/25/2019
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Location: Culver City
 N/S: Segrell Way
 E/W: Slauson Avenue



Date: 4/25/2019
 Day: Thursday

PEDESTRIANS

	North Leg Segrell Way	East Leg Slauson Avenue	South Leg Segrell Way	West Leg Slauson Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	4	0	0	0	4
7:30 AM	2	0	0	0	2
7:45 AM	0	0	0	1	1
8:00 AM	1	0	0	0	1
8:15 AM	3	0	0	0	3
8:30 AM	2	1	0	0	3
8:45 AM	3	0	0	0	3
9:00 AM	1	0	0	0	1
9:15 AM	0	0	0	0	0
9:30 AM	4	0	0	0	4
9:45 AM	3	0	0	0	3
TOTAL VOLUMES:	23	1	0	1	25

	North Leg Segrell Way	East Leg Slauson Avenue	South Leg Segrell Way	West Leg Slauson Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
3:00 PM	1	0	0	0	1
3:15 PM	2	0	0	0	2
3:30 PM	1	0	0	0	1
3:45 PM	2	0	0	0	2
4:00 PM	1	0	0	0	1
4:15 PM	2	0	0	0	2
4:30 PM	4	0	0	0	4
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	1	1
5:15 PM	2	0	0	0	2
5:30 PM	0	0	0	0	0
5:45 PM	2	0	0	0	2
TOTAL VOLUMES:	17	0	0	1	18

Location: Culver City
 N/S: Segrell Way
 E/W: Slauson Avenue



Date: 4/25/2019
 Day: Thursday

BICYCLES

	Southbound Segrell Way			Westbound Slauson Avenue			Northbound Segrell Way			Eastbound Slauson Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	3	1	0	0	0	0	6	0	10

	Southbound Segrell Way			Westbound Slauson Avenue			Northbound Segrell Way			Eastbound Slauson Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:15 PM	1	0	0	0	0	0	0	0	0	1	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	4	0	0	0	0	0	0	0	4
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
TOTAL VOLUMES:	1	0	0	0	8	0	0	0	0	1	1	0	11

City of Culver City
N/S: Culver Park Drive
E/W: Slauson Avenue
Weather: Clear

File Name : CVC_Culver Park_Slauson_AM
Site Code : 16619271
Start Date : 4/25/2019
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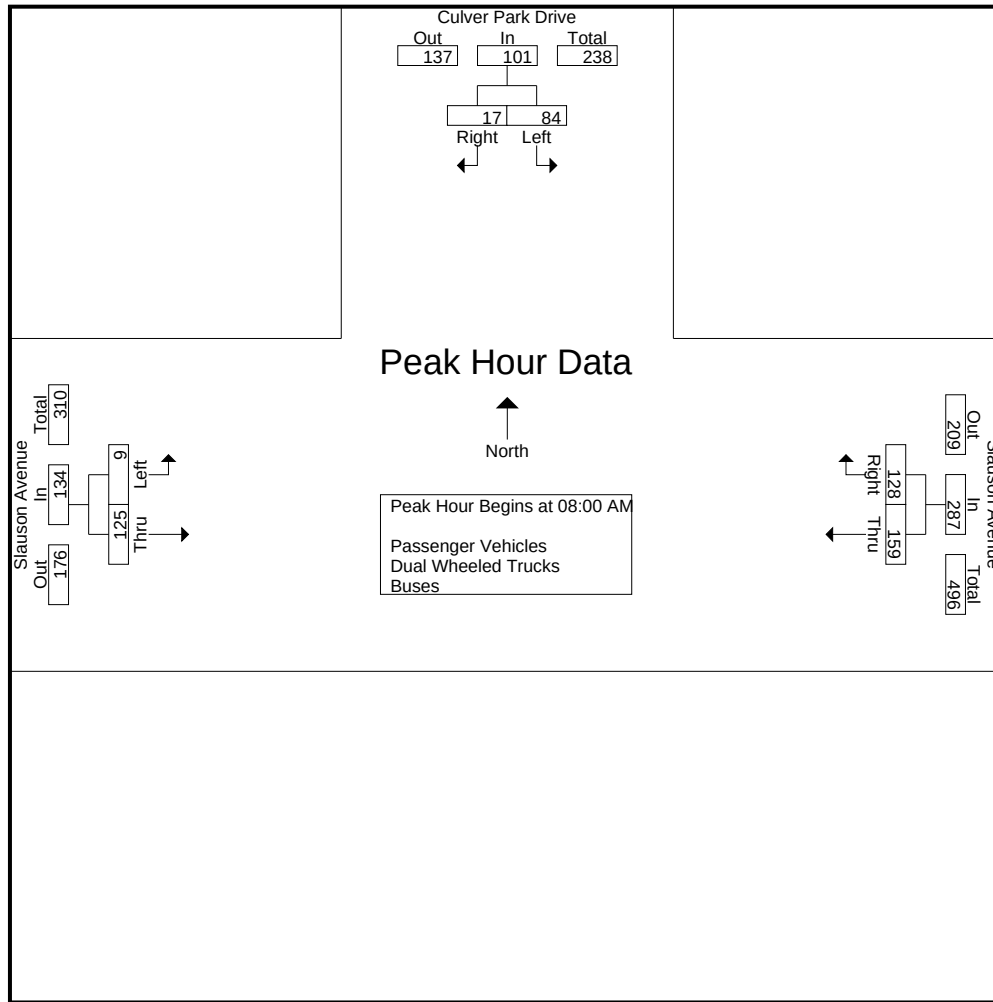
Groups Printed- Passenger Vehicles - Dual Wheeled Trucks - Buses

	Culver Park Drive Southbound			Slauson Avenue Westbound			Slauson Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	6	0	6	28	15	43	0	15	15	64
07:15 AM	4	0	4	24	12	36	0	23	23	63
07:30 AM	9	1	10	24	11	35	1	21	22	67
07:45 AM	3	2	5	39	19	58	1	25	26	89
Total	22	3	25	115	57	172	2	84	86	283
08:00 AM	17	6	23	45	21	66	0	22	22	111
08:15 AM	9	2	11	48	37	85	3	21	24	120
08:30 AM	15	5	20	38	63	101	4	45	49	170
08:45 AM	43	4	47	28	7	35	2	37	39	121
Total	84	17	101	159	128	287	9	125	134	522
09:00 AM	6	2	8	25	9	34	0	15	15	57
09:15 AM	4	0	4	23	5	28	0	10	10	42
09:30 AM	8	1	9	19	4	23	0	10	10	42
09:45 AM	4	0	4	23	5	28	1	19	20	52
Total	22	3	25	90	23	113	1	54	55	193
Grand Total	128	23	151	364	208	572	12	263	275	998
Apprch %	84.8	15.2		63.6	36.4		4.4	95.6		
Total %	12.8	2.3	15.1	36.5	20.8	57.3	1.2	26.4	27.6	
Passenger Vehicles	128	23	151	360	208	568	12	262	274	993
% Passenger Vehicles	100	100	100	98.9	100	99.3	100	99.6	99.6	99.5
Dual Wheeled Trucks	0	0	0	4	0	4	0	1	1	5
% Dual Wheeled Trucks										
Buses	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0

	Culver Park Drive Southbound			Slauson Avenue Westbound			Slauson Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	17	6	23	45	21	66	0	22	22	111
08:15 AM	9	2	11	48	37	85	3	21	24	120
08:30 AM	15	5	20	38	63	101	4	45	49	170
08:45 AM	43	4	47	28	7	35	2	37	39	121
Total Volume	84	17	101	159	128	287	9	125	134	522
% App. Total	83.2	16.8		55.4	44.6		6.7	93.3		
PHF	.488	.708	.537	.828	.508	.710	.563	.694	.684	.768

City of Culver City
N/S: Culver Park Drive
E/W: Slauson Avenue
Weather: Clear

File Name : CVC_Culver Park_Slauson_AM
Site Code : 16619271
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Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM			07:45 AM			08:00 AM		
+0 mins.	17	6	23	39	19	58	0	22	22
+15 mins.	9	2	11	45	21	66	3	21	24
+30 mins.	15	5	20	48	37	85	4	45	49
+45 mins.	43	4	47	38	63	101	2	37	39
Total Volume	84	17	101	170	140	310	9	125	134
% App. Total	83.2	16.8		54.8	45.2		6.7	93.3	
PHF	.488	.708	.537	.885	.556	.767	.563	.694	.684

City of Culver City
N/S: Culver Park Drive
E/W: Slauson Avenue
Weather: Clear

File Name : CVC_Culver Park_Slauson_AM
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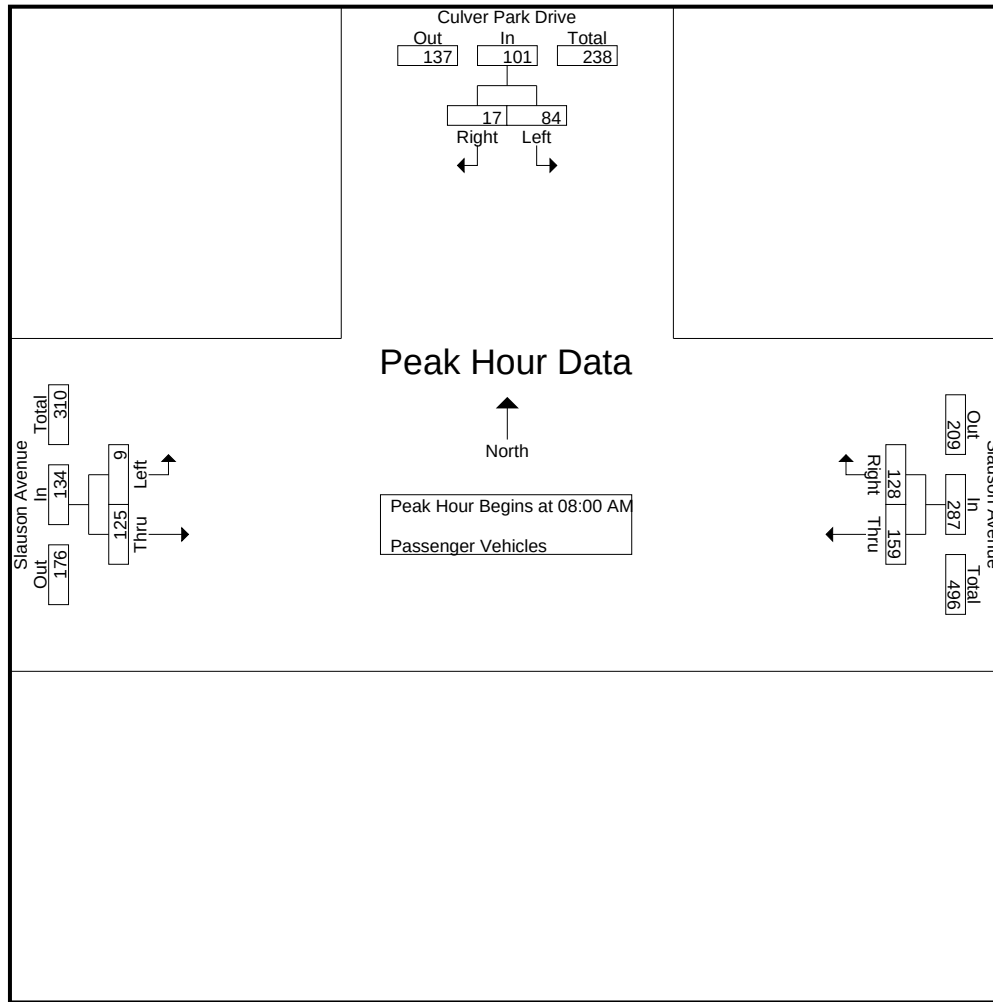
Groups Printed- Passenger Vehicles

	Culver Park Drive Southbound			Slauson Avenue Westbound			Slauson Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	6	0	6	28	15	43	0	15	15	64
07:15 AM	4	0	4	23	12	35	0	23	23	62
07:30 AM	9	1	10	23	11	34	1	20	21	65
07:45 AM	3	2	5	39	19	58	1	25	26	89
Total	22	3	25	113	57	170	2	83	85	280
08:00 AM	17	6	23	45	21	66	0	22	22	111
08:15 AM	9	2	11	48	37	85	3	21	24	120
08:30 AM	15	5	20	38	63	101	4	45	49	170
08:45 AM	43	4	47	28	7	35	2	37	39	121
Total	84	17	101	159	128	287	9	125	134	522
09:00 AM	6	2	8	25	9	34	0	15	15	57
09:15 AM	4	0	4	22	5	27	0	10	10	41
09:30 AM	8	1	9	18	4	22	0	10	10	41
09:45 AM	4	0	4	23	5	28	1	19	20	52
Total	22	3	25	88	23	111	1	54	55	191
Grand Total	128	23	151	360	208	568	12	262	274	993
Apprch %	84.8	15.2		63.4	36.6		4.4	95.6		
Total %	12.9	2.3	15.2	36.3	20.9	57.2	1.2	26.4	27.6	

	Culver Park Drive Southbound			Slauson Avenue Westbound			Slauson Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	17	6	23	45	21	66	0	22	22	111
08:15 AM	9	2	11	48	37	85	3	21	24	120
08:30 AM	15	5	20	38	63	101	4	45	49	170
08:45 AM	43	4	47	28	7	35	2	37	39	121
Total Volume	84	17	101	159	128	287	9	125	134	522
% App. Total	83.2	16.8		55.4	44.6		6.7	93.3		
PHF	.488	.708	.537	.828	.508	.710	.563	.694	.684	.768

City of Culver City
N/S: Culver Park Drive
E/W: Slauson Avenue
Weather: Clear

File Name : CVC_Culver Park_Slauson_AM
Site Code : 16619271
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

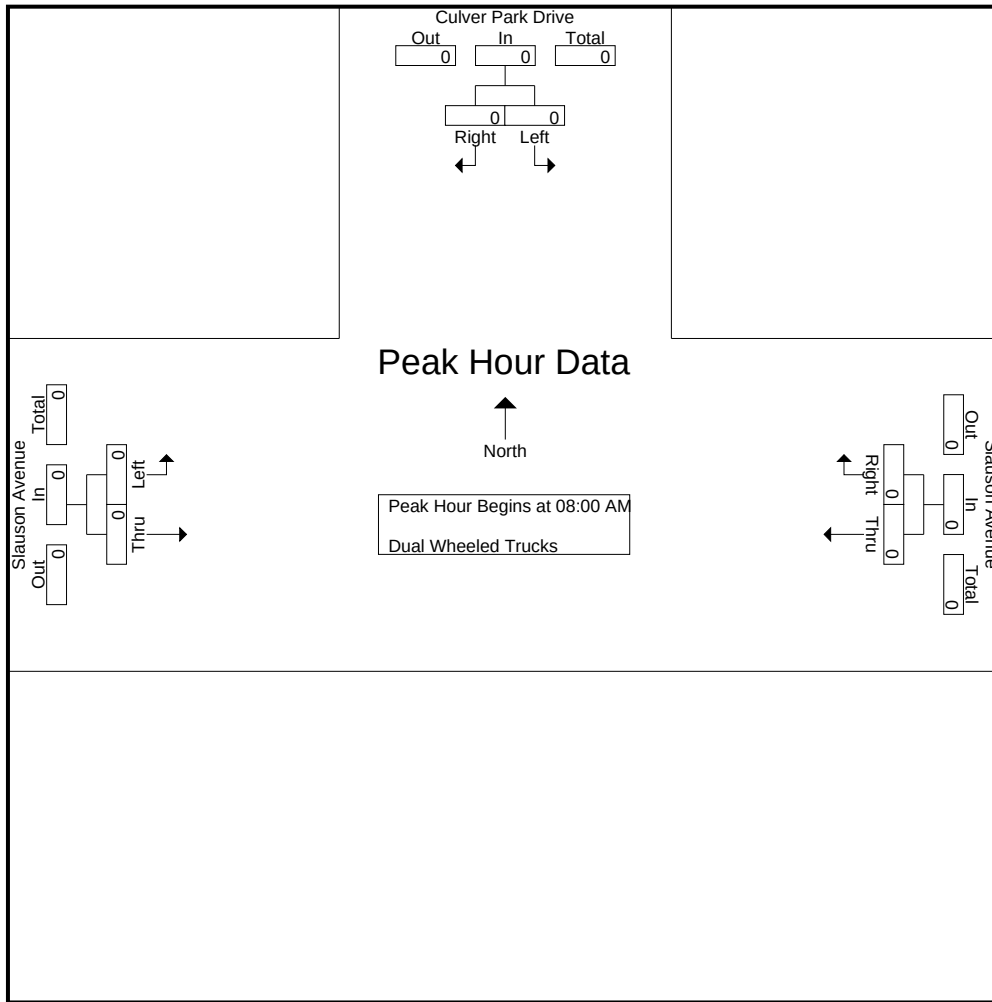
	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	17	6	23	45	21	66	0	22	22
+15 mins.	9	2	11	48	37	85	3	21	24
+30 mins.	15	5	20	38	63	101	4	45	49
+45 mins.	43	4	47	28	7	35	2	37	39
Total Volume	84	17	101	159	128	287	9	125	134
% App. Total	83.2	16.8		55.4	44.6		6.7	93.3	
PHF	.488	.708	.537	.828	.508	.710	.563	.694	.684

File Name : CVC_Culver Park_Slauson_AM
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[illegible]

City of Culver City
N/S: Culver Park Drive
E/W: Slauson Avenue
Weather: Clear

File Name : CVC_Culver Park_Slauson_AM
Site Code : 16619271
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

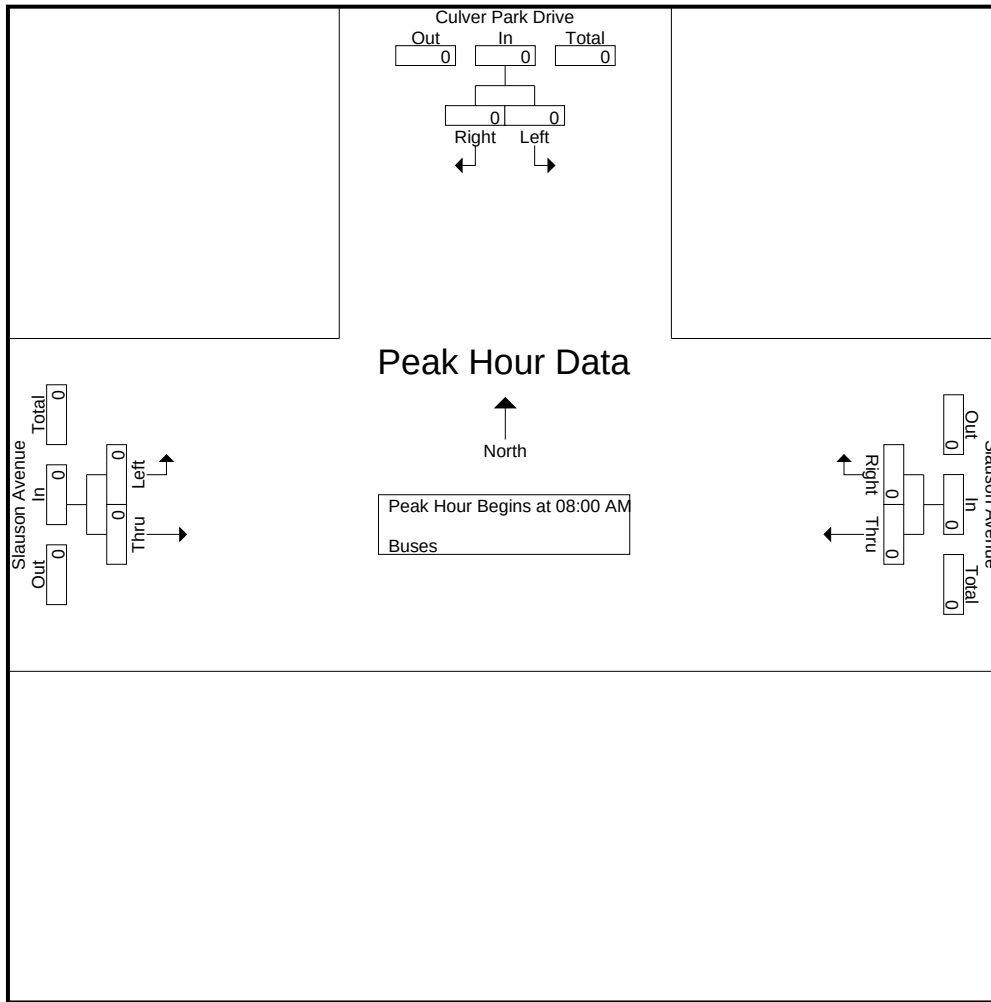
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File Name : CVC_Culver Park_Slauson_AM
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City of Culver City
N/S: Culver Park Drive
E/W: Slauson Avenue
Weather: Clear

File Name : CVC_Culver Park_Slauson_AM
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

[illegible]

City of Culver City
N/S: Culver Park Drive
E/W: Slauson Avenue
Weather: Clear

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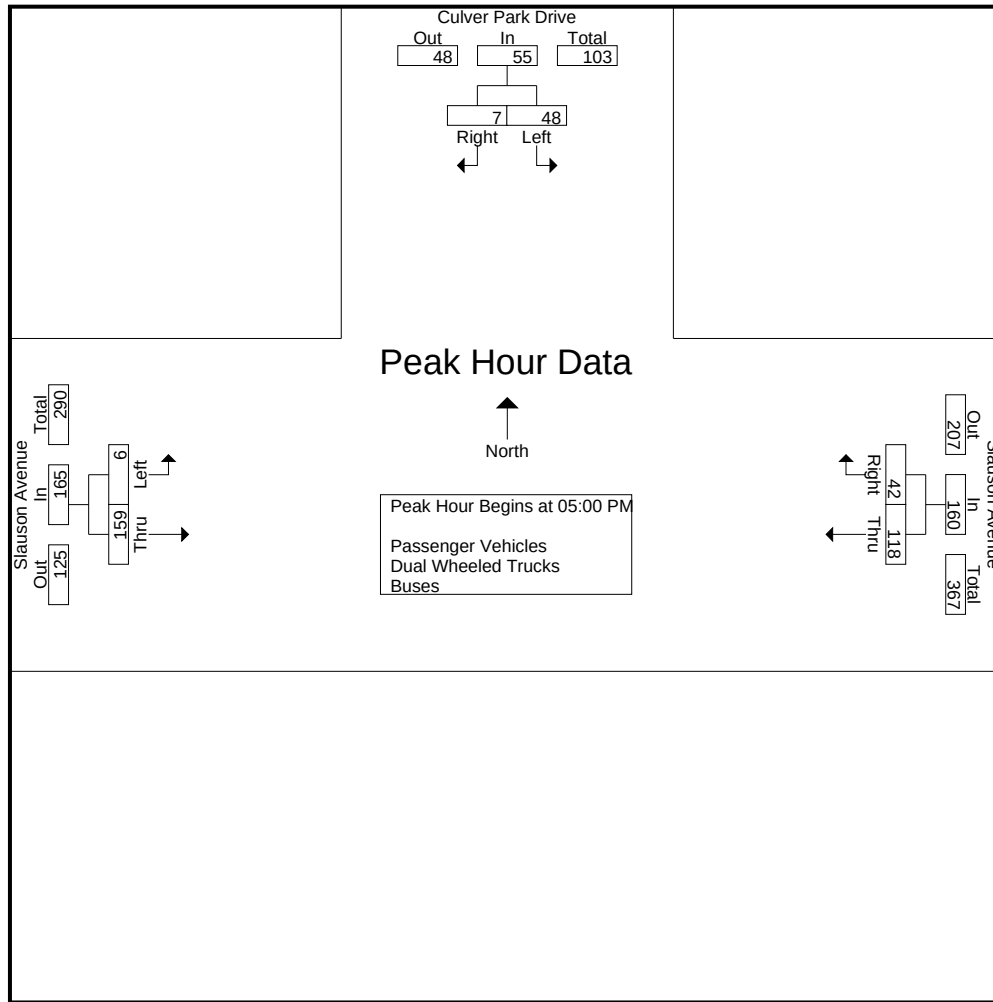
Groups Printed- Passenger Vehicles - Dual Wheeled Trucks - Buses

	Culver Park Drive Southbound			Slauson Avenue Westbound			Slauson Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
03:00 PM	7	1	8	31	25	56	0	14	14	78
03:15 PM	30	1	31	27	17	44	1	45	46	121
03:30 PM	22	1	23	28	5	33	1	34	35	91
03:45 PM	15	1	16	31	7	38	0	31	31	85
Total	74	4	78	117	54	171	2	124	126	375
04:00 PM	13	1	14	28	16	44	1	20	21	79
04:15 PM	6	1	7	26	10	36	1	34	35	78
04:30 PM	17	3	20	23	13	36	1	43	44	100
04:45 PM	18	2	20	14	19	33	1	20	21	74
Total	54	7	61	91	58	149	4	117	121	331
05:00 PM	18	3	21	38	9	47	1	22	23	91
05:15 PM	10	1	11	29	8	37	0	51	51	99
05:30 PM	8	0	8	23	18	41	1	53	54	103
05:45 PM	12	3	15	28	7	35	4	33	37	87
Total	48	7	55	118	42	160	6	159	165	380
Grand Total	176	18	194	326	154	480	12	400	412	1086
Apprch %	90.7	9.3		67.9	32.1		2.9	97.1		
Total %	16.2	1.7	17.9	30	14.2	44.2	1.1	36.8	37.9	
Passenger Vehicles	173	18	191	324	154	478	12	395	407	1076
% Passenger Vehicles	98.3	100	98.5	99.4	100	99.6	100	98.8	98.8	99.1
Dual Wheeled Trucks	3	0	3	2	0	2	0	5	5	10
% Dual Wheeled Trucks										
Buses	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0

	Culver Park Drive Southbound			Slauson Avenue Westbound			Slauson Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	18	3	21	38	9	47	1	22	23	91
05:15 PM	10	1	11	29	8	37	0	51	51	99
05:30 PM	8	0	8	23	18	41	1	53	54	103
05:45 PM	12	3	15	28	7	35	4	33	37	87
Total Volume	48	7	55	118	42	160	6	159	165	380
% App. Total	87.3	12.7		73.8	26.2		3.6	96.4		
PHF	.667	.583	.655	.776	.583	.851	.375	.750	.764	.922

City of Culver City
N/S: Culver Park Drive
E/W: Slauson Avenue
Weather: Clear

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Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:15 PM			03:00 PM			05:00 PM		
+0 mins.	30	1	31	31	25	56	1	22	23
+15 mins.	22	1	23	27	17	44	0	51	51
+30 mins.	15	1	16	28	5	33	1	53	54
+45 mins.	13	1	14	31	7	38	4	33	37
Total Volume	80	4	84	117	54	171	6	159	165
% App. Total	95.2	4.8		68.4	31.6		3.6	96.4	
PHF	.667	1.000	.677	.944	.540	.763	.375	.750	.764

City of Culver City
N/S: Culver Park Drive
E/W: Slauson Avenue
Weather: Clear

File Name : CVC_Culver Park_Slauson_PM
Site Code : 16619271
Start Date : 4/25/2019
Page No : 1

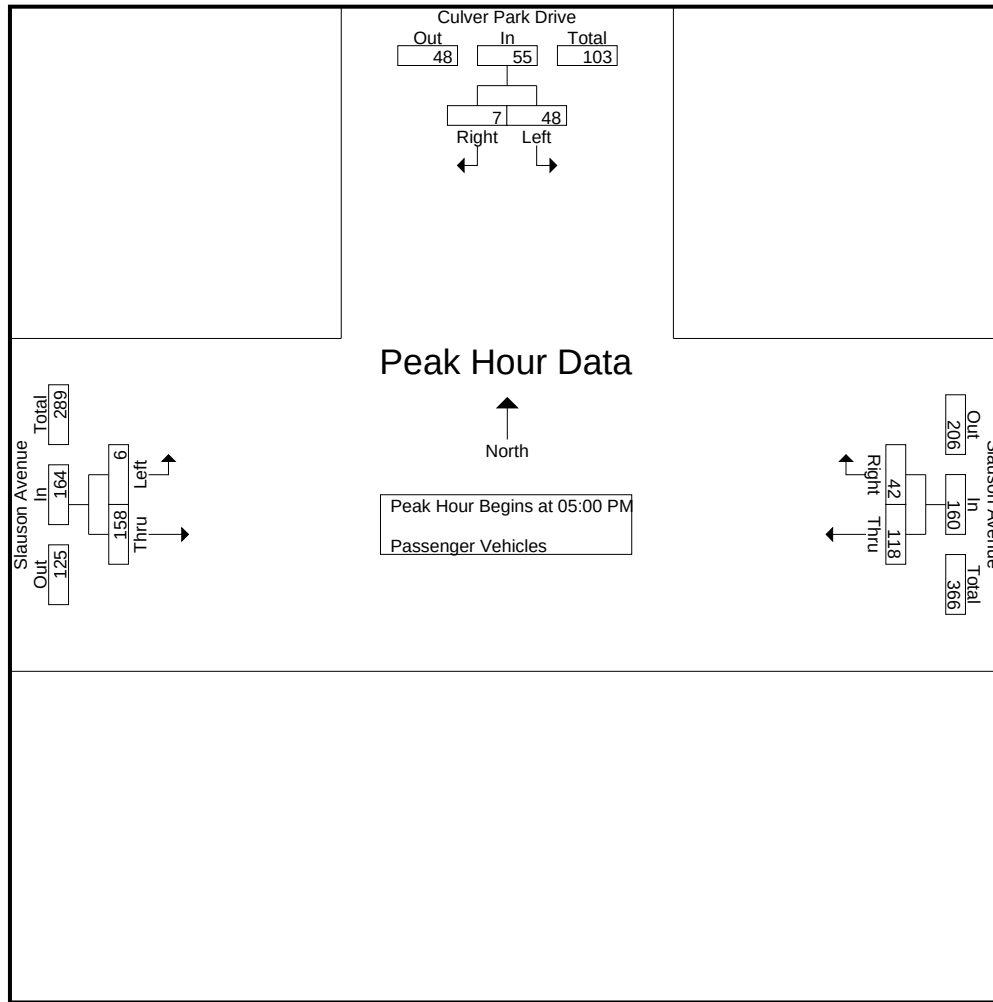
Groups Printed- Passenger Vehicles

	Culver Park Drive Southbound			Slauson Avenue Westbound			Slauson Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
03:00 PM	7	1	8	30	25	55	0	14	14	77
03:15 PM	28	1	29	27	17	44	1	45	46	119
03:30 PM	22	1	23	27	5	32	1	32	33	88
03:45 PM	14	1	15	31	7	38	0	30	30	83
Total	71	4	75	115	54	169	2	121	123	367
04:00 PM	13	1	14	28	16	44	1	20	21	79
04:15 PM	6	1	7	26	10	36	1	34	35	78
04:30 PM	17	3	20	23	13	36	1	42	43	99
04:45 PM	18	2	20	14	19	33	1	20	21	74
Total	54	7	61	91	58	149	4	116	120	330
05:00 PM	18	3	21	38	9	47	1	22	23	91
05:15 PM	10	1	11	29	8	37	0	50	50	98
05:30 PM	8	0	8	23	18	41	1	53	54	103
05:45 PM	12	3	15	28	7	35	4	33	37	87
Total	48	7	55	118	42	160	6	158	164	379
Grand Total	173	18	191	324	154	478	12	395	407	1076
Apprch %	90.6	9.4		67.8	32.2		2.9	97.1		
Total %	16.1	1.7	17.8	30.1	14.3	44.4	1.1	36.7	37.8	

	Culver Park Drive Southbound			Slauson Avenue Westbound			Slauson Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	18	3	21	38	9	47	1	22	23	91
05:15 PM	10	1	11	29	8	37	0	50	50	98
05:30 PM	8	0	8	23	18	41	1	53	54	103
05:45 PM	12	3	15	28	7	35	4	33	37	87
Total Volume	48	7	55	118	42	160	6	158	164	379
% App. Total	87.3	12.7		73.8	26.2		3.7	96.3		
PHF	.667	.583	.655	.776	.583	.851	.375	.745	.759	.920

City of Culver City
N/S: Culver Park Drive
E/W: Slauson Avenue
Weather: Clear

File Name : CVC_Culver Park_Slauson_PM
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	18	3	21	38	9	47	1	22	23
+15 mins.	10	1	11	29	8	37	0	50	50
+30 mins.	8	0	8	23	18	41	1	53	54
+45 mins.	12	3	15	28	7	35	4	33	37
Total Volume	48	7	55	118	42	160	6	158	164
% App. Total	87.3	12.7		73.8	26.2		3.7	96.3	
PHF	.667	.583	.655	.776	.583	.851	.375	.745	.759

City of Culver City
N/S: Culver Park Drive
E/W: Slauson Avenue
Weather: Clear

File Name : CVC_Culver Park_Slauson_PM
Site Code : 16619271
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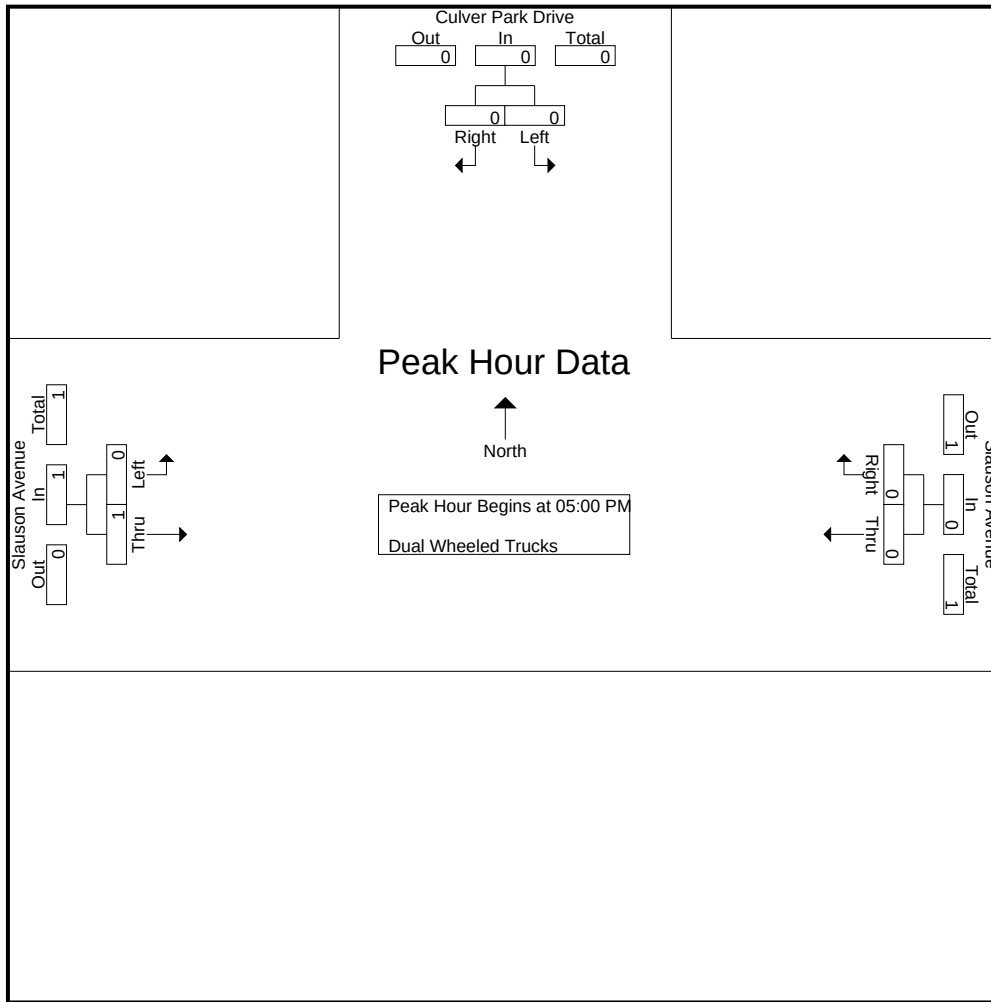
Groups Printed- Dual Wheeled Trucks

	Culver Park Drive Southbound			Slauson Avenue Westbound			Slauson Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
03:00 PM	0	0	0	1	0	1	0	0	0	1
03:15 PM	2	0	2	0	0	0	0	0	0	2
03:30 PM	0	0	0	1	0	1	0	2	2	3
03:45 PM	1	0	1	0	0	0	0	1	1	2
Total	3	0	3	2	0	2	0	3	3	8
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	1	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	1	1
Grand Total	3	0	3	2	0	2	0	5	5	10
Apprch %	100	0		100	0		0	100		
Total %	30	0	30	20	0	20	0	50	50	

	Culver Park Drive Southbound			Slauson Avenue Westbound			Slauson Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	1	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	1	1	1
% App. Total	0	0		0	0		0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250

City of Culver City
N/S: Culver Park Drive
E/W: Slauson Avenue
Weather: Clear

File Name : CVC_Culver Park_Slauson_PM
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

[illegible]

File Name : CVC_Culver Park_Slauson_PM
Site Code : 16619271
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[illegible][illegible]

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Location: Culver City
 N/S: Culver Park Drive
 E/W: Slauson Avenue



Date: 4/25/2019
 Day: Thursday

PEDESTRIANS

		North Leg Culver Park Drive	East Leg Slauson Avenue	South Leg Culver Park Drive	West Leg Slauson Avenue	
		Pedestrians	Pedestrians	Pedestrians	Pedestrians	
	7:00 AM	0	0	0	0	0
	7:15 AM	2	0	0	0	2
	7:30 AM	2	0	0	0	2
	7:45 AM	0	0	0	0	0
	8:00 AM	1	0	0	0	1
	8:15 AM	1	0	0	0	1
	8:30 AM	1	0	0	0	1
	8:45 AM	2	0	0	0	2
	9:00 AM	1	0	0	0	1
	9:15 AM	0	0	0	0	0
	9:30 AM	0	0	0	0	0
	9:45 AM	0	0	0	0	0
	TOTAL VOLUMES:	10	0	0	0	10

		North Leg Culver Park Drive	East Leg Slauson Avenue	South Leg Culver Park Drive	West Leg Slauson Avenue	
		Pedestrians	Pedestrians	Pedestrians	Pedestrians	
	3:00 PM	0	0	0	0	0
	3:15 PM	0	0	0	0	0
	3:30 PM	0	0	0	0	0
	3:45 PM	2	0	0	0	2
	4:00 PM	0	0	0	0	0
	4:15 PM	0	0	0	0	0
	4:30 PM	2	0	0	0	2
	4:45 PM	0	0	0	0	0
	5:00 PM	0	0	0	0	0
	5:15 PM	3	0	0	0	3
	5:30 PM	2	0	0	0	2
	5:45 PM	1	0	0	0	1
	TOTAL VOLUMES:	10	0	0	0	10

Location: Culver City
 N/S: Culver Park Drive
 E/W: Slauson Avenue



Date: 4/25/2019
 Day: Thursday

BICYCLES

	Southbound Culver Park Drive			Westbound Slauson Avenue			Northbound Culver Park Drive			Eastbound Slauson Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
9:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	4	0	0	0	0	0	0	0	4

	Southbound Culver Park Drive			Westbound Slauson Avenue			Northbound Culver Park Drive			Eastbound Slauson Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	4	0	0	0	0	0	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES:	0	0	0	0	8	0	0	0	0	0	1	0	9

Counts Unlimited, Inc.

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City of Los Angeles
Segrell Way
N/ Slauson Avenue
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

LAC003
Site Code: 166-18886

Start Time	11/28/2018 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	4			0	13				
12:15		0	7			0	11				
12:30		0	8			1	7				
12:45		0	11	0	30	1	8	2	39	2	69
01:00		0	10			0	15				
01:15		1	13			1	9				
01:30		0	13			0	18				
01:45		1	12	2	48	1	21	2	63	4	111
02:00		0	12			1	13				
02:15		0	8			0	17				
02:30		0	3			0	16				
02:45		0	9	0	32	0	10	1	56	1	88
03:00		1	5			0	13				
03:15		0	9			1	16				
03:30		0	12			0	24				
03:45		0	9	1	35	0	15	1	68	2	103
04:00		0	11			0	26				
04:15		1	5			1	24				
04:30		1	6			1	29				
04:45		2	13	4	35	0	37	2	116	6	151
05:00		0	22			0	34				
05:15		0	12			0	36				
05:30		0	18			3	29				
05:45		0	12	0	64	2	36	5	135	5	199
06:00		0	15			0	27				
06:15		4	10			7	29				
06:30		5	11			5	43				
06:45		9	16	18	52	4	26	16	125	34	177
07:00		11	1			3	20				
07:15		18	1			1	29				
07:30		30	4			8	10				
07:45		38	4	97	10	8	7	20	66	117	76
08:00		17	7			9	7				
08:15		19	5			7	6				
08:30		17	2			12	3				
08:45		20	2	73	16	13	2	41	18	114	34
09:00		11	3			7	5				
09:15		8	3			11	0				
09:30		6	1			2	2				
09:45		6	7	31	14	15	2	35	9	66	23
10:00		10	2			10	3				
10:15		9	1			7	1				
10:30		9	1			10	0				
10:45		7	0	35	4	3	1	30	5	65	9
11:00		10	1			8	0				
11:15		9	2			10	1				
11:30		5	3			10	1				
11:45		13	1	37	7	10	0	38	2	75	9
Total		298	347	298	347	193	702	193	702	491	1049
Combined Total		645		645		895		895		1540	
AM Peak	-	07:30	-	-	-	08:30	-	-	-	-	-
Vol.	-	104	-	-	-	43	-	-	-	-	-
P.H.F.		0.684				0.827					
PM Peak	-	-	04:45	-	-	-	04:30	-	-	-	-
Vol.	-	-	65	-	-	-	136	-	-	-	-
P.H.F.			0.739				0.919				
Percentage		46.2%	53.8%			21.6%	78.4%				
ADT/AADT		ADT 1,540	AADT 1,540								

Counts Unlimited, Inc.

Page 1

City of Los Angeles
Culver Park Drive
N/ Slauson Avenue
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

LAC004
Site Code: 166-18886

Start Time	11/28/2018 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	5			0	6				
12:15		0	6			0	4				
12:30		0	4			0	3				
12:45		1	2	1	17	0	2	0	15	1	32
01:00		0	5			0	5				
01:15		0	5			0	5				
01:30		1	5			0	6				
01:45		0	3	1	18	0	12	0	28	1	46
02:00		0	5			0	3				
02:15		0	3			0	6				
02:30		0	5			0	4				
02:45		0	6	0	19	0	6	0	19	0	38
03:00		0	9			0	6				
03:15		0	4			0	5				
03:30		0	6			0	4				
03:45		0	6	0	25	0	7	0	22	0	47
04:00		0	4			0	6				
04:15		0	10			0	5				
04:30		0	8			0	14				
04:45		1	8	1	30	0	7	0	32	1	62
05:00		0	10			0	6				
05:15		0	5			0	7				
05:30		0	6			0	13				
05:45		0	4	0	25	1	11	1	37	1	62
06:00		0	10			2	6				
06:15		1	5			4	4				
06:30		7	9			1	15				
06:45		5	9	13	33	0	8	7	33	20	66
07:00		5	3			2	4				
07:15		8	2			3	4				
07:30		12	6			6	4				
07:45		12	1	37	12	4	0	15	12	52	24
08:00		9	0			6	2				
08:15		18	1			4	5				
08:30		14	5			3	2				
08:45		24	3	65	9	13	1	26	10	91	19
09:00		4	1			5	2				
09:15		5	1			3	0				
09:30		7	6			3	9				
09:45		5	1	21	9	7	1	18	12	39	21
10:00		0	1			2	1				
10:15		6	3			4	2				
10:30		1	0			5	1				
10:45		1	0	8	4	4	0	15	4	23	8
11:00		4	0			2	0				
11:15		5	0			2	0				
11:30		1	0			1	0				
11:45		2	0	12	0	2	0	7	0	19	0
Total		159	201	159	201	89	224	89	224	248	425
Combined Total		360		360		313		313		673	
AM Peak	-	08:00	-	-	-	08:00	-	-	-	-	-
Vol.	-	65	-	-	-	26	-	-	-	-	-
P.H.F.		0.677				0.500					
PM Peak	-	-	04:15	-	-	-	05:00	-	-	-	-
Vol.	-	-	36	-	-	-	37	-	-	-	-
P.H.F.			0.900				0.712				
Percentage		44.2%	55.8%			28.4%	71.6%				
ADT/AADT		ADT 673	AADT 673								

Counts Unlimited, Inc.

City of Los Angeles
Slauson Avenue
W/ Segrell Way
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

LAC005
Site Code: 166-18886

Start Time	11/28/2018 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		3	29			2	29				
12:15		0	23			0	40				
12:30		3	24			3	30				
12:45		0	22	6	98	4	32	9	131	15	229
01:00		0	15			2	36				
01:15		0	19			1	59				
01:30		0	18			1	93				
01:45		1	58	1	110	1	29	5	217	6	327
02:00		0	37			0	24				
02:15		1	24			0	26				
02:30		1	24			0	30				
02:45		0	33	2	118	3	49	3	129	5	247
03:00		1	30			0	31				
03:15		0	38			0	31				
03:30		0	35			1	37				
03:45		1	25	2	128	2	32	3	131	5	259
04:00		3	30			0	37				
04:15		0	36			1	47				
04:30		4	49			0	34				
04:45		3	40	10	155	3	40	4	158	14	313
05:00		2	54			1	47				
05:15		2	53			1	40				
05:30		4	59			2	34				
05:45		7	67	15	233	4	33	8	154	23	387
06:00		10	70			6	35				
06:15		12	46			9	28				
06:30		19	57			19	32				
06:45		9	38	50	211	19	28	53	123	103	334
07:00		15	20			21	15				
07:15		21	19			38	21				
07:30		17	18			44	18				
07:45		15	15	68	72	49	17	152	71	220	143
08:00		25	14			56	16				
08:15		31	10			122	9				
08:30		73	7			117	14				
08:45		75	6	204	37	48	14	343	53	547	90
09:00		23	4			23	8				
09:15		21	6			21	11				
09:30		21	9			20	10				
09:45		22	2	87	21	22	5	86	34	173	55
10:00		16	5			21	8				
10:15		24	2			38	10				
10:30		16	4			18	4				
10:45		24	5	80	16	24	5	101	27	181	43
11:00		25	1			24	1				
11:15		22	1			26	4				
11:30		13	0			25	2				
11:45		22	1	82	3	35	4	110	11	192	14
Total		607	1202	607	1202	877	1239	877	1239	1484	2441
Combined Total		1809		1809		2116		2116		3925	
AM Peak	-	08:00	-	-	-	07:45	-	-	-	-	-
Vol.	-	204	-	-	-	344	-	-	-	-	-
P.H.F.		0.680				0.705					
PM Peak	-	-	05:15	-	-	-	00:45	-	-	-	-
Vol.	-	-	249	-	-	-	220	-	-	-	-
P.H.F.			0.889				0.591				
Percentage		33.6%	66.4%			41.4%	58.6%				
ADT/AADT		ADT 3,925	AADT 3,925								

Queue Study

Location: Culver City
 N/S Street: Jefferson Blvd
 E/W Street: Slauson Ave

Date: 4/25/2019
 Weather: Clear
 Movement: EB

Time	Left Queue	Thru Queue	Right Queue	Notes
7:00	0	0	0	
7:01	0	0	0	
7:02	0	0	1	
7:03	0	0	0	
7:04	0	0	0	
7:05	0	0	0	
7:06	0	0	0	
7:07	0	1	0	
7:08	0	0	2	
7:09	0	0	0	
7:10	1	0	0	
7:11	0	0	0	
7:12	1	0	1	
7:13	0	0	0	
7:14	0	1	0	
7:15	0	3	0	
7:16	0	1	1	
7:17	0	1	1	
7:18	0	0	0	
7:19	0	0	0	
7:20	0	0	0	
7:21	0	0	0	
7:22	0	0	0	
7:23	0	0	0	
7:24	0	0	0	
7:25	0	0	0	
7:26	0	0	0	
7:27	0	0	0	
7:28	0	0	1	
7:29	0	0	0	
7:30	0	0	0	
7:31	0	1	0	
7:32	0	0	0	
7:33	0	0	1	
7:34	0	1	0	
7:35	0	1	2	
7:36	0	2	0	

Queue Study

Location: Culver City
 N/S Street: Jefferson Blvd
 E/W Street: Slauson Ave

Date: 4/25/2019
 Weather: Clear
 Movement: EB

Time	Left Queue	Thru Queue	Right Queue	Notes
7:37	0	1	0	
7:38	0	1	0	
7:39	0	0	0	
7:40	0	1	1	
7:41	0	0	0	
7:42	0	0	0	
7:43	0	0	2	
7:44	0	0	0	
7:45	1	1	0	
7:46	0	2	0	
7:47	0	2	2	
7:48	0	0	0	
7:49	0	0	2	
7:50	0	0	0	
7:51	0	1	0	
7:52	0	0	0	
7:53	0	1	2	
7:54	0	1	0	
7:55	0	0	0	
7:56	0	1	2	
7:57	0	0	2	
7:58	0	1	2	
7:59	0	0	2	
8:00	0	0	0	
8:01	0	2	1	
8:02	0	0	2	
8:03	0	1	2	
8:04	1	0	1	
8:05	0	0	2	
8:06	0	2	1	
8:07	0	0	0	
8:08	0	0	2	
8:09	0	2	0	
8:10	0	1	1	
8:11	0	1	3	
8:12	0	2	2	
8:13	0	1	2	
8:14	0	1	2	

Queue Study

Location: Culver City
 N/S Street: Jefferson Blvd
 E/W Street: Slauson Ave

Date: 4/25/2019
 Weather: Clear
 Movement: EB

Time	Left Queue	Thru Queue	Right Queue	Notes
8:15	0	2	0	
8:16	0	2	1	
8:17	0	2	1	
8:18	0	3	2	
8:19	0	2	2	
8:20	0	2	2	
8:21	0	1	0	
8:22	0	0	2	
8:23	0	2	0	
8:24	0	2	2	
8:25	0	1	0	
8:26	0	0	2	
8:27	1	1	1	
8:28	1	3	1	
8:29	2	1	0	
8:30	0	0	0	
8:31	1	3	3	
8:32	1	2	3	
8:33	0	0	0	
8:34	1	1	1	
8:35	1	1	1	
8:36	1	1	0	
8:37	1	1	1	
8:38	1	3	1	
8:39	0	9	1	Backed up to Segrell
8:40	1	2	1	
8:41	0	5	1	
8:42	0	1	2	
8:43	0	3	0	
8:44	0	0	3	
8:45	1	2	2	
8:46	1	3	0	
8:47	0	1	0	
8:48	0	2	2	
8:49	1	7	1	Backed up to Alley
8:50	1	9	1	Backed up to Segrell
8:51	0	1	2	
8:52	1	5	0	

Queue Study

Location: Culver City
 N/S Street: Jefferson Blvd
 E/W Street: Slauson Ave

Date: 4/25/2019
 Weather: Clear
 Movement: EB

Time	Left Queue	Thru Queue	Right Queue	Notes
8:53	1	1	1	
8:54	0	0	0	
8:55	0	0	1	
8:56	0	3	1	
8:57	0	5	1	
8:58	0	1	1	
8:59	0	1	0	
9:00	0	1	0	
9:01	0	0	0	
9:02	0	0	1	
9:03	0	0	2	
9:04	0	0	2	
9:05	1	1	0	
9:06	0	1	2	
9:07	0	0	0	
9:08	1	1	1	
9:09	0	1	3	
9:10	0	0	1	
9:11	0	0	3	
9:12	0	0	1	
9:13	1	0	1	
9:14	0	0	0	
9:15	0	2	1	
9:16	0	0	0	
9:17	0	0	1	
9:18	0	1	1	
9:19	0	2	0	
9:20	0	0	1	
9:21	0	0	0	
9:22	0	0	0	
9:23	1	2	0	
9:24	0	2	3	
9:25	0	0	1	
9:26	1	1	0	
9:27	0	0	1	
9:28	0	0	1	
9:29	0	0	2	
9:30	0	0	2	

Queue Study

Location: Culver City
 N/S Street: Jefferson Blvd
 E/W Street: Slauson Ave

Date: 4/25/2019
 Weather: Clear
 Movement: EB

Time	Left Queue	Thru Queue	Right Queue	Notes
9:31	0	0	1	
9:32	1	1	0	
9:33	1	1	0	
9:34	0	1	1	
9:35	0	1	0	
9:36	1	0	1	
9:37	1	0	2	
9:38	1	1	0	
9:39	0	0	2	
9:40	0	0	1	
9:41	0	1	0	
9:42	0	1	1	
9:43	1	0	1	
9:44	1	0	1	
9:45	0	0	0	
9:46	0	0	0	
9:47	1	1	0	
9:48	1	2	2	
9:49	0	1	1	
9:50	0	0	2	
9:51	0	0	0	
9:52	0	0	0	
9:53	1	2	1	
9:54	1	3	1	
9:55	1	1	0	
9:56	1	0	3	
9:57	1	1	1	
9:58	1	1	0	
9:59	2	2	1	

Queue Study

Location: Culver City
 N/S Street: Jefferson Blvd
 E/W Street: Slauson Ave

Date: 4/25/2019
 Weather: Clear
 Movement: EB

Time	Left Queue	Thru Queue	Right Queue	Notes
15:00	0	0	1	
15:01	1	0	1	
15:02	0	0	0	
15:03	0	4	1	
15:04	1	4	0	
15:05	2	1	2	
15:06	3	3	1	
15:07	0	1	1	
15:08	0	2	0	
15:09	0	3	0	
15:10	1	5	0	
15:11	1	3	1	
15:12	1	4	2	
15:13	0	0	0	
15:14	0	2	2	
15:15	0	0	1	
15:16	0	1	4	
15:17	0	0	1	
15:18	0	1	1	
15:19	0	5	3	
15:20	1	1	0	
15:21	1	2	1	
15:22	1	5	1	
15:23	0	2	2	
15:24	2	3	2	
15:25	0	3	1	
15:26	3	2	5	
15:27	3	2	4	
15:28	3	5	1	
15:29	0	2	3	
15:30	1	3	1	
15:31	1	1	0	
15:32	1	3	2	
15:33	2	1	2	
15:34	2	1	5	
15:35	1	3	3	

Queue Study

Location: Culver City
 N/S Street: Jefferson Blvd
 E/W Street: Slauson Ave

Date: 4/25/2019
 Weather: Clear
 Movement: EB

Time	Left Queue	Thru Queue	Right Queue	Notes
15:36	2	1	2	
15:37	3	3	4	
15:38	1	5	6	
15:39	0	2	2	
15:40	0	3	3	
15:41	1	5	3	
15:42	0	4	1	
15:43	1	5	4	
15:44	1	5	2	
15:45	0	2	1	
15:46	0	4	2	
15:47	0	2	2	
15:48	1	3	2	
15:49	1	1	0	
15:50	0	2	1	
15:51	0	3	2	
15:52	0	1	2	
15:53	0	3	2	
15:54	0	4	4	
15:55	1	2	3	
15:56	0	3	4	
15:57	0	1	2	
15:58	0	1	2	
15:59	1	2	2	
16:00	1	2	1	
16:01	1	1	2	
16:02	1	3	1	
16:03	1	4	1	
16:04	3	3	2	
16:05	3	3	2	
16:06	0	2	3	
16:07	1	4	1	
16:08	2	1	4	
16:09	1	2	1	
16:10	1	1	1	
16:11	1	2	0	
16:12	0	4	2	

Queue Study

Location: Culver City
 N/S Street: Jefferson Blvd
 E/W Street: Slauson Ave

Date: 4/25/2019
 Weather: Clear
 Movement: EB

Time	Left Queue	Thru Queue	Right Queue	Notes
16:13	0	5	3	
16:14	1	1	2	
16:15	0	1	1	
16:16	0	2	3	
16:17	0	2	2	
16:18	2	2	3	
16:19	2	3	3	
16:20	4	4	0	
16:21	1	0	2	
16:22	1	0	3	
16:23	0	1	1	
16:24	0	2	4	
16:25	0	3	1	
16:26	0	1	1	
16:27	0	0	3	
16:28	0	1	2	
16:29	0	5	2	
16:30	1	1	1	
16:31	1	3	1	
16:32	0	0	0	
16:33	0	2	1	
16:34	0	2	0	
16:35	0	4	1	
16:36	1	3	3	
16:37	3	1	0	
16:38	3	1	2	
16:39	0	3	1	
16:40	0	2	1	
16:41	1	6	0	Backed up to Alley
16:42	2	7	1	Backed up to Alley
16:43	2	11	1	Backed up to Segrell
16:44	1	7	3	Backed up to Alley
16:45	1	8	0	
16:46	2	2	0	
16:47	0	2	0	
16:48	1	3	3	
16:49	1	0	0	

Queue Study

Location: Culver City
 N/S Street: Jefferson Blvd
 E/W Street: Slauson Ave

Date: 4/25/2019
 Weather: Clear
 Movement: EB

Time	Left Queue	Thru Queue	Right Queue	Notes
16:50	1	5	1	
16:51	0	2	4	
16:52	0	3	2	
16:53	0	4	2	
16:54	0	7	1	Backed up to Alley
16:55	1	3	1	
16:56	1	4	1	
16:57	0	1	1	
16:58	0	2	3	
16:59	0	4	2	
17:00	1	0	2	
17:01	2	1	4	
17:02	0	1	6	
17:03	0	4	3	
17:04	0	0	4	
17:05	0	1	0	
17:06	0	2	1	
17:07	0	1	3	
17:08	0	2	3	
17:09	1	3	2	
17:10	1	5	2	
17:11	1	3	2	
17:12	1	1	2	
17:13	2	1	0	
17:14	2	1	4	
17:15	0	0	0	
17:16	0	0	0	
17:17	1	6	2	Backed up to Alley
17:18	1	9	2	Backed up to Segrell
17:19	1	5	2	Backed up to Alley
17:20	1	6	8	
17:21	0	5	6	
17:22	0	0	6	
17:23	1	3	3	
17:24	1	4	0	
17:25	2	4	3	
17:26	2	4	3	

Queue Study

Location: Culver City
 N/S Street: Jefferson Blvd
 E/W Street: Slauson Ave

Date: 4/25/2019
 Weather: Clear
 Movement: EB

Time	Left Queue	Thru Queue	Right Queue	Notes
17:27	0	6	3	
17:28	0	4	3	
17:29	2	3	4	
17:30	0	4	1	
17:31	1	6	2	
17:32	0	3	1	
17:33	0	3	2	
17:34	0	2	2	
17:35	0	1	0	
17:36	1	5	1	
17:37	0	3	3	
17:38	1	5	4	
17:39	2	4	0	
17:40	2	5	2	
17:41	0	4	3	
17:42	1	1	3	
17:43	0	6	1	
17:44	0	8	0	Backed up to Segrell
17:45	0	3	0	
17:46	0	4	1	
17:47	1	8	4	Backed up to Segrell
17:48	1	2	2	
17:49	0	2	2	
17:50	0	2	3	
17:51	1	4	3	
17:52	1	2	3	
17:53	0	4	2	
17:54	0	3	0	
17:55	0	3	2	
17:56	6	5	3	
17:57	1	7	0	Backed up to Alley
17:58	0	3	3	
17:59	0	3	0	

Queue Study

Location: Culver City
 N/S Street: Alley Way
 E/W Street: Slauson Ave

Date: 4/25/2019
 Weather: Clear
 Movement: SB

*****A large portion of vehicles (90% est.) would not make a full stop and would roll through the intersection**

Time	Left Queue	Thru Queue	Right Queue	Notes	Delay
15:00					15:03 - 18 Sec - SBR
15:01					15:03 - 22 Sec - SBL
15:02					15:03 - 23 Sec - SBR
15:03	1		2		15:05 - 11 Sec - SBL
15:04					15:07 - 9 Sec - SBL
15:05	1				15:09 - 4 Sec - SBR
15:06					15:22 - 8 Sec - SBL
15:07	1				15:22 - 5 Sec - SBL
15:08					15:23 - 12 Sec SBL
15:09			1		15:26 - 24 Sec - SBL
15:10					15:29 - 20 Sec - SBL
15:11					15:29 - 18 Sec - SBR
15:12					15:38 - 12 Sec - SBL
15:13					15:43 - 20 Sec - SBL
15:14					15:50 - 20 Sec - SBR
15:15					15:50 - 10 Sec - SBR
15:16					16:02 - 15 Sec - SBR
15:17					16:06 - 4 Sec - SBL
15:18					16:13 - 9 Sec - SBR
15:19					16:16 - 14 Sec - SBL
15:20					16:16 - 12 Sec - SBL
15:21					16:30 - 14 Sec - SBR
15:22	1*				16:36 - 1 Sec - SBL
15:23	1				16:40 - 10 Sec - SBL
15:24					16:42 - 15 Sec - SBL
15:25					16:42 - 4 Sec - SBL
15:26	1				16:43 - 35 Sec - SBL
15:27					16:45 - 4 Sec - SBL
15:28					16:48 - 6 Sec - SBL
15:29	1		1		16:56 - 8 Sec - SBL
15:30					16:58 - 5 Sec - SBR
15:31					16:58 - 8 Sec - SBL
15:32					16:59 - 4 Sec - SBL
15:33					17:02 - 6 Sec - SBL
15:34					17:10 - 16 Sec - SBL
15:35					17:11 - 14 Sec - SBL
15:36					17:19 - 7 Sec - SBL
15:37					17:24 - 5 Sec - SBL
15:38	1				17:26 - 43 Sec - SBL
15:39					17:34 - 3 Sec - SBL
15:40					17:35 - 8 Sec - SBR
15:41					17:44 - 10 Sec - SBR
15:42					17:45 - 11 Sec - SBR
15:43	1				17:46 - 6 Sec - SBL
15:44					17:47 - 3 Sec - SBL
15:45					17:54 - 2 Sec - SBL
15:46					17:58 - 14 Sec - SBL
15:47					
15:48					
15:49					

Queue Study

Location: Culver City
 N/S Street: Alley Way
 E/W Street: Slauson Ave

Date: 4/25/2019
 Weather: Clear
 Movement: SB

*****A large portion of vehicles (90% est.) would not make a full stop and would roll through the intersection**

Time	Left Queue	Thru Queue	Right Queue	Notes	Delay
15:50			2		
15:51					
15:52					
15:53					
15:54					
15:55					
15:56					
15:57					
15:58					
15:59					
16:00					
16:01				(1) WB U-Turn	
16:02			1		
16:03					
16:04					
16:05					
16:06	1				
16:07					
16:08					
16:09					
16:10					
16:11					
16:12					
16:13			1		
16:14					
16:15				(1) EB U-Turn	
16:16	2				
16:17					
16:18					
16:19					
16:20					
16:21					
16:22					
16:23					
16:24					
16:25					
16:26					
16:27					
16:28					
16:29					
16:30			1		
16:31					
16:32					
16:33					
16:34					
16:35					
16:36	1				
16:37					
16:38					
16:39					
16:40	1				

Queue Study

Location: Culver City
 N/S Street: Alley Way
 E/W Street: Slauson Ave

Date: 4/25/2019
 Weather: Clear
 Movement: SB

*****A large portion of vehicles (90% est.) would not make a full stop and would roll through the intersection**

Time	Left Queue	Thru Queue	Right Queue	Notes	Delay
16:41					
16:42	1				
16:43	1*				
16:44				(1) WB U-Turn	
16:45	1				
16:46					
16:47					
16:48	1				
16:49					
16:50					
16:51					
16:52					
16:53					
16:54					
16:55					
16:56	1				
16:57					
16:58	2				
16:59	1				
17:00					
17:01					
17:02	1				
17:03					
17:04					
17:05					
17:06					
17:07					
17:08					
17:09					
17:10	1				
17:11	1				
17:12					
17:13					
17:14					
17:15					
17:16					
17:17					
17:18					
17:19	1				
17:20					
17:21					
17:22					
17:23					
17:24	1				
17:25					
17:26	1				
17:27					
17:28					
17:29					
17:30					
17:31					

Queue Study

Location: Culver City

N/S Street: Alley Way

E/W Street: Slauson Ave

Date: 4/25/2019

Weather: Clear

Movement: SB

***A large portion of vehicles (90% est.) would not make a full stop and would roll through the intersection

Time	Left Queue	Thru Queue	Right Queue	Notes	Delay
17:32					
17:33					
17:34	1				
17:35			1		
17:36					
17:37					
17:38					
17:39					
17:40					
17:41					
17:42					
17:43					
17:44			1		
17:45			1		
17:46	1				
17:47	1				
17:48					
17:49					
17:50					
17:51					
17:52					
17:53					
17:54	1				
17:55					
17:56					
17:57					
17:58	1				
17:59					

* Max Queue of 1 Vehicle occurred at multiple times in the 1 minute interval

Queue Study

Location: Culver City
N/S Street: Segrell Way
E/W Street: Slauson Ave

Date: 4/25/2019
Weather: Clear
Movement: SB

***A large portion of vehicles (90% est.) would not make a full stop and would roll through the intersection

Time	Left Queue	Thru Queue	Right Queue	Notes	Delay
7:00					7:59 - 7 Sec - SBL
7:01					8:13 - 6 Sec - SBL
7:02					8:13 - 4 Sec - SBR
7:03					8:16 - 19 Sec - SBL
7:04					8:17 - 11 Sec - SBL
7:05					8:17 - 2 Sec - SBL
7:06					8:17 - 15 Sec - SBL
7:07					8:27 - 19 Sec - SBL
7:08					
7:09					
7:10					
7:11					
7:12					
7:13					
7:14					
7:15					
7:16					
7:17					
7:18					
7:19					
7:20					
7:21					
7:22					
7:23					
7:24					
7:25					
7:26					
7:27					
7:28					
7:29					
7:30					
7:31					
7:32					
7:33					
7:34					
7:35					
7:36					
7:37					
7:38					
7:39					
7:40					
7:41					
7:42					
7:43					
7:44					
7:45					
7:46					
7:47					
7:48					
7:49					
7:50					

Queue Study

Location: Culver City

N/S Street: Segrell Way

E/W Street: Slauson Ave

Date: 4/25/2019

Weather: Clear

Movement: SB

***A large portion of vehicles (90% est.) would not make a full stop and would roll through the intersection

Time	Left Queue	Thru Queue	Right Queue	Notes	Delay
7:51					
7:52					
7:53					
7:54					
7:55					
7:56					
7:57					
7:58					
7:59	1				
8:00					
8:01					
8:02					
8:03					
8:04					
8:05					
8:06					
8:07					
8:08					
8:09					
8:10					
8:11					
8:12					
8:13	2				
8:14					
8:15					
8:16					
8:17	4				
8:18					
8:19					
8:20					
8:21					
8:22					
8:23					
8:24					
8:25					
8:26					
8:27	1				
8:28					
8:29					
8:30					
8:31					
8:32					
8:33					
8:34					
8:35					
8:36					
8:37					
8:38					
8:39					
8:40					
8:41					
8:42					

Queue Study

Location: Culver City
N/S Street: Segrell Way
E/W Street: Slauson Ave

Date: 4/25/2019
Weather: Clear
Movement: SB

***A large portion of vehicles (90% est.) would not make a full stop and would roll through the intersection

Time	Left Queue	Thru Queue	Right Queue	Notes	Delay
8:43					
8:44					
8:45					
8:46					
8:47					
8:48					
8:49					
8:50					
8:51					
8:52					
8:53					
8:54					
8:55					
8:56					
8:57					
8:58					
8:59					
9:00					
9:01					
9:02					
9:03					
9:04					
9:05					
9:06					
9:07					
9:08					
9:09					
9:10					
9:11					
9:12					
9:13					
9:14					
9:15					
9:16					
9:17					
9:18					
9:19					
9:20					
9:21					
9:22					
9:23					
9:24					
9:25					
9:26					
9:27					
9:28					
9:29					
9:30					
9:31					
9:32					
9:33					
9:34					

Queue Study

Location: Culver City

N/S Street: Segrell Way

E/W Street: Slauson Ave

Date: 4/25/2019

Weather: Clear

Movement: SB

***A large portion of vehicles (90% est.) would not make a full stop and would roll through the intersection

Time	Left Queue	Thru Queue	Right Queue	Notes	Delay
9:35					
9:36					
9:37					
9:38					
9:39					
9:40					
9:41					
9:42					
9:43					
9:44					
9:45					
9:46					
9:47					
9:48					
9:49					
9:50					
9:51					
9:52					
9:53					
9:54					
9:55					
9:56					
9:57					
9:58					
9:59					

Queue Study

Location: Culver City
N/S Street: Segrell Way
E/W Street: Slauson Ave

Date: 4/25/2019

Weather: Clear

Movement: SB

*****A large portion of vehicles (90% est.) would not make a full stop and would roll through the intersection**

Time	Left Queue	Thru Queue	Right Queue	Notes
15:00				
15:01				
15:02				
15:03	1			
15:04				
15:05	1			
15:06				
15:07				
15:08				
15:09				
15:10				
15:11				
15:12				
15:13				
15:14				
15:15				
15:16				
15:17				
15:18				
15:19				
15:20				
15:21				
15:22				
15:23				
15:24				
15:25				
15:26	2			
15:27				
15:28				
15:29				
15:30				
15:31				
15:32	2			
15:33				
15:34				
15:35				
15:36				
15:37				
15:38				
15:39				
15:40				
15:41				
15:42				
15:43	1			
15:44				
15:45				
15:46				
15:47				
15:48				
15:49				
15:50				
15:51				

[illegible]

Queue Study

Location: Culver City
N/S Street: Segrell Way
E/W Street: Slauson Ave

Date: 4/25/2019
Weather: Clear
Movement: SB

***A large portion of vehicles (90% est.) would not make a full stop and would roll through the intersection

Time	Left Queue	Thru Queue	Right Queue	Notes	Delay
15:52					
15:53					
15:54					
15:55					
15:56					
15:57					
15:58					
15:59					
16:00					
16:01					
16:02	1				
16:03					
16:04					
16:05					
16:06					
16:07					
16:08					
16:09					
16:10					
16:11					
16:12					
16:13					
16:14					
16:15					
16:16					
16:17					
16:18	2				
16:19					
16:20					
16:21					
16:22					
16:23					
16:24					
16:25					
16:26					
16:27					
16:28					
16:29	1				
16:30					
16:31					
16:32					
16:33					
16:34					
16:35					
16:36					
16:37					
16:38					
16:39					
16:40					
16:41					
16:42					
16:43					

Queue Study

Location: Culver City
N/S Street: Segrell Way
E/W Street: Slauson Ave

Date: 4/25/2019
Weather: Clear
Movement: SB

***A large portion of vehicles (90% est.) would not make a full stop and would roll through the intersection

Time	Left Queue	Thru Queue	Right Queue	Notes	Delay
16:44	2				
16:45					
16:46					
16:47					
16:48					
16:49					
16:50					
16:51					
16:52					
16:53					
16:54					
16:55					
16:56					
16:57					
16:58					
16:59					
17:00					
17:01					
17:02					
17:03	2				
17:04					
17:05					
17:06					
17:07					
17:08					
17:09					
17:10					
17:11					
17:12					
17:13	2				
17:14					
17:15					
17:16					
17:17					
17:18					
17:19	2				
17:20					
17:21					
17:22					
17:23					
17:24					
17:25					
17:26					
17:27					
17:28					
17:29					
17:30					
17:31	1				
17:32					
17:33					
17:34					
17:35					

Queue Study

Location: Culver City

N/S Street: Segrell Way

E/W Street: Slauson Ave

Date: 4/25/2019

Weather: Clear

Movement: SB

***A large portion of vehicles (90% est.) would not make a full stop and would roll through the intersection

Time	Left Queue	Thru Queue	Right Queue	Notes	Delay
17:36					
17:37					
17:38					
17:39					
17:40					
17:41					
17:42					
17:43					
17:44					
17:45					
17:46					
17:47					
17:48					
17:49					
17:50					
17:51					
17:52					
17:53	4				
17:54	1				
17:55					
17:56					
17:57	1				
17:58	3				
17:59					

Queue Study

Location: Culver City
N/S Street: Culver Park Drive
E/W Street: Slauson Ave

Date: 4/25/2019
Weather: Clear
Movement: SB

***A large portion of vehicles (90% est.) would not make a full stop and would roll through the intersection

Time	Left Queue	Thru Queue	Right Queue	Notes	Delay
7:00					7:04 - 5 Sec - SBL
7:01					7:14 - 7 Sec - SBL
7:02					7:15 - 5 Sec - SBL
7:03					7:31 - 8 Sec - SBL
7:04	1				7:34 - 2 Sec - SBL
7:05					7:38 - 10 Sec - SBL
7:06					7:43 - 5 Sec - SBL
7:07					7:43- 4 Sec - SBL
7:08					7:48 - 20 Sec - SBL
7:09					8:01 - 4 Sec - SBL
7:10					8:05 - 2 Sec - SBL
7:11					8:06 - 5 Sec - SBL
7:12					8:08 - 8 Sec - SBL
7:13					8:13 - 18 Sec - SBL
7:14	1				8:14 - 9 Sec - SBL
7:15	1				8:16 - 6 Sec - SBL
7:16					8:17 - 11 Sec - SBL
7:17					8:17 - 6 Sec - SBL
7:18					8:17 - 9 Sec - SBL
7:19					8:18 - 18 Sec - SBL
7:20					8:30 - 4 Sec - SBL
7:21					8:31 - 10 Sec - SBL
7:22					8:36 - 6 Sec - SBL
7:23					8:37 - 4 Sec - SBL
7:24					8:43 - 25 Sec - SBR
7:25					8:47 - 3 Sec - SBL
7:26					8:48 - 12 Sec - SBL
7:27					8:48 - 8 Sec - SBL
7:28					8:48 - 7 Sec - SBL
7:29					8:49 - 6 Sec - SBL
7:30					8:49 - 12 Sec - SBL
7:31	1				8:49 - 15 Sec - SBL
7:32					8:52 - 3 Sec - SBL
7:33					9:49 - 2 Sec - SBL
7:34	1				
7:35					
7:36					
7:37					
7:38	1				
7:39					
7:40					
7:41					
7:42					
7:43	2				
7:44					
7:45					
7:46					
7:47					
7:48	1				
7:49					
7:50					
7:51					
7:52					
7:53					
7:54					
7:55					

Queue Study

Location: Culver City
N/S Street: Culver Park Drive
E/W Street: Slauson Ave

Date: 4/25/2019
Weather: Clear
Movement: SB

***A large portion of vehicles (90% est.) would not make a full stop and would roll through the intersection

Time	Left Queue	Thru Queue	Right Queue	Notes	Delay
7:56					
7:57					
7:58					
7:59					
8:00					
8:01	1				
8:02					
8:03					
8:04					
8:05	1				
8:06	1				
8:07					
8:08	1				
8:09					
8:10					
8:11					
8:12					
8:13	1				
8:14	1				
8:15					
8:16	1				
8:17	2 *				
8:18	1				
8:19					
8:20					
8:21					
8:22					
8:23					
8:24					
8:25					
8:26					
8:27					
8:28					
8:29					
8:30	1				
8:31	1				
8:32					
8:33					
8:34					
8:35					
8:36	1				
8:37	1				
8:38					
8:39					
8:40					
8:41					
8:42					
8:43			1		
8:44					
8:45					
8:46					
8:47	1				
8:48	3				
8:49	3				
8:50					
8:51					

Queue Study

Location: Culver City
N/S Street: Culver Park Drive
E/W Street: Slauson Ave

Date: 4/25/2019
Weather: Clear
Movement: SB

***A large portion of vehicles (90% est.) would not make a full stop and would roll through the intersection

Time	Left Queue	Thru Queue	Right Queue	Notes	Delay
8:52	1				
8:53					
8:54					
8:55					
8:56					
8:57					
8:58					
8:59					
9:00					
9:01					
9:02					
9:03					
9:04					
9:05					
9:06					
9:07					
9:08					
9:09					
9:10					
9:11					
9:12					
9:13					
9:14					
9:15					
9:16					
9:17					
9:18					
9:19					
9:20					
9:21					
9:22					
9:23					
9:24					
9:25					
9:26					
9:27					
9:28					
9:29					
9:30					
9:31					
9:32					
9:33					
9:34					
9:35					
9:36					
9:37					
9:38					
9:39					
9:40					
9:41					
9:42					
9:43					
9:44					
9:45					
9:46					
9:47					
9:48					
9:49	1				

Queue Study

Location: Culver City
N/S Street: Culver Park Drive
E/W Street: Slauson Ave

Date: 4/25/2019
Weather: Clear
Movement: SB

***A large portion of vehicles (90% est.) would not make a full stop and would roll through the intersection

Time	Left Queue	Thru Queue	Right Queue	Notes	Delay
9:50					
9:51					
9:52					
9:53					
9:54					
9:55					
9:56					
9:57					
9:58					
9:59					

* Max Queue of 2 Vehicle occurred in the 1 minute interval

Queue Study

Location: Culver City
N/S Street: Culver Park Drive
E/W Street: Slauson Ave

Date: 4/25/2019
Weather: Clear
Movement: SB

***A large portion of vehicles (90% est.) would not make a full stop and would roll through the intersection

Time	Left Queue	Thru Queue	Right Queue	Notes	Delay
15:00					15:03 - 3 Sec - SBL
15:01					15:22 - 3 Sec - SBL
15:02					15:22 - 10 Sec - SBL
15:03	1				15:25 - 5 Sec - SBL
15:04					15:25 - 2 Sec - SBL
15:05					16:12 - 5 Sec - SBL
15:06					16:12 - 2 Sec - SBL
15:07					16:15 - 5 Sec - SBL
15:08					16:15 - 2 Sec - SBL
15:09					16:28 - 10 Sec - SBL
15:10					16:30 - 11 Sec - SBL
15:11					17:46 - 5 Sec - SBL
15:12					17:53 - 7 Sec - SBL
15:13					
15:14					
15:15					
15:16					
15:17					
15:18					
15:19					
15:20					
15:21					
15:22	2				
15:23					
15:24					
15:25	2				
15:26					
15:27					
15:28					
15:29					
15:30					
15:31					
15:32					
15:33					
15:34					
15:35					
15:36					
15:37					
15:38					
15:39					
15:40					
15:41					
15:42					
15:43					
15:44					
15:45					
15:46					
15:47					
15:48					
15:49					

Queue Study

Location: Culver City
N/S Street: Culver Park Drive
E/W Street: Slauson Ave

Date: 4/25/2019
Weather: Clear
Movement: SB

***A large portion of vehicles (90% est.) would not make a full stop and would roll through the intersection

Time	Left Queue	Thru Queue	Right Queue	Notes	Delay
15:50					
15:51					
15:52					
15:53					
15:54					
15:55					
15:56					
15:57					
15:58					
15:59					
16:00					
16:01					
16:02					
16:03					
16:04					
16:05					
16:06					
16:07					
16:08					
16:09					
16:10					
16:11					
16:12	2				
16:13					
16:14					
16:15	2				
16:16					
16:17					
16:18					
16:19					
16:20					
16:21					
16:22					
16:23					
16:24					
16:25					
16:26					
16:27					
16:28	1				
16:29					
16:30	1				
16:31					
16:32					
16:33					
16:34					
16:35					
16:36					
16:37					
16:38					
16:39					
16:40					

Queue Study

Location: Culver City
N/S Street: Culver Park Drive
E/W Street: Slauson Ave

Date: 4/25/2019
Weather: Clear
Movement: SB

***A large portion of vehicles (90% est.) would not make a full stop and would roll through the intersection

Time	Left Queue	Thru Queue	Right Queue	Notes	Delay
16:41					
16:42					
16:43					
16:44					
16:45					
16:46					
16:47					
16:48					
16:49					
16:50					
16:51					
16:52					
16:53					
16:54					
16:55					
16:56					
16:57					
16:58					
16:59					
17:00					
17:01					
17:02					
17:03					
17:04					
17:05					
17:06					
17:07					
17:08					
17:09					
17:10					
17:11					
17:12					
17:13					
17:14					
17:15					
17:16					
17:17					
17:18					
17:19					
17:20					
17:21					
17:22					
17:23					
17:24					
17:25					
17:26					
17:27					
17:28					
17:29					
17:30					
17:31					

Queue Study

Location: Culver City

N/S Street: Culver Park Drive

E/W Street: Slauson Ave

Date: 4/25/2019

Weather: Clear

Movement: SB

***A large portion of vehicles (90% est.) would not make a full stop and would roll through the intersection

Time	Left Queue	Thru Queue	Right Queue	Notes	Delay
17:32					
17:33					
17:34					
17:35					
17:36					
17:37					
17:38					
17:39					
17:40					
17:41					
17:42					
17:43					
17:44					
17:45					
17:46	1				
17:47					
17:48					
17:49					
17:50					
17:51					
17:52					
17:53	1				
17:54					
17:55					
17:56					
17:57					
17:58					
17:59					

City of Culver City
N/S: Jefferson Boulevard
E/W: Selmaraine Drive
Weather: Clear

File Name : 01_CVC_Jefferson_Selmaraine AM
Site Code : 16619523
Start Date : 8/6/2019
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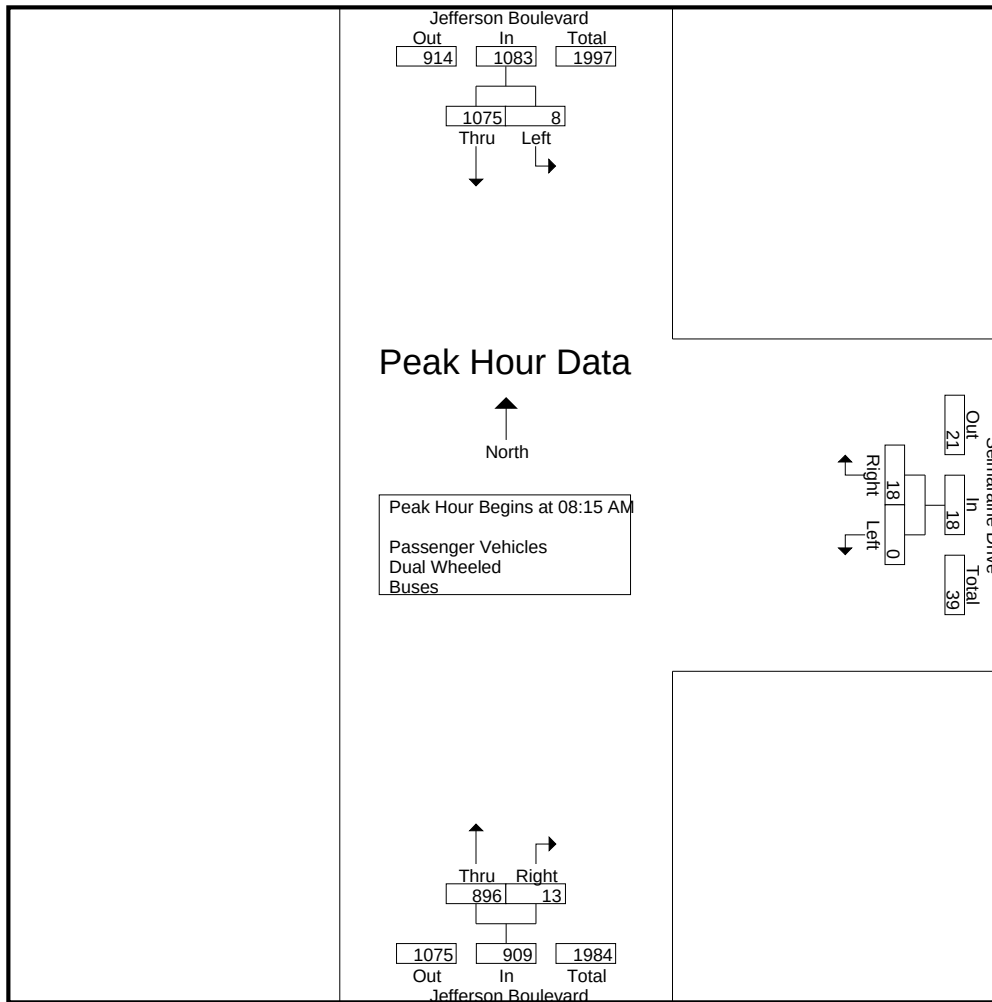
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Jefferson Boulevard Southbound			Selmaraine Drive Westbound			Jefferson Boulevard Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	2	169	171	0	5	5	121	5	126	302
07:15 AM	1	168	169	0	7	7	141	3	144	320
07:30 AM	1	230	231	0	3	3	184	2	186	420
07:45 AM	3	199	202	0	10	10	170	3	173	385
Total	7	766	773	0	25	25	616	13	629	1427
08:00 AM	3	200	203	0	9	9	158	3	161	373
08:15 AM	1	245	246	0	10	10	220	6	226	482
08:30 AM	1	256	257	0	2	2	235	1	236	495
08:45 AM	2	306	308	0	4	4	231	3	234	546
Total	7	1007	1014	0	25	25	844	13	857	1896
09:00 AM	4	268	272	0	2	2	210	3	213	487
09:15 AM	3	246	249	0	1	1	200	3	203	453
09:30 AM	2	245	247	0	3	3	182	0	182	432
09:45 AM	1	200	201	0	2	2	186	2	188	391
Total	10	959	969	0	8	8	778	8	786	1763
Grand Total	24	2732	2756	0	58	58	2238	34	2272	5086
Apprch %	0.9	99.1		0	100		98.5	1.5		
Total %	0.5	53.7	54.2	0	1.1	1.1	44	0.7	44.7	
Passenger Vehicles	21	2653	2674	0	53	53	2155	33	2188	4915
% Passenger Vehicles	87.5	97.1	97	0	91.4	91.4	96.3	97.1	96.3	96.6
Dual Wheeled	3	51	54	0	5	5	52	1	53	112
% Dual Wheeled	12.5	1.9	2	0	8.6	8.6	2.3	2.9	2.3	2.2
Buses	0	28	28	0	0	0	31	0	31	59
% Buses	0	1	1	0	0	0	1.4	0	1.4	1.2

	Jefferson Boulevard Southbound			Selmaraine Drive Westbound			Jefferson Boulevard Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:15 AM										
08:15 AM	1	245	246	0	10	10	220	6	226	482
08:30 AM	1	256	257	0	2	2	235	1	236	495
08:45 AM	2	306	308	0	4	4	231	3	234	546
09:00 AM	4	268	272	0	2	2	210	3	213	487
Total Volume	8	1075	1083	0	18	18	896	13	909	2010
% App. Total	0.7	99.3		0	100		98.6	1.4		
PHF	.500	.878	.879	.000	.450	.450	.953	.542	.963	.920

City of Culver City
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Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:30 AM			07:30 AM			08:15 AM		
+0 mins.	1	256	257	0	3	3	220	6	226
+15 mins.	2	306	308	0	10	10	235	1	236
+30 mins.	4	268	272	0	9	9	231	3	234
+45 mins.	3	246	249	0	10	10	210	3	213
Total Volume	10	1076	1086	0	32	32	896	13	909
% App. Total	0.9	99.1		0	100		98.6	1.4	
PHF	.625	.879	.881	.000	.800	.800	.953	.542	.963

City of Culver City
N/S: Jefferson Boulevard
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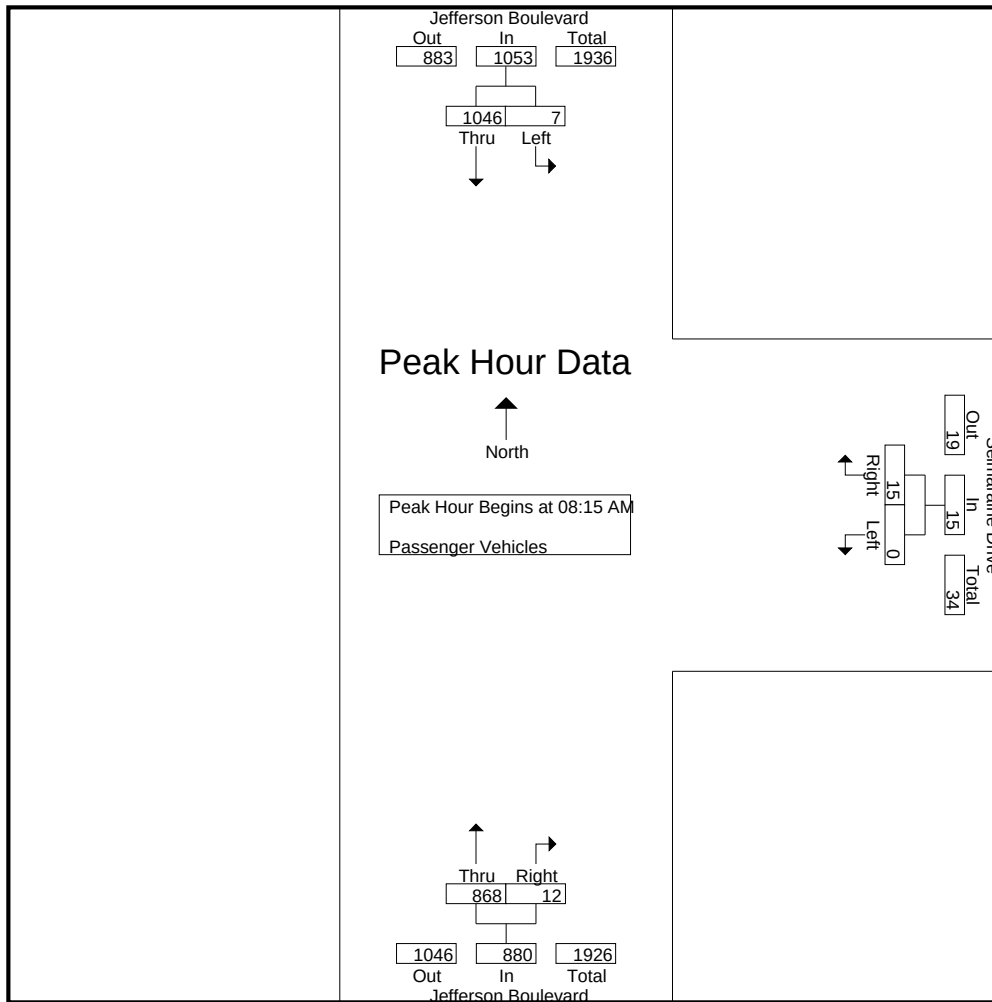
Groups Printed- Passenger Vehicles

	Jefferson Boulevard Southbound			Selmaraine Drive Westbound			Jefferson Boulevard Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	166	167	0	4	4	116	5	121	292
07:15 AM	1	160	161	0	7	7	139	3	142	310
07:30 AM	1	222	223	0	2	2	175	2	177	402
07:45 AM	3	192	195	0	10	10	164	3	167	372
Total	6	740	746	0	23	23	594	13	607	1376
08:00 AM	2	194	196	0	9	9	154	3	157	362
08:15 AM	1	235	236	0	7	7	210	5	215	458
08:30 AM	1	251	252	0	2	2	227	1	228	482
08:45 AM	2	300	302	0	4	4	226	3	229	535
Total	6	980	986	0	22	22	817	12	829	1837
09:00 AM	3	260	263	0	2	2	205	3	208	473
09:15 AM	3	241	244	0	1	1	191	3	194	439
09:30 AM	2	240	242	0	3	3	169	0	169	414
09:45 AM	1	192	193	0	2	2	179	2	181	376
Total	9	933	942	0	8	8	744	8	752	1702
Grand Total	21	2653	2674	0	53	53	2155	33	2188	4915
Apprch %	0.8	99.2		0	100		98.5	1.5		
Total %	0.4	54	54.4	0	1.1	1.1	43.8	0.7	44.5	

	Jefferson Boulevard Southbound			Selmaraine Drive Westbound			Jefferson Boulevard Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:15 AM										
08:15 AM	1	235	236	0	7	7	210	5	215	458
08:30 AM	1	251	252	0	2	2	227	1	228	482
08:45 AM	2	300	302	0	4	4	226	3	229	535
09:00 AM	3	260	263	0	2	2	205	3	208	473
Total Volume	7	1046	1053	0	15	15	868	12	880	1948
% App. Total	0.7	99.3		0	100		98.6	1.4		
PHF	.583	.872	.872	.000	.536	.536	.956	.600	.961	.910

City of Culver City
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Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:15 AM			08:15 AM			08:15 AM		
+0 mins.	1	235	236	0	7	7	210	5	215
+15 mins.	1	251	252	0	2	2	227	1	228
+30 mins.	2	300	302	0	4	4	226	3	229
+45 mins.	3	260	263	0	2	2	205	3	208
Total Volume	7	1046	1053	0	15	15	868	12	880
% App. Total	0.7	99.3		0	100		98.6	1.4	
PHF	.583	.872	.872	.000	.536	.536	.956	.600	.961

City of Culver City
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Groups Printed- Dual Wheeled

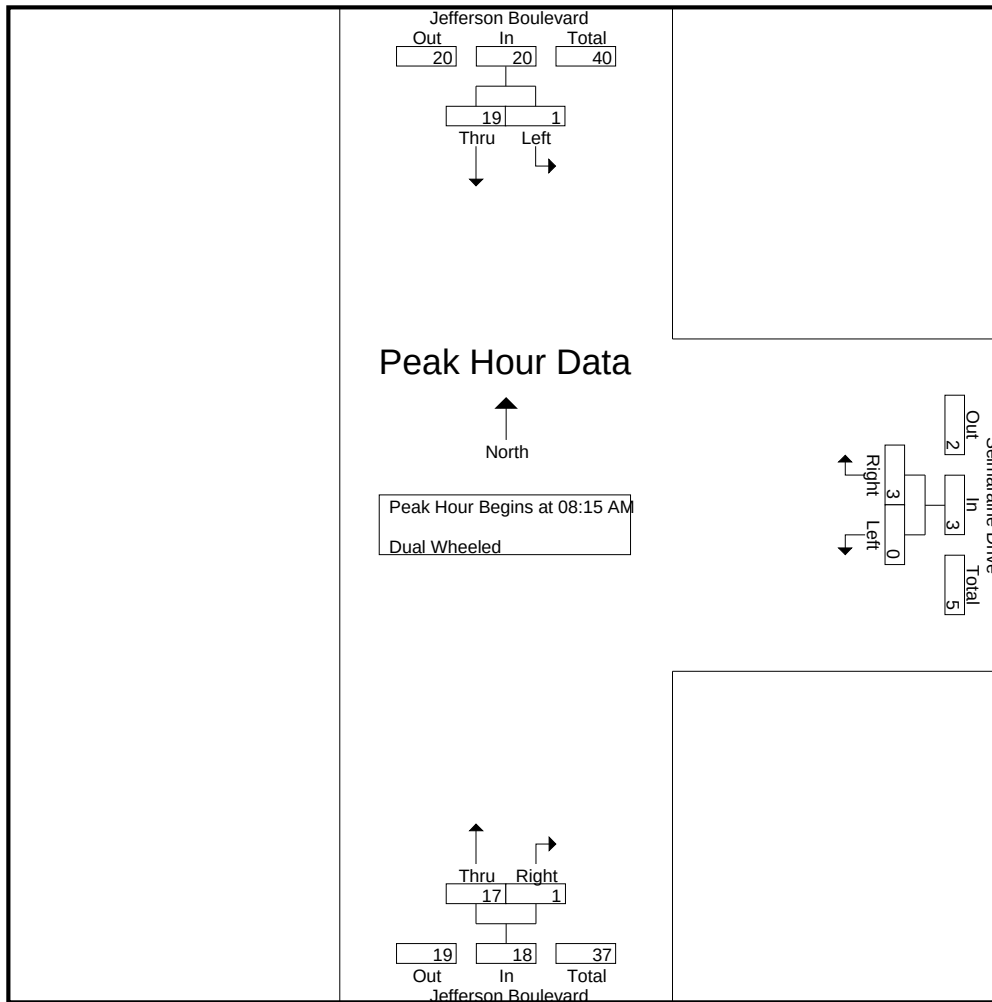
	Jefferson Boulevard Southbound			Selmaraine Drive Westbound			Jefferson Boulevard Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	1	2	0	1	1	3	0	3	6
07:15 AM	0	5	5	0	0	0	1	0	1	6
07:30 AM	0	5	5	0	1	1	4	0	4	10
07:45 AM	0	6	6	0	0	0	4	0	4	10
Total	1	17	18	0	2	2	12	0	12	32
08:00 AM	1	4	5	0	0	0	3	0	3	8
08:15 AM	0	6	6	0	3	3	6	1	7	16
08:30 AM	0	3	3	0	0	0	6	0	6	9
08:45 AM	0	4	4	0	0	0	3	0	3	7
Total	1	17	18	0	3	3	18	1	19	40
09:00 AM	1	6	7	0	0	0	2	0	2	9
09:15 AM	0	2	2	0	0	0	8	0	8	10
09:30 AM	0	2	2	0	0	0	8	0	8	10
09:45 AM	0	7	7	0	0	0	4	0	4	11
Total	1	17	18	0	0	0	22	0	22	40
Grand Total	3	51	54	0	5	5	52	1	53	112
Apprch %	5.6	94.4		0	100		98.1	1.9		
Total %	2.7	45.5	48.2	0	4.5	4.5	46.4	0.9	47.3	

	Jefferson Boulevard Southbound			Selmaraine Drive Westbound			Jefferson Boulevard Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
08:15 AM	0	6	6	0	3	3	6	1	7	16
08:30 AM	0	3	3	0	0	0	6	0	6	9
08:45 AM	0	4	4	0	0	0	3	0	3	7
09:00 AM	1	6	7	0	0	0	2	0	2	9
Total Volume	1	19	20	0	3	3	17	1	18	41
% App. Total	5	95		0	100		94.4	5.6		
PHF	.250	.792	.714	.000	.250	.250	.708	.250	.643	.641

Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 08:15 AM

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Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:15 AM			08:15 AM			08:15 AM		
+0 mins.	0	6	6	0	3	3	6	1	7
+15 mins.	0	3	3	0	0	0	6	0	6
+30 mins.	0	4	4	0	0	0	3	0	3
+45 mins.	1	6	7	0	0	0	2	0	2
Total Volume	1	19	20	0	3	3	17	1	18
% App. Total	5	95		0	100		94.4	5.6	
PHF	.250	.792	.714	.000	.250	.250	.708	.250	.643

City of Culver City
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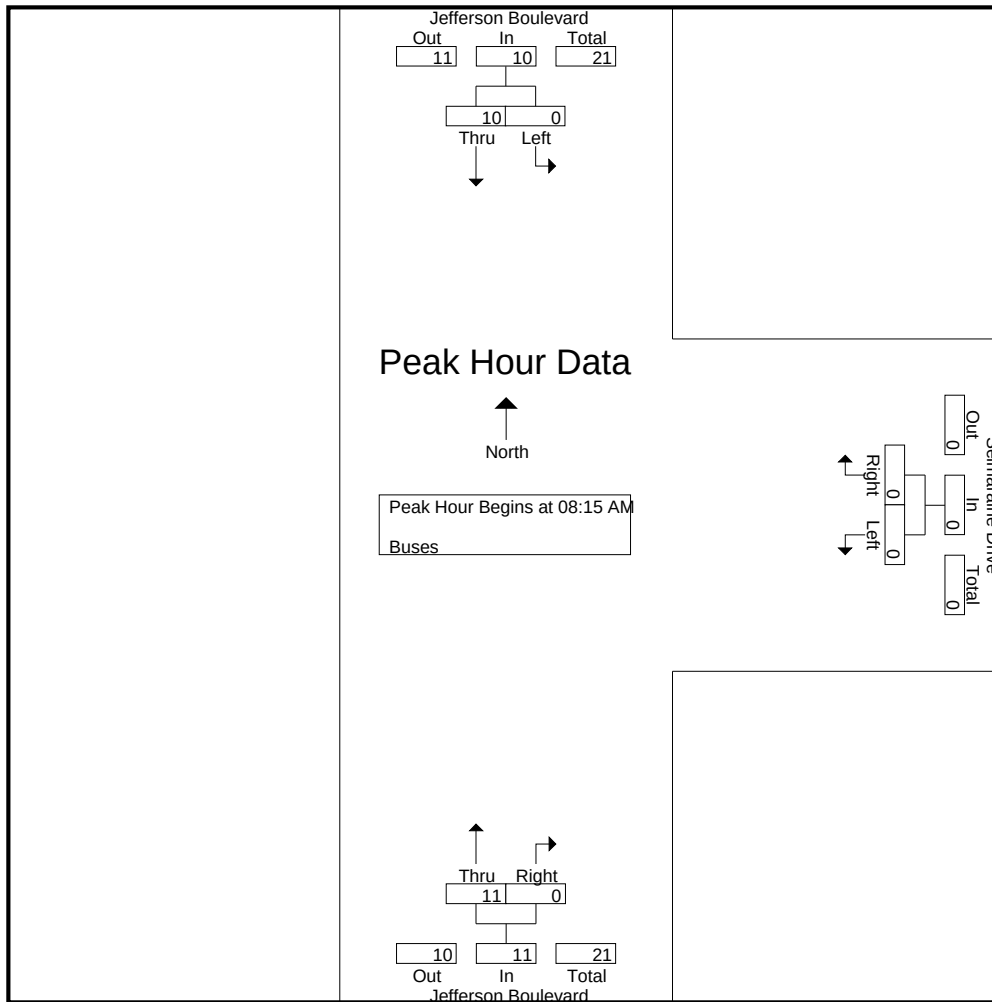
Groups Printed- Buses

	Jefferson Boulevard Southbound			Selmaraine Drive Westbound			Jefferson Boulevard Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	2	0	0	0	2	0	2	4
07:15 AM	0	3	3	0	0	0	1	0	1	4
07:30 AM	0	3	3	0	0	0	5	0	5	8
07:45 AM	0	1	1	0	0	0	2	0	2	3
Total	0	9	9	0	0	0	10	0	10	19
08:00 AM	0	2	2	0	0	0	1	0	1	3
08:15 AM	0	4	4	0	0	0	4	0	4	8
08:30 AM	0	2	2	0	0	0	2	0	2	4
08:45 AM	0	2	2	0	0	0	2	0	2	4
Total	0	10	10	0	0	0	9	0	9	19
09:00 AM	0	2	2	0	0	0	3	0	3	5
09:15 AM	0	3	3	0	0	0	1	0	1	4
09:30 AM	0	3	3	0	0	0	5	0	5	8
09:45 AM	0	1	1	0	0	0	3	0	3	4
Total	0	9	9	0	0	0	12	0	12	21
Grand Total	0	28	28	0	0	0	31	0	31	59
Apprch %	0	100		0	0		100	0		
Total %	0	47.5	47.5	0	0	0	52.5	0	52.5	

	Jefferson Boulevard Southbound			Selmaraine Drive Westbound			Jefferson Boulevard Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:15 AM										
08:15 AM	0	4	4	0	0	0	4	0	4	8
08:30 AM	0	2	2	0	0	0	2	0	2	4
08:45 AM	0	2	2	0	0	0	2	0	2	4
09:00 AM	0	2	2	0	0	0	3	0	3	5
Total Volume	0	10	10	0	0	0	11	0	11	21
% App. Total	0	100		0	0		100	0		
PHF	.000	.625	.625	.000	.000	.000	.688	.000	.688	.656

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Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:15 AM			08:15 AM			08:15 AM		
+0 mins.	0	4	4	0	0	0	4	0	4
+15 mins.	0	2	2	0	0	0	2	0	2
+30 mins.	0	2	2	0	0	0	2	0	2
+45 mins.	0	2	2	0	0	0	3	0	3
Total Volume	0	10	10	0	0	0	11	0	11
% App. Total	0	100		0	0		100	0	
PHF	.000	.625	.625	.000	.000	.000	.688	.000	.688

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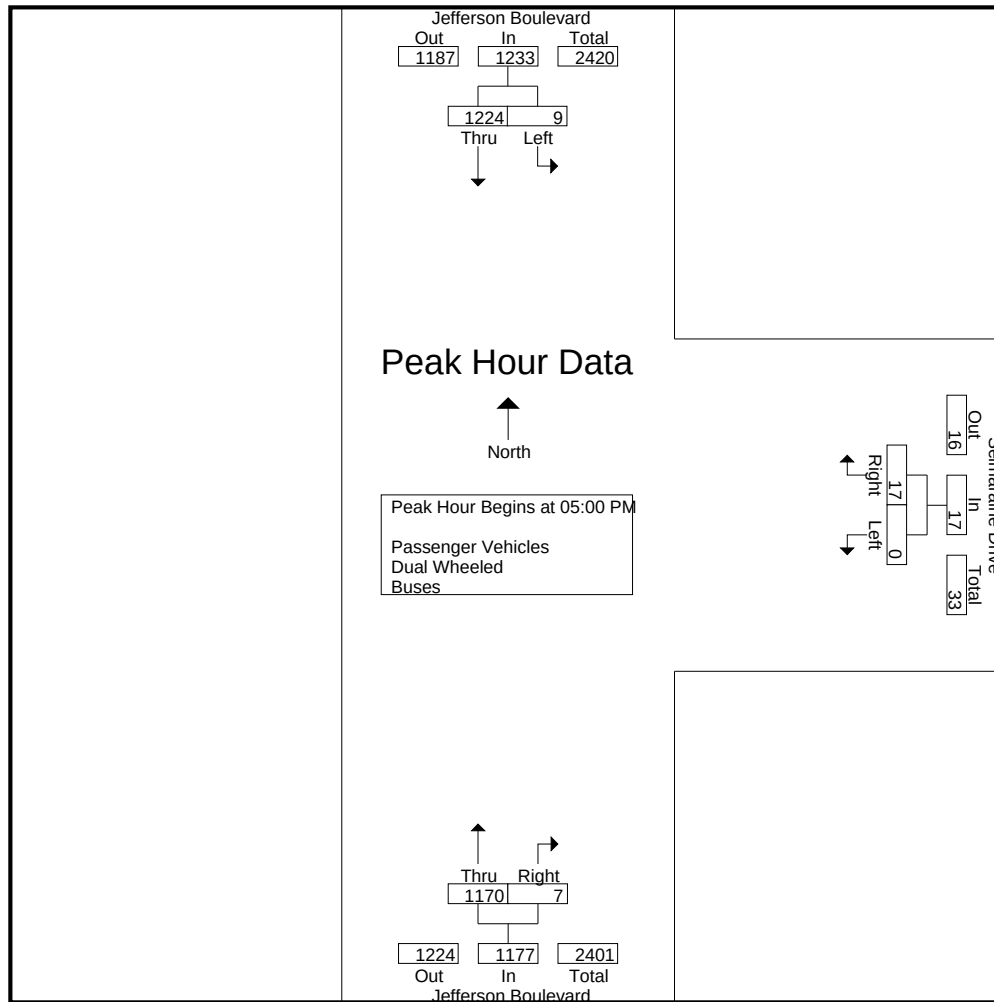
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Jefferson Boulevard Southbound			Selmaraine Drive Westbound			Jefferson Boulevard Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
03:00 PM	6	238	244	0	2	2	235	0	235	481
03:15 PM	3	252	255	0	2	2	214	4	218	475
03:30 PM	1	262	263	1	4	5	262	1	263	531
03:45 PM	2	235	237	0	6	6	242	1	243	486
Total	12	987	999	1	14	15	953	6	959	1973
04:00 PM	1	290	291	0	4	4	303	1	304	599
04:15 PM	3	293	296	0	6	6	255	2	257	559
04:30 PM	3	261	264	0	6	6	305	5	310	580
04:45 PM	0	279	279	1	2	3	271	4	275	557
Total	7	1123	1130	1	18	19	1134	12	1146	2295
05:00 PM	5	293	298	0	5	5	273	2	275	578
05:15 PM	0	284	284	0	3	3	295	3	298	585
05:30 PM	3	324	327	0	5	5	307	1	308	640
05:45 PM	1	323	324	0	4	4	295	1	296	624
Total	9	1224	1233	0	17	17	1170	7	1177	2427
Grand Total	28	3334	3362	2	49	51	3257	25	3282	6695
Apprch %	0.8	99.2		3.9	96.1		99.2	0.8		
Total %	0.4	49.8	50.2	0	0.7	0.8	48.6	0.4	49	
Passenger Vehicles	23	3284	3307	1	48	49	3205	25	3230	6586
% Passenger Vehicles	82.1	98.5	98.4	50	98	96.1	98.4	100	98.4	98.4
Dual Wheeled	5	28	33	1	1	2	20	0	20	55
% Dual Wheeled	17.9	0.8	1	50	2	3.9	0.6	0	0.6	0.8
Buses	0	22	22	0	0	0	32	0	32	54
% Buses	0	0.7	0.7	0	0	0	1	0	1	0.8

	Jefferson Boulevard Southbound			Selmaraine Drive Westbound			Jefferson Boulevard Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	5	293	298	0	5	5	273	2	275	578
05:15 PM	0	284	284	0	3	3	295	3	298	585
05:30 PM	3	324	327	0	5	5	307	1	308	640
05:45 PM	1	323	324	0	4	4	295	1	296	624
Total Volume	9	1224	1233	0	17	17	1170	7	1177	2427
% App. Total	0.7	99.3		0	100		99.4	0.6		
PHF	.450	.944	.943	.000	.850	.850	.953	.583	.955	.948

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Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			03:45 PM			05:00 PM		
+0 mins.	5	293	298	0	6	6	273	2	275
+15 mins.	0	284	284	0	4	4	295	3	298
+30 mins.	3	324	327	0	6	6	307	1	308
+45 mins.	1	323	324	0	6	6	295	1	296
Total Volume	9	1224	1233	0	22	22	1170	7	1177
% App. Total	0.7	99.3		0	100		99.4	0.6	
PHF	.450	.944	.943	.000	.917	.917	.953	.583	.955

City of Culver City
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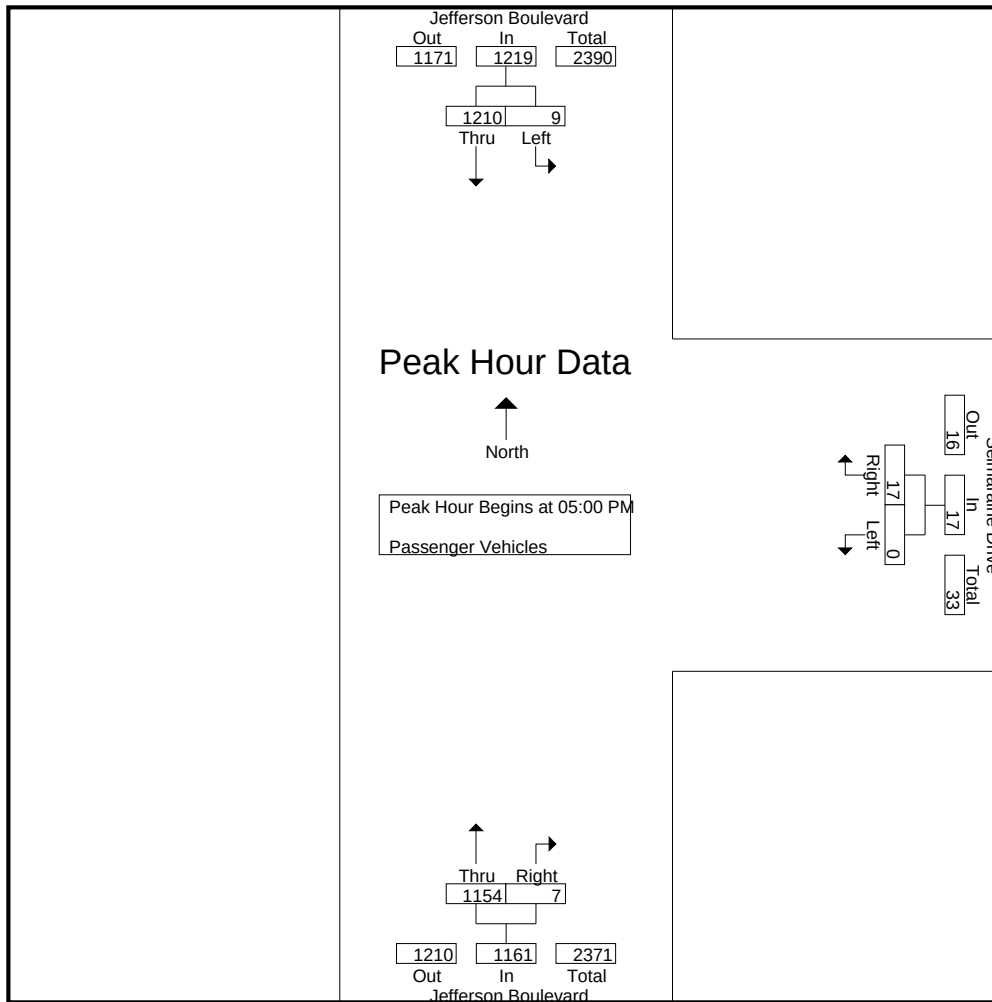
Groups Printed- Passenger Vehicles

	Jefferson Boulevard Southbound			Selmaraine Drive Westbound			Jefferson Boulevard Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
03:00 PM	2	229	231	0	2	2	232	0	232	465
03:15 PM	3	248	251	0	2	2	209	4	213	466
03:30 PM	1	261	262	0	4	4	259	1	260	526
03:45 PM	2	231	233	0	6	6	237	1	238	477
Total	8	969	977	0	14	14	937	6	943	1934
04:00 PM	1	286	287	0	3	3	298	1	299	589
04:15 PM	2	287	289	0	6	6	252	2	254	549
04:30 PM	3	257	260	0	6	6	297	5	302	568
04:45 PM	0	275	275	1	2	3	267	4	271	549
Total	6	1105	1111	1	17	18	1114	12	1126	2255
05:00 PM	5	290	295	0	5	5	266	2	268	568
05:15 PM	0	280	280	0	3	3	293	3	296	579
05:30 PM	3	321	324	0	5	5	303	1	304	633
05:45 PM	1	319	320	0	4	4	292	1	293	617
Total	9	1210	1219	0	17	17	1154	7	1161	2397
Grand Total	23	3284	3307	1	48	49	3205	25	3230	6586
Apprch %	0.7	99.3		2	98		99.2	0.8		
Total %	0.3	49.9	50.2	0	0.7	0.7	48.7	0.4	49	

	Jefferson Boulevard Southbound			Selmaraine Drive Westbound			Jefferson Boulevard Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	5	290	295	0	5	5	266	2	268	568
05:15 PM	0	280	280	0	3	3	293	3	296	579
05:30 PM	3	321	324	0	5	5	303	1	304	633
05:45 PM	1	319	320	0	4	4	292	1	293	617
Total Volume	9	1210	1219	0	17	17	1154	7	1161	2397
% App. Total	0.7	99.3		0	100		99.4	0.6		
PHF	.450	.942	.941	.000	.850	.850	.952	.583	.955	.947

City of Culver City
N/S: Jefferson Boulevard
E/W: Selmaraine Drive
Weather: Clear

File Name : 01_CVC_Jefferson_Selmaraine PM
Site Code : 16619523
Start Date : 8/6/2019
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	5	290	295	0	5	5	266	2	268
+15 mins.	0	280	280	0	3	3	293	3	296
+30 mins.	3	321	324	0	5	5	303	1	304
+45 mins.	1	319	320	0	4	4	292	1	293
Total Volume	9	1210	1219	0	17	17	1154	7	1161
% App. Total	0.7	99.3		0	100		99.4	0.6	
PHF	.450	.942	.941	.000	.850	.850	.952	.583	.955

City of Culver City
N/S: Jefferson Boulevard
E/W: Selmaraine Drive
Weather: Clear

File Name : 01_CVC_Jefferson_Selmaraine PM
Site Code : 16619523
Start Date : 8/6/2019
Page No : 1

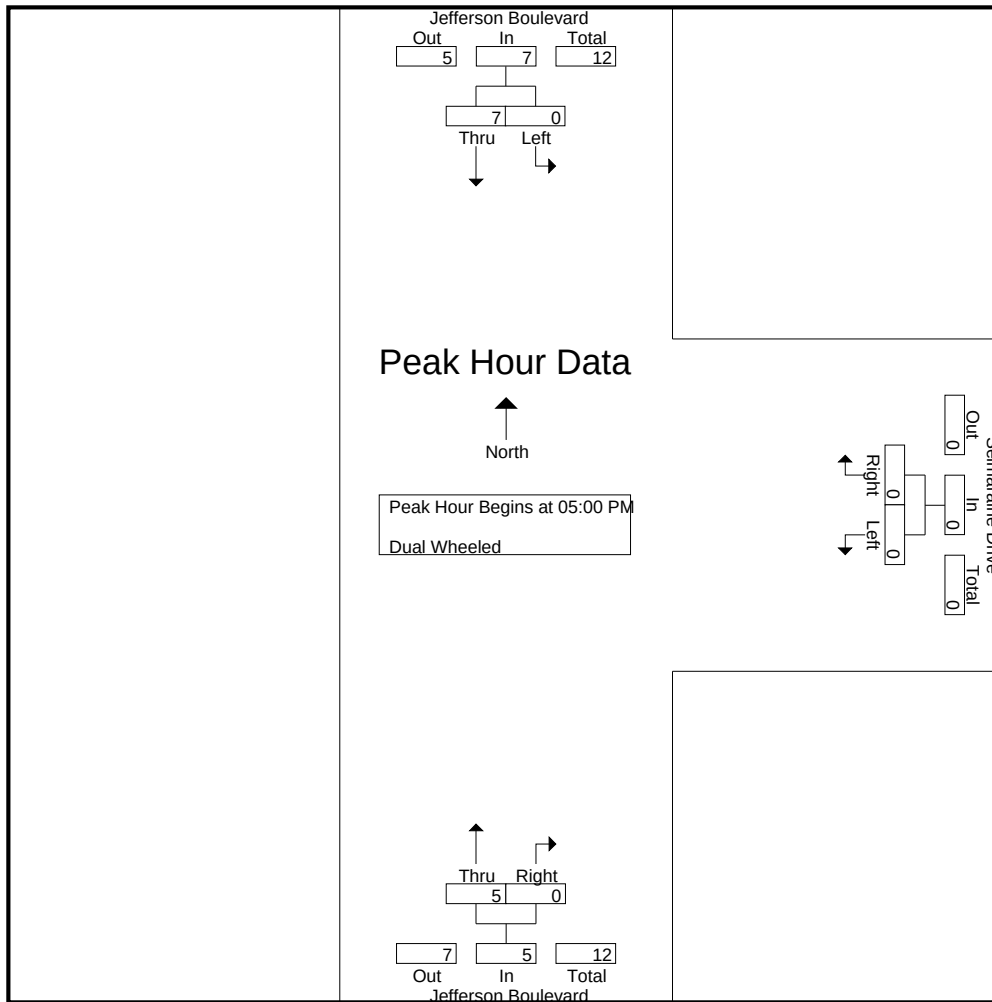
Groups Printed- Dual Wheeled

	Jefferson Boulevard Southbound			Selmaraine Drive Westbound			Jefferson Boulevard Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
03:00 PM	4	6	10	0	0	0	1	0	1	11
03:15 PM	0	2	2	0	0	0	3	0	3	5
03:30 PM	0	1	1	1	0	1	1	0	1	3
03:45 PM	0	1	1	0	0	0	0	0	0	1
Total	4	10	14	1	0	1	5	0	5	20
04:00 PM	0	3	3	0	1	1	2	0	2	6
04:15 PM	1	4	5	0	0	0	2	0	2	7
04:30 PM	0	3	3	0	0	0	4	0	4	7
04:45 PM	0	1	1	0	0	0	2	0	2	3
Total	1	11	12	0	1	1	10	0	10	23
05:00 PM	0	2	2	0	0	0	3	0	3	5
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	2	2	0	0	0	1	0	1	3
05:45 PM	0	3	3	0	0	0	1	0	1	4
Total	0	7	7	0	0	0	5	0	5	12
Grand Total	5	28	33	1	1	2	20	0	20	55
Apprch %	15.2	84.8		50	50		100	0		
Total %	9.1	50.9	60	1.8	1.8	3.6	36.4	0	36.4	

	Jefferson Boulevard Southbound			Selmaraine Drive Westbound			Jefferson Boulevard Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	2	2	0	0	0	3	0	3	5
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	2	2	0	0	0	1	0	1	3
05:45 PM	0	3	3	0	0	0	1	0	1	4
Total Volume	0	7	7	0	0	0	5	0	5	12
% App. Total	0	100		0	0		100	0		
PHF	.000	.583	.583	.000	.000	.000	.417	.000	.417	.600

City of Culver City
N/S: Jefferson Boulevard
E/W: Selmaraine Drive
Weather: Clear

File Name : 01_CVC_Jefferson_Selmaraine PM
Site Code : 16619523
Start Date : 8/6/2019
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	2	2	0	0	0	3	0	3
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	2	2	0	0	0	1	0	1
+45 mins.	0	3	3	0	0	0	1	0	1
Total Volume	0	7	7	0	0	0	5	0	5
% App. Total	0	100		0	0		100	0	
PHF	.000	.583	.583	.000	.000	.000	.417	.000	.417

City of Culver City
N/S: Jefferson Boulevard
E/W: Selmaraine Drive
Weather: Clear

File Name : 01_CVC_Jefferson_Selmaraine PM
Site Code : 16619523
Start Date : 8/6/2019
Page No : 1

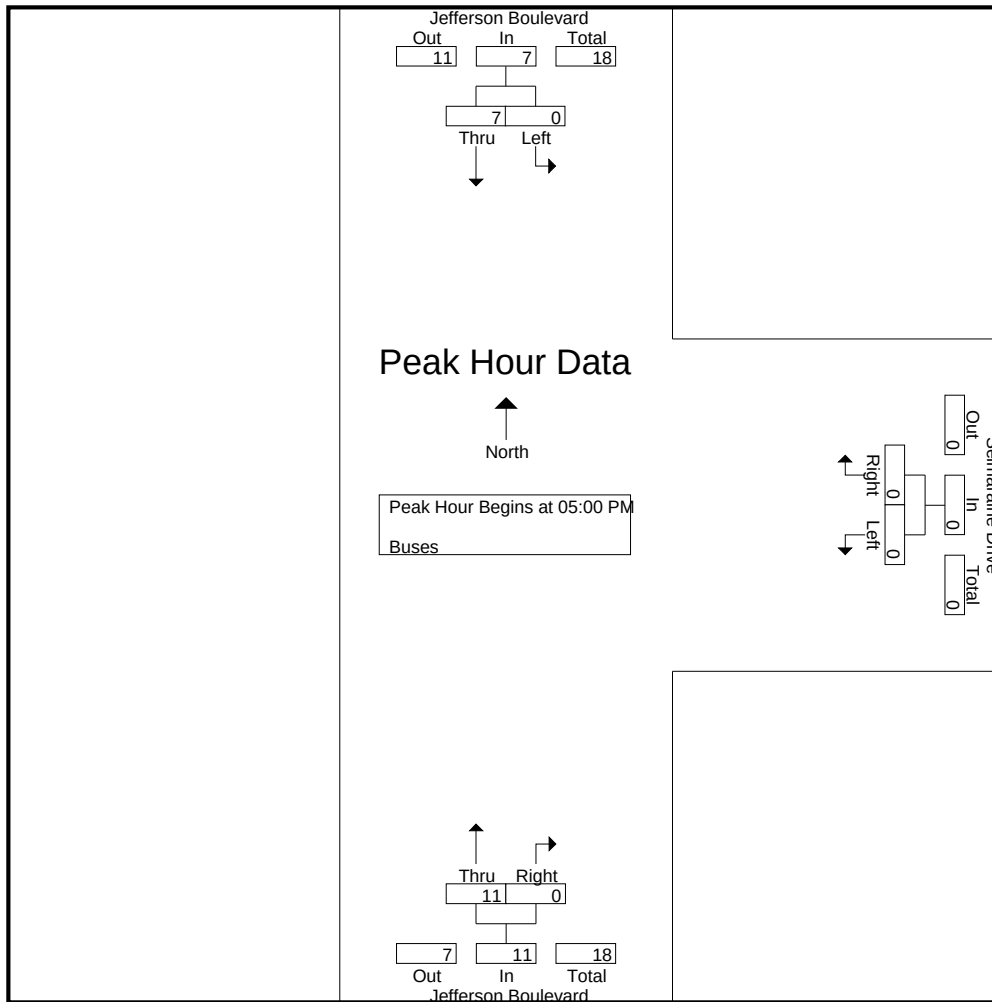
Groups Printed- Buses

	Jefferson Boulevard Southbound			Selmaraine Drive Westbound			Jefferson Boulevard Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
03:00 PM	0	3	3	0	0	0	2	0	2	5
03:15 PM	0	2	2	0	0	0	2	0	2	4
03:30 PM	0	0	0	0	0	0	2	0	2	2
03:45 PM	0	3	3	0	0	0	5	0	5	8
Total	0	8	8	0	0	0	11	0	11	19
04:00 PM	0	1	1	0	0	0	3	0	3	4
04:15 PM	0	2	2	0	0	0	1	0	1	3
04:30 PM	0	1	1	0	0	0	4	0	4	5
04:45 PM	0	3	3	0	0	0	2	0	2	5
Total	0	7	7	0	0	0	10	0	10	17
05:00 PM	0	1	1	0	0	0	4	0	4	5
05:15 PM	0	4	4	0	0	0	2	0	2	6
05:30 PM	0	1	1	0	0	0	3	0	3	4
05:45 PM	0	1	1	0	0	0	2	0	2	3
Total	0	7	7	0	0	0	11	0	11	18
Grand Total	0	22	22	0	0	0	32	0	32	54
Apprch %	0	100		0	0		100	0		
Total %	0	40.7	40.7	0	0	0	59.3	0	59.3	

	Jefferson Boulevard Southbound			Selmaraine Drive Westbound			Jefferson Boulevard Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	1	1	0	0	0	4	0	4	5
05:15 PM	0	4	4	0	0	0	2	0	2	6
05:30 PM	0	1	1	0	0	0	3	0	3	4
05:45 PM	0	1	1	0	0	0	2	0	2	3
Total Volume	0	7	7	0	0	0	11	0	11	18
% App. Total	0	100		0	0		100	0		
PHF	.000	.438	.438	.000	.000	.000	.688	.000	.688	.750

City of Culver City
N/S: Jefferson Boulevard
E/W: Selmaraine Drive
Weather: Clear

File Name : 01_CVC_Jefferson_Selmaraine PM
Site Code : 16619523
Start Date : 8/6/2019
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	1	1	0	0	0	4	0	4
+15 mins.	0	4	4	0	0	0	2	0	2
+30 mins.	0	1	1	0	0	0	3	0	3
+45 mins.	0	1	1	0	0	0	2	0	2
Total Volume	0	7	7	0	0	0	11	0	11
% App. Total	0	100		0	0		100	0	
PHF	.000	.438	.438	.000	.000	.000	.688	.000	.688

BICYCLE COUNT SUMMARY

STREET:

North/South: Jefferson Boulevard

East/West: Selmaraine Drive

Day: Tuesday

Date: 8/6/2019

Weather: CLEAR

School Day: Yes

District: City of Culver City

I/S Code: 0

Hours: 7-10 AM, 3-6 PM

Staff: CUI

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	2	0	2
3-4	0	3	1	4
4-5	0	1	0	1
5-6	0	2	0	2
TOTAL	0	8	1	9

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total	N-S
7-8	0	0	0	0	0
8-9	0	2	0	2	2
9-10	0	2	0	2	4
3-4	1	1	0	2	6
4-5	0	1	0	1	2
5-6	0	0	0	0	2
TOTAL	1	6	0	7	16

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	0	0

WESTBOUND Approach

Hours	Lt	Th	Rt	Total	E-W
7-8	0	0	0	0	0
8-9	0	0	0	0	0
9-10	0	0	0	0	0
3-4	0	0	0	0	0
4-5	0	0	0	0	0
5-6	0	0	0	0	0
TOTAL	0	0	0	0	0

REMARKS (6 hour total):

- Female Riders
- No helmet riders
- Sidewalk Riding
- Wrong way riding

NB	SB	EB	WB	TOTAL
0	0	0	0	0
7	6	0	1	14
3	5	0	1	9
0	4	0	1	5

NB: Northbound, SB: Southbound, EB: Eastbound, WB: Westbound, I/S: Intersection

Source: CUI

LADOT 2015 CMP

PEDESTRIAN COUNT SUMMARY

STREET:

North/South:

Jefferson Boulevard

East/West:

Selmaraine Drive

Day:

Tuesday

Date:

August 6, 2019

Weather:

CLEAR

School Day:

YES

District:

City of Culver City

I/S Code:

0

Hours:

7-10 AM, 3-6 PM

Staff:

CUI

AM PEAK PERIOD

15 Min. Interval

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	0	0	0	0	0
7:15-7:30	0	0	2	0	2
7:30-7:45	0	0	0	0	0
7:45-8:00	0	0	3	0	3
8:00-8:15	0	0	3	0	3
8:15-8:30	0	0	1	0	1
8:30-8:45	0	0	2	0	2
8:45-9:00	0	0	1	0	1
9:00-9:15	0	0	1	0	1
9:15-9:30	0	0	4	0	4
9:30-9:45	1	0	1	0	2
9:45-10:00	1	1	4	0	6

Hours

7 - 8	0	0	5	0	5
8 - 9	0	0	7	0	7
9 - 10	2	1	10	0	13
TOTAL	2	1	22	0	25

PM PEAK PERIOD

15 Min. Interval

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	0	0	0	0	0
3:15-3:30	0	0	8	0	8
3:30-3:45	0	0	0	0	0
3:45-4:00	0	0	2	0	2
4:00-4:15	0	0	10	0	10
4:15-4:30	0	0	4	0	4
4:30-4:45	0	0	4	0	4
4:45-5:00	0	0	8	0	8
5:00-5:15	0	0	4	0	4
5:15-5:30	0	0	0	0	0
5:30-5:45	0	0	2	0	2
5:45-6:00	1	0	8	0	9

Hours

3 - 4	0	0	10	0	10
4 - 5	0	0	26	0	26
5 - 6	1	0	14	0	15
TOTAL	1	0	50	0	51

REMARKS (6 hour total):

- Wheelchair/special needs assistance
- Skateboard/scooter

N-LEG S-LEG E-LEG W-LEG TOTAL

0	0	0	0	0
0	0	1	0	1

N: North, S: South, E: East, W: West, I/S: Intersection

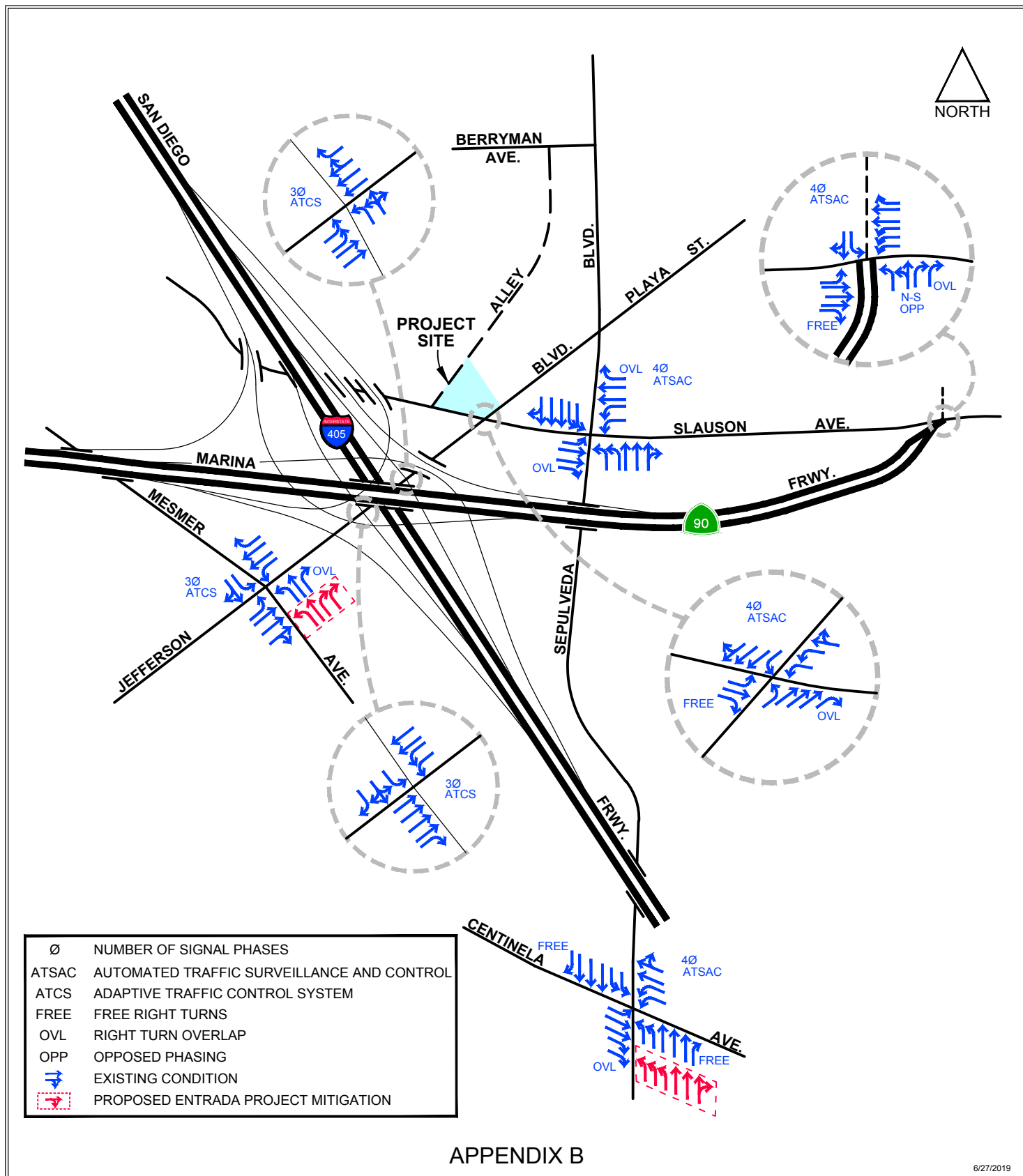
Source:

LADOT 2015 CMP

APPENDIX B

STUDY INTERSECTION GEOMETRICS &

TRAFFIC CONTROL CONDITONS



APPENDIX B

6/27/2019

FN:Jefferson&SlausonHotelLANECONFIG

STUDY INTERSECTION GEOMETRICS & TRAFFIC CONTROL CONDITIONS

CA CRAIN & ASSOCIATES

Transportation Planning
Traffic Engineering

300 Corporate Pointe, Suite 470
Culver City, California 90230
PH (310) 473 6508 F (310) 444 9771
www.crainandassociates.com

APPENDIX C

CMA LOS CALCULATION WORKSHEETS

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Mesmer Avenue	Year of Count:	2018	Ambient Growth: (%):	1	Conducted by:	HM	Date:	6/27/2019									
1	East-West Street:	Jefferson Boulevard	Projection Year:	2024	Peak Hour:	AM	Reviewed by:	RK	Project:	The Jeff Hotel Project									
No. of Phases		3	3		3		3		3										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB-- 0 EB-- 0 WB-- 0	NB-- 3 SB-- 0 EB-- 0 WB-- 0		NB-- 3 SB-- 0 EB-- 0 WB-- 0		NB-- 3 SB-- 0 EB-- 0 WB-- 0		NB-- 3 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	45	1	45	0	45	45	0	48	1	48	0	48	1	48	0	48	1	48
	Left-Through		0							0				0				0	
	Through	85	1	85	0	85	85	0	90	1	90	0	90	1	90	0	90	1	90
	Through-Right		0							0				0				0	
	Right	374	1	0	0	374	0	37	434	2	0	0	434	2	0	0	434	2	0
SOUTHBOUND	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	81	1	81	0	81	81	0	86	1	86	0	86	1	86	0	86	1	86
	Left-Through		0							0				0				0	
	Through	50	0	72	0	50	72	0	53	0	76	0	53	0	76	0	53	0	76
EASTBOUND	Through-Right		1							1				1				1	
	Right	22	0	0	0	22	0	0	23	0	0	0	23	0	0	0	23	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	21	1	21	0	21	21	0	22	1	22	0	22	1	22	0	22	1	22
WESTBOUND	Left-Through		0							0				0				0	
	Through	911	2	321	8	919	324	63	1030	2	362	8	1038	2	365	0	1038	2	365
	Through-Right		1							1				1				1	
	Right	53	0	53	0	53	53	1	57	0	57	0	57	0	57	0	57	0	57
	Left-Through-Right		0							0				0				0	
CRITICAL VOLUMES	Left-Right		0							0				0				0	
	Left	467	1	467	0	467	467	99	595	1	595	0	595	1	595	0	595	1	595
	Left-Through		0							0				0				0	
	Through	1059	2	530	6	1065	533	145	1269	2	635	6	1275	2	638	0	1275	2	638
	Through-Right		0							0				0				0	
VOLUME/CAPACITY (V/C) RATIO:	Right	98	1	58	0	98	58	0	104	1	61	0	104	1	61	0	104	1	61
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	North-South:	166	North-South:	166	North-South:	176	North-South:	176	North-South:	176									
	East-West:	788	East-West:	791	East-West:	957	East-West:	960	East-West:	960									
V/C LESS ATSAC/ATCS ADJUSTMENT:	SUM:	954	SUM:	957	SUM:	1133	SUM:	1136	SUM:	1136									
	0.669	0.672	0.795	0.797	0.797														
	0.569	0.572	0.695	0.697	0.697														
LEVEL OF SERVICE (LOS):	A	A	B	B	B														

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.002	Δv/c after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Mesmer Avenue			Year of Count: 2018			Ambient Growth: (%): 1				Conducted by: HM				Date: 6/27/2019			
1		East-West Street: Jefferson Boulevard			Projection Year: 2024			Peak Hour: PM				Reviewed by: RK				Project: The Jeff Hotel Project			
		No. of Phases			3						3						3		
		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0						0						0		
		Right Turns: FREE-1, NRTOR-2 or OLA-3?			NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0		
		ATSAC-1 or ATSAC+ATCS-2?			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0		
		Override Capacity			2						2						2		
					0						0						0		
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	59	1	59	0	59	59	1	64	1	64	0	64	1	64	0	64	1	64
	Left-Through		0							0				0				0	
	Through	55	1	55	0	55	55	1	59	1	59	0	59	1	59	0	59	1	59
	Through-Right		0							0				0				0	
	Right	297	1	97	0	297	97	93	408	2	0	0	408	2	0	0	408	2	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	172	1	172	0	172	172	0	183	1	183	0	183	1	183	0	183	1	183
	Left-Through		0							0				0				0	
	Through	131	0	147	0	131	147	0	139	0	156	0	139	0	156	0	139	0	156
	Through-Right		1							1				1				1	
	Right	16	0	0	0	16	0	0	17	0	0	0	17	0	0	0	17	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	15	1	15	0	15	15	0	16	1	16	0	16	1	16	0	16	1	16
	Left-Through		0							0				0				0	
	Through	1108	2	387	7	1115	389	186	1362	2	473	7	1369	2	475	0	1369	2	475
	Through-Right		1							1				1				1	
	Right	53	0	53	0	53	53	0	56	0	56	0	56	0	56	0	56	0	56
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	200	1	200	0	200	200	30	242	1	242	0	242	1	242	0	242	1	242
	Left-Through		0							0				0				0	
	Through	753	2	377	6	759	380	88	887	2	444	6	893	2	447	0	893	2	447
	Through-Right		0							0				0				0	
	Right	53	1	0	0	53	0	0	56	1	0	0	56	1	0	0	56	1	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 269			North-South: 269			North-South: 242				North-South: 242				North-South: 242			
		East-West: 587			East-West: 589			East-West: 715				East-West: 717				East-West: 717			
		SUM: 856			SUM: 858			SUM: 957				SUM: 959				SUM: 959			
VOLUME/CAPACITY (V/C) RATIO:		0.601			0.602			0.672				0.673				0.673			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.501			0.502			0.572				0.573				0.573			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	I-405 Freeway SB Ramps	Year of Count:	2018	Ambient Growth: (%):	1	Conducted by:	HM	Date:	6/27/2019									
2	East-West Street:	Jefferson Boulevard	Projection Year:	2024	Peak Hour:	AM	Reviewed by:	RK	Project:	The Jeff Hotel Project									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity		0 0 0 0 2 1200	0 0 0 0 2 1200	0 0 0 0 2 1200	0 0 0 0 2 1200	0 0 0 0 2 1200	0 0 0 0 2 1200	0 0 0 0 2 1200	0 0 0 0 2 1200										
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	90	1	90	5	95	95	10	106	1	106	5	111	1	111	0	111	1	111
	Left-Through	3	0	474	0	3	474	0	3	0	568	0	3	0	568	0	3	0	568
	Through	944	1	0	0	944	0	131	1133	1	0	0	1133	1	0	0	1133	1	0
EASTBOUND	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	539	2	296	0	539	296	51	623	2	343	0	623	2	343	0	623	2	343
WESTBOUND	Left-Through	487	2	244	8	495	248	35	552	2	276	8	560	2	280	0	560	2	280
	Through	334	1	334	0	334	334	15	370	1	370	0	370	1	370	0	370	1	370
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 474 East-West: 698 SUM: 1172	North-South: 474 East-West: 701 SUM: 1175	North-South: 568 East-West: 826 SUM: 1394	North-South: 568 East-West: 829 SUM: 1397	North-South: 568 East-West: 829 SUM: 1397													
VOLUME/CAPACITY (V/C) RATIO:		0.977	0.979	1.162	1.164	1.164													
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.877	0.879	1.062	1.064	1.064													
LEVEL OF SERVICE (LOS):		D	D	F	F	F													

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.002	Δv/c after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	I-405 Freeway SB Ramps	Year of Count:	2018	Ambient Growth: (%):	1	Conducted by:	HM	Date:	6/27/2019									
2	East-West Street:	Jefferson Boulevard	Projection Year:	2024	Peak Hour:	PM	Reviewed by:	RK	Project:	The Jeff Hotel Project									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity		0 0 0 0 2 1200	0 0 0 0 2 1200	0 0 0 0 2 1200	0 0 0 0 2 1200	0 0 0 0 2 1200	0 0 0 0 2 1200	0 0 0 0 2 1200	0 0 0 0 2 1200										
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	65	1	65	4	69	69	20	89	1	89	4	93	1	93	0	93	1	93
	Left-Through	0	0	90	0	0	90	0	0	0	122	0	0	0	122	0	0	0	122
	Through	180	1	0	0	180	0	52	243	1	0	0	243	1	0	0	243	1	0
EASTBOUND	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	307	2	169	0	307	169	137	463	2	255	0	463	2	255	0	463	2	255
WESTBOUND	Left-Through	783	2	392	7	790	395	81	912	2	456	7	919	2	460	0	919	2	460
	Through	541	1	541	0	541	541	61	635	1	635	0	635	1	635	0	635	1	635
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	497	2	273	8	505	278	13	541	2	298	8	549	2	302	0	549	2	302
	Left-Through	912	2	456	6	918	459	66	1034	2	517	6	1040	2	520	0	1040	2	520
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 90 East-West: 814 SUM: 904	North-South: 90 East-West: 819 SUM: 909	North-South: 122 East-West: 933 SUM: 1055	North-South: 122 East-West: 937 SUM: 1059	North-South: 122 East-West: 937 SUM: 1059	North-South: 122 East-West: 937 SUM: 1059	North-South: 122 East-West: 937 SUM: 1059	North-South: 122 East-West: 937 SUM: 1059										
VOLUME/CAPACITY (V/C) RATIO:		0.753	0.758	0.879	0.883	0.883													
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.653	0.658	0.779	0.783	0.783													
LEVEL OF SERVICE (LOS):		B	B	C	C	C													

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.004	Δv/c after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	I-405 Freeway NB Ramps	Year of Count:	2018	Ambient Growth: (%):	1	Conducted by:	HM	Date:	6/27/2019									
3	East-West Street:	Jefferson Boulevard	Projection Year:	2024	Peak Hour:	AM	Reviewed by:	RK	Project:	The Jeff Hotel Project									
No. of Phases		0	0		0		0		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0	NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0	EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0										
Override Capacity		2	2		2		2		2										
		1200	1200		1200		1200		1200										
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	195	1	195	0	195	195	45	252	1	252	0	252	1	252	0	252	1	252
	Left-Through		0							0				0				0	
	Through	265	0	653	0	265	662	0	281	0	695	0	281	0	704	0	281	0	704
	Through-Right		0							0				0				0	
	Right	388	0	0	9	397	0	2	414	0	0	9	423	0	0	0	423	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	539	2	296	0	539	296	51	623	2	343	0	623	2	343	0	623	2	343
	Left-Through		0							0				0				0	
	Through	725	2	363	13	738	369	44	814	2	407	13	827	2	414	0	827	2	414
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	365	1	365	6	371	371	5	392	1	392	6	398	1	398	0	398	1	398
	Left-Through		0							0				0				0	
	Through	517	1	259	6	523	262	69	618	1	309	6	624	1	312	0	624	1	312
	Through-Right		1							1				1				1	
	Right	136	1	136	4	140	140	14	158	1	158	4	162	1	162	0	162	1	162
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 653 East-West: 728 SUM: 1381	North-South: 662 East-West: 740 SUM: 1402	North-South: 695 East-West: 799 SUM: 1494	North-South: 704 East-West: 812 SUM: 1516	North-South: 704 East-West: 812 SUM: 1516													
VOLUME/CAPACITY (V/C) RATIO:		1.151	1.168	1.245	1.263	With Signal System Upgrade	1.253												
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.051	1.068	1.145	1.163		1.153												
LEVEL OF SERVICE (LOS):		F	F	F	F		F												

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.018	Δv/c after mitigation:	0.008
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	I-405 Freeway NB Ramps	Year of Count:	2018	Ambient Growth: (%):	1	Conducted by:	HM	Date:	6/27/2019									
3	East-West Street:	Jefferson Boulevard	Projection Year:	2024	Peak Hour:	PM	Reviewed by:	RK	Project:	The Jeff Hotel Project									
No. of Phases		0	0		0		0		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0	NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0	EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0										
Override Capacity		2	2		2		2		2										
		1200	1200		1200		1200		1200										
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	395	1	381	0	395	386	51	470	1	433	0	470	1	438	0	470	1	438
	Left-Through		0							0				0				0	
	Through	3	0	381	0	3	386	0	3	0	433	0	3	0	438	0	3	0	438
	Through-Right		0							0				0				0	
	Right	364	0	0	9	373	0	7	393	0	0	9	402	0	0	0	402	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	307	2	169	0	307	169	483	809	2	445	0	809	2	445	0	809	2	445
	Left-Through		0							0				0				0	
	Through	816	2	408	11	827	414	262	1128	2	564	11	1139	2	570	0	1139	2	570
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	497	1	497	8	505	505	13	541	1	541	8	549	1	549	0	549	1	549
	Left-Through		0							0				0				0	
	Through	585	1	293	6	591	296	117	738	1	369	6	744	1	372	0	744	1	372
	Through-Right		1							1				1				1	
	Right	102	1	102	4	106	106	13	121	1	121	4	125	1	125	0	125	1	125
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 381 East-West: 905 SUM: 1286	North-South: 386 East-West: 919 SUM: 1305	North-South: 433 East-West: 1105 SUM: 1538	North-South: 438 East-West: 1119 SUM: 1557	North-South: 438 East-West: 1119 SUM: 1557	North-South: 438 East-West: 1119 SUM: 1557	North-South: 438 East-West: 1119 SUM: 1557	North-South: 438 East-West: 1119 SUM: 1557	North-South: 438 East-West: 1119 SUM: 1557									
VOLUME/CAPACITY (V/C) RATIO:			1.072		1.088		1.282		1.298	With Signal System Upgrade	1.288								
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.972		0.988		1.182		1.198		1.188								
LEVEL OF SERVICE (LOS):			E		E		F		F		F								

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.016	Δv/c after mitigation:	0.006
Significant impacted?	YES	Fully mitigated?	YES

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 4, SLAUSON AV. & JEFFERSON BLVD.
DATE: 6/27/2019 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2018)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	251	213	0	0
EASTBOUND	26	100	0	120
NORTHBOUND	105	809	3	138
SOUTHBOUND	17	699	57	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	0	1	0	0	3
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	0	1	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	138	N/A	N/A	213	N/A	N/A
EASTBOUND	26	N/A	100	N/A	0	N/A
NORTHBOUND	105	N/A	270	N/A	3	N/A
SOUTHBOUND	17	N/A	252	252	N/A	N/A

EAST-WEST CRITICAL VOLUMES	239
NORTH-SOUTH CRITICAL VOLUMES	357

THE SUM OF CRITICAL VOLUMES	596
NUMBER OF CRITICAL CLEARANCE INTERVALS	4*
CMA VALUE	0.368
LEVEL OF SERVICE	A

* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 4, SLAUSON AV. & JEFFERSON BLVD.
DATE: 6/27/2019 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2018)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	292	89	0	0
EASTBOUND	25	181	0	217
NORTHBOUND	79	913	73	161
SOUTHBOUND	54	612	32	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	0	1	0	0	3
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	0	1	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	161	N/A	N/A	89	N/A	N/A
EASTBOUND	25	N/A	181	N/A	0	N/A
NORTHBOUND	79	N/A	304	N/A	73	N/A
SOUTHBOUND	54	N/A	215	215	N/A	N/A

EAST-WEST CRITICAL VOLUMES	342
NORTH-SOUTH CRITICAL VOLUMES	358

THE SUM OF CRITICAL VOLUMES	700
NUMBER OF CRITICAL CLEARANCE INTERVALS	4*
CMA VALUE	0.439
LEVEL OF SERVICE	A

* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 4, SLAUSON AV. & JEFFERSON BLVD.
DATE: 6/27/2019 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2018) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	251	229	0	0
EASTBOUND	27	112	0	137
NORTHBOUND	126	809	3	138
SOUTHBOUND	17	697	62	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	0	1	0	0	3
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	0	1	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	138	N/A	N/A	229	N/A	N/A
EASTBOUND	27	N/A	112	N/A	0	N/A
NORTHBOUND	126	N/A	270	N/A	3	N/A
SOUTHBOUND	17	N/A	253	253	N/A	N/A

EAST-WEST CRITICAL VOLUMES	256
NORTH-SOUTH CRITICAL VOLUMES	379

THE SUM OF CRITICAL VOLUMES	635
NUMBER OF CRITICAL CLEARANCE INTERVALS	4*
CMA VALUE	0.393
LEVEL OF SERVICE	A

* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 4, SLAUSON AV. & JEFFERSON BLVD.
DATE: 6/27/2019 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2018) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	292	101	0	0
EASTBOUND	25	192	0	241
NORTHBOUND	96	913	73	161
SOUTHBOUND	53	602	37	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	0	1	0	0	3
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	0	1	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	161	N/A	N/A	101	N/A	N/A
EASTBOUND	25	N/A	192	N/A	0	N/A
NORTHBOUND	96	N/A	304	N/A	73	N/A
SOUTHBOUND	53	N/A	213	213	N/A	N/A

EAST-WEST CRITICAL VOLUMES	353
NORTH-SOUTH CRITICAL VOLUMES	357

THE SUM OF CRITICAL VOLUMES	710
NUMBER OF CRITICAL CLEARANCE INTERVALS	4*
CMA VALUE	0.446
LEVEL OF SERVICE	A

* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 4, SLAUSON AV. & JEFFERSON BLVD.
DATE: 6/27/2019 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2024) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	297	241	6	0
EASTBOUND	31	119	0	127
NORTHBOUND	111	885	6	163
SOUTHBOUND	18	798	65	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	0	1	0	0	3
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	0	1	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	163	N/A	N/A	247	N/A	N/A
EASTBOUND	31	N/A	119	N/A	0	N/A
NORTHBOUND	111	N/A	295	N/A	6	N/A
SOUTHBOUND	18	N/A	288	288	N/A	N/A

EAST-WEST CRITICAL VOLUMES	282
NORTH-SOUTH CRITICAL VOLUMES	399

THE SUM OF CRITICAL VOLUMES	681
NUMBER OF CRITICAL CLEARANCE INTERVALS	4*
CMA VALUE	0.425
LEVEL OF SERVICE	A

* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 4, SLAUSON AV. & JEFFERSON BLVD.
DATE: 6/27/2019 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2024) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	339	115	29	0
EASTBOUND	32	217	0	230
NORTHBOUND	84	1030	109	187
SOUTHBOUND	57	690	38	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	0	1	0	0	3
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	0	1	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	187	N/A	N/A	144	N/A	N/A
EASTBOUND	32	N/A	217	N/A	0	N/A
NORTHBOUND	84	N/A	343	N/A	109	N/A
SOUTHBOUND	57	N/A	243	243	N/A	N/A

EAST-WEST CRITICAL VOLUMES	404
NORTH-SOUTH CRITICAL VOLUMES	400

THE SUM OF CRITICAL VOLUMES	804
NUMBER OF CRITICAL CLEARANCE INTERVALS	4*
CMA VALUE	0.515
LEVEL OF SERVICE	A

* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 4, SLAUSON AV. & JEFFERSON BLVD.
DATE: 6/27/2019 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2024) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	297	257	6	0
EASTBOUND	32	131	0	144
NORTHBOUND	132	885	6	163
SOUTHBOUND	18	796	70	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	0	1	0	0	3
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	0	1	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	163	N/A	N/A	263	N/A	N/A
EASTBOUND	32	N/A	131	N/A	0	N/A
NORTHBOUND	132	N/A	295	N/A	6	N/A
SOUTHBOUND	18	N/A	289	289	N/A	N/A

EAST-WEST CRITICAL VOLUMES	295
NORTH-SOUTH CRITICAL VOLUMES	421

THE SUM OF CRITICAL VOLUMES	716
NUMBER OF CRITICAL CLEARANCE INTERVALS	4*
CMA VALUE	0.451
LEVEL OF SERVICE	A

* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 4, SLAUSON AV. & JEFFERSON BLVD.
DATE: 6/27/2019 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2024) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	339	127	29	0
EASTBOUND	32	228	0	254
NORTHBOUND	101	1030	110	186
SOUTHBOUND	56	680	43	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	0	1	0	0	3
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	0	1	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	186	N/A	N/A	156	N/A	N/A
EASTBOUND	32	N/A	228	N/A	0	N/A
NORTHBOUND	101	N/A	343	N/A	110	N/A
SOUTHBOUND	56	N/A	241	241	N/A	N/A

EAST-WEST CRITICAL VOLUMES	414
NORTH-SOUTH CRITICAL VOLUMES	399

THE SUM OF CRITICAL VOLUMES	813
NUMBER OF CRITICAL CLEARANCE INTERVALS	4*
CMA VALUE	0.521
LEVEL OF SERVICE	A

* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 5, SLAUSON AV. & SEPULVEDA BLVD.
DATE: 6/27/2019 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2018)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	101	354	168	89
EASTBOUND	24	201	0	45
NORTHBOUND	108	1384	34	0
SOUTHBOUND	161	715	15	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	0	1	0	5
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	2	0	2	1	0	0	5
SOUTHBOUND	2	0	2	1	0	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	56	N/A	177	N/A	168	N/A
EASTBOUND	24	N/A	100	N/A	0	N/A
NORTHBOUND	59	N/A	473	473	N/A	N/A
SOUTHBOUND	89	N/A	243	243	N/A	N/A

EAST-WEST CRITICAL VOLUMES	201
NORTH-SOUTH CRITICAL VOLUMES	562

THE SUM OF CRITICAL VOLUMES	763
NUMBER OF CRITICAL CLEARANCE INTERVALS	4*
CMA VALUE	0.485
LEVEL OF SERVICE	A

* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 5, SLAUSON AV. & SEPULVEDA BLVD.
DATE: 6/27/2019 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2018)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	198	266	79	139
EASTBOUND	43	273	44	55
NORTHBOUND	100	1065	78	0
SOUTHBOUND	252	1406	24	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	0	1	0	5
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	2	0	2	1	0	0	5
SOUTHBOUND	2	0	2	1	0	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	109	N/A	133	N/A	79	N/A
EASTBOUND	43	N/A	136	N/A	44	N/A
NORTHBOUND	55	N/A	381	381	N/A	N/A
SOUTHBOUND	139	N/A	477	477	N/A	N/A

EAST-WEST CRITICAL VOLUMES	245
NORTH-SOUTH CRITICAL VOLUMES	532

THE SUM OF CRITICAL VOLUMES	777
NUMBER OF CRITICAL CLEARANCE INTERVALS	4*
CMA VALUE	0.495
LEVEL OF SERVICE	A

* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 5, SLAUSON AV. & SEPULVEDA BLVD.
DATE: 6/27/2019 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2018) WITH PROJECT

** INPUT VOLUMES **

APPROACH	** RIGHT TURNS **			
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	101	362	168	89
EASTBOUND	24	207	0	51
NORTHBOUND	116	1384	34	0
SOUTHBOUND	161	715	15	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	0	1	0	5
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	2	0	2	1	0	0	5
SOUTHBOUND	2	0	2	1	0	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	56	N/A	181	N/A	168	N/A
EASTBOUND	24	N/A	104	N/A	0	N/A
NORTHBOUND	64	N/A	473	473	N/A	N/A
SOUTHBOUND	89	N/A	243	243	N/A	N/A

EAST-WEST CRITICAL VOLUMES	205
NORTH-SOUTH CRITICAL VOLUMES	562

THE SUM OF CRITICAL VOLUMES	767
NUMBER OF CRITICAL CLEARANCE INTERVALS	4*
CMA VALUE	0.488
LEVEL OF SERVICE	A

* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 5, SLAUSON AV. & SEPULVEDA BLVD.
DATE: 6/27/2019 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2018) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	198	273	79	139
EASTBOUND	43	279	46	59
NORTHBOUND	107	1065	78	0
SOUTHBOUND	252	1406	24	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	0	1	0	5
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	2	0	2	1	0	0	5
SOUTHBOUND	2	0	2	1	0	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	109	N/A	136	N/A	79	N/A
EASTBOUND	43	N/A	140	N/A	46	N/A
NORTHBOUND	59	N/A	381	381	N/A	N/A
SOUTHBOUND	139	N/A	477	477	N/A	N/A

EAST-WEST CRITICAL VOLUMES	249
NORTH-SOUTH CRITICAL VOLUMES	536

THE SUM OF CRITICAL VOLUMES	785
NUMBER OF CRITICAL CLEARANCE INTERVALS	4*
CMA VALUE	0.501
LEVEL OF SERVICE	A

* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 5, SLAUSON AV. & SEPULVEDA BLVD.
DATE: 6/27/2019 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2024) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	164	415	183	114
EASTBOUND	25	232	0	56
NORTHBOUND	151	1640	107	0
SOUTHBOUND	208	958	16	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	0	1	0	5
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	2	0	2	1	0	0	5
SOUTHBOUND	2	0	2	1	0	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	90	N/A	208	N/A	183	N/A
EASTBOUND	25	N/A	116	N/A	0	N/A
NORTHBOUND	83	N/A	582	582	N/A	N/A
SOUTHBOUND	114	N/A	325	325	N/A	N/A

EAST-WEST CRITICAL VOLUMES	233
NORTH-SOUTH CRITICAL VOLUMES	696

THE SUM OF CRITICAL VOLUMES	929
NUMBER OF CRITICAL CLEARANCE INTERVALS	4*
CMA VALUE	0.606
LEVEL OF SERVICE	B

* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 5, SLAUSON AV. & SEPULVEDA BLVD.
DATE: 6/27/2019 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2024) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	** RIGHT TURNS **			
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	271	314	108	162
EASTBOUND	46	347	60	69
NORTHBOUND	126	1389	156	0
SOUTHBOUND	295	1697	25	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	0	1	0	5
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	2	0	2	1	0	0	5
SOUTHBOUND	2	0	2	1	0	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	149	N/A	157	N/A	108	N/A
EASTBOUND	46	N/A	174	N/A	60	N/A
NORTHBOUND	69	N/A	515	515	N/A	N/A
SOUTHBOUND	162	N/A	574	574	N/A	N/A

EAST-WEST CRITICAL VOLUMES 323

NORTH-SOUTH CRITICAL VOLUMES 677

THE SUM OF CRITICAL VOLUMES 1000

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.657

LEVEL OF SERVICE B

* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 5, SLAUSON AV. & SEPULVEDA BLVD.
DATE: 6/27/2019 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2024) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	164	423	183	114
EASTBOUND	25	238	0	62
NORTHBOUND	159	1640	107	0
SOUTHBOUND	208	958	16	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	0	1	0	5
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	2	0	2	1	0	0	5
SOUTHBOUND	2	0	2	1	0	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	90	N/A	212	N/A	183	N/A
EASTBOUND	25	N/A	119	N/A	0	N/A
NORTHBOUND	87	N/A	582	582	N/A	N/A
SOUTHBOUND	114	N/A	325	325	N/A	N/A

EAST-WEST CRITICAL VOLUMES	237
NORTH-SOUTH CRITICAL VOLUMES	696

THE SUM OF CRITICAL VOLUMES	933
NUMBER OF CRITICAL CLEARANCE INTERVALS	4*
CMA VALUE	0.609
LEVEL OF SERVICE	B

* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 5, SLAUSON AV. & SEPULVEDA BLVD.
DATE: 6/27/2019 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2024) WITH PROJECT

** INPUT VOLUMES **

APPROACH	** RIGHT TURNS **			
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	271	321	108	162
EASTBOUND	46	353	62	73
NORTHBOUND	133	1389	156	0
SOUTHBOUND	295	1697	25	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	0	1	0	5
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	2	0	2	1	0	0	5
SOUTHBOUND	2	0	2	1	0	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	149	N/A	160	N/A	108	N/A
EASTBOUND	46	N/A	176	N/A	62	N/A
NORTHBOUND	73	N/A	515	515	N/A	N/A
SOUTHBOUND	162	N/A	574	574	N/A	N/A

EAST-WEST CRITICAL VOLUMES	325
NORTH-SOUTH CRITICAL VOLUMES	677

THE SUM OF CRITICAL VOLUMES	1002
NUMBER OF CRITICAL CLEARANCE INTERVALS	4*
CMA VALUE	0.659
LEVEL OF SERVICE	B

* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 6, SLAUSON AV. & MARINA FWY.
DATE: 6/27/2019 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2018)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	2329	1051	8	2
EASTBOUND	4	350	0	484
NORTHBOUND	253	0	0	1413
SOUTHBOUND	0	0	3	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	3	0	2	0	1	0	6
EASTBOUND	1	0	3	0	1	0	5
NORTHBOUND	1	1	0	0	2	0	4
SOUTHBOUND	1	0	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	854	N/A	526	N/A	8	N/A
EASTBOUND	4	N/A	117	N/A	0	N/A
NORTHBOUND	126	126	N/A	N/A	0	N/A
SOUTHBOUND	0	N/A	N/A	3	N/A	N/A

EAST-WEST CRITICAL VOLUMES 970
NORTH-SOUTH CRITICAL VOLUMES 129

THE SUM OF CRITICAL VOLUMES 1099

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.729

LEVEL OF SERVICE C

* Includes CMA value decreased due to ATSAC Implementation.

Northbound and Southbound approaches have opposed signal phases.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 6, SLAUSON AV. & MARINA FWY.
DATE: 6/27/2019 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2018)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	809	688	0	1
EASTBOUND	2	682	0	394
NORTHBOUND	383	0	823	594
SOUTHBOUND	0	3	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	3	0	2	0	1	0	6
EASTBOUND	1	0	3	0	1	0	5
NORTHBOUND	1	1	0	0	2	0	4
SOUTHBOUND	1	0	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	297	N/A	344	N/A	0	N/A
EASTBOUND	2	N/A	227	N/A	0	N/A
NORTHBOUND	192	192	N/A	N/A	412	N/A
SOUTHBOUND	0	N/A	N/A	3	N/A	N/A

EAST-WEST CRITICAL VOLUMES 524
NORTH-SOUTH CRITICAL VOLUMES 415

THE SUM OF CRITICAL VOLUMES 939

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.613

LEVEL OF SERVICE B

* Includes CMA value decreased due to ATSAC Implementation.

Northbound and Southbound approaches have opposed signal phases.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 6, SLAUSON AV. & MARINA FWY.
DATE: 6/27/2019 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2018) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	2329	1055	8	2
EASTBOUND	4	353	0	487
NORTHBOUND	257	0	0	1413
SOUTHBOUND	0	0	3	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	3	0	2	0	1	0	6
EASTBOUND	1	0	3	0	1	0	5
NORTHBOUND	1	1	0	0	2	0	4
SOUTHBOUND	1	0	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	854	N/A	528	N/A	8	N/A
EASTBOUND	4	N/A	118	N/A	0	N/A
NORTHBOUND	128	128	N/A	N/A	0	N/A
SOUTHBOUND	0	N/A	N/A	3	N/A	N/A

EAST-WEST CRITICAL VOLUMES 972
NORTH-SOUTH CRITICAL VOLUMES 131

THE SUM OF CRITICAL VOLUMES 1103

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.732

LEVEL OF SERVICE C

* Includes CMA value decreased due to ATSAC Implementation.

Northbound and Southbound approaches have opposed signal phases.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 6, SLAUSON AV. & MARINA FWY.
DATE: 6/27/2019 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2018) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	809	691	0	1
EASTBOUND	2	685	0	398
NORTHBOUND	387	0	823	594
SOUTHBOUND	0	3	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	3	0	2	0	1	0	6
EASTBOUND	1	0	3	0	1	0	5
NORTHBOUND	1	1	0	0	2	0	4
SOUTHBOUND	1	0	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	297	N/A	346	N/A	0	N/A
EASTBOUND	2	N/A	228	N/A	0	N/A
NORTHBOUND	194	194	N/A	N/A	412	N/A
SOUTHBOUND	0	N/A	N/A	3	N/A	N/A

EAST-WEST CRITICAL VOLUMES	524
NORTH-SOUTH CRITICAL VOLUMES	415

THE SUM OF CRITICAL VOLUMES	939
NUMBER OF CRITICAL CLEARANCE INTERVALS	4*
CMA VALUE	0.613
LEVEL OF SERVICE	B

* Includes CMA value decreased due to ATSAC Implementation.

Northbound and Southbound approaches have opposed signal phases.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 6, SLAUSON AV. & MARINA FWY.
DATE: 6/27/2019 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2024) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	2492	1229	9	2
EASTBOUND	4	423	0	622
NORTHBOUND	277	0	0	1578
SOUTHBOUND	0	0	3	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	3	0	2	0	1	0	6
EASTBOUND	1	0	3	0	1	0	5
NORTHBOUND	1	1	0	0	2	0	4
SOUTHBOUND	1	0	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	914	N/A	614	N/A	9	N/A
EASTBOUND	4	N/A	141	N/A	0	N/A
NORTHBOUND	138	138	N/A	N/A	0	N/A
SOUTHBOUND	0	N/A	N/A	3	N/A	N/A

EAST-WEST CRITICAL VOLUMES 1054
NORTH-SOUTH CRITICAL VOLUMES 141

THE SUM OF CRITICAL VOLUMES 1195

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.799

LEVEL OF SERVICE C

* Includes CMA value decreased due to ATSAC Implementation.

Northbound and Southbound approaches have opposed signal phases.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 6, SLAUSON AV. & MARINA FWY.
DATE: 6/27/2019 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2024) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	867	804	0	1
EASTBOUND	2	857	0	445
NORTHBOUND	414	0	903	636
SOUTHBOUND	0	3	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	3	0	2	0	1	0	6
EASTBOUND	1	0	3	0	1	0	5
NORTHBOUND	1	1	0	0	2	0	4
SOUTHBOUND	1	0	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	318	N/A	402	N/A	0	N/A
EASTBOUND	2	N/A	286	N/A	0	N/A
NORTHBOUND	207	207	N/A	N/A	452	N/A
SOUTHBOUND	0	N/A	N/A	3	N/A	N/A

EAST-WEST CRITICAL VOLUMES	604
NORTH-SOUTH CRITICAL VOLUMES	455

THE SUM OF CRITICAL VOLUMES	1059
NUMBER OF CRITICAL CLEARANCE INTERVALS	4*
CMA VALUE	0.700
LEVEL OF SERVICE	B

* Includes CMA value decreased due to ATSAC Implementation.

Northbound and Southbound approaches have opposed signal phases.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 6, SLAUSON AV. & MARINA FWY.
DATE: 6/27/2019 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2024) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	2492	1233	9	2
EASTBOUND	4	426	0	625
NORTHBOUND	281	0	0	1578
SOUTHBOUND	0	0	3	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	3	0	2	0	1	0	6
EASTBOUND	1	0	3	0	1	0	5
NORTHBOUND	1	1	0	0	2	0	4
SOUTHBOUND	1	0	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	914	N/A	616	N/A	9	N/A
EASTBOUND	4	N/A	142	N/A	0	N/A
NORTHBOUND	140	140	N/A	N/A	0	N/A
SOUTHBOUND	0	N/A	N/A	3	N/A	N/A

EAST-WEST CRITICAL VOLUMES 1056
NORTH-SOUTH CRITICAL VOLUMES 143

THE SUM OF CRITICAL VOLUMES 1199

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.802

LEVEL OF SERVICE D

* Includes CMA value decreased due to ATSAC Implementation.

Northbound and Southbound approaches have opposed signal phases.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 6, SLAUSON AV. & MARINA FWY.
DATE: 6/27/2019 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2024) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	867	807	0	1
EASTBOUND	2	860	0	449
NORTHBOUND	418	0	903	636
SOUTHBOUND	0	3	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	3	0	2	0	1	0	6
EASTBOUND	1	0	3	0	1	0	5
NORTHBOUND	1	1	0	0	2	0	4
SOUTHBOUND	1	0	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	318	N/A	404	N/A	0	N/A
EASTBOUND	2	N/A	287	N/A	0	N/A
NORTHBOUND	209	209	N/A	N/A	452	N/A
SOUTHBOUND	0	N/A	N/A	3	N/A	N/A

EAST-WEST CRITICAL VOLUMES	604
NORTH-SOUTH CRITICAL VOLUMES	455

THE SUM OF CRITICAL VOLUMES	1059
NUMBER OF CRITICAL CLEARANCE INTERVALS	4*
CMA VALUE	0.700
LEVEL OF SERVICE	B

* Includes CMA value decreased due to ATSAC Implementation.

Northbound and Southbound approaches have opposed signal phases.

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:		Sepulveda Boulevard			Year of Count:		2018		Ambient Growth: (%):		1		Conducted by:		HM		Date:		6/27/2019	
	7	East-West Street:		Centinela Avenue			Projection Year:		2024		Peak Hour:		AM		Reviewed by:		RK		Project:		The Jeff Hotel Project
No. of Phases			4			4			4			4			4			4			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?			NB-- 1 SB-- 1 EB-- 3 WB-- 0			NB-- 1 SB-- 1 EB-- 3 WB-- 0			NB-- 0 SB-- 1 EB-- 3 WB-- 0			NB-- 0 SB-- 1 EB-- 3 WB-- 0			NB-- 0 SB-- 1 EB-- 3 WB-- 0			NB-- 0 SB-- 1 EB-- 3 WB-- 0			
ATSAC-1 or ATSAC+ATCS-2?			1			1			1			1			1			1			
Override Capacity			0			0			0			0			0			0			
MOVEMENT			EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
			Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1052	2	579	0	1052	579	218	1335	3	467	0	1335	3	467	0	1335	3	467		
	Left-Through		0							0				0				0			
	Through	1187	3	396	8	1195	398	198	1458	2	611	8	1466	2	613	0	1466	2	613		
	Through-Right		0							1				1				1			
	Right	313	1	0	0	313	0	42	374	0	374	0	374	0	374	0	374	0	374		
	Left-Through-Right		0							0				0				0			
Left-Right		0								0				0				0			
SOUTHBOUND	Left	66	2	36	1	67	37	2	72	2	40	1	73	2	40	0	73	2	40		
	Left-Through		0							0				0				0			
	Through	713	3	238	5	718	239	248	1005	3	335	5	1010	3	337	0	1010	3	337		
	Through-Right		0							0				0				0			
	Right	189	1	0	0	189	0	55	256	1	0	0	256	1	0	0	256	1	0		
	Left-Through-Right		0							0				0				0			
Left-Right		0								0				0				0			
EASTBOUND	Left	79	1	79	0	79	79	13	97	1	97	0	97	1	97	0	97	1	97		
	Left-Through		0							0				0				0			
	Through	307	2	154	0	307	154	22	348	2	174	0	348	2	174	0	348	2	174		
	Through-Right		0							0				0				0			
	Right	497	2	0	0	497	0	88	616	2	0	0	616	2	0	0	616	2	0		
	Left-Through-Right		0							0				0				0			
Left-Right		0								0				0				0			
WESTBOUND	Left	237	2	130	0	237	130	75	327	2	180	0	327	2	180	0	327	2	180		
	Left-Through		0							0				0				0			
	Through	794	1	430	0	794	431	107	950	1	513	0	950	1	514	0	950	1	514		
	Through-Right		1							1				1				1			
	Right	66	0	66	1	67	67	6	76	0	76	1	77	0	77	0	77	0	77		
	Left-Through-Right		0							0				0				0			
Left-Right		0								0				0				0			
CRITICAL VOLUMES			North-South: 817 East-West: 509 SUM: 1326			North-South: 818 East-West: 510 SUM: 1328			North-South: 802 East-West: 610 SUM: 1412				North-South: 804 East-West: 611 SUM: 1415				North-South: 804 East-West: 611 SUM: 1415				
VOLUME/CAPACITY (V/C) RATIO:			0.964			0.966			1.027				1.029				1.029				
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.894			0.896			0.957				0.959				0.959				
LEVEL OF SERVICE (LOS):			D			D			E				E				E				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.002	Δv/c after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:		Sepulveda Boulevard			Year of Count:		2018		Ambient Growth: (%):		1		Conducted by:		HM		Date:		6/27/2019	
	7	East-West Street:		Centinela Avenue			Projection Year:		2024		Peak Hour:		PM		Reviewed by:		RK		Project:		The Jeff Hotel Project
No. of Phases			4			4			4			4			4			4			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?			NB-- 1 SB-- 1 EB-- 3 WB-- 0			NB-- 1 SB-- 1 EB-- 3 WB-- 0			NB-- 0 SB-- 1 EB-- 3 WB-- 0			NB-- 0 SB-- 1 EB-- 3 WB-- 0			NB-- 0 SB-- 1 EB-- 3 WB-- 0			NB-- 0 SB-- 1 EB-- 3 WB-- 0			
ATSAC-1 or ATSAC+ATCS-2?			1			1			1			1			1			1			
Override Capacity			0			0			0			0			0			0			
MOVEMENT			EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
			Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	411	2	226	0	411	226	138	574	3	201	0	574	3	201	0	574	3	201		
	Left-Through		0							0				0				0			
	Through	878	3	293	7	885	295	308	1240	2	565	7	1247	2	568	0	1247	2	568		
	Through-Right		0							1				1				1			
	Right	349	1	0	0	349	0	86	456	0	456	0	456	0	456	0	456	0	456		
	Left-Through-Right		0							0				0				0			
Left-Right		0								0				0			0				
SOUTHBOUND	Left	209	2	115	1	210	116	9	231	2	127	1	232	2	128	0	232	2	128		
	Left-Through		0							0				0				0			
	Through	1459	3	486	6	1465	488	249	1798	3	599	6	1804	3	601	0	1804	3	601		
	Through-Right		0							0				0				0			
	Right	94	1	0	0	94	0	16	116	1	0	0	116	1	0	0	116	1	0		
	Left-Through-Right		0							0				0				0			
Left-Right		0								0				0			0				
EASTBOUND	Left	105	1	105	0	105	105	49	160	1	160	0	160	1	160	0	160	1	160		
	Left-Through		0							0				0				0			
	Through	690	2	345	0	690	345	100	832	2	416	0	832	2	416	0	832	2	416		
	Through-Right		0							0				0				0			
	Right	1140	2	401	0	1140	401	226	1436	2	589	0	1436	2	589	0	1436	2	589		
	Left-Through-Right		0							0				0				0			
Left-Right		0								0				0			0				
WESTBOUND	Left	349	2	192	0	349	192	52	422	2	232	0	422	2	232	0	422	2	232		
	Left-Through		0							0				0				0			
	Through	302	1	204	0	302	205	31	352	1	235	0	352	1	235	0	352	1	235		
	Through-Right		1							1				1				1			
	Right	106	0	106	1	107	107	4	117	0	117	1	118	0	118	0	118	0	118		
	Left-Through-Right		0							0				0				0			
Left-Right		0								0				0			0				
CRITICAL VOLUMES			North-South: 712 East-West: 593 SUM: 1305			North-South: 714 East-West: 593 SUM: 1307			North-South: 800 East-West: 821 SUM: 1621				North-South: 802 East-West: 821 SUM: 1623				North-South: 802 East-West: 821 SUM: 1623				
VOLUME/CAPACITY (V/C) RATIO:			0.949			0.951			1.179				1.180				1.180				
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.879			0.881			1.109				1.110				1.110				
LEVEL OF SERVICE (LOS):			D			D			F				F				F				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.001	Δv/c after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

APPENDIX D

TRAFFIC STUDY MEMORANDUM OF UNDERSTANDING (SIGNED ON MARCH 26, 2019)

- * Gross Floor Area (GFA) shall be as defined in the most recent ITE publication.
- ** Indicate intersections subject to capacity analysis credit for advanced traffic signal control synchronization.
- *** Include non-signalized intersections to be studied.
- **** Use the same numbering system for all lists of intersections and figures in the traffic study.

Indicate trip credits To Be Requested (Amount Subject To City approval):		Yes	No
1.	Existing Uses:	☒	☐
2.	Pass-By Trips:	☒	☐
3.	Internal Trip Capture:	☐	☒
4.	Transit Oriented Developments (TOD):	☐	☒
5.	Transportation Demand Management (TDM):	☐	☒

The traffic study shall also include:

1. Measures to prevent project traffic from entering the nearby residential area;
2. A section on bicycle travel, including the City's Bicycle and Pedestrian Master Plan and planned bicycle facilities in the vicinity of the project;
3. A freeway impact screening analysis in accordance with the First Amendment to the Agreement between LADOT and Caltrans District 7 on Freeway Impact Analysis Procedures. *[See Attachment 7 for Caltrans Freeway Impact Screening Analysis.]*

Maps:

The following maps shall be attached to the MOU:

1. A map showing the project's trip distribution percentages for each land use (inbound and outbound) at the study intersections and project driveways; and
 2. A map showing the project's trips at the study intersections and project driveways.
- [See Attachments 2 and 3 for the Proposed and Existing Project Trip Distribution Percentages, respectively. See Attachments 8 and 9 for the Net Project Trips at Intersections in the Project Vicinity during the AM and PM peak hours, respectively.]*

Proposed Traffic Mitigation:

Any proposed traffic mitigation measure shall be listed and accompanied by a drawing of the existing and proposed improvements [including city boundary lines and existing / proposed property lines] and plans shall be of a minimum scale of one inch (1") equal to forty feet (40'-0").

Post-Occupancy Traffic Counts:

By signing below, the Property Owner / Developer / Applicant hereby agrees to pay for and submit to the City a post-occupancy traffic count analysis of the development to the satisfaction of the City. The analysis shall determine the amount of actual traffic (motor vehicle, bicycle and pedestrian) generated by the development compared to the ITE trip generation rates. The analysis shall include a traffic count of all onsite driveways taken upon reaching eighty five percent (85.0%) occupancy of the total building gross floor area or within one (1) year of the issuance of the first Temporary Certificate of Occupancy (TCO), as determined by the City. The data shall be used to confirm the findings in the approved traffic study, and shall not result in any additional traffic mitigation measures and/or conditions of approval on the subject project.

Congestion Management Plan (CMP):

This project shall also be subject to all City imposed CMP developer fees if the Planning Commission approval date is on or after the effective date of any City Council imposed CMP developer fees or as may be otherwise imposed by the City.

Barry Kurtz Traffic Study MOU Comment Items:

Per the Traffic Study MOU comment email provided by Barry Kurtz on November 1, 2018, we will provide additional analyses and sections within the traffic study. *[See Attachment 10 for Additional Traffic Study Items.]*

Payment of a fee to the Engineering Division for the City's processing of the traffic study shall be required prior to the City's approval of the MOU. Said fee shall be in accordance with the most recent Fee Schedule as approved by the City Council.

	<u>Property Owner / Applicant:</u>	<u>Developer / Applicant:</u>
Name [Signed]:	_____	_____
Name [Printed]:	David Garcia	_____
Title:	Vice President & COO	_____
Company:	Sandstone Properties, Inc.	_____
Address:	10877 Wilshire Blvd., Ste. 1105	_____
City / State / Zip:	Los Angeles / CA / 90024	_____
Office:	(310) 393-9000	() _____
Fax:	() _____	() _____
Cell:	() _____	() _____
E-Mail:	david@sandstoneproperties.com	_____

Name:	Ryan J. Kelly, T.E.
Title:	Sr. Transportation Engineer
Company:	Crain & Associates
Address:	300 Corporate Pointe, Suite 470
City / State / Zip:	Culver City / CA / 90230
Office:	(310) 473-6508
Fax:	(310) 444-9771
Cell:	()
E-Mail:	rkelly@crainandassociates.com

If any of the intersection(s) to be studied as part of this traffic study are located within the City of Los Angeles, the unincorporated areas of Los Angeles County and/or impact any other public agency [i.e., CalTrans], then this MOU shall also be approved by the reviewing staff representative from each agency:

Name [Signed]:	
Name [Printed]:	Hamed Sandoghdar
Title:	Transportation Engineer
Department:	LADOT
Address:	City of Los Angeles
City / State / Zip:	7166 W. Manchester Avenue
Office:	Los Angeles / CA / 90045
Fax:	(213) 485-1062
Cell:	()
E-Mail:	()
	hamed.sandoghdar@lacity.org

County of Los Angeles

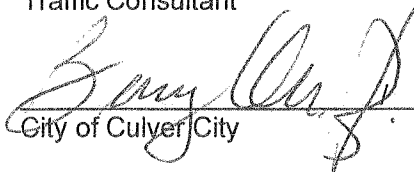
Approved by:

_____/_____
Property Owner – Applicant Date

_____/_____
Developer – Applicant Date

 3/21/2019

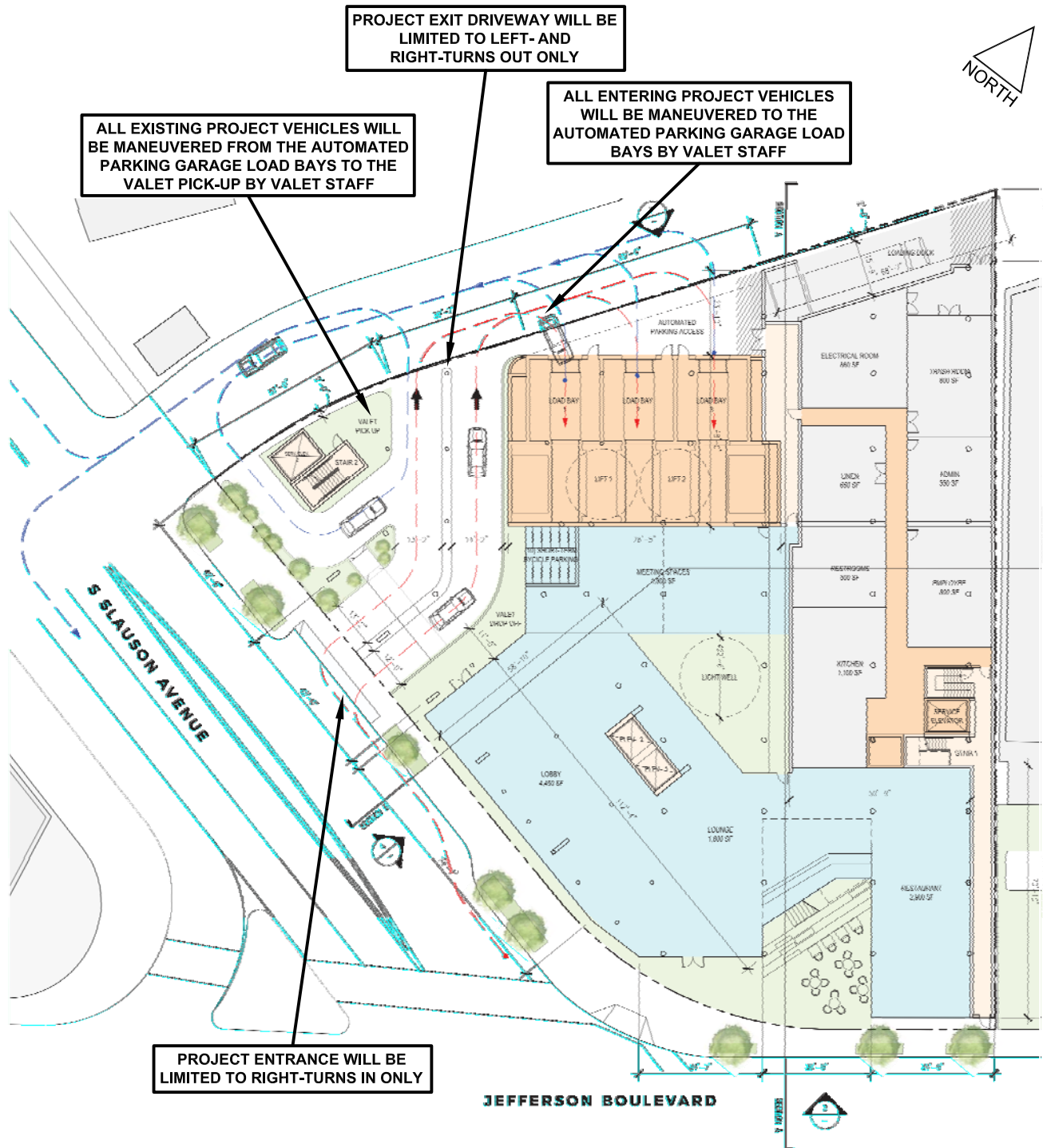
_____/_____
Traffic Consultant Date

 3/26/2019
City of Culver City Date

Note: This MOU shall become valid as of the date of the City's signature and shall expire one (1) year thereafter. If the "administrative draft" of the traffic study has not been filed with the City by the expiration date, this MOU shall expire and a new MOU filing, fee, review and approval process shall be required.

ATTACHMENT 1

PROPOSED PROJECT SITE PLAN



ATTACHMENT 1

8/30/2018

FN: JEFFERSON HOTEL CULVER/201808/Conceptual_Proj_SitePlan

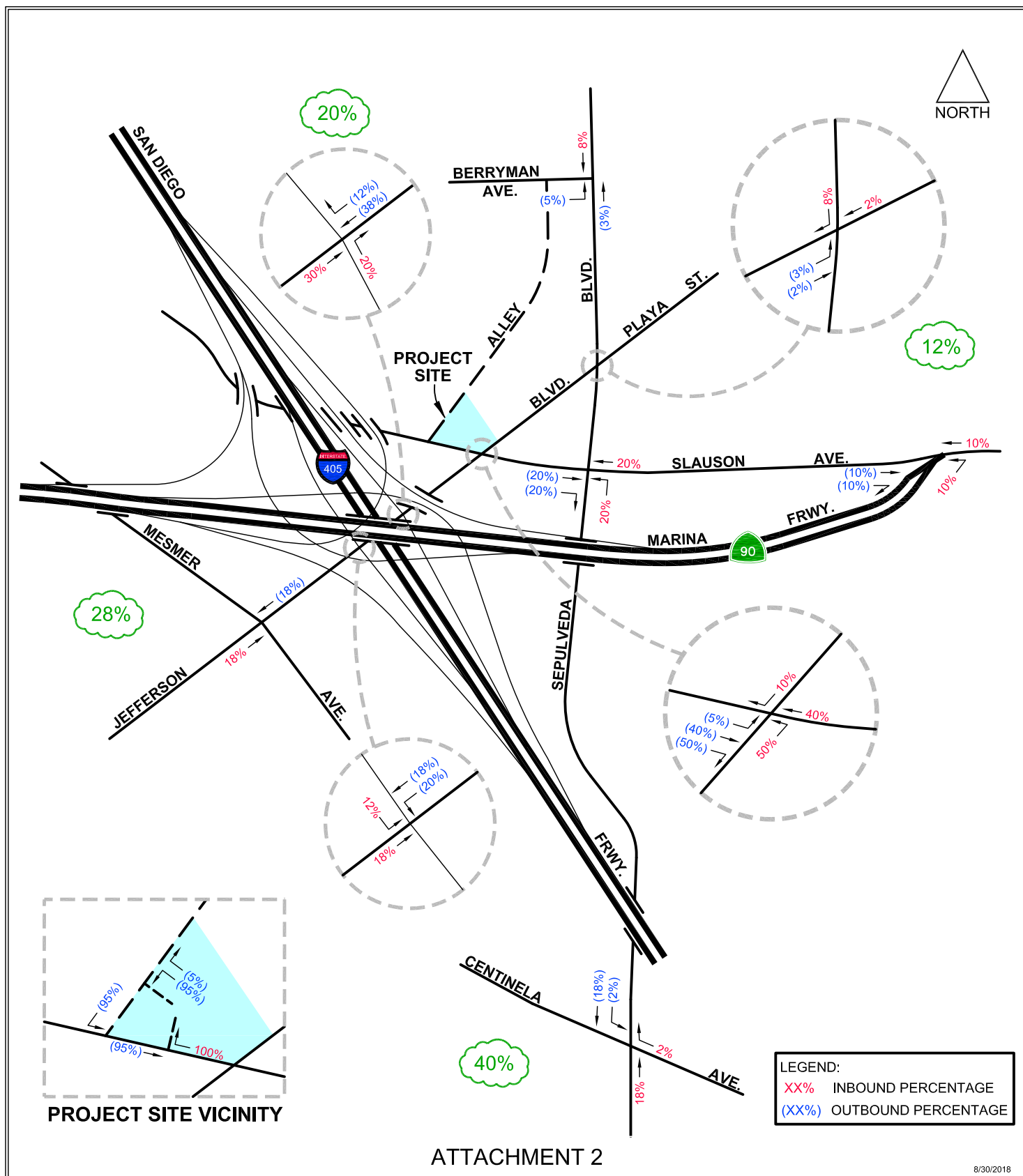
PROPOSED PROJECT SITE PLAN



Transportation Planning
Traffic Engineering
300 Corporate Pointe, Suite 470
Culver City, California 90230
PH (310) 473 6508 F (310) 444 9771
www.crainandassociates.com

ATTACHMENT 2

PROPOSED PROJECT TRIP DISTRIBUTION PERCENTAGES



8/30/2018

FN: JEFFERSON HOTEL CULVER/201808/PROJ-DISTRIBUTION

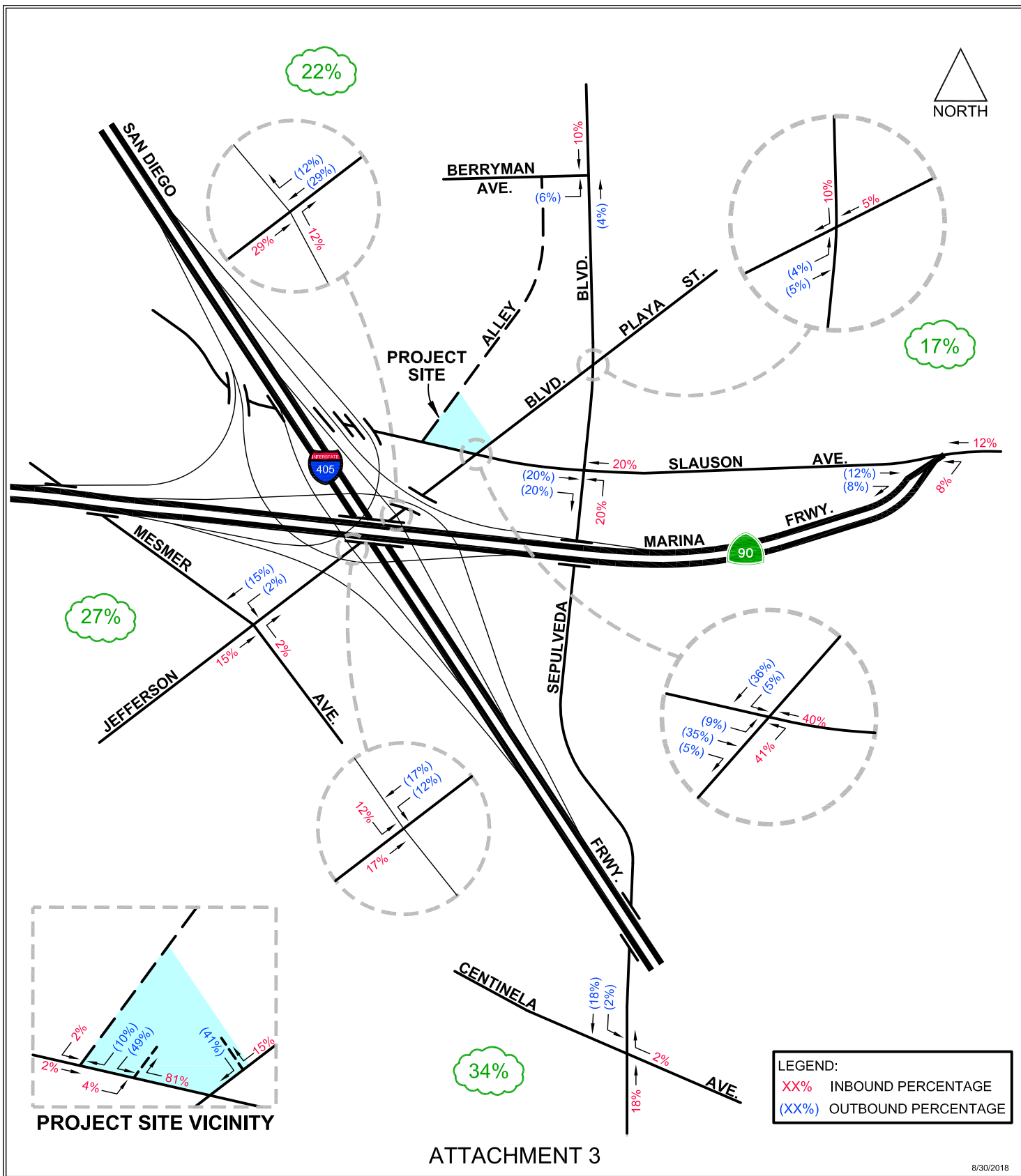
PROPOSED PROJECT TRIP DISTRIBUTION PERCENTAGES



Transportation Planning
Traffic Engineering
300 Corporate Pointe, Suite 470
Culver City, California 90230
PH (310) 473 6508 F (310) 444 9771
www.crainandassociates.com

ATTACHMENT 3

EXISTING PROJECT TRIP DISTRIBUTION PERCENTAGES



8/30/2018

FN: JEFFERSON & SLAUSON HOTEL/201606/PROJ-DISTRIBUTION

EXISTING PROJECT TRIP DISTRIBUTION PERCENTAGES



Transportation Planning
 Traffic Engineering
 300 Corporate Pointe, Suite 470
 Culver City, California 90230
 PH (310) 473 6508 F (310) 444 9771
www.crainandassociates.com

ATTACHMENT 4

PROJECT WEEKDAY TRIP GENERATION SUMMARY

ATTACHMENT 4

JEFFERSON HOTEL PROJECT WEEKDAY TRIP GENERATION SUMMARY¹

Land Use	ITE Code	Intensity ²	Average Weekday	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates									
Hotel	310	1 rm	8.36	59%	41%	0.47	51%	49%	0.60
Shopping Center	820	1 ksf	37.75	62%	38%	0.94	48%	52%	3.81
Trip Generation Summary									
Description		Size	Average Weekday	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
PROPOSED USES									
Hotel		175 rm	1,463	48	34	82	54	51	105
Proposed Project Trips			1,463	48	34	82	54	51	105
EXISTING USE									
Shopping Center		13.301 ksf	502	8	5	13	24	27	51
25% Pass-By Adjustment			(126)	(2)	(1)	(3)	(6)	(7)	(13)
Existing Project Driveway Trips (including Pass-By Trips)			502	8	5	13	24	27	51
Existing Project Trips			376	6	4	10	18	20	38
Net Project Driveway Trips (including Pass-By Trips)			961	40	29	69	30	24	54
Net Project Trips			1,087	42	30	72	36	31	67

Notes:

- 1) ITE *Trip Generation Manual* (10th Edition, 2017) trip generation rates and directional distributions for Land Use Codes 310 (Hotel) and 820 (Shopping Center) applied for the weekday daily, AM peak-hour, and PM peak-hour time periods. Rates for the general urban/suburban setting were used, as the rates for the Dense Multi-Use Urban setting are based on a limited number of studies.
- 2) rm = Rooms; ksf = Thousands of Square Feet of Gross Leasable Area.

ATTACHMENT 5

**CURRENT RELATED PROJECTS LISTINGS
(CITIES OF CULVER CITY AND LOS ANGELES)**

Culver City Related Projects List- Updated October 15, 2018

No.	Project Name	Address	Description	City	Est. Date Completion	Completed Date	Project Phase 1. Pre-Application 2. Entitlement 3. Pre-Building Permit 4. Building Permit 5. Construction 6. Completed (Occupied?)	Date of Entitlement Approval	Planner
1	Modification to CUP, enrollment increase (The Help Group)	12095-12101 Washington Blvd.	Increase in enrollment from 600 to 650 students at an existing private school for special needs students, grades Pre-K through 12	CC	2016	2016	Completed	12/09/2015	Planning Division 310-253-5710
2	Union 76	10638 Culver Blvd	Convenience store; 2,676 G.S.F.	CC	2017	2017	Completed - Occupied	04/11/2007	Jose Mendivil (310) 253-5757
3	Stoneview Nature Center	5950 Stoneview Dr	A new four-acre park with a new one-story 4,000 sq. ft. building, with a multi-purpose room, staff office, and restrooms	CC	2017	2017	Completed - Occupied	Approved by County on 04/22/2014	Susan Yun (310) 253-5755
4	Chevron Carwash	11197 Washington Place	Conversion of existing vehicle repair and mini-mart into drive-thru carwash and construction of new 2,500 sq. ft. convenience store	CC	2017	2017	Completed - Occupied	02/12/2014	Gabriela Silva (310) 253-5736
5	Costco Expansion	13463 Washington Blvd	A 31,023 sq. ft. expansion of an existing 142,152 sq. ft. retail warehouse and demolition of an existing 63,213 sq. ft. grocery store/super market, for a net loss of 32,190 sq. ft., as well as addition of two (2) fueling pumps at an existing fueling station and reconfiguration of on-site parking and circulation.	CC	2017	2017	Completed - Occupied	10/21/2015	Gabriela Silva (310) 253-5736
6	Harbor Freight (Ice Rink Site)	4545 Sepulveda Blvd	Renovation of 28,534 square feet of former ice rink into a two tenant commercial space, including a retail home improvement outlet. No increase in floor area.	CC	2017	2017	Completed - Occupied	10/14/2015 (PC) 12/14/2015 (CC)	Jose Mendivil (310) 253-5757
7	Orchard Supply Hardware	11441 Jefferson Blvd	Addition of 12,737 sq. ft. to an existing 19,406 sq. ft. commercial space used as a retail office supply store, to be used as a home improvement store, within an existing 36,538 sq. ft. multi-tenant commercial building, and conversion of an existing 4,988 sq. ft. paint store into an indoor nursery area	CC	2017	2017	Completed - Occupied	06/22/2016	Gabriela Silva (310) 253-5736
8	New single story retail/ office building	5450 Sepulveda Blvd	Single story retail building totaling 14,800 square feet with rooftop parking	CC	2017	2017	Completed - Occupied	06/06/2013	Jose Mendivil (310) 523-5757
9	Wende Museum	10808 Culver Blvd	Conversion of existing 12,596 sq. ft. armory building into a museum	CC	2017	2017	Completed - Occupied	02/28/2014	Gabriela Silva (310) 253-5736

No.	Project Name	Address	Description	City	Est. Date Completion	Completed Date	Project Phase 1. Pre-Application 2. Entitlement 3. Pre-Building Permit 4. Building Permit 5. Construction 6. Completed (Occupied?)	Date of Entitlement Approval	Planner
10	11198 Washington Place	11198 Washington Place	New single story commercial building comprising 3,850 square feet with 11 parking spaces and 500 square feet of outdoor dining/seating on vacant land	CC	2017	2017	Completed - Occupied	11/14/2013	Gabriela Silva (310) 253-5736
11	Kayvon Mixed Use	12712-12718 Washington Boulevard	New 4 story mixed use building and subterranean parking with 5 for lease residential units, 3,308 sf of retail, office, or restaurant. Previous/Existing uses: approximately 2,340 sf of commercial uses, a furniture store and reclaimed/vintage wood store.	CC	2017	2017	Completed - Occupied	1/10/2013	Jose Mendivil (310) 253-5757
12	4109-4111 Duquesne Ave	4109-4111 Duquesne Ave	Addition of two (2) new dwelling units to existing duplex	CC	2017	2017	Completed - Occupied	01/13/2015	Gabriela Silva (310) 253-5736
13	C3 - Office & Retail Building	700-701 Corporate Pointe (Now 5800 Bristol Parkway and 5801 Hannum Ave)	7-story 281,400 G.S.F. office building and 9-story parking structure	CC	2017	2017	Completed - Occupied	SPR-8/12/87 SPR/M 11/12/2014 13th Amend extend DDA to 2017	Jose Mendivil (310) 253-5757
14	Arora Condominiums	3837 Bentley Avenue	Three (3) new condominium dwelling units, resulting in two (2) net new dwellings	CC	2018	TBD	Construction	04/08/2015	Gabriela Silva (310) 253-5736
15	3-unit Washington Place Condos	12464 Washington Place	Three (3) new condominium dwelling units and demolition of single family dwelling, resulting in two (2) net new dwellings	CC	2018	TBD	Construction	04/26/2017	Gabriela Silva (310) 253-5736
16	Retail Building	3030 La Cienega Blvd	Addition of 1,250 sq. ft. of retail floor area to an existing 8,338 sq. ft. retail building, and new tandem parking	CC	2018	TBD	Construction	06/19/2017	Planning Division (310) 253-5710
17	Shell Carwash	11224 Venice Blvd	New 3,150 sq. ft. commercial building, which includes a 2,285 sq. ft. convenience store and 864 sq. ft. automated car wash facility, on a vacant site	CC	2018	TBD	Construction	12/9/2015	Gabriela Silva (310) 253-5736
18	SPP Site 8-story Office Building Renovation	10000 Washington Blvd	Renovation of existing 8-story office building. Convert ground floor office space to retail and restaurant space. Total net increase of 10,614 sq. ft. of floor area, including a net reduction of 1,497 sq. ft. of office, increase of 8,424 sq. ft. of retail/ restaurant and 3,687 sq. ft. of fitness	CC	2019	TBD	Construction	06/22/2016	Susan Yun 310-253-5755

No.	Project Name	Address	Description	City	Est. Date Completion	Completed Date	Project Phase 1. Pre-Application 2. Entitlement 3. Pre-Building Permit 4. Building Permit 5. Construction 6. Completed (Occupied?)	Date of Entitlement Approval	Planner
19	Office Building	9919 Jefferson Blvd	New 3-story, 62,558 sq. ft., office and research and development (laboratory) building, as well as a five (5) level parking structure containing 398 parking spaces, and associated site improvements	CC	2019	TBD	Construction	10/26/2016	Gabriela Silva (310) 253-5736
20	West Los Angeles Community College Master Plan and EIR (2010)	LA County	Approximately 92,000 sq. ft. of new building construction and renovation. Anticipate future student population of approx. 18,904 students.	LA County	2019	TBD	Construction	EIR Certified 2004	Susan Yun (310) 253-5755
21	Grandview Apartments	4025 Grand View Blvd	New 3-story, for lease housing development, consisting of 36 units, with subterranean parking. Previous/Existing use includes 20 mobile home units.	CC	2019	TBD	Construction	01/27/2016 (PC) 03/28/2016 (CC)	Jose Mendivil (310) 25-5757
22	Three unit condominium/ townhome Redevelopment	4241 Duquesne Avenue	New three detached condominium/ townhomes, resulting in two (2) net new residential dwelling units	CC	2019	TBD	Construction	03/09/2016 (CC) 05/09/2016 (CC)	Jose Mendivil (310) 253-5757
23	New 4-unit Condo	4034 La Salle Avenue	New four (4) unit residential condominium project, resulting in a net increase of three (3) dwelling units	CC	2019	TBD	Construction	09/28/2016	William Kavadas (310) 253-5706
24	5-unit Condominiums	3961 Tilden Avenue	Construction of five (5) new residential condominium units, resulting in two (2) net new residential dwelling units	CC	2019	TBD	Construction	06/08/2016 (PC) 07/25/2016 (CC)	Gabriela Silva (310) 253-5736
25	Parcel B - Culver Steps	9300 Culver Blvd	118,000 G.S.F. of office, retail, and restaurant space.	CC	2019	TBD	Construction	07/07/2012	Susan Yun (310) 253-5755
26	Baldwin Site	12803 Washington Blvd	New 4 story mixed use project, consisting of 37 dwelling units and 7,206 sq. ft. of ground floor retail, on currently vacant site	CC	2019	TBD	Construction	07/27/2016 (PC) 09/12/2016 (CC)	Jose Mendivil (310) 253-5757
27	Ivy Station Washington/ National TOD Comprehensive Plan	8824 National Blvd Corner of Washington Blvd/ National Blvd	New TOD mixed use project consisting of a 148 room boutique hotel, approximately 57,742 gsf of retail and restaurant uses, 196,333 gsf of office use, and 200 residential units. Parking (1,531 spaces) provided on grade and in 3-level subterranean garage.	CC	2019	TBD	Construction	02/17/2016 (PC) 03/28/2016 (CC)	Susan Yun (310) 253-5755

No.	Project Name	Address	Description	City	Est. Date Completion	Completed Date	Project Phase 1. Pre-Application 2. Entitlement 3. Pre-Building Permit 4. Building Permit 5. Construction 6. Completed (Occupied?)	Date of Entitlement Approval	Planner
28	Lenawee-Culver Place	3814 Lenawee Avenue	New 8 single family dwelling units and 95 unit, 110 bed, assisted living and memory care facility	CC	2019	TBD	Construction	06/08/2016 (PC) 08/08/2016 (CC)	Jose Mendivil (310) 253-5757
29	Surfas Site	8777 Washington Blvd	New Office/Retail project, consisting of 128,000 sq. ft. of office, and 4,500 sq. ft. of retail/restaurant, with approximately 345 ground and subterranean (3 level) parking spaces	CC	2019	TBD	Construction	05/10/2017 (PC) 06/26/2017 (CC)	Susan Yun (310) 253-5755
30	Globe Housing Project	4044 - 4068 Globe Avenue	Comprehensive Plan and Planned Development for a total of 10 new, for sale, residential dwelling units on currently vacant land; however, the site was previously developed with 7 single family homes.	CC	2019	TBD	Construction	03/23/2016 (PC) 05/05/2016 (CC)	Jose Mendivil (310) 253-5757
31	New 4-unit Condo	4180 Duquesne Avenue	New four (4) unit residential condominium project, resulting in a net increase of three (3) dwelling units	CC	2019	TBD	Construction	09/28/2016	William Kavadas (310) 253-5706
32	4-unit Condos	3832 Bentley Avenue	Four (4) new condominium dwelling units, resulting in three (3) net new dwellings	CC	2019	TBD	Construction	02/22/2017	Gabriela Silva (310) 253-5736
33	New 3-unit Condo	4234 Sawtelle Blvd	New three (3) unit residential condominium project, resulting in a net increase of two (2) dwelling units	CC	2019	TBD	Construction	03/08/2017	Planning Division (310) 253-5710
34	4-unit Townhome Development	4118 Wade Street	Sudivision of one parcel into four (4) townhome-style dwelling units, resulting in a net increase of one (1) new unit	CC	2019	TBD	Construction	06/12/2017 (PC) 09/11/2017 (CC)	Jose Mendivil (310) 253-5757
35	Culver West Mixed Use Washington/Inglewood	11924 Washington Blvd	Mixed use project with 3,750 sq. ft. of restaurant, 11,250 sq. ft. of specialty retail, and 98 for lease residential apartment units. Previous use includes approximately 26,445 sq. ft. of commercial uses	CC/LA	2019	TBD	Construction	12/09/2015 (PC) 06/08/2016 (LA City)	Jose Mendivil (310) 253-5757

No.	Project Name	Address	Description	City	Est. Date Completion	Completed Date	Project Phase 1. Pre-Application 2. Entitlement 3. Pre-Building Permit 4. Building Permit 5. Construction 6. Completed (Occupied?)	Date of Entitlement Approval	Planner
36	Synapse Office and Retail/Restaurant (ICC site)	8888 Washington Blvd	New 91,952 square foot, four (4) story, 56 ft. high, office and retail/restaurant building, including approximately 5,972 sq. ft. of ground floor space (for retail/restaurant uses) and 56,559 gsf of office space, and subterranean (24 ft. deep) automated parking accommodating up to 210 vertically stacked vehicles (3 stacked levels); the existing auto collision repair center will be demolished.	CC	2019	TBD	Construction	03/22/2017	Susan Yun (310) 253-5755
37	3906-3910 Sawtelle Blvd	3906-3910 Sawtelle Blvd	Addition of one (1) new dwelling unit to an existing triplex	CC	2019	TBD	Building Permit	06/19/2017	Gabriela Silva (310) 253-5736
38	3-unit Bentley Condos	3873 Bentley Avenue	Three new residential condominium units, resulting in two (2) net new residential dwelling units	CC	2019	TBD	Building Permit	02/22/2017	William Kavadas 310-253-5706
39	Auto Repair Facility	2926 La Cienega Blvd	Four (4) bay auto repair use within existing car rental facility	CC	2019	TBD	Building Permit	08/08/2018	Jose Mendivil (310) 253-5757
40	Lorcan O'Herlihy Architects	3434 Wesley Street	New TOD Mixed Use project with 15 dwelling units, and 14,237sq. ft. of office/gallery on a vacant lot.	CC	2019	TBD	Building Permit	10/26/2016 (PC) 02/13/2017 (CC)	William Kavadas (310) 253-5706
41	Entrada Office Tower	6161 Centinela Blvd	New 281,194 sq. ft. creative office building	CC	2019	TBD	Building Permit	11/09/2016	Planning Division (310) 253-5710
42	6-unit Housing Complex	4227 Ince Boulevard	Sudivision of one parcel into three (3) land lots with two (2) dwelling units each, for a total of six (6) new units, resulting in five (5) net new units	CC	2019	TBD	Building Permit	02/22/2017 (PC) 04/11/2017 (CC)	Jose Mendivil (310) 253-5757
43	2-unit Condominium	9615 Lucerne Ave	Two (2) new residential condominium dwellings, resulting in one (1) net new dwelling unit	CC	2019	TBD	Pre-Building Permit	09/27/2017	William Kavadas (310) 253-5706
44	New 2-story office building	12038 Washington Blvd	New 2-story, 2,685 sq. ft. office building; existing 1,200 sq. ft. retail building to be demolished	CC	2019	TBD	Pre-Building Permit	05/08/2017	Planning Division (310) 253-5710

No.	Project Name	Address	Description	City	Est. Date Completion	Completed Date	Project Phase 1. Pre-Application 2. Entitlement 3. Pre-Building Permit 4. Building Permit 5. Construction 6. Completed (Occupied?)	Date of Entitlement Approval	Planner
45	Mixed-Use with Density Bonus	11281 Washington Place	New mixed use development consisting of 14 residential units and 4,897 sq. ft. of retail space	CC	2019	TBD	Pre-Building Permit	03/22/2017 (PC) 05/30/2017 (CC)	Jose Mendivil (310) 253-5757
46	Willows School CUP Modification	8509 Higuera Street 8476 Warner Drive	Modification to previously approved CUP to allow a playfield and increase student enrollment by 100, from 475 to 575, consistent with School Master Plan.	CC	2019	TBD	Entitlement	TBD	Jose Mendivil (310) 253-5757
47	4-Story Commercial	5645 Sepulveda Blvd	New 4-story office building approximately 3,193 sq. ft. retail on ground floor and 38,712 sq. ft. medical office, 5-level subterranean garage (198 parking spaces). Demolition of approximately 5,000 sq. ft. of existing commercial building.	CC	2019	TBD	Pre-Application	TBD	Planning Division (310) 253-5710
48	Market Hall - Washington Centinela	12403 (12237-12423) Washington Boulevard	New multi-story 21,605 sq. ft. market hall and food retail building with attached parking structure (184 spaces) and a new single story 5,230 sq. ft. retail building with surface parking (20 spaces), on two currently vacant sites	CC	2020	TBD	Building Permit	10/25/2017 (PC) 01/22/2018 (CC) 02/12/2018 (CC)	Gabriela Silva (310) 253-5736
49	Culver Studios Innovation Plan Comprehensive Plan Amendment No.7	9336 Washington Blvd	New production office buildings to replace existing outmoded structures, to include 345,007 square feet of net new production space.	CC	2020	TBD	Building Permit	12/13/2017 (PC) 01/08/2018 (CC) 1/22/2018 (CC)	Susan Yun (310) 253-5755
50	Warner Parking Structure	8511 Warner Drive	51,520 G.S.F. Retail/Restaurant;784 parking spaces, five levels; site currently developed as a surface parking lot	CC	2020	TBD	Pre-Building Permit	08/03/2009 ET - 01/10/2018	Jose Mendivil (310) 253-5757
51	The Brick and the Machine	9735 Washington Boulevard	New 3- to 4-story office and retail building consisting of 55,477 sq. ft. of office (upper floors), 12,249 sq. ft. of retail, 2,147 sq. ft. high turnover restaurant, and 2,000 sq. ft. of quality restaurant (on ground floor), and a 3-level, 228 space, subterranean parking garage. The existing vacant 16,200 sq. ft. bank and office building to be demolished.	CC	2020	TBD	Entitlement	10/22/2018 (1st Reading)	Jose Mendivil (310) 253-5757

No.	Project Name	Address	Description	City	Est. Date Completion	Completed Date	Project Phase 1. Pre-Application 2. Entitlement 3. Pre-Building Permit 4. Building Permit 5. Construction 6. Completed (Occupied?)	Date of Entitlement Approval	Planner
52	Stacked Parking - NFL Building	10950 Washington Blvd	Addition of approximately 150 parking spaces through installation of two (2) to four (4) level parking stackers and surface lot restriping for tandem parking to support existing media offices. No additional square feet.	CC	2020	TBD	Entitlement	TBD	Gabriela Silva (310) 253-5736
53	Office Building	11259 Washington Blvd APN: 4233-033-021	New 3-story, 4,022 sq. ft. office building with at-grade parking, on a currently vacant site	CC	2020	TBD	Entitlement	TBD	Jose Mendivil (310) 253-5757
54	Jackson Condos	4051 and 4055 Jackson Ave	New nine (9) unit residential condominium project replacing six (6) existing units, for a net increase of three (3) dwelling units	CC	2020	TBD	Entitlement	TBD	Jose Mendivil (310) 253-5757
55	The Bridge	6066 Washington Blvd	Addition of 3,246 sq. ft. of commercial (office) floor area with additional stacked/ automated parking, to an existing 5,231 commercial building	CC	2020	TBD	Pre-Application	TBD	Gabriela Silva (310) 253-5736
56	4-unit La Salle Condo's	4030 La Salle Ave	Four (4) new condominium dwelling units, resulting in three (3) net new dwelling units	CC	2020	TBD	Pre-Application	TBD	William Kavadas (310) 253-5706
57	2-unit Condominium	4225 La Salle Ave	Two (2) new condominium dwelling units, resulting in one (1) net new dwelling unit	CC	2020	TBD	Pre-Application	TBD	William Kavadas (310) 253-5706
58	4-unit Sawtelle Condominiums	4041 Sawtelle Blvd	Four (4) new condominium dwelling units, resulting in three (3) net new dwelling units	CC	2020	TBD	Pre-Application	TBD	Gabriela Silva (310) 253-5736
59	2-unit Condominium	4116 Higuera St	Two (2) new condominium dwelling units, resulting in one (1) net new dwelling unit	CC	2020	TBD	Pre-Application	TBD	William Kavadas (310) 253-5706
60	4-unit Madison Condo's	4044 Madison Ave	Four (4) new condominium dwelling units, resulting in three (3) net new dwelling units	CC	2020	TBD	Pre-Application	TBD	William Kavadas (310) 253-5706
61	4-unit condominium	3846 Bentley Ave	Four (4) new condominium dwelling units, resulting in three (3) net new dwelling units	CC	2020	TBD	Pre-Application	TBD	William Kavadas (310) 253-5706
62	Automated Parking	5977 Washington Blvd	New 48 space stacked parking facility on a property with a vacant commercial building, to serve as off-site parking for commercial building at 5965 Washington Blvd.	CC	2020	TBD	Pre-Application	TBD	Jose Mendivil (310) 253-5757

No.	Project Name	Address	Description	City	Est. Date Completion	Completed Date	Project Phase 1. Pre-Application 2. Entitlement 3. Pre-Building Permit 4. Building Permit 5. Construction 6. Completed (Occupied?)	Date of Entitlement Approval	Planner
63	Robertson Mixed Use	3727 Robertson Blvd	New 4-story mixed-use development, including approximately 8,135 sq. ft. of commercial floor area and eight (8) dwelling units. Demolition of approx. 6,800 sq. ft. 1-story commercial building and surface parking.	CC	2020	TBD	Pre-Application	TBD	Gabriela Silva (310) 253-5736
64	Washington/Tivoli Mixed Use Project	13112-13114 Washington Bl	Mixed-use project with 1,536 sq. ft. of retail/restaurant (breakdown unknown at this time), 3,702 sq. ft. of office, and two (2) for-lease residential dwelling units. Previous/Existing uses: vacant land	CC	2020	TBD	Pre-Application	TBD	Planning Division 310-253-5710
65	Boutique Hotel	11469 Jefferson Blvd	Demolition of 12,958 sq. ft. commercial shopping center. New 5-story hotel of 183 rooms with restaurant and outdoor dining.	CC	2020	TBD	Pre-Application	TBD	Jose Mendivil (310) 253-5757
66	Park Century School	3939 Landmark Street	New athletic field, 2,441 sq. ft. classroom building, and two-level subterranean parking, to allow an increase in student enrollment from 120 to 170 and increase of 20 staff people.	CC	2020	TBD	Pre-Application	TBD	Jose Mendivil (310) 253-5757
67	ECF Site	8700, 8710, 8740, and 8750 Washington Boulevard	Preliminary Concept - Mixed Use TOD with approximately 199 residential units and 40,00 sq. ft. of commercial space (17,250 sq. ft. of live/work space, 5,000 sq. ft. of restaurant, and 17,750 sq. ft. of retail), on a 3.06 to possibly 3.53 acre site, currently developed with multiple uses	CC	2021	TBD	Pre-Application	TBD	Susan Yun (310) 253-5755
68	New Assisted Living Facility	11141 Washington Blvd	New 5-story, 157,500 sq. ft., 117 room assisted living facility, with subterranean parking. Existing 24,200 sq. ft. of commercial (retail, office, etc.) uses will be demolished.	CC	2021	TBD	Pre-Application	TBD	Gabriela Silva (310) 253-5736
69	Vista Del Sol - Assisted Living Expansion	11620 Washington Blvd	New 5-story, 72 bed, 33,747 sq. ft. expansion to existing assisted living facility.	CC	2021	TBD	Pre-Application	TBD	Jose Mendivil (310) 253-5757
70	New Hotel	3868-3900 Sepulveda Blvd	New 5-story, 85,676 sq. ft., 118 room hotel with 2,000 sq. ft. retail space. Existing hotels totaling 75 rooms will be demolished.	CC	2021	TBD	Pre-Application	TBD	Jose Mendivil (310) 253-5757

No.	Project Name	Address	Description	City	Est. Date Completion	Completed Date	Project Phase 1. Pre-Application 2. Entitlement 3. Pre-Building Permit 4. Building Permit 5. Construction 6. Completed (Occupied?)	Date of Entitlement Approval	Planner
71	Jazz Bakery	9814 Washington Blvd	New 200 seat Performace Theatre with a museum and bakery/café, 2-stories & estimated 7,500 sqaure feet, on a property developed with a vacant residential structure	CC	2021	TBD	Pre-Application	TBD	Planning Division (310) 253-5710
72	Bristol Parkway Mixed Use	6201 Bristol Parkway	A new mixed-use development on a 6.26 acre site in the Fox Hills area, consisting of 20,767 sq. ft. of commercial/retai uses, 712 residential dwelling units (including 50 live-work units), and approximately 850 subterranean parking spaces. Existing shopping center (approximately 60,000 sq. ft. of commercial floor area) to be demolished.	CC	2021	TBD	Pre-Application	TBD	Planning Division (310) 253-5710
73	Federal Express Site	3710 and 3750 S. Robertson Boulevard	Preliminary Concept - Mixed Use TOD with approximately 141 residential units and 64,200 sq. ft. of creative office and 30,042 sq. ft. commercial (retail/restaurant/live-work space), on a 2.2 acre site.	CC	2021	TBD	Pre-PPR	TBD	Susan Yun (310) 253-5755

Sorted by Estimated Date of Completion

CLATS

Welcome **pedro!** | [Log Out](#) | [Profile](#) | [Admin](#)

Case Logging and Tracking System

RELATED PROJECTS

Centroid Info:

PROJ ID: 43301
 Address: 11469 JEFFERSON BLVD
 CULVER CITY, CA 90230
 Lat/Long: 33.9891, -118.398

Buffer Radius: mile ▼Include NULL "Trip info": ☐Include NULL "FirstStudySubmittalDate" (latest) ☐Include "Inactive" projects: ☐Include "Do not show in Related Project": ☐Net_AM_Trips - Select - ▼ Net_PM_Trips - Select - ▼ Net_Daily_Trips - Select - ▼ Record Count: 31 | Record Per Page: **All Records** ▼

Results generated since: (3/13/2019 7:10:17 PM)

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Inactive	Do not show in Related Project	Distance (mile)	Trip Info									
43404	Westchester	CTC	11	2015	6733 Sepulveda	176U Apt	6733 S SEPULVEDA BL	07/15/2015	☐	☐	0.7	Land Use	Unit ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
												Apartments	Total Units	176	24	12	628	-31	55	52	-40
															24	12	628		-31	55	52
43597	Westchester	CTC	11	2015	Teledyne Office Project	159,000 sf creative office	12964 W Panama Street	02/02/2016	☐	☐	1.8	Land Use	Unit ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
												Office	S.F. Gross Area	159000	81	91	777	72	9	20	71
															81	91	777		72	9	20
43616	Westchester	CTC	11	2015	Charter Middle School	Proposed Charter Middle School for maximum enrollment of 525 students	8540 S LA TIJERA BLVD	01/06/2016	☐	☐	2.0	Land Use	Unit ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
												School	Enrollment	350	315	210	868	173	142	99	111
															315	210	868		173	142	99
43673	Westchester	CTC	11	2015	Mixed Use 49 Apts & Restaurant	New Mixed-use with 49 Apts + 1.7KSF Restaurant replaces Ex Nursery	11612 W CULVER BLVD	11/19/2015	☐	☐	1.2	Land Use	Unit ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
												Apartments	Occupied Units	47	38	43	447	12	26	28	15
												Retail	S.F. Gross Area	2050							
			38	43	447		12	26	28												
43866	Westchester	CTC	11	2015	New Muti-Story Office Building	Demolish Ex 23 KSF Office Building & Construct 250 KSF Office Building	12575 W BEATRICE ST	03/21/2016	☐	☐	1.2	Land Use	Unit ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
												Office	S.F. Gross Area	199500	275	334	1946	242	33	57	277
															275	334	1946		242	33	57
44032	Westchester	CTC	11	2016	Expansion of Charter School	ICEF Vista High School & Middle School	4471 INGLEWOOD BLVD	03/21/2016	☐	☐	1.3	Land Use	Unit ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
												School	Enrollment	800	100	67	275	55	45	31	36
															100	67	275		55	45	31

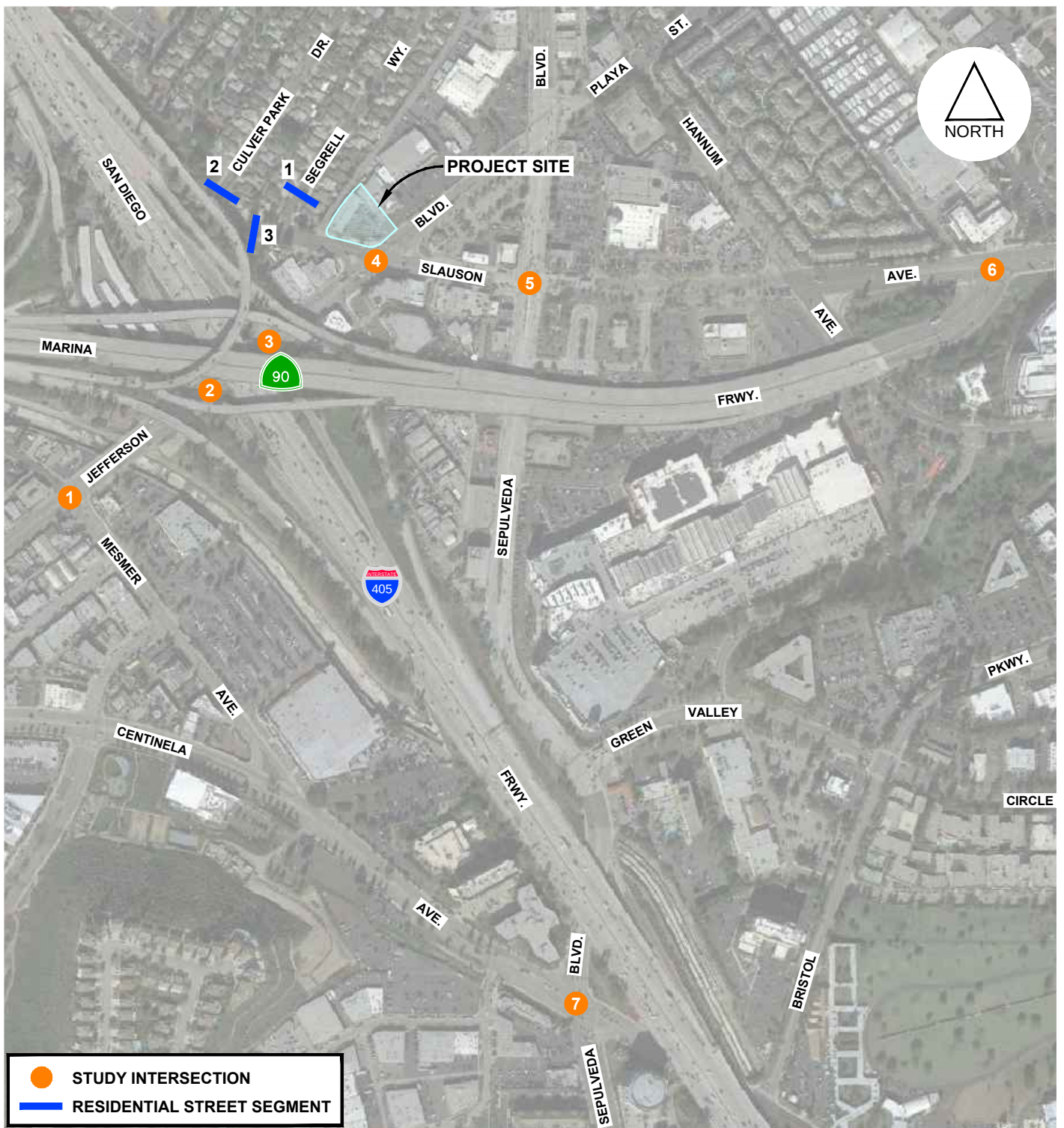
2/4

											2,450 SF within an existing 8,475 SF Bldg.																																																																																	
45788	Westchester	WLA	10	2017	Office, Retail & Restaurant	64ksf Office, 2ksf Retail, 2ksf Quality & 2ksf Hi-Turnover Restaurant	5950 W JEFFERSON BLVD	10/13/2017	☐	☐	2.5	<table><tr><th>Land_Use</th><th>Unit_ID</th><th>size</th><th>Net_AM_Trips</th><th>Net_PM_Trips</th><th>Net_Daily_Trips</th><th>NetAMIn</th><th>NetAMOut</th><th>NetPMIn</th><th>NetPMOut</th></tr><tr><td>Office</td><td>S.F. Gross Area</td><td>70000</td><td>78</td><td>81</td><td>716</td><td>65</td><td>13</td><td>23</td><td>58</td></tr><tr><td></td><td></td><td></td><td>78</td><td>81</td><td>716</td><td></td><td>65</td><td>13</td><td>23</td></tr></table>	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Office	S.F. Gross Area	70000	78	81	716	65	13	23	58				78	81	716		65	13	23																																																		
Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut																																																																																			
Office	S.F. Gross Area	70000	78	81	716	65	13	23	58																																																																																			
			78	81	716		65	13	23																																																																																			
45978	Westchester	CTC	11	2017	Apartments, 86 Units	new 5-story, 86-DU Apt. & 561 sf commercial space over 2-level parking	8521 S SEPULVEDA BL	11/13/2017	☐	☐	2.0	<table><tr><th>Land_Use</th><th>Unit_ID</th><th>size</th><th>Net_AM_Trips</th><th>Net_PM_Trips</th><th>Net_Daily_Trips</th><th>NetAMIn</th><th>NetAMOut</th><th>NetPMIn</th><th>NetPMOut</th></tr><tr><td>Apartments</td><td>Total Units</td><td>87</td><td>45</td><td>63</td><td>602</td><td>11</td><td>34</td><td>40</td><td>23</td></tr><tr><td>Apartments</td><td>Total Units</td><td>87</td><td>47</td><td>71</td><td>669</td><td>12</td><td>35</td><td>44</td><td>27</td></tr><tr><td></td><td></td><td></td><td>92</td><td>134</td><td>1271</td><td></td><td>23</td><td>69</td><td>84</td></tr></table>	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Apartments	Total Units	87	45	63	602	11	34	40	23	Apartments	Total Units	87	47	71	669	12	35	44	27				92	134	1271		23	69	84																																								
Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut																																																																																			
Apartments	Total Units	87	45	63	602	11	34	40	23																																																																																			
Apartments	Total Units	87	47	71	669	12	35	44	27																																																																																			
			92	134	1271		23	69	84																																																																																			
46007	Westchester	CTC	11	2017	New Apartment Building	New 180-Unit Apartment Building	6711 S SEPULVEDA BL	08/10/2017	☐	☐	0.7	<table><tr><th>Land_Use</th><th>Unit_ID</th><th>size</th><th>Net_AM_Trips</th><th>Net_PM_Trips</th><th>Net_Daily_Trips</th><th>NetAMIn</th><th>NetAMOut</th><th>NetPMIn</th><th>NetPMOut</th></tr><tr><td>Apartments</td><td>Total Units</td><td>180</td><td>87</td><td>110</td><td>1063</td><td>17</td><td>70</td><td>73</td><td>37</td></tr><tr><td></td><td></td><td></td><td>87</td><td>110</td><td>1063</td><td></td><td>17</td><td>70</td><td>73</td></tr></table>	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Apartments	Total Units	180	87	110	1063	17	70	73	37				87	110	1063		17	70	73																																																		
Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut																																																																																			
Apartments	Total Units	180	87	110	1063	17	70	73	37																																																																																			
			87	110	1063		17	70	73																																																																																			
46346	Westchester	CTC	11	2017	New Smart & Final Supermarket	New Smart & Final Ground Up 22,590 sf Construction on Vacant Pkg. Lot	6855 S La Cienega Bl	01/12/2018	☐	☐	1.8	<table><tr><th>Land_Use</th><th>Unit_ID</th><th>size</th><th>Net_AM_Trips</th><th>Net_PM_Trips</th><th>Net_Daily_Trips</th><th>NetAMIn</th><th>NetAMOut</th><th>NetPMIn</th><th>NetPMOut</th></tr><tr><td>Retail</td><td>S.F. Gross Area</td><td>22590</td><td>42</td><td>148</td><td>1520</td><td>25</td><td>17</td><td>74</td><td>74</td></tr><tr><td></td><td></td><td></td><td>42</td><td>148</td><td>1520</td><td></td><td>25</td><td>17</td><td>74</td></tr></table>	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Retail	S.F. Gross Area	22590	42	148	1520	25	17	74	74				42	148	1520		25	17	74																																																		
Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut																																																																																			
Retail	S.F. Gross Area	22590	42	148	1520	25	17	74	74																																																																																			
			42	148	1520		25	17	74																																																																																			
46639	Westchester	CTC	11	2017	Chick-Fil-A Fast Food Restaurant	new Fast Food Restaurant with Drive Thru Window (4,642 sf Chick-Fil-A)	5208 W CENTINELA AV	03/30/2018	☐	☐	1.8	<table><tr><th>Land_Use</th><th>Unit_ID</th><th>size</th><th>Net_AM_Trips</th><th>Net_PM_Trips</th><th>Net_Daily_Trips</th><th>NetAMIn</th><th>NetAMOut</th><th>NetPMIn</th><th>NetPMOut</th></tr><tr><td>Other</td><td>S.F. Gross Area</td><td>4642</td><td>93</td><td>74</td><td>1093</td><td>47</td><td>46</td><td>38</td><td>36</td></tr><tr><td></td><td></td><td></td><td>93</td><td>74</td><td>1093</td><td></td><td>47</td><td>46</td><td>38</td></tr></table>	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Other	S.F. Gross Area	4642	93	74	1093	47	46	38	36				93	74	1093		47	46	38																																																		
Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut																																																																																			
Other	S.F. Gross Area	4642	93	74	1093	47	46	38	36																																																																																			
			93	74	1093		47	46	38																																																																																			
13290	Westchester	WLA	5	2008	The Palms Mixed-Use Project	132 aptm, 26ksf office & 18ksf retail	10601 W WASHINGTON BLVD	05/09/2010	☐	☐	2.0	<table><tr><th>Land_Use</th><th>Unit_ID</th><th>size</th><th>Net_AM_Trips</th><th>Net_PM_Trips</th><th>Net_Daily_Trips</th><th>NetAMIn</th><th>NetAMOut</th><th>NetPMIn</th><th>NetPMOut</th></tr><tr><td>Apartments</td><td>Total Units</td><td>126</td><td>64</td><td>78</td><td>838</td><td>13</td><td>51</td><td>51</td><td>27</td></tr><tr><td>Office</td><td>S.F. Gross Area</td><td>23000</td><td>35</td><td>34</td><td>253</td><td>31</td><td>4</td><td>6</td><td>28</td></tr><tr><td>Retail</td><td>S.F. Gross Area</td><td>9000</td><td>9</td><td>33</td><td>386</td><td>5</td><td>4</td><td>16</td><td>17</td></tr><tr><td>Other</td><td>S.F. Gross Area</td><td>4500</td><td>52</td><td>50</td><td>572</td><td>27</td><td>25</td><td>30</td><td>20</td></tr><tr><td>Other</td><td>S.F. Gross Area</td><td>4500</td><td>4</td><td>34</td><td>405</td><td>2</td><td>2</td><td>23</td><td>11</td></tr><tr><td>Office</td><td>S.F. Gross Area</td><td>10100</td><td>-16</td><td>-15</td><td>-111</td><td>-14</td><td>-2</td><td>-3</td><td>-12</td></tr><tr><td></td><td></td><td></td><td>148</td><td>214</td><td>2343</td><td></td><td>64</td><td>84</td><td>123</td></tr></table>	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Apartments	Total Units	126	64	78	838	13	51	51	27	Office	S.F. Gross Area	23000	35	34	253	31	4	6	28	Retail	S.F. Gross Area	9000	9	33	386	5	4	16	17	Other	S.F. Gross Area	4500	52	50	572	27	25	30	20	Other	S.F. Gross Area	4500	4	34	405	2	2	23	11	Office	S.F. Gross Area	10100	-16	-15	-111	-14	-2	-3	-12				148	214	2343		64	84	123
Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut																																																																																			
Apartments	Total Units	126	64	78	838	13	51	51	27																																																																																			
Office	S.F. Gross Area	23000	35	34	253	31	4	6	28																																																																																			
Retail	S.F. Gross Area	9000	9	33	386	5	4	16	17																																																																																			
Other	S.F. Gross Area	4500	52	50	572	27	25	30	20																																																																																			
Other	S.F. Gross Area	4500	4	34	405	2	2	23	11																																																																																			
Office	S.F. Gross Area	10100	-16	-15	-111	-14	-2	-3	-12																																																																																			
			148	214	2343		64	84	123																																																																																			
13305	Westchester	CTC	11	2008	LMU Master Plan	Update to LMU Master Plan	1 LMU Dr	09/02/2009	☐	☐	2.0	<table><tr><th>Land_Use</th><th>Unit_ID</th><th>size</th><th>Net_AM_Trips</th><th>Net_PM_Trips</th><th>Net_Daily_Trips</th><th>NetAMIn</th><th>NetAMOut</th><th>NetPMIn</th><th>NetPMOut</th></tr><tr><td>School</td><td>Enrollment</td><td>7800</td><td>176</td><td>223</td><td>2540</td><td>146</td><td>30</td><td>112</td><td>111</td></tr><tr><td></td><td></td><td></td><td>176</td><td>223</td><td>2540</td><td></td><td>146</td><td>30</td><td>112</td></tr></table>	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	School	Enrollment	7800	176	223	2540	146	30	112	111				176	223	2540		146	30	112																																																		
Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut																																																																																			
School	Enrollment	7800	176	223	2540	146	30	112	111																																																																																			
			176	223	2540		146	30	112																																																																																			

40476	Westchester	CTC	11	2012	Mixed-Use (140-Unit Apartment and 2,600 SF Retail	New 140-DU Apt & 2,600 SF Retail over 241-space,3-level parking garage	7407 S LA TIJERA BLVD	10/09/2012	☐	☐	1.6	<table><tr><th>Land_Use</th><th>Unit_ID</th><th>size</th><th>Net_AM_Trips</th><th>Net_PM_Trips</th><th>Net_Daily_Trips</th><th>NetAMIn</th><th>NetAMOut</th><th>NetPMIn</th><th>NetPMOut</th></tr><tr><td>Mixed Use</td><td>Total Units</td><td>140</td><td>65</td><td>83</td><td>799</td><td>10</td><td>55</td><td>57</td><td>26</td></tr><tr><td></td><td></td><td></td><td>65</td><td>83</td><td>799</td><td></td><td>10</td><td>55</td><td>57</td></tr></table>	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Mixed Use	Total Units	140	65	83	799	10	55	57	26				65	83	799		10	55	57																				
Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut																																																					
Mixed Use	Total Units	140	65	83	799	10	55	57	26																																																					
			65	83	799		10	55	57																																																					
41837	Westchester	CTC	11	2014	OTIS College Consolidation & Relocation	Relocate & Consolidate existing OTIS Campus students, faculty & Staff	9045 S LINCOLN BLVD	02/28/2014	☐	☐	2.5	<table><tr><th>Land_Use</th><th>Unit_ID</th><th>size</th><th>Net_AM_Trips</th><th>Net_PM_Trips</th><th>Net_Daily_Trips</th><th>NetAMIn</th><th>NetAMOut</th><th>NetPMIn</th><th>NetPMOut</th></tr><tr><td>School</td><td>Enrollment</td><td>78</td><td>5</td><td>-6</td><td>-48</td><td>4</td><td>1</td><td>-10</td><td>4</td></tr><tr><td></td><td></td><td></td><td>5</td><td>-6</td><td>-48</td><td></td><td>4</td><td>1</td><td>-10</td></tr></table>	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	School	Enrollment	78	5	-6	-48	4	1	-10	4				5	-6	-48		4	1	-10																				
Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut																																																					
School	Enrollment	78	5	-6	-48	4	1	-10	4																																																					
			5	-6	-48		4	1	-10																																																					
42422	Westchester	WLA	5	2014	New 7 Story (86 Apts)	7-Story Apt Building with 86 Apts over Ground Floor Parking Garage.	3822 S DUNN DR	09/23/2014	☐	☐	2.3	<table><tr><th>Land_Use</th><th>Unit_ID</th><th>size</th><th>Net_AM_Trips</th><th>Net_PM_Trips</th><th>Net_Daily_Trips</th><th>NetAMIn</th><th>NetAMOut</th><th>NetPMIn</th><th>NetPMOut</th></tr><tr><td>Apartments</td><td></td><td>86</td><td>42</td><td>50</td><td>543</td><td>9</td><td>33</td><td>32</td><td>18</td></tr><tr><td></td><td></td><td></td><td>42</td><td>50</td><td>543</td><td></td><td>9</td><td>33</td><td>32</td></tr></table>	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Apartments		86	42	50	543	9	33	32	18				42	50	543		9	33	32																				
Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut																																																					
Apartments		86	42	50	543	9	33	32	18																																																					
			42	50	543		9	33	32																																																					
42450	Westchester	CTC	11	2014	Hooman	113 ksf auto dealership.	5748 mesmer	10/05/2016	☐	☐	0.4	<table><tr><th>Land_Use</th><th>Unit_ID</th><th>size</th><th>Net_AM_Trips</th><th>Net_PM_Trips</th><th>Net_Daily_Trips</th><th>NetAMIn</th><th>NetAMOut</th><th>NetPMIn</th><th>NetPMOut</th></tr><tr><td>Other</td><td>S.F. Gross Area</td><td>113163</td><td>183</td><td>266</td><td>2694</td><td>139</td><td>44</td><td>90</td><td>176</td></tr><tr><td></td><td></td><td></td><td>183</td><td>266</td><td>2694</td><td></td><td>139</td><td>44</td><td>90</td></tr></table>	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Other	S.F. Gross Area	113163	183	266	2694	139	44	90	176				183	266	2694		139	44	90																				
Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut																																																					
Other	S.F. Gross Area	113163	183	266	2694	139	44	90	176																																																					
			183	266	2694		139	44	90																																																					
42565	Westchester	CTC	11	2014	12777 Jefferson	Office expansion, 49,950sf	12777 W JEFFERSON BLVD	12/18/2014	☐	☐	1.4	<table><tr><th>Land_Use</th><th>Unit_ID</th><th>size</th><th>Net_AM_Trips</th><th>Net_PM_Trips</th><th>Net_Daily_Trips</th><th>NetAMIn</th><th>NetAMOut</th><th>NetPMIn</th><th>NetPMOut</th></tr><tr><td>Office</td><td>S.F. Gross Area</td><td>49950</td><td>77</td><td>100</td><td>550</td><td>68</td><td>9</td><td>17</td><td>83</td></tr><tr><td></td><td></td><td></td><td>77</td><td>100</td><td>550</td><td></td><td>68</td><td>9</td><td>17</td></tr></table>	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Office	S.F. Gross Area	49950	77	100	550	68	9	17	83				77	100	550		68	9	17																				
Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut																																																					
Office	S.F. Gross Area	49950	77	100	550	68	9	17	83																																																					
			77	100	550		68	9	17																																																					
42607	Westchester	CTC	11	2014	Apartments, 137 Units	New 137-DU Apt Bldg replace exist Westchester Secondary Charter School	8740 S LA TIJERA BLVD	01/29/2015	☐	☐	2.2	<table><tr><th>Land_Use</th><th>Unit_ID</th><th>size</th><th>Net_AM_Trips</th><th>Net_PM_Trips</th><th>Net_Daily_Trips</th><th>NetAMIn</th><th>NetAMOut</th><th>NetPMIn</th><th>NetPMOut</th></tr><tr><td>Apartments</td><td>Total Units</td><td>137</td><td>-64</td><td>56</td><td>508</td><td>-60</td><td>-4</td><td>42</td><td>14</td></tr><tr><td></td><td></td><td></td><td>-64</td><td>56</td><td>508</td><td></td><td>-60</td><td>-4</td><td>42</td></tr></table>	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Apartments	Total Units	137	-64	56	508	-60	-4	42	14				-64	56	508		-60	-4	42																				
Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut																																																					
Apartments	Total Units	137	-64	56	508	-60	-4	42	14																																																					
			-64	56	508		-60	-4	42																																																					
43133	Westchester	CTC	11	2015	Marina Island	156U Apt, 33,484sf Office	5000 S Beethoven St	10/26/2015	☐	☐	1.6	<table><tr><th>Land_Use</th><th>Unit_ID</th><th>size</th><th>Net_AM_Trips</th><th>Net_PM_Trips</th><th>Net_Daily_Trips</th><th>NetAMIn</th><th>NetAMOut</th><th>NetPMIn</th><th>NetPMOut</th></tr><tr><td>Apartments</td><td>Total Units</td><td>236</td><td>120</td><td>165</td><td>1569</td><td>24</td><td>96</td><td>107</td><td>58</td></tr><tr><td></td><td></td><td></td><td>120</td><td>165</td><td>1569</td><td></td><td>24</td><td>96</td><td>107</td></tr></table>	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Apartments	Total Units	236	120	165	1569	24	96	107	58				120	165	1569		24	96	107																				
Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut																																																					
Apartments	Total Units	236	120	165	1569	24	96	107	58																																																					
			120	165	1569		24	96	107																																																					
43372	Metro	MTR	10	2015	Office	25032 SF Office	3640 S Holdrege Av	06/19/2015	☐	☐	2.4	<table><tr><th>Land_Use</th><th>Unit_ID</th><th>size</th><th>Net_AM_Trips</th><th>Net_PM_Trips</th><th>Net_Daily_Trips</th><th>NetAMIn</th><th>NetAMOut</th><th>NetPMIn</th><th>NetPMOut</th></tr><tr><td>Office</td><td>S.F. Gross Area</td><td>25032</td><td>31</td><td>29</td><td>187</td><td>28</td><td>3</td><td>4</td><td>25</td></tr><tr><td></td><td></td><td></td><td>31</td><td>29</td><td>187</td><td></td><td>28</td><td>3</td><td>4</td></tr></table>	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Office	S.F. Gross Area	25032	31	29	187	28	3	4	25				31	29	187		28	3	4																				
Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut																																																					
Office	S.F. Gross Area	25032	31	29	187	28	3	4	25																																																					
			31	29	187		28	3	4																																																					
46986	Metro	MTR	10	2018	Coffee Bean & Tea Leaf	123.527ksf off., 64.206ksf manufact.,& 2.2ksf coffee shop w/drive thru	6024 W JEFFERSON BL	07/20/2018	☐	☐	2.4	<table><tr><th>Land_Use</th><th>Unit_ID</th><th>size</th><th>Net_AM_Trips</th><th>Net_PM_Trips</th><th>Net_Daily_Trips</th><th>NetAMIn</th><th>NetAMOut</th><th>NetPMIn</th><th>NetPMOut</th></tr><tr><td>Office</td><td>S.F. Gross Area</td><td>123537</td><td>262</td><td>223</td><td>2177</td><td>194</td><td>68</td><td>55</td><td>168</td></tr><tr><td>Other</td><td>S.F. Gross Area</td><td>64206</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Other</td><td>S.F. Gross Area</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td>262</td><td>223</td><td>2177</td><td></td><td>194</td><td>68</td><td>55</td></tr></table>	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Office	S.F. Gross Area	123537	262	223	2177	194	68	55	168	Other	S.F. Gross Area	64206								Other	S.F. Gross Area												262	223	2177		194	68	55
Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut																																																					
Office	S.F. Gross Area	123537	262	223	2177	194	68	55	168																																																					
Other	S.F. Gross Area	64206																																																												
Other	S.F. Gross Area																																																													
			262	223	2177		194	68	55																																																					

ATTACHMENT 6

**PROPOSED STUDY INTERSECTIONS
AND RESIDENTIAL STREET SEGMENTS**



ATTACHMENT 6

3/12/2019

FN: JEFFERSON HOTEL CULVER/STUDY-INTS

PROPOSED STUDY INTERSECTIONS AND RESIDENTIAL STREET LOCATIONS



Transportation Planning
Traffic Engineering
300 Corporate Pointe, Suite 470
Culver City, California 90230
PH (310) 473 6508 F (310) 444 9771
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ATTACHMENT 7

CALTRANS FREEWAY IMPACT ANALYSIS SCREENING

ATTACHMENT 7

JEFFERSON HOTEL PROJECT (11469 JEFFERSON BOULEVARD, CULVER CITY) FREEWAY IMPACT ANALYSIS SCREENING

The following State of California Department of Transportation ("Caltrans") freeway impact analysis screening has been performed for the Jefferson Hotel project (the "Project") as part of the Traffic Impact Study Memorandum of Understanding (MOU), per the criteria set forth in the October 2013 *Agreement Between City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures* (the "Agreement") and the December 2015 *First Amendment to the Agreement between LADOT and Caltrans District 7 on Freeway Impact Analysis Procedures* (the "Amendment").

Agreement and Amendment Freeway Impact Analysis Screening Criteria

Per Section 3 of the Agreement and the Amendment, the "City will require Project applicants to work with Caltrans and prepare a Freeway Impact Analysis, utilizing Caltrans' "Guide for the Preparation of Traffic Impact Studies" ("TIS Guide"), for land use proposals that meet any of the following criteria:

- The project's peak hour trips would result in a 1-percent or more increase to the freeway mainline capacity of a freeway segment operating at level-of-service (LOS) E or F (based on an assumed capacity of 2,000 vehicles per hour per lane); or
- The project's peak hour trips would result in a 2-percent or more increase to the freeway mainline capacity of a freeway segment operating at LOS D (based on an assumed capacity of 2,000 vehicles per hour per lane); or
- The project's peak hour trips would result in a 1-percent or more increase to the capacity of a freeway off-ramp operating at LOS E or F (based on an assumed ramp capacity of 850 vehicles per hour per lane); or
- The project's peak hour trips would result in a 2-percent or more increase to the capacity of a freeway off-ramp operating at LOS D (based on an assumed ramp capacity of 850 vehicles per hour per lane)."

The City of Culver City has adopted the abovementioned screening criteria in order to determine if analysis of Caltrans freeway facilities, beyond that required in the local Congestion Management Program (CMP), is necessary. Therefore, the analysis screening was performed for the Project.

Project Traffic Volume Contributions to State Facilities

In order to estimate the Project's traffic volume contributions to the freeway mainline and off-ramp locations most likely to be impacted by Project-related traffic, the Project's trip generation was first determined. In order to develop the traffic characteristics of the Project, the latest and most up-to-date version of the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition, 2017) was used. The trip generation rates in the ITE manual are nationally recognized and are used as the basis for most traffic studies conducted in the City of Culver City and surrounding region. Attachment 4 of this Traffic Study MOU presents the trip generation rates and summary for the Project's daily, AM peak-hour, and PM peak-hour traffic volumes. As shown, appropriate trip credits were applied to the baseline trip generation estimates to account for potential pass-by trip activity.

Estimation of the geographic distribution of Project trips was the next step in the analytical process. Project trip distribution patterns were developed based on the Project uses, existing traffic patterns, characteristics of the surrounding roadway system, the geographic location of the Project site and its proximity to freeways and major travel routes, and areas from and to which employees and patrons of the proposed hotel and existing specialty retail center would likely be attracted. Based on the abovementioned factors, the Project trip distribution percentages were determined and are summarized in Attachments 2 and 3 of this Traffic Study MOU.

The Project trip generation and trip distribution patterns were then used to determine the Project traffic volume contributions to State facilities in the vicinity of the Project site. Table 1 summarizes the anticipated Project traffic volume contributions to the freeway mainline and off-ramp locations most likely to be impacted by Project traffic.

Freeway Mainline Segment Impact Analysis Screening

In order to perform the freeway mainline segment impact analysis screening, an initial check was performed to see if the directional mainline segments most likely to be impacted by Project traffic would meet the trigger Project traffic volume contributions assuming the most constrained operations on each segment. This initial freeway mainline segment impact screening analysis is shown in Table 1. Per the Agreement, the trigger percentage is a 2 percent or more increase in traffic volumes for a mainline segment at LOS D or a 1 percent or more increase for a segment at LOS E/F. The volume increases are relative to an assumed mainline segment capacity of 2,000 vehicles per hour per lane, per the Agreement. Therefore, the 1 percent trigger percentage was applied assuming LOS E/F freeway mainline operations.

Comparing the traffic volume contributions required to trigger a freeway segment impact analysis at LOS E/F with the anticipated Project volume contributions at each location, the thresholds would not be triggered at any of the four (4) directional segment locations. Therefore, a freeway mainline segment impact analysis is not required.

Freeway Off-Ramp Impact Analysis Screening

In order to perform the freeway off-ramp impact analysis screening, an initial check was performed to see if the off-ramp locations most likely to be impacted by Project traffic would meet the trigger traffic volume contributions assuming the most constrained operations for each off-ramp. This initial freeway off-ramp screening analysis is shown in Table 1. Per the Agreement, the trigger percentage is a 2 percent or more increase in traffic volumes for a freeway off-ramp operating at LOS D or a 1 percent or more increase for an off-ramp at LOS E/F. These volume increases are relative to the assumed capacity of 850 vehicles per hour per lane, per the Agreement. Therefore, the 1 percent trigger percentage was applied assuming LOS E/F freeway off-ramp operations.

Comparing the traffic volume contributions required to trigger a freeway off-ramp impact analysis at LOS E/F with the anticipated Project volume contributions at each location, the thresholds may be triggered for the I-405 Freeway northbound off-ramp to Jefferson Boulevard during the AM and PM peak hours. Thus, further analysis of this location was performed to determine existing LOS operations during the AM and PM peak hours.

Manual turning movement counts were conducted at the freeway off-ramp terminus intersection during the weekday AM and PM peak hours on November 28, 2018. These counts were performed from 7:00 AM to 10:00 AM and 3:00 PM to 6:00 PM and represent typical weekday traffic conditions. Peak-hour volumes were determined individually for the off-ramp terminus intersection based on the highest-volume four consecutive 15-minute periods for all vehicular movements. The intersection count data sheets are provided in Appendix A.

The peak-hour LOS for the freeway off-ramp terminus intersection was determined using the Highway Capacity Manual (HCM) operational methodology for signalized intersections, as required by Caltrans. The HCM worksheets are included in Appendix B.

The freeway off-ramp impact screening analysis results are shown in Table 2. As indicated in the table, the existing off-ramp vehicle delays at the ramp terminus intersection were used to determine the LOS for the study freeway off-ramp location. As stated above, the trigger percentage is a 2 percent or more increase in traffic volumes for a freeway off-ramp operating at LOS D or a 1 percent or more increase for an off-ramp at LOS E/F. There is no trigger percentage for off-ramps operating at LOS A through C. As shown, the off-ramp approach at the I-405 Freeway northbound off-ramp to Jefferson Boulevard terminus intersection currently operates at LOS B during both the AM and PM peak hours. Therefore, there is no trigger percentage for this location and no further analysis is required.

TABLES

Table 1

Jefferson Hotel Project (11469 Jefferson Boulevard, Culver City)
Traffic Volume Contributions to State Freeway Mainline and Off-Ramp Facilities

PROJECT TRIP GENERATION																		
			Project Trip Generation:			Proposed		Existing										
			<u>Direction</u>			<u>AM</u>	<u>PM</u>	<u>AM</u>			<u>PM</u>							
			Inbound			48	54	-6			-18							
			Outbound			34	51	-4			-20							
PROJECT TRAFFIC VOLUME CONTRIBUTIONS TO CALTRANS FREEWAY FACILITIES																		
FREEWAY MAINLINE VOLUME CALCULATIONS			Proj. Trip	Proposed Trips			Existing Trips			Project Net Trips		Number of Lanes	Capacity per Lane*	Total Capacity	Percentage Added by Project		Threshold Percentage For Screening*	Exceeds Threshold at LOS E/F?
<u>Mainline Segment Location</u>		<u>Direction</u>	<u>Direction</u>	<u>Percentage</u>	<u>AM</u>	<u>PM</u>	<u>Percentage</u>	<u>AM</u>	<u>PM</u>	<u>AM</u>	<u>PM</u>				<u>AM</u>	<u>PM</u>		
I-405 Fwy, n/o Jefferson Blvd		Southbound	Inbound	12%	5.8	6.5	12%	-0.7	-2.2	5.1	4.3	4	2000	8000	0.06%	0.05%	1.00%	No
		Northbound	Outbound	12%	4.1	6.1	12%	-0.5	-2.4	3.6	3.7	4	2000	8000	0.05%	0.05%	1.00%	No
I-405 Fwy, s/o Jefferson Blvd		Northbound	Inbound	20%	9.6	10.8	12%	-0.7	-2.2	8.9	8.6	4	2000	8000	0.11%	0.11%	1.00%	No
		Southbound	Outbound	20%	6.8	10.2	12%	-0.5	-2.4	6.3	7.8	4	2000	8000	0.08%	0.10%	1.00%	No
FREEWAY OFF-RAMP VOLUME CALCULATIONS																		
<u>Off-Ramp Location</u>																		
I-405 Fwy NB Off-Ramp to Jefferson Blvd		Northbound	Inbound	20%	9.6	10.8	12%	-0.7	-2.2	8.9	8.6	1	850	850	1.05%	1.01%	1.00%	Yes
I-405 Fwy SB Off-Ramp to Jefferson Blvd		Southbound	Inbound	12%	5.8	6.5	12%	-0.7	-2.2	5.1	4.3	1	850	850	0.60%	0.51%	1.00%	No

* Criteria for freeway mainline segments and off-ramps operating at LOS E or F per *Agreement Between City of Los Angeles and Caltrans District 7 On Freeway Impact Analysis Procedures, October 2013* and *First Amendment to the Agreement between LADOT and Caltrans District 7 on Freeway Impact Analysis Procedures, December 2015* .

Table 2**Jefferson Hotel Project (11469 Jefferson Boulevard, Culver City)
Freeway Off-Ramp Impact Analysis Screening**

Freeway Off-Ramp Location	Peak Hour	Existing Traffic Volume ¹	Existing Off-Ramp Delay ²	Existing Off-Ramp LOS	Off-Ramp Terminus # of Lanes	Trigger Percentage	Trigger Volume Contribution ³	Project Volume Contribution	Exceed Trigger?
I-405 Fwy NB Off-Ramp to Jefferson Blvd	AM	848	19.1	B	2	NA	NA	8.9	No
	PM	762	14.1	B	2	NA	NA	8.6	No

Notes

¹ Existing off-ramp traffic volumes determined from manual turning movement counts conducted in November 2018.

² Off-ramp delay based on aggregate delay for all off-ramp lane groups based on analysis results using the HCM operational methodology for signalized intersections.

³ Based on an assumed capacity of 850 cars per lane per hour, per the Agreement and the Amendment.

APPENDIX A

FREEWAY OFF-RAMP TERMINUS INTERSECTION

TRAFFIC COUNT DATA SHEETS

City of Culver City
N/S: Jefferson Boulevard
E/W: I-405 Northbound Ramps
Weather: Clear

File Name : 03_CVC_Jefferson_405N AM
Site Code : 16618886
Start Date : 11/28/2018
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Jefferson Boulevard Southbound				I-405 Northbound Off Ramp Westbound				Jefferson Boulevard Northbound				I-405 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	165	38	203	33	70	75	178	129	108	0	237	0	0	0	0	618
07:15 AM	0	159	30	189	40	64	68	172	165	125	0	290	0	0	0	0	651
07:30 AM	0	201	29	230	32	52	94	178	121	156	0	277	0	0	0	0	685
07:45 AM	0	208	33	241	50	65	121	236	143	178	0	321	0	0	0	0	798
Total	0	733	130	863	155	251	358	764	558	567	0	1125	0	0	0	0	2752
08:00 AM	0	213	37	250	51	62	101	214	134	200	0	334	0	0	0	0	798
08:15 AM	0	228	34	262	40	74	80	194	151	168	0	319	0	0	0	0	775
08:30 AM	0	233	32	265	54	64	86	204	111	179	0	290	0	0	0	0	759
08:45 AM	0	235	35	270	56	66	88	210	96	165	0	261	0	0	0	0	741
Total	0	909	138	1047	201	266	355	822	492	712	0	1204	0	0	0	0	3073
09:00 AM	0	262	31	293	51	64	72	187	109	166	0	275	0	0	0	0	755
09:15 AM	0	213	24	237	45	70	69	184	72	186	0	258	0	0	0	0	679
09:30 AM	0	201	27	228	49	52	60	161	92	138	0	230	0	0	0	0	619
09:45 AM	0	204	28	232	43	42	43	128	51	185	0	236	0	0	0	0	596
Total	0	880	110	990	188	228	244	660	324	675	0	999	0	0	0	0	2649
Grand Total	0	2522	378	2900	544	745	957	2246	1374	1954	0	3328	0	0	0	0	8474
Apprch %	0	87	13		24.2	33.2	42.6		41.3	58.7	0		0	0	0		
Total %	0	29.8	4.5	34.2	6.4	8.8	11.3	26.5	16.2	23.1	0	39.3	0	0	0	0	
Passenger Vehicles	0	2434	360	2794	524	730	932	2186	1327	1883	0	3210	0	0	0	0	8190
% Passenger Vehicles	0	96.5	95.2	96.3	96.3	98	97.4	97.3	96.6	96.4	0	96.5	0	0	0	0	96.6
Dual Wheeled	0	55	17	72	20	11	24	55	41	27	0	68	0	0	0	0	195
% Dual Wheeled	0	2.2	4.5	2.5	3.7	1.5	2.5	2.4	3	1.4	0	2	0	0	0	0	2.3
Buses	0	33	1	34	0	4	1	5	6	44	0	50	0	0	0	0	89
% Buses	0	1.3	0.3	1.2	0	0.5	0.1	0.2	0.4	2.3	0	1.5	0	0	0	0	1.1

	Jefferson Boulevard Southbound				I-405 Northbound Off Ramp Westbound				Jefferson Boulevard Northbound				I-405 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	208	33	241	50	65	121	236	143	178	0	321	0	0	0	0	798
08:00 AM	0	213	37	250	51	62	101	214	134	200	0	334	0	0	0	0	798
08:15 AM	0	228	34	262	40	74	80	194	151	168	0	319	0	0	0	0	775
08:30 AM	0	233	32	265	54	64	86	204	111	179	0	290	0	0	0	0	759
Total Volume	0	882	136	1018	195	265	388	848	539	725	0	1264	0	0	0	0	3130
% App. Total	0	86.6	13.4		23	31.2	45.8		42.6	57.4	0		0	0	0		
PHF	.000	.946	.919	.960	.903	.895	.802	.898	.892	.906	.000	.946	.000	.000	.000	.000	.981

City of Culver City
N/S: Jefferson Boulevard
E/W: I-405 Northbound Ramps
Weather: Clear

File Name : 03_CVC_Jefferson_405N PM
Site Code : 16618886
Start Date : 11/28/2018
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Jefferson Boulevard Southbound				I-405 Northbound Off Ramp Westbound				Jefferson Boulevard Northbound				I-405 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	232	31	263	52	4	61	117	68	217	0	285	0	0	0	0	665
03:15 PM	0	244	33	277	56	2	66	124	90	193	0	283	0	0	0	0	684
03:30 PM	0	255	25	280	72	4	65	141	70	221	0	291	0	0	0	0	712
03:45 PM	0	254	21	275	92	0	81	173	69	233	0	302	0	0	0	0	750
Total	0	985	110	1095	272	10	273	555	297	864	0	1161	0	0	0	0	2811
04:00 PM	0	292	30	322	75	1	67	143	76	205	0	281	0	0	0	0	746
04:15 PM	0	289	36	325	93	1	78	172	79	199	0	278	0	0	0	0	775
04:30 PM	0	263	22	285	96	1	81	178	71	193	0	264	0	0	0	0	727
04:45 PM	0	238	21	259	111	0	103	214	87	209	0	296	0	0	0	0	769
Total	0	1082	109	1191	375	3	329	707	313	806	0	1119	0	0	0	0	3017
05:00 PM	0	292	23	315	95	1	102	198	70	215	0	285	0	0	0	0	798
05:15 PM	0	232	25	257	74	3	90	167	82	199	0	281	0	0	0	0	705
05:30 PM	0	261	20	281	98	1	112	211	75	211	0	286	0	0	0	0	778
05:45 PM	0	253	26	279	99	2	110	211	69	176	0	245	0	0	0	0	735
Total	0	1038	94	1132	366	7	414	787	296	801	0	1097	0	0	0	0	3016
Grand Total	0	3105	313	3418	1013	20	1016	2049	906	2471	0	3377	0	0	0	0	8844
Apprch %	0	90.8	9.2		49.4	1	49.6		26.8	73.2	0		0	0	0		
Total %	0	35.1	3.5	38.6	11.5	0.2	11.5	23.2	10.2	27.9	0	38.2	0	0	0	0	
Passenger Vehicles	0	3028	305	3333	1000	20	1009	2029	885	2403	0	3288	0	0	0	0	8650
% Passenger Vehicles	0	97.5	97.4	97.5	98.7	100	99.3	99	97.7	97.2	0	97.4	0	0	0	0	97.8
Dual Wheeled	0	48	7	55	12	0	6	18	18	26	0	44	0	0	0	0	117
% Dual Wheeled	0	1.5	2.2	1.6	1.2	0	0.6	0.9	2	1.1	0	1.3	0	0	0	0	1.3
Buses	0	29	1	30	1	0	1	2	3	42	0	45	0	0	0	0	77
% Buses	0	0.9	0.3	0.9	0.1	0	0.1	0.1	0.3	1.7	0	1.3	0	0	0	0	0.9

	Jefferson Boulevard Southbound				I-405 Northbound Off Ramp Westbound				Jefferson Boulevard Northbound				I-405 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	289	36	325	93	1	78	172	79	199	0	278	0	0	0	0	775
04:30 PM	0	263	22	285	96	1	81	178	71	193	0	264	0	0	0	0	727
04:45 PM	0	238	21	259	111	0	103	214	87	209	0	296	0	0	0	0	769
05:00 PM	0	292	23	315	95	1	102	198	70	215	0	285	0	0	0	0	798
Total Volume	0	1082	102	1184	395	3	364	762	307	816	0	1123	0	0	0	0	3069
% App. Total	0	91.4	8.6		51.8	0.4	47.8		27.3	72.7	0		0	0	0		
PHF	.000	.926	.708	.911	.890	.750	.883	.890	.882	.949	.000	.948	.000	.000	.000	.000	.961

APPENDIX B

FREEWAY OFF-RAMP TERMINUS INTERSECTION HCM OPERATIONAL METHODOLOGY WORKSHEET

 CALTRANS FREEWAY OFF-RAMP IMPACT ANALYSIS SCREENING - HOTEL JEFFERSON PROJECT
 Existing Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 I-405 Freeway NB Ramps and Jefferson Boulevard

Cycle (sec): 90 Critical Vol./Cap.(X): 0.833

Loss Time (sec): 0 Average Delay (sec/veh): 28.9

Optimal Cycle: 111 Level Of Service: C

Street Name: I-405 Freeway NB Ramps Jefferson Boulevard

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|

Control: Split Phase Split Phase Protected Permitted

Rights: Include Include Include Include

Min. Green: 5 5 5 0 0 0 5 10 0 0 10 10

Y+R: 5.7 5.7 5.7 0.0 0.0 0.0 4.0 4.7 0.0 0.0 4.7 4.7

Lanes: 1 0 1 0 0 0 0 0 2 0 2 0 0 0 0 2 1 1

-----|-----|-----|-----|

Volume Module:

Base Vol: 195 265 388 0 0 0 539 725 0 0 882 136

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 195 265 388 0 0 0 539 725 0 0 882 136

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.90 0.90 0.90 1.00 1.00 1.00 0.95 0.95 0.95 0.96 0.96 0.96

PHF Volume: 217 295 432 0 0 0 570 766 0 0 919 142

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 217 295 432 0 0 0 570 766 0 0 919 142

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 217 295 432 0 0 0 570 766 0 0 919 142

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.90 0.90 0.90 1.00 1.00 1.00 0.92 0.95 1.00 1.00 0.89 0.89

Lanes: 1.13 0.35 0.52 0.00 0.00 0.00 2.00 2.00 0.00 0.00 3.00 1.00

Final Sat.: 1931 603 883 0 0 0 3502 3610 0 0 5083 1694

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.11 0.49 0.49 0.00 0.00 0.00 0.16 0.21 0.00 0.00 0.18 0.08

Crit Moves: **** **** ****

Green/Cycle: 0.59 0.59 0.59 0.00 0.00 0.00 0.20 0.41 0.00 0.00 0.22 0.22

Volume/Cap: 0.19 0.83 0.83 0.00 0.00 0.00 0.83 0.51 0.00 0.00 0.83 0.39

Delay/Veh: 8.6 20.4 20.4 0.0 0.0 0.0 43.4 20.0 0.0 0.0 38.5 30.2

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 8.6 20.4 20.4 0.0 0.0 0.0 43.4 20.0 0.0 0.0 38.5 30.2

LOS by Move: A C C A A A D C A A D C

HCM2kAvgQ: 2 21 21 0 0 0 10 9 0 0 12 4

Note: Queue reported is the number of cars per lane.

CALTRANS FREEWAY OFF-RAMP IMPACT ANALYSIS SCREENING - HOTEL JEFFERSON PROJECT
Existing Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 I-405 Freeway NB Ramps and Jefferson Boulevard

Cycle (sec): 90 Critical Vol./Cap.(X): 0.715

Loss Time (sec): 0 Average Delay (sec/veh): 23.2

Optimal Cycle: 65 Level Of Service: C

Street Name: I-405 Freeway NB Ramps Jefferson Boulevard

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|

Control: Split Phase Split Phase Protected Permitted

Rights: Include Include Include Include

Min. Green: 5 5 5 0 0 0 5 10 0 0 10 10

Y+R: 5.7 5.7 5.7 0.0 0.0 0.0 4.0 4.7 0.0 0.0 4.7 4.7

Lanes: 1 0 1 0 0 0 0 0 2 0 2 0 0 0 0 2 1 1

-----|-----|-----|-----|

Volume Module:

Base Vol: 395 3 364 0 0 0 307 816 0 0 1082 102

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 395 3 364 0 0 0 307 816 0 0 1082 102

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.89 0.89 0.89 1.00 1.00 1.00 0.95 0.95 0.95 0.91 0.91 0.91

PHF Volume: 444 3 409 0 0 0 324 861 0 0 1188 112

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 444 3 409 0 0 0 324 861 0 0 1188 112

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 444 3 409 0 0 0 324 861 0 0 1188 112

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.86 0.86 0.86 1.00 1.00 1.00 0.92 0.95 1.00 1.00 0.90 0.90

Lanes: 1.35 0.01 0.64 0.00 0.00 0.00 2.00 2.00 0.00 0.00 3.00 1.00

Final Sat.: 2194 9 1048 0 0 0 3502 3610 0 0 5120 1707

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.20 0.39 0.39 0.00 0.00 0.00 0.09 0.24 0.00 0.00 0.23 0.07

Crit Moves: **** **** ****

Green/Cycle: 0.55 0.55 0.55 0.00 0.00 0.00 0.13 0.45 0.00 0.00 0.32 0.32

Volume/Cap: 0.37 0.71 0.71 0.00 0.00 0.00 0.71 0.53 0.00 0.00 0.71 0.20

Delay/Veh: 11.7 17.3 17.3 0.0 0.0 0.0 42.9 17.9 0.0 0.0 28.1 22.0

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 11.7 17.3 17.3 0.0 0.0 0.0 42.9 17.9 0.0 0.0 28.1 22.0

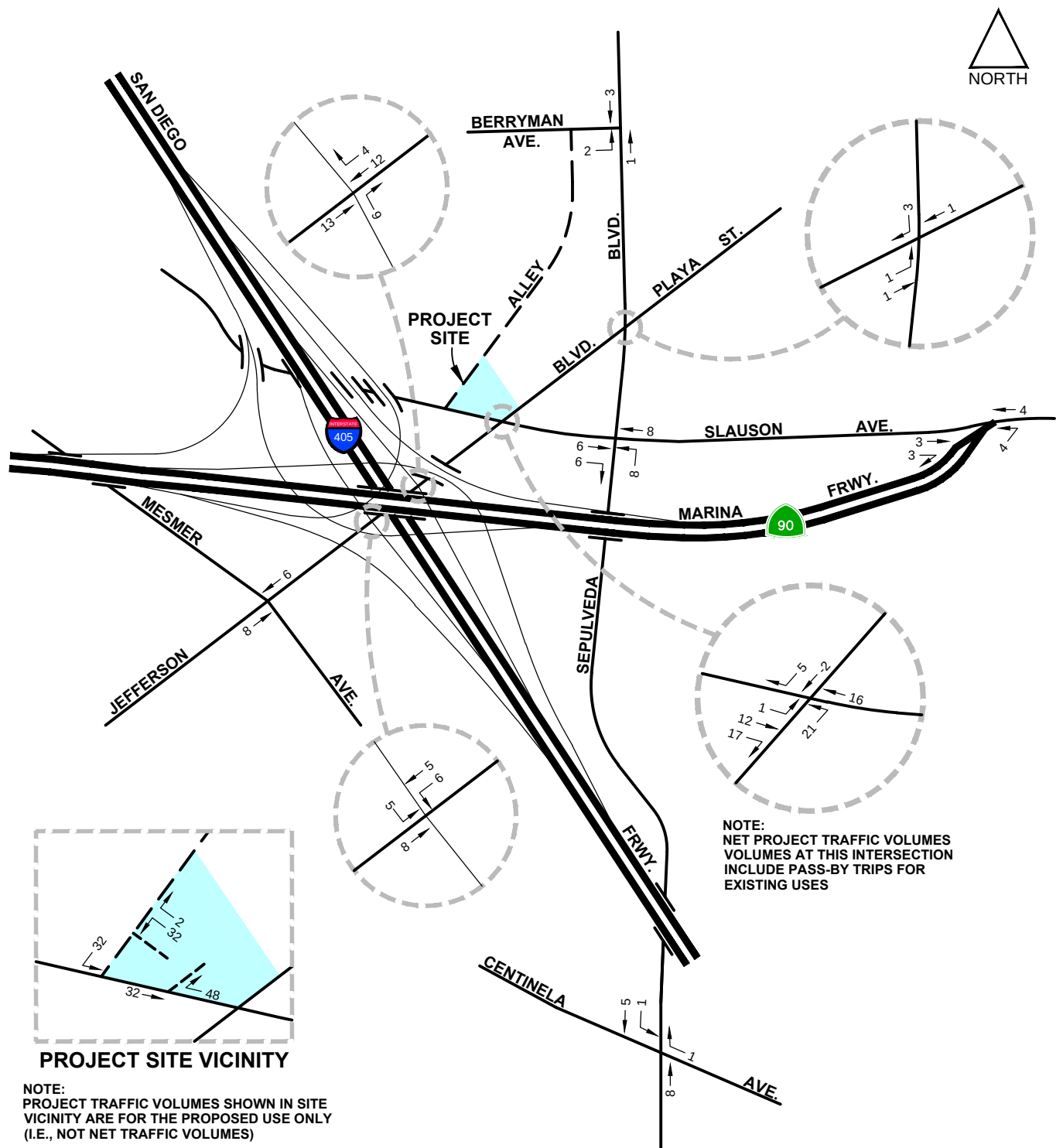
LOS by Move: B B B A A A D B A A C C

HCM2kAvgQ: 5 14 14 0 0 0 6 9 0 0 12 2

Note: Queue reported is the number of cars per lane.

ATTACHMENT 8

NET PROJECT TRAFFIC VOLUMES
AM PEAK HOUR



ATTACHMENT 8

3/12/2019

FN: JEFFERSON HOTEL CULVERVAMNETVOLS

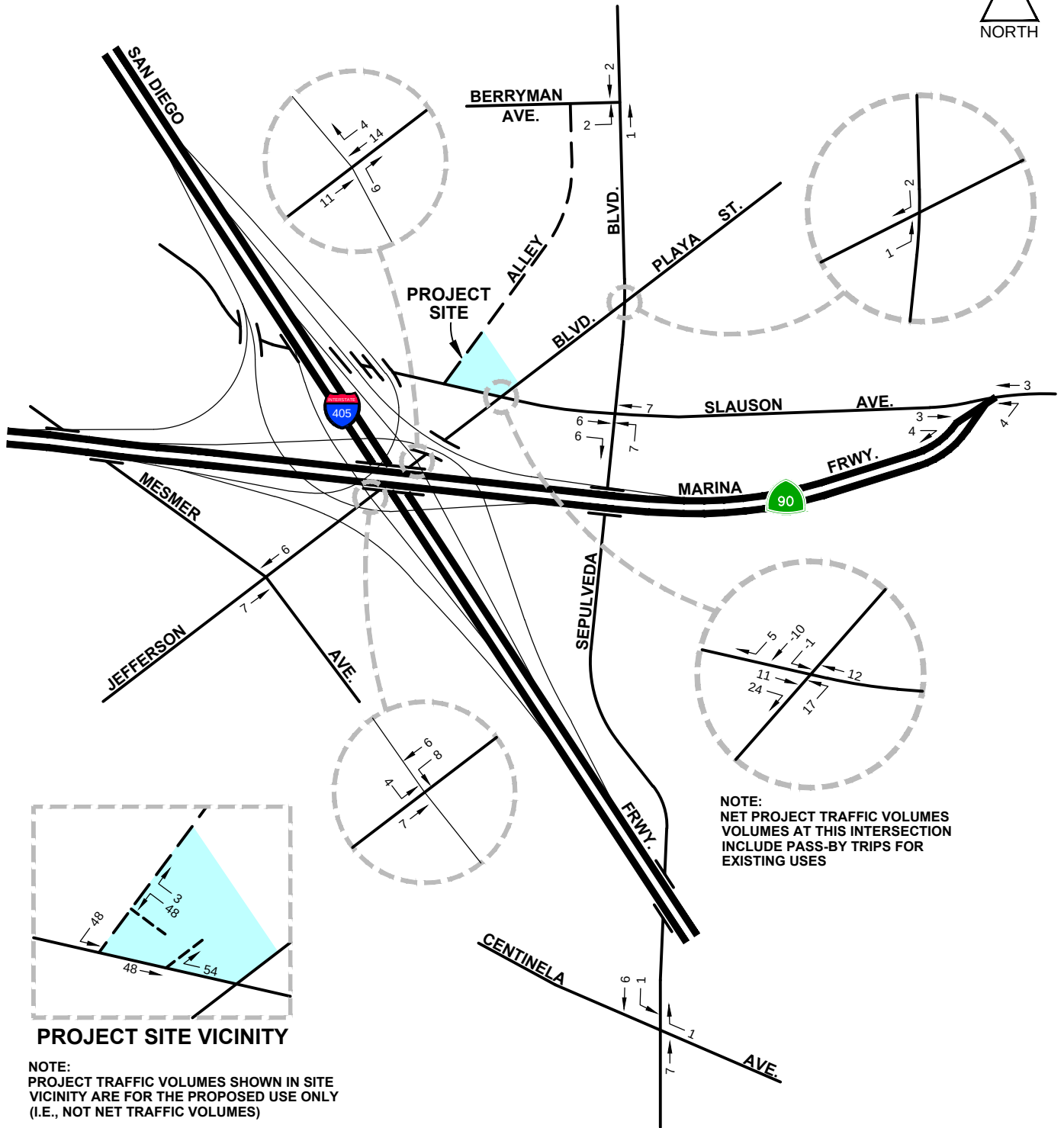
NET PROJECT TRAFFIC VOLUMES AM PEAK HOUR



Transportation Planning
Traffic Engineering
300 Corporate Pointe, Suite 470
Culver City, California 90230
PH (310) 473 6508 F (310) 444 9771
www.crainandassociates.com

ATTACHMENT 9

NET PROJECT TRAFFIC VOLUMES
PM PEAK HOUR



ATTACHMENT 9

3/12/2019

FN: JEFFERSON HOTEL CULVER CITY\GRAPHICS\PMNETVOLS

NET PROJECT TRAFFIC VOLUMES PM PEAK HOUR



Transportation Planning
Traffic Engineering
300 Corporate Pointe, Suite 470
Culver City, California 90230
PH (310) 473 6508 F (310) 444 9771
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ATTACHMENT 10

**ADDITIONAL TRAFFIC STUDY ITEMS PER CITY OF CULVER CITY
DRAFT TRAFFIC STUDY MOU COMMENT EMAIL**

Per the request of City of Culver City staff, the following will also be included in the Jefferson Hotel Project Traffic Study:

1. Crain & Associates will prepare a conceptual striping plan for Slauson Avenue, adjacent to the project site, displaying at a minimum the dimensions of the turn-out lane for the entrance driveway, travel lanes on Slauson Avenue, and site-adjacent sidewalks on Slauson Avenue and Jefferson Boulevard. We will ensure that site-adjacent sidewalk maintains a minimum width of 10 feet with the turn-out lane.
2. We will conduct a queuing analysis for eastbound Jefferson Boulevard left-turns at Slauson Avenue in order to determine if there are spillover impacts to eastbound Jefferson Boulevard through movements under With Project conditions.
3. We will conduct a queuing analysis of inbound project traffic in order to determine if there would be spillover impacts to westbound Slauson Avenue through movements under With Project conditions.
4. We will determine how many future metered parking spaces would be lost on Slauson Avenue due to the project's planned access configuration. We will research parking meter revenue for this area of the City in order to determine the potential loss in meter revenue.
5. The Mitigation Measures section of the Traffic Study will include voluntary measures to address neighborhood traffic intrusion impacts.
6. The Traffic Study will include a section on bicycle travel, including the City's Bicycle and Pedestrian Master Plan and planned bicycle facilities in the vicinity of the project.
7. The Mitigation Measures section of the Traffic Study will include transportation demand management (TDM) measures promoting alternative travel mode usage in order to reduce the project's vehicular traffic.

APPENDIX E

PROJECT DEMAND PARKING ANALYSIS



EMAIL TRANSMITTED

April 3, 2020

Michael Allen
Current Planning Manager
City of Culver City, Planning Division
9770 Culver Boulevard
Culver City, CA 90232

RE: The Jeff Hotel, 11469 Jefferson Boulevard
Parking Demand Analysis

Dear Mr. Allen,

Crain & Associates has been retained to perform a parking demand analysis for The Jeff Hotel project (the "Project"), proposed for development at 11469 Jefferson Boulevard and consisting of a new five-story, 175-room boutique hotel geared toward the business traveler with ground-floor commercial space and a two-level, subterranean parking garage. The Project will provide a series of amenities including a restaurant, meeting rooms, lounge, fitness room, pool, and rooftop bar. This parking demand analysis evaluates the peak parking demands anticipated for the Project per the scope of work agreed to by City staff on September 19, 2019 and amended on February 21, 2020. The purpose of this analysis is to determine the adequacy of the Project's parking supply.

As shown in Attachment A, Conceptual Project Site Plan, dual entry lanes will be provided from westbound Slauson Avenue. The drive aisle closer to the hotel will serve as a passenger drop-off and pick-up area. The second drive aisle will allow entering vehicles to access the parking ramp down to the P-1 and P-2 parking levels. The Project site will accommodate 138 parking spaces on the two subterranean parking levels. The parking spaces will be provided through a combination of tandem, standard, and ADA spaces. The Project site will include valet-assist parking in order to maintain safe and efficient use of the tandem spaces.

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310 444 9771 (fax)
www.crainandassociates.com

There will be two Project driveway exits onto the adjacent alley to access the surrounding roadway system. Exiting vehicles will be allowed to travel northbound or southbound along the alley toward Berryman Avenue or Slauson Avenue, respectively. One exit driveway will be provided directly off of the dual drive aisles (which merge on approach to the alley), while the second exit will provide egress for vehicles exiting the subterranean parking garage.

The first step in evaluating the Project's parking demands was to prepare a shared parking analysis, based on the separate land-use components comprising the proposed Project. This shared parking analysis has been prepared in accordance with the Alternative Parking Provisions of the City of Culver City Municipal Code ("CCMC"), which include a shared parking option for developments with multiple non-residential land uses. The shared parking analysis evaluates the future peak parking demands of the overall Project, based on combined demands of the distinct hotel components generating parking demands per City requirements.

Per the CCMC, the Project land-use components for which adequate parking must be provided are the hotel's 175 rooms, 3,400 square-foot restaurant (including 500 square feet of outdoor dining area), 7,000 square-foot lounge, 5,100 square-foot rooftop bar, and 4,800 square feet of meeting room space. All of the abovementioned floor areas are gross floor areas, as required by the CCMC. The CCMC requires a parking supply for each of these distinct Project components. However, all of these land uses will be located within the same facility, operating as a cohesive development and sharing the same parking supply and valet-assist services. Therefore, the shared parking analysis integrates all parking demand-generating components of the Project to determine how the temporal parking variations of the land-use components complement one another. The Project components and sizes are summarized in Table 1.

Table 1
The Jeff Hotel Project
Proposed Land Use Description

Description/Land Use ¹	Size ²
Hotel	175 rm
Hotel Restaurant	3,400 sf
Hotel Lounge	7,000 sf
Hotel Rooftop Bar	5,100 sf
Hotel Meeting Rooms	4,800 sf

Notes

¹ Land use components with parking requirements.

² rm = Rooms; sf = Square Feet of Gross Floor Area.

Shared Parking Analysis Methodology

The shared parking analysis follows the general format and methodologies scoped with City staff. The shared parking demands of the Project have been evaluated utilizing multiple parking demand sources in order to provide a more robust analysis framework.

The first step in developing the shared parking profiles for the proposed Project was to estimate the peak parking demand for each hotel land-use component as a series of stand-alone uses. This step was accomplished through the use of appropriate off-street parking requirement ratios contained in the CCMC and recommended base parking ratios from the Urban Land Institute (ULI) *Shared Parking* (2nd Edition, 2005) manual. The CCMC and ULI parking ratios utilized as the bases for this analysis are listed in Tables 2 and 3, respectively.

Table 2
City of Culver City Municipal Code Parking Ratios

Land Use	Ratio
Hotel (Guest Rooms)	1 space per rm
plus	1 space per 20 rm
Hotel Restaurant Uses (including Lounge and Bar)	1 space per 100 sf
Hotel Meeting /Conference Space	1 space per 100 sf

Notes

rm = Room; sf = Square Feet of Gross Floor Area.

Table 3
Urban Land Institute (ULI) Recommended Base Parking Ratios¹

Land Use	Weekday		Weekend		Unit
	Visitor	Employee	Visitor	Employee	
Hotel-Business ²	1.000	0.250	0.900	0.180	per rm
Hotel Conf. Center/Banquet (20 to 50 sf/rm)	30.000	--	30.000	--	per ksf
Hotel Restaurant/Lounge	10.000	--	10.000	--	per ksf

Notes

¹ Urban Land Institute (ULI) *Shared Parking* (2nd Edition, 2005).

² The two hotel-type options for room-based parking demands in the ULI *Shared Parking* manual are leisure (resort) and business. Per its amenities, the Project would be classified a business hotel.

rm = Guest rooms; ksf = Thousand square feet of gross floor area.

As shown in Table 4, the maximum parking demand for each Project land-use component was then calculated using the appropriate CCMC parking ratios. Based on the stand-alone requirements of the individual land uses (and conservatively assuming that all Project users would access/egress the site via passenger vehicles), the Project would require a total of 387 parking spaces.

As shown in Table 5, the maximum parking demand for each land-use component of the Project was also calculated using the appropriate ULI parking ratios. Based on the stand-alone requirements of the individual land uses, the Project would require a total of 518 parking spaces on weekdays and 488 parking spaces on weekends.

These stand-alone requirements do not account for the anticipated travel mode split of Project users. The Project site is currently served by Culver CityBus and Los Angeles County Metropolitan Transportation Authority ("Metro") bus lines, with most rendezvousing at the Culver City Transit Center located less than 1,000 feet east of the Project site. Bus lines within a reasonable walking distance (approximately one-quarter mile) of the Project site include Culver CityBus Lines 2, 3, 4, 6, and Rapid 6, and Metro Lines 108/358, 110, and 217. It is, therefore, reasonable to assume that a percentage of Project travel will be made via public transportation. However, as a conservative measure, no adjustments have been made to account for the expected transit usage by Project employees, guests, and visitors.

Therefore, the unadjusted stand-alone maximum parking demands for the individual Project uses were used to develop shared parking profiles based on the methodology and demand variation pattern data provided in the ULI *Shared Parking* manual. The procedures in the manual account for parking demand fluctuations based on month of the year, time-of-day, weekday versus weekend, and customer/visitor versus employee. The detailed calculation worksheets are included in Attachment B.

Shared Parking Analysis Results

Summaries of the results following the ULI *Shared Parking* analysis for the Project's hotel component land uses, based on CCMC and ULI parking rates, are contained in Tables 6 and 7, respectively. As shown, the maximum shared demand for the Project would be approximately 299 parking spaces per the CCMC rates and 401 spaces per the ULI rates. The CCMC peak demands would occur around midday on a typical weekday in the month of July, while the ULI peak demands are forecast at 9:00 PM on a typical weekday in the month of July.

Table 4
The Jeff Hotel Project
Shared Parking Analysis Maximum Parking Demand Levels
Based on City of Culver City Municipal Code Stand-Alone Parking Requirements

Description/Land Use	Size	Parking Ratio	Stand-Alone Spaces
Hotel			
Guest rooms	175 rm	1 / 1 rm	175
plus	175 rm	1 / 20 rm	9
Hotel Restaurant/Lounge/Bar	15,500 sf	1 / 100 sf	155
Hotel Meeting/Conference Space	4,800 sf	1 / 100 sf	48
PROJECT TOTAL:			387

Notes

rm = Room; sf = Square Feet of Gross Floor Area.

Table 5
The Jeff Hotel Project
Shared Parking Analysis Maximum Parking Demand Levels
Based on ULI *Shared Parking* Recommended Parking Ratios

Description/Land Use	Size	Weekday		Weekend	
		Parking Ratio	Stand-Alone Spaces	Parking Ratio	Stand-Alone Spaces
Hotel guest rooms	175 rm	1.250 / 1 rm	219	1.080 / 1 rm	189
Hotel meeting/ballroom	4,800 sf	30.000 / 1 ksf	144	30.000 / 1 ksf	144
Hotel restaurant/lounge/bar	15,500 sf	10.000 / 1 ksf	155	10.000 / 1 ksf	155
PROJECT TOTAL:			518		488

Notes

rm = Guest rooms; ksf = Thousand square feet of gross floor area.

Attachments C and D show the hourly demand profiles by Project hotel component for the peak weekday and weekend, respectively, per the CCMC ratios. The ULI-based profiles are depicted in Attachments E and F.

Table 6
The Jeff Hotel Project
Shared Parking Analysis Results Summary
(Using City of Culver City Municipal Code Parking Ratios)

Month	Maximum Shared Parking Demand		
	Weekday	Weekend	Overall
January	258	241	258
February	270	252	270
March	289	271	289
April	284	265	284
May	291	273	291
June	296	277	296
July	299	281	299
August	295	277	295
September	284	266	284
October	292	274	292
November	277	260	277
December	277	261	277
Late Dec.	256	240	256
Maximum	299	281	299

Table 7
The Jeff Hotel Project
Shared Parking Analysis Results Summary
(Using ULI *Shared Parking* Recommended Parking Ratios)

Month	Maximum Shared Parking Demand		
	Weekday	Weekend	Overall
January	346	345	346
February	369	365	369
March	386	382	386
April	383	379	383
May	390	385	390
June	400	394	400
July	401	396	401
August	393	388	393
September	386	381	386
October	392	387	392
November	370	367	370
December	357	356	357
Late Dec.	333	328	333
Maximum	401	396	401

Based on both the CCMC- and ULI-based analyses, the Project's peak parking demands would require between 1.5 and 2.5 parking spaces per guest room. In speaking with potential Project hotel and valet operators, this range of parking space utilization is not supported by their recent hotel parking experience. With the rise in hotel customer travel via transportation network companies (e.g., Uber and Lyft), the operators have seen effects on parking utilization. A review of hotel parking occupancy data collected recently for the nearby DoubleTree by Hilton Hotel (at 6161 Centinela Avenue) indicated peak parking demands markedly below one occupied parking space per guest room. In order to better understand the current parking tendencies of hotels in the Project vicinity and per the scope recommended by City staff, parking utilization studies were performed at two additional proximate hotels. Data for the three local hotels were then used to develop empirical peak parking demand ratios applicable to the Project.

Hotel Empirical Parking Utilization Study Methodology & Results

As described above, three hotels in the general vicinity of the Project were selected for inclusion in the empirical parking utilization study. The hotels share characteristics with each other and the Project. The DoubleTree by Hilton Hotel (the "DoubleTree"), the Courtyard by Marriott Hotel (the "Courtyard") at 6333 Bristol Parkway, and the Four Points by Sheraton (the "Four Points") at 5990 Green Valley Circle would all be characterized as business hotels versus resort hotels in the City of Culver City. They all are located in the same general vicinity, with convenient freeway access. All locations have restaurant space and meeting room space, as outlined in Table 8, and provide pools and fitness rooms as amenities. As such, they were considered appropriate for inclusion in the Project's empirical parking demand analysis.

Table 8
Empirical Parking Utilization Study
Surveyed Hotel Land Use Descriptions

Description/Land Use	DoubleTree Components	Courtyard Components	Four Points Components
Hotel	375 rm	260 rm	196 rm
Hotel Meeting/Ballroom	15,969 sf	10,437 sf	2,942 sf
Hotel Ancillary Restaurant	2,000 sf	Not Available ¹	Not Available ¹

Notes

rm = Guest rooms; sf = Square feet of gross floor area.

¹ Exact floor area not available, as the ground-floor restaurant and lobby space are intermingled.

Per a previous City-approved parking demand analysis, empirical parking utilization studies were performed at the DoubleTree's three parking areas on an hourly basis, during the following time periods:

- 7:00 AM to 7:00 PM, from Tuesday, June 5, 2018, through Monday, June 18, 2018; and
- 6:00 AM to 12:00 AM, from Monday, July 16, 2018, through Monday, July 30, 2018.

In addition, as determined in coordination with City staff, empirical parking utilization studies were conducted at the Courtyard and Four Points locations, with occupancy levels of their parking fields recorded on an hourly basis, during the following time period:

- 12:00 AM on Monday, September 16, 2019, to 11:00 PM on Sunday, September 22, 2019.

Per the ULI *Shared Parking* manual, June represents peak-month parking demand conditions, July represents nearest-to-peak month (98 percent) conditions, and September represents 93 percent-of-peak conditions for hotels such as the Project. The Project's conference center/meeting space experiences evenly distributed parking demands throughout the year and therefore all months represent peak conditions. Further, while hotel restaurants/lounges exhibit peak parking demands in the month of December, they also experience an average of 95-percent-of-peak conditions during the three survey months. Per ULI guidance, the observed July and September parking demands were factored upward to represent peak month conditions (via factors of 1.00/0.98 and 1.00/0.93, respectively) as part of this analysis.

The weekday parking demand data for the surveyed hotels were converted to peak-month conditions based on the abovementioned parameters and are summarized in Attachment G. As shown in Attachment G, the maximum weekday parking demands for the DoubleTree, Courtyard, and Four Points locations were shown to be 296, 139, and 92 occupied parking spaces, respectively. The maximum weekend parking demands for these three locations were 281, 129, and 78 occupied parking spaces, respectively.

The peak-month hotel parking demands were then utilized with the appropriate number of hotel guest rooms to develop empirical parking demand ratios by hour for the surveyed hotels. These parking demand ratios are summarized in Attachment H for the three surveyed local hotels. As shown in Attachment H, the peak parking demand ratios for all three surveyed hotels were higher on weekdays than on weekends. The DoubleTree's parking demand ratios -- based on number of guest rooms -- were shown to be generally greater on weekdays and weekends than the parking demand ratios determined for the Courtyard and Four Points

locations. The overall DoubleTree peak hourly parking demand ratio occurred at 12:00 PM on a weekday and was shown to be approximately 0.789 parking spaces per guest room. Thus, the DoubleTree parking demand ratios were conservatively used to develop the future parking demands of the Project.

Based on the conservative DoubleTree parking demand ratios, the Project's peak-month weekday and weekend parking demands were calculated and the results are summarized in Attachment I. As shown in Attachment I, the maximum parking demand of the Project was determined to be approximately 138 occupied parking spaces, which would be experienced at 12:00 PM on a weekday.

Peak Hotel Parking Demands per the ITE *Parking Generation Manual*

Per City request, the anticipated peak parking demands of hotels were also assessed based on the guidance and data provided in the recently updated Institute of Transportation Engineers (ITE) *Parking Generation Manual* (5th Edition, 2019). The ITE manual provides average weekday peak period parking rates for both standard Hotels (Land Use Code [LUC] 310) and Business Hotels (LUC 312) located in a General Urban/Suburban setting, based on fairly robust datasets (11 to 22 study sites, with number of rooms as the independent variable). The average Saturday peak period parking rates for these land uses are based on small sample sizes (1 to 3 study sites), so the manual cautions against the use of those data. However, given that the empirical parking study showed higher parking demands on weekdays versus weekends for all three local survey sites, it would appear that the weekday parking demands are more critical for hotels such as the Project.

The ITE *Parking Generation Manual* defines a standard hotel (LUC 310) as "a place of lodging that provides sleeping accommodations and supporting facilities such as a full-service restaurant, cocktail lounge, meeting rooms, banquet room, and convention facilities. It typically provides a swimming pool or another recreational facility such as a fitness room." Per the manual, a standard hotel has an average weekday peak period parking demand rate of 0.74 occupied spaces per room. A business hotel (LUC 310) is defined as "a place of lodging aimed toward the business traveler but also accommodates a growing number of recreational travelers. These hotels provide sleeping accommodations and other limited facilities, such as a breakfast buffet bar and afternoon beverage bar. Some provide a full-service restaurant geared toward hotel guests. Some provide a swimming pool; most provide fitness facilities. Limited space for meeting facilities is provided." The average weekday peak period parking demand rate for business hotels is 0.72 occupied spaces per room.

Both of these ITE peak parking demand rates are in line with the rate of 0.789 occupied spaces per room determined from the empirical parking utilization study for the Project, which is similar in design to both LUC 310 and 312 hotel types. In addition, ITE provides advice that “[t]he wide array of data in the manual blends many site conditions and may not best reflect a particular local condition. Therefore, a survey of a site in a comparable local condition should always be considered as one potential means to estimate parking demand.” These factors further reinforce that the empirically derived rate is appropriate for the Project parking analysis.

Project Parking Supply & Parking Demand Analysis Conclusions

As outlined in the preceding analysis, it was determined that the overall Project peak parking demands can be accommodated within the proposed overall Project parking supply. The empirical parking utilization studies for the Project revealed an estimated overall peak parking demand of 138 parking spaces, which matches the Project’s proposed parking supply of 138 spaces. These results are considered conservative given that the surveyed hotel locations, while similar to each other and the Project, averaged over 35 square feet of meeting room space per guest room while the Project will average less than 28 square feet of meeting room space per guest room. The DoubleTree, the peak parking demands of which were used to develop the Project’s maximum parking demand, maintains over 42 square feet of meeting room space per guest room. The Project’s parking supply would, therefore, accommodate the maximum parking demands of the Project on weekdays and weekends, and no off-site Project parking impacts are expected.

Please contact me if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Ryan J. Kelly", with a stylized flourish at the end.

Ryan J. Kelly, T.E.
Senior Transportation Engineer
TR 2547

ATTACHMENT A

CONCEPTUAL PROJECT SITE PLAN



ATTACHMENT A

3/30/2020

FN: JEFFERSON HOTEL CULVER/SITE PLAN_20191014

THE JEFF HOTEL
CONCEPTUAL PROJECT SITE PLAN



Transportation Planning
Traffic Engineering
300 Corporate Pointe, Suite 470
Culver City, California 90230
PH (310) 473 6508 F (310) 444 9771
www.crainandassociates.com

ATTACHMENT B

SHARED PARKING CALCULATION WORKSHEETS

**PROJECT SHARED PARKING CALCULATION WORKSHEETS
(USING CITY OF CULVER CITY MUNICIPAL CODE PARKING RATIOS)**

The Jeff Hotel Project **Weekday Parking Demand**

TIME OF DAY	HOTEL				TOTAL PARKING DEMAND
	HOTEL		MEETING ROOM	RESTAURANT	
	GUEST	EMPLOYEE	CUSTOMER	CUSTOMER	

JANUARY WEEKDAY "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	100	2	0	0	102
7:00 AM	95	11	0	13	119
8:00 AM	84	33	14	40	171
9:00 AM	74	33	29	13	149
10:00 AM	63	37	29	13	142
11:00 AM	63	37	29	7	136
Noon	58	37	31	132	258 *
1:00 PM	58	37	31	132	258 *
2:00 PM	63	37	31	44	175
3:00 PM	63	37	31	13	144
4:00 PM	68	33	31	13	145
5:00 PM	74	26	48	40	188
6:00 PM	79	15	48	73	215
7:00 PM	79	7	48	79	213
8:00 PM	84	7	48	92	231
9:00 PM	89	7	48	88	232
10:00 PM	100	7	24	79	210
11:00 PM	105	4	0	53	162
Midnight	105	2	0	40	147
Maximum	105	37	48	132	258

FEBRUARY WEEKDAY "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	119	2	0	0	121
7:00 AM	113	11	0	13	137
8:00 AM	100	33	14	40	187
9:00 AM	88	33	29	13	163
10:00 AM	75	37	29	13	154
11:00 AM	75	37	29	7	148
Noon	69	37	31	133	270 *
1:00 PM	69	37	31	133	270 *
2:00 PM	75	37	31	44	187
3:00 PM	75	37	31	13	156
4:00 PM	81	33	31	13	158
5:00 PM	88	26	48	40	202
6:00 PM	94	15	48	73	230
7:00 PM	94	7	48	80	229
8:00 PM	100	7	48	93	248
9:00 PM	106	7	48	89	250
10:00 PM	119	7	24	80	230
11:00 PM	125	4	0	53	182
Midnight	125	2	0	40	167
Maximum	125	37	48	133	270

MARCH WEEKDAY "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	127	2	0	0	129
7:00 AM	121	11	0	15	147
8:00 AM	107	33	14	44	198
9:00 AM	94	33	29	15	171
10:00 AM	80	37	29	15	161
11:00 AM	80	37	29	7	153
Noon	74	37	31	147	289 *
1:00 PM	74	37	31	147	289 *
2:00 PM	80	37	31	49	197
3:00 PM	80	37	31	15	163
4:00 PM	87	33	31	15	166
5:00 PM	94	26	48	44	212
6:00 PM	101	15	48	81	245
7:00 PM	101	7	48	88	244
8:00 PM	107	7	48	103	265
9:00 PM	114	7	48	98	267
10:00 PM	127	7	24	88	246
11:00 PM	134	4	0	59	197
Midnight	134	2	0	44	180
Maximum	134	37	48	147	289

APRIL WEEKDAY "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	125	2	0	0	127
7:00 AM	119	11	0	14	144
8:00 AM	106	33	14	43	196
9:00 AM	92	33	29	14	168
10:00 AM	79	37	29	14	159
11:00 AM	79	37	29	7	152
Noon	73	37	31	143	284 *
1:00 PM	73	37	31	143	284 *
2:00 PM	79	37	31	47	194
3:00 PM	79	37	31	14	161
4:00 PM	86	33	31	14	164
5:00 PM	92	26	48	43	209
6:00 PM	99	15	48	79	241
7:00 PM	99	7	48	86	240
8:00 PM	106	7	48	100	261
9:00 PM	112	7	48	96	263
10:00 PM	125	7	24	86	242
11:00 PM	132	4	0	57	193
Midnight	132	2	0	43	177
Maximum	132	37	48	143	284

The Jeff Hotel Project Weekday Parking Demand

TIME OF DAY	HOTEL				TOTAL PARKING DEMAND
	HOTEL		MEETING ROOM	RESTAURANT	
	GUEST	EMPLOYEE	CUSTOMER	CUSTOMER	

MAY WEEKDAY "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	128	2	0	0	130
7:00 AM	122	11	0	15	148
8:00 AM	108	33	14	45	200
9:00 AM	95	33	29	15	172
10:00 AM	81	37	29	15	162
11:00 AM	81	37	29	7	154
Noon	74	37	31	149	291 *
1:00 PM	74	37	31	149	291 *
2:00 PM	81	37	31	49	198
3:00 PM	81	37	31	15	164
4:00 PM	88	33	31	15	167
5:00 PM	95	26	48	45	214
6:00 PM	101	15	48	82	246
7:00 PM	101	7	48	89	245
8:00 PM	108	7	48	104	267
9:00 PM	115	7	48	100	270
10:00 PM	128	7	24	89	248
11:00 PM	135	4	0	60	199
Midnight	135	2	0	45	182
Maximum	135	37	48	149	291

JUNE WEEKDAY "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	140	2	0	0	142
7:00 AM	132	11	0	15	158
8:00 AM	118	33	14	44	209
9:00 AM	103	33	29	15	180
10:00 AM	88	37	29	15	169
11:00 AM	88	37	29	7	161
Noon	81	37	31	147	296 *
1:00 PM	81	37	31	147	296 *
2:00 PM	88	37	31	49	205
3:00 PM	88	37	31	15	171
4:00 PM	96	33	31	15	175
5:00 PM	103	26	48	44	221
6:00 PM	110	15	48	81	254
7:00 PM	110	7	48	88	253
8:00 PM	118	7	48	103	276
9:00 PM	125	7	48	98	278
10:00 PM	140	7	24	88	259
11:00 PM	147	4	0	59	210
Midnight	147	2	0	44	193
Maximum	147	37	48	147	296

JULY WEEKDAY "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	137	2	0	0	139
7:00 AM	130	11	0	15	156
8:00 AM	115	33	14	46	208
9:00 AM	101	33	29	15	178
10:00 AM	86	37	29	15	167
11:00 AM	86	37	29	8	160
Noon	79	37	31	152	299 *
1:00 PM	79	37	31	152	299 *
2:00 PM	86	37	31	50	204
3:00 PM	86	37	31	15	169
4:00 PM	94	33	31	15	173
5:00 PM	101	26	48	46	221
6:00 PM	108	15	48	84	255
7:00 PM	108	7	48	91	254
8:00 PM	115	7	48	106	276
9:00 PM	122	7	48	102	279
10:00 PM	137	7	24	91	259
11:00 PM	144	4	0	61	209
Midnight	144	2	0	46	192
Maximum	144	37	48	152	299

AUGUST WEEKDAY "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	128	2	0	0	130
7:00 AM	122	11	0	15	148
8:00 AM	108	33	14	46	201
9:00 AM	95	33	29	15	172
10:00 AM	81	37	29	15	162
11:00 AM	81	37	29	8	155
Noon	74	37	31	153	295 *
1:00 PM	74	37	31	153	295 *
2:00 PM	81	37	31	50	199
3:00 PM	81	37	31	15	164
4:00 PM	88	33	31	15	167
5:00 PM	95	26	48	46	215
6:00 PM	101	15	48	84	248
7:00 PM	101	7	48	92	248
8:00 PM	108	7	48	107	270
9:00 PM	115	7	48	103	273
10:00 PM	128	7	24	92	251
11:00 PM	135	4	0	61	200
Midnight	135	2	0	46	183
Maximum	135	37	48	153	295

The Jeff Hotel Project **Weekday Parking Demand**

TIME OF DAY	HOTEL				TOTAL PARKING DEMAND
	HOTEL		MEETING ROOM	RESTAURANT	
	GUEST	EMPLOYEE	CUSTOMER	CUSTOMER	

SEPTEMBER WEEKDAY "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	130	2	0	0	132
7:00 AM	123	11	0	14	148
8:00 AM	110	33	14	42	199
9:00 AM	96	33	29	14	172
10:00 AM	82	37	29	14	162
11:00 AM	82	37	29	7	155
Noon	75	37	31	141	284 *
1:00 PM	75	37	31	141	284 *
2:00 PM	82	37	31	47	197
3:00 PM	82	37	31	14	164
4:00 PM	89	33	31	14	167
5:00 PM	96	26	48	42	212
6:00 PM	103	15	48	78	244
7:00 PM	103	7	48	85	243
8:00 PM	110	7	48	99	264
9:00 PM	116	7	48	94	265
10:00 PM	130	7	24	85	246
11:00 PM	137	4	0	56	197
Midnight	137	2	0	42	181
Maximum	137	37	48	141	284

OCTOBER WEEKDAY "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	130	2	0	0	132
7:00 AM	123	11	0	15	149
8:00 AM	110	33	14	45	202
9:00 AM	96	33	29	15	173
10:00 AM	82	37	29	15	163
11:00 AM	82	37	29	7	155
Noon	75	37	31	149	292 *
1:00 PM	75	37	31	149	292 *
2:00 PM	82	37	31	49	199
3:00 PM	82	37	31	15	165
4:00 PM	89	33	31	15	168
5:00 PM	96	26	48	45	215
6:00 PM	103	15	48	82	248
7:00 PM	103	7	48	89	247
8:00 PM	110	7	48	104	269
9:00 PM	116	7	48	100	271
10:00 PM	130	7	24	89	250
11:00 PM	137	4	0	60	201
Midnight	137	2	0	45	184
Maximum	137	37	48	149	292

NOVEMBER WEEKDAY "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	113	2	0	0	115
7:00 AM	107	11	0	14	132
8:00 AM	95	33	14	43	185
9:00 AM	83	33	29	14	159
10:00 AM	71	37	29	14	151
11:00 AM	71	37	29	7	144
Noon	65	37	31	144	277 *
1:00 PM	65	37	31	144	277 *
2:00 PM	71	37	31	48	187
3:00 PM	71	37	31	14	153
4:00 PM	77	33	31	14	155
5:00 PM	83	26	48	43	200
6:00 PM	89	15	48	79	231
7:00 PM	89	7	48	86	230
8:00 PM	95	7	48	101	251
9:00 PM	101	7	48	96	252
10:00 PM	113	7	24	86	230
11:00 PM	119	4	0	58	181
Midnight	119	2	0	43	164
Maximum	119	37	48	144	277

DECEMBER WEEKDAY "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	94	2	0	0	96
7:00 AM	89	11	0	16	116
8:00 AM	79	33	14	47	173
9:00 AM	69	33	29	16	147
10:00 AM	59	37	29	16	141
11:00 AM	59	37	29	8	133
Noon	54	37	31	155	277 *
1:00 PM	54	37	31	155	277 *
2:00 PM	59	37	31	51	178
3:00 PM	59	37	31	16	143
4:00 PM	64	33	31	16	144
5:00 PM	69	26	48	47	190
6:00 PM	74	15	48	85	222
7:00 PM	74	7	48	93	222
8:00 PM	79	7	48	109	243
9:00 PM	84	7	48	104	243
10:00 PM	94	7	24	93	218
11:00 PM	99	4	0	62	165
Midnight	99	2	0	47	148
Maximum	99	37	48	155	277

The Jeff Hotel Project **Weekday Parking Demand**

TIME OF DAY	HOTEL				TOTAL PARKING DEMAND
	HOTEL		MEETING ROOM	RESTAURANT	
	GUEST	EMPLOYEE	CUSTOMER	CUSTOMER	
LATE DECEMBER WEEKDAY "TOTAL SITE" PARKING ACCUMULATIONS					
6:00 AM	70	2	0	0	72
7:00 AM	67	11	0	15	93
8:00 AM	59	33	14	44	150
9:00 AM	52	33	29	15	129
10:00 AM	44	37	29	15	125
11:00 AM	44	37	29	7	117
Noon	41	37	31	147	256 *
1:00 PM	41	37	31	147	256 *
2:00 PM	44	37	31	49	161
3:00 PM	44	37	31	15	127
4:00 PM	48	33	31	15	127
5:00 PM	52	26	48	44	170
6:00 PM	56	15	48	81	200
7:00 PM	56	7	48	88	199
8:00 PM	59	7	48	103	217
9:00 PM	63	7	48	98	216
10:00 PM	70	7	24	88	189
11:00 PM	74	4	0	59	137
Midnight	74	2	0	44	120
Maximum	74	37	48	147	256

The Jeff Hotel Project Weekend Parking Demand

TIME OF DAY	HOTEL				TOTAL PARKING DEMAND
	HOTEL		MEETING ROOM	RESTAURANT	
	GUEST	EMPLOYEE	CUSTOMER	CUSTOMER	

JANUARY WEEKEND "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	89	1	0	0	90
7:00 AM	85	8	0	13	106
8:00 AM	75	23	14	40	152
9:00 AM	66	23	29	13	131
10:00 AM	56	26	29	13	124
11:00 AM	56	26	29	7	118
Noon	52	26	31	132	241 *
1:00 PM	52	26	31	132	241 *
2:00 PM	56	26	31	44	157
3:00 PM	56	26	31	13	126
4:00 PM	61	23	31	13	128
5:00 PM	66	20	48	40	174
6:00 PM	71	16	48	73	208
7:00 PM	71	14	48	79	212
8:00 PM	75	14	48	92	229
9:00 PM	80	14	48	88	230
10:00 PM	89	12	24	79	204
11:00 PM	94	12	0	53	159
Midnight	94	8	0	40	142
Maximum	94	26	48	132	241

FEBRUARY WEEKEND "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	107	1	0	0	108
7:00 AM	102	8	0	13	123
8:00 AM	90	23	14	40	167
9:00 AM	79	23	29	13	144
10:00 AM	68	26	29	13	136
11:00 AM	68	26	29	7	130
Noon	62	26	31	133	252 *
1:00 PM	62	26	31	133	252 *
2:00 PM	68	26	31	44	169
3:00 PM	68	26	31	13	138
4:00 PM	73	23	31	13	140
5:00 PM	79	20	48	40	187
6:00 PM	85	16	48	73	222
7:00 PM	85	14	48	80	227
8:00 PM	90	14	48	93	245
9:00 PM	96	14	48	89	247
10:00 PM	107	12	24	80	223
11:00 PM	113	12	0	53	178
Midnight	113	8	0	40	161
Maximum	113	26	48	133	252

MARCH WEEKEND "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	115	1	0	0	116
7:00 AM	109	8	0	15	132
8:00 AM	97	23	14	44	178
9:00 AM	85	23	29	15	152
10:00 AM	73	26	29	15	143
11:00 AM	73	26	29	7	135
Noon	67	26	31	147	271 *
1:00 PM	67	26	31	147	271 *
2:00 PM	73	26	31	49	179
3:00 PM	73	26	31	15	145
4:00 PM	79	23	31	15	148
5:00 PM	85	20	48	44	197
6:00 PM	91	16	48	81	236
7:00 PM	91	14	48	88	241
8:00 PM	97	14	48	103	262
9:00 PM	103	14	48	98	263
10:00 PM	115	12	24	88	239
11:00 PM	121	12	0	59	192
Midnight	121	8	0	44	173
Maximum	121	26	48	147	271

APRIL WEEKEND "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	113	1	0	0	114
7:00 AM	107	8	0	14	129
8:00 AM	95	23	14	43	175
9:00 AM	83	23	29	14	149
10:00 AM	71	26	29	14	140
11:00 AM	71	26	29	7	133
Noon	65	26	31	143	265 *
1:00 PM	65	26	31	143	265 *
2:00 PM	71	26	31	47	175
3:00 PM	71	26	31	14	142
4:00 PM	77	23	31	14	145
5:00 PM	83	20	48	43	194
6:00 PM	89	16	48	79	232
7:00 PM	89	14	48	86	237
8:00 PM	95	14	48	100	257
9:00 PM	101	14	48	96	259
10:00 PM	113	12	24	86	235
11:00 PM	119	12	0	57	188
Midnight	119	8	0	43	170
Maximum	119	26	48	143	265

The Jeff Hotel Project Weekend Parking Demand

TIME OF DAY	HOTEL				TOTAL PARKING DEMAND
	HOTEL		MEETING ROOM	RESTAURANT	
	GUEST	EMPLOYEE	CUSTOMER	CUSTOMER	

MAY WEEKEND "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	116	1	0	0	117
7:00 AM	110	8	0	15	133
8:00 AM	98	23	14	45	180
9:00 AM	85	23	29	15	152
10:00 AM	73	26	29	15	143
11:00 AM	73	26	29	7	135
Noon	67	26	31	149	273 *
1:00 PM	67	26	31	149	273 *
2:00 PM	73	26	31	49	179
3:00 PM	73	26	31	15	145
4:00 PM	79	23	31	15	148
5:00 PM	85	20	48	45	198
6:00 PM	92	16	48	82	238
7:00 PM	92	14	48	89	243
8:00 PM	98	14	48	104	264
9:00 PM	104	14	48	100	266
10:00 PM	116	12	24	89	241
11:00 PM	122	12	0	60	194
Midnight	122	8	0	45	175
Maximum	122	26	48	149	273

JUNE WEEKEND "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	125	1	0	0	126
7:00 AM	119	8	0	15	142
8:00 AM	106	23	14	44	187
9:00 AM	92	23	29	15	159
10:00 AM	79	26	29	15	149
11:00 AM	79	26	29	7	141
Noon	73	26	31	147	277 *
1:00 PM	73	26	31	147	277 *
2:00 PM	79	26	31	49	185
3:00 PM	79	26	31	15	151
4:00 PM	86	23	31	15	155
5:00 PM	92	20	48	44	204
6:00 PM	99	16	48	81	244
7:00 PM	99	14	48	88	249
8:00 PM	106	14	48	103	271
9:00 PM	112	14	48	98	272
10:00 PM	125	12	24	88	249
11:00 PM	132	12	0	59	203
Midnight	132	8	0	44	184
Maximum	132	26	48	147	277

JULY WEEKEND "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	124	1	0	0	125
7:00 AM	117	8	0	15	140
8:00 AM	104	23	14	46	187
9:00 AM	91	23	29	15	158
10:00 AM	78	26	29	15	148
11:00 AM	78	26	29	8	141
Noon	72	26	31	152	281 *
1:00 PM	72	26	31	152	281 *
2:00 PM	78	26	31	50	185
3:00 PM	78	26	31	15	150
4:00 PM	85	23	31	15	154
5:00 PM	91	20	48	46	205
6:00 PM	98	16	48	84	246
7:00 PM	98	14	48	91	251
8:00 PM	104	14	48	106	272
9:00 PM	111	14	48	102	275
10:00 PM	124	12	24	91	251
11:00 PM	130	12	0	61	203
Midnight	130	8	0	46	184
Maximum	130	26	48	152	281

AUGUST WEEKEND "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	116	1	0	0	117
7:00 AM	110	8	0	15	133
8:00 AM	98	23	14	46	181
9:00 AM	85	23	29	15	152
10:00 AM	73	26	29	15	143
11:00 AM	73	26	29	8	136
Noon	67	26	31	153	277 *
1:00 PM	67	26	31	153	277 *
2:00 PM	73	26	31	50	180
3:00 PM	73	26	31	15	145
4:00 PM	79	23	31	15	148
5:00 PM	85	20	48	46	199
6:00 PM	92	16	48	84	240
7:00 PM	92	14	48	92	246
8:00 PM	98	14	48	107	267
9:00 PM	104	14	48	103	269
10:00 PM	116	12	24	92	244
11:00 PM	122	12	0	61	195
Midnight	122	8	0	46	176
Maximum	122	26	48	153	277

The Jeff Hotel Project Weekend Parking Demand

TIME OF DAY	HOTEL				TOTAL PARKING DEMAND
	HOTEL		MEETING ROOM	RESTAURANT	
	GUEST	EMPLOYEE	CUSTOMER	CUSTOMER	

SEPTEMBER WEEKEND "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	117	1	0	0	118
7:00 AM	111	8	0	14	133
8:00 AM	98	23	14	42	177
9:00 AM	86	23	29	14	152
10:00 AM	74	26	29	14	143
11:00 AM	74	26	29	7	136
Noon	68	26	31	141	266 *
1:00 PM	68	26	31	141	266 *
2:00 PM	74	26	31	47	178
3:00 PM	74	26	31	14	145
4:00 PM	80	23	31	14	148
5:00 PM	86	20	48	42	196
6:00 PM	92	16	48	78	234
7:00 PM	92	14	48	85	239
8:00 PM	98	14	48	99	259
9:00 PM	105	14	48	94	261
10:00 PM	117	12	24	85	238
11:00 PM	123	12	0	56	191
Midnight	123	8	0	42	173
Maximum	123	26	48	141	266

OCTOBER WEEKEND "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	117	1	0	0	118
7:00 AM	111	8	0	15	134
8:00 AM	98	23	14	45	180
9:00 AM	86	23	29	15	153
10:00 AM	74	26	29	15	144
11:00 AM	74	26	29	7	136
Noon	68	26	31	149	274 *
1:00 PM	68	26	31	149	274 *
2:00 PM	74	26	31	49	180
3:00 PM	74	26	31	15	146
4:00 PM	80	23	31	15	149
5:00 PM	86	20	48	45	199
6:00 PM	92	16	48	82	238
7:00 PM	92	14	48	89	243
8:00 PM	98	14	48	104	264
9:00 PM	105	14	48	100	267
10:00 PM	117	12	24	89	242
11:00 PM	123	12	0	60	195
Midnight	123	8	0	45	176
Maximum	123	26	48	149	274

NOVEMBER WEEKEND "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	102	1	0	0	103
7:00 AM	96	8	0	14	118
8:00 AM	86	23	14	43	166
9:00 AM	75	23	29	14	141
10:00 AM	64	26	29	14	133
11:00 AM	64	26	29	7	126
Noon	59	26	31	144	260 *
1:00 PM	59	26	31	144	260 *
2:00 PM	64	26	31	48	169
3:00 PM	64	26	31	14	135
4:00 PM	70	23	31	14	138
5:00 PM	75	20	48	43	186
6:00 PM	80	16	48	79	223
7:00 PM	80	14	48	86	228
8:00 PM	86	14	48	101	249
9:00 PM	91	14	48	96	249
10:00 PM	102	12	24	86	224
11:00 PM	107	12	0	58	177
Midnight	107	8	0	43	158
Maximum	107	26	48	144	260

DECEMBER WEEKEND "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	85	1	0	0	86
7:00 AM	80	8	0	16	104
8:00 AM	71	23	14	47	155
9:00 AM	62	23	29	16	130
10:00 AM	53	26	29	16	124
11:00 AM	53	26	29	8	116
Noon	49	26	31	155	261 *
1:00 PM	49	26	31	155	261 *
2:00 PM	53	26	31	51	161
3:00 PM	53	26	31	16	126
4:00 PM	58	23	31	16	128
5:00 PM	62	20	48	47	177
6:00 PM	67	16	48	85	216
7:00 PM	67	14	48	93	222
8:00 PM	71	14	48	109	242
9:00 PM	76	14	48	104	242
10:00 PM	85	12	24	93	214
11:00 PM	89	12	0	62	163
Midnight	89	8	0	47	144
Maximum	89	26	48	155	261

The Jeff Hotel Project **Weekend Parking Demand**

TIME OF DAY	HOTEL				TOTAL PARKING DEMAND
	HOTEL		MEETING ROOM	RESTAURANT	
	GUEST	EMPLOYEE	CUSTOMER	CUSTOMER	

LATE DECEMBER WEEKEND "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	63	1	0	0	64
7:00 AM	59	8	0	15	82
8:00 AM	53	23	14	44	134
9:00 AM	46	23	29	15	113
10:00 AM	40	26	29	15	110
11:00 AM	40	26	29	7	102
Noon	36	26	31	147	240 *
1:00 PM	36	26	31	147	240 *
2:00 PM	40	26	31	49	146
3:00 PM	40	26	31	15	112
4:00 PM	43	23	31	15	112
5:00 PM	46	20	48	44	158
6:00 PM	50	16	48	81	195
7:00 PM	50	14	48	88	200
8:00 PM	53	14	48	103	218
9:00 PM	56	14	48	98	216
10:00 PM	63	12	24	88	187
11:00 PM	66	12	0	59	137
Midnight	66	8	0	44	118
Maximum	66	26	48	147	240

**PROJECT SHARED PARKING CALCULATION WORKSHEETS
(USING ULI *SHARED PARKING* RECOMMENDED PARKING RATIOS)**

The Jeff Hotel Project **Weekday Parking Demand**

TIME OF DAY	HOTEL				TOTAL PARKING DEMAND
	HOTEL		MEETING ROOM	RESTAURANT	
	GUEST	EMPLOYEE	CUSTOMER	CUSTOMER	

JANUARY WEEKDAY "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	118	2	0	0	120
7:00 AM	112	13	0	13	138
8:00 AM	99	40	43	40	222
9:00 AM	87	40	86	13	226
10:00 AM	74	44	86	13	217
11:00 AM	74	44	86	7	211
Noon	68	44	94	132	338
1:00 PM	68	44	94	132	338
2:00 PM	74	44	94	44	256
3:00 PM	74	44	94	13	225
4:00 PM	81	40	94	13	228
5:00 PM	87	31	144	40	302
6:00 PM	93	18	144	73	328
7:00 PM	93	9	144	79	325
8:00 PM	99	9	144	92	344
9:00 PM	105	9	144	88	346 *
10:00 PM	118	9	72	79	278
11:00 PM	124	4	0	53	181
Midnight	124	2	0	40	166
Maximum	124	44	144	132	346

FEBRUARY WEEKDAY "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	142	2	0	0	144
7:00 AM	134	13	0	13	160
8:00 AM	119	40	43	40	242
9:00 AM	104	40	86	13	243
10:00 AM	89	44	86	13	232
11:00 AM	89	44	86	7	226
Noon	82	44	94	133	353
1:00 PM	82	44	94	133	353
2:00 PM	89	44	94	44	271
3:00 PM	89	44	94	13	240
4:00 PM	97	40	94	13	244
5:00 PM	104	31	144	40	319
6:00 PM	112	18	144	73	347
7:00 PM	112	9	144	80	345
8:00 PM	119	9	144	93	365
9:00 PM	127	9	144	89	369 *
10:00 PM	142	9	72	80	303
11:00 PM	149	4	0	53	206
Midnight	149	2	0	40	191
Maximum	149	44	144	133	369

MARCH WEEKDAY "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	151	2	0	0	153
7:00 AM	143	13	0	15	171
8:00 AM	127	40	43	44	254
9:00 AM	111	40	86	15	252
10:00 AM	95	44	86	15	240
11:00 AM	95	44	86	7	232
Noon	87	44	94	147	372
1:00 PM	87	44	94	147	372
2:00 PM	95	44	94	49	282
3:00 PM	95	44	94	15	248
4:00 PM	103	40	94	15	252
5:00 PM	111	31	144	44	330
6:00 PM	119	18	144	81	362
7:00 PM	119	9	144	88	360
8:00 PM	127	9	144	103	383
9:00 PM	135	9	144	98	386 *
10:00 PM	151	9	72	88	320
11:00 PM	159	4	0	59	222
Midnight	159	2	0	44	205
Maximum	159	44	144	147	386

APRIL WEEKDAY "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	150	2	0	0	152
7:00 AM	142	13	0	14	169
8:00 AM	126	40	43	43	252
9:00 AM	111	40	86	14	251
10:00 AM	95	44	86	14	239
11:00 AM	95	44	86	7	232
Noon	87	44	94	143	368
1:00 PM	87	44	94	143	368
2:00 PM	95	44	94	47	280
3:00 PM	95	44	94	14	247
4:00 PM	103	40	94	14	251
5:00 PM	111	31	144	43	329
6:00 PM	119	18	144	79	360
7:00 PM	119	9	144	86	358
8:00 PM	126	9	144	100	379
9:00 PM	134	9	144	96	383 *
10:00 PM	150	9	72	86	317
11:00 PM	158	4	0	57	219
Midnight	158	2	0	43	203
Maximum	158	44	144	143	383

The Jeff Hotel Project Weekday Parking Demand

TIME OF DAY	HOTEL				TOTAL PARKING DEMAND
	HOTEL		MEETING ROOM	RESTAURANT	
	GUEST	EMPLOYEE	CUSTOMER	CUSTOMER	

MAY WEEKDAY "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	153	2	0	0	155
7:00 AM	145	13	0	15	173
8:00 AM	129	40	43	45	257
9:00 AM	113	40	86	15	254
10:00 AM	97	44	86	15	242
11:00 AM	97	44	86	7	234
Noon	89	44	94	149	376
1:00 PM	89	44	94	149	376
2:00 PM	97	44	94	49	284
3:00 PM	97	44	94	15	250
4:00 PM	105	40	94	15	254
5:00 PM	113	31	144	45	333
6:00 PM	121	18	144	82	365
7:00 PM	121	9	144	89	363
8:00 PM	129	9	144	104	386
9:00 PM	137	9	144	100	390 *
10:00 PM	153	9	72	89	323
11:00 PM	161	4	0	60	225
Midnight	161	2	0	45	208
Maximum	161	44	144	149	390

JUNE WEEKDAY "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	166	2	0	0	168
7:00 AM	158	13	0	15	186
8:00 AM	140	40	43	44	267
9:00 AM	123	40	86	15	264
10:00 AM	105	44	86	15	250
11:00 AM	105	44	86	7	242
Noon	96	44	94	147	381
1:00 PM	96	44	94	147	381
2:00 PM	105	44	94	49	292
3:00 PM	105	44	94	15	258
4:00 PM	114	40	94	15	263
5:00 PM	123	31	144	44	342
6:00 PM	131	18	144	81	374
7:00 PM	131	9	144	88	372
8:00 PM	140	9	144	103	396
9:00 PM	149	9	144	98	400 *
10:00 PM	166	9	72	88	335
11:00 PM	175	4	0	59	238
Midnight	175	2	0	44	221
Maximum	175	44	144	147	400

JULY WEEKDAY "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	163	2	0	0	165
7:00 AM	155	13	0	15	183
8:00 AM	138	40	43	46	267
9:00 AM	120	40	86	15	261
10:00 AM	103	44	86	15	248
11:00 AM	103	44	86	8	241
Noon	95	44	94	152	385
1:00 PM	95	44	94	152	385
2:00 PM	103	44	94	50	291
3:00 PM	103	44	94	15	256
4:00 PM	112	40	94	15	261
5:00 PM	120	31	144	46	341
6:00 PM	129	18	144	84	375
7:00 PM	129	9	144	91	373
8:00 PM	138	9	144	106	397
9:00 PM	146	9	144	102	401 *
10:00 PM	163	9	72	91	335
11:00 PM	172	4	0	61	237
Midnight	172	2	0	46	220
Maximum	172	44	144	152	401

AUGUST WEEKDAY "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	153	2	0	0	155
7:00 AM	145	13	0	15	173
8:00 AM	129	40	43	46	258
9:00 AM	113	40	86	15	254
10:00 AM	97	44	86	15	242
11:00 AM	97	44	86	8	235
Noon	89	44	94	153	380
1:00 PM	89	44	94	153	380
2:00 PM	97	44	94	50	285
3:00 PM	97	44	94	15	250
4:00 PM	105	40	94	15	254
5:00 PM	113	31	144	46	334
6:00 PM	121	18	144	84	367
7:00 PM	121	9	144	92	366
8:00 PM	129	9	144	107	389
9:00 PM	137	9	144	103	393 *
10:00 PM	153	9	72	92	326
11:00 PM	161	4	0	61	226
Midnight	161	2	0	46	209
Maximum	161	44	144	153	393

The Jeff Hotel Project Weekday Parking Demand

TIME OF DAY	HOTEL				TOTAL PARKING DEMAND
	HOTEL		MEETING ROOM	RESTAURANT	
	GUEST	EMPLOYEE	CUSTOMER	CUSTOMER	

SEPTEMBER WEEKDAY "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	155	2	0	0	157
7:00 AM	147	13	0	14	174
8:00 AM	130	40	43	42	255
9:00 AM	114	40	86	14	254
10:00 AM	98	44	86	14	242
11:00 AM	98	44	86	7	235
Noon	90	44	94	141	369
1:00 PM	90	44	94	141	369
2:00 PM	98	44	94	47	283
3:00 PM	98	44	94	14	250
4:00 PM	106	40	94	14	254
5:00 PM	114	31	144	42	331
6:00 PM	122	18	144	78	362
7:00 PM	122	9	144	85	360
8:00 PM	130	9	144	99	382
9:00 PM	139	9	144	94	386 *
10:00 PM	155	9	72	85	321
11:00 PM	163	4	0	56	223
Midnight	163	2	0	42	207
Maximum	163	44	144	141	386

OCTOBER WEEKDAY "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	155	2	0	0	157
7:00 AM	147	13	0	15	175
8:00 AM	130	40	43	45	258
9:00 AM	114	40	86	15	255
10:00 AM	98	44	86	15	243
11:00 AM	98	44	86	7	235
Noon	90	44	94	149	377
1:00 PM	90	44	94	149	377
2:00 PM	98	44	94	49	285
3:00 PM	98	44	94	15	251
4:00 PM	106	40	94	15	255
5:00 PM	114	31	144	45	334
6:00 PM	122	18	144	82	366
7:00 PM	122	9	144	89	364
8:00 PM	130	9	144	104	387
9:00 PM	139	9	144	100	392 *
10:00 PM	155	9	72	89	325
11:00 PM	163	4	0	60	227
Midnight	163	2	0	45	210
Maximum	163	44	144	149	392

NOVEMBER WEEKDAY "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	135	2	0	0	137
7:00 AM	128	13	0	14	155
8:00 AM	114	40	43	43	240
9:00 AM	99	40	86	14	239
10:00 AM	85	44	86	14	229
11:00 AM	85	44	86	7	222
Noon	78	44	94	144	360
1:00 PM	78	44	94	144	360
2:00 PM	85	44	94	48	271
3:00 PM	85	44	94	14	237
4:00 PM	92	40	94	14	240
5:00 PM	99	31	144	43	317
6:00 PM	107	18	144	79	348
7:00 PM	107	9	144	86	346
8:00 PM	114	9	144	101	368
9:00 PM	121	9	144	96	370 *
10:00 PM	135	9	72	86	302
11:00 PM	142	4	0	58	204
Midnight	142	2	0	43	187
Maximum	142	44	144	144	370

DECEMBER WEEKDAY "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	111	2	0	0	113
7:00 AM	105	13	0	16	134
8:00 AM	94	40	43	47	224
9:00 AM	82	40	86	16	224
10:00 AM	70	44	86	16	216
11:00 AM	70	44	86	8	208
Noon	64	44	94	155	357 *
1:00 PM	64	44	94	155	357 *
2:00 PM	70	44	94	51	259
3:00 PM	70	44	94	16	224
4:00 PM	76	40	94	16	226
5:00 PM	82	31	144	47	304
6:00 PM	88	18	144	85	335
7:00 PM	88	9	144	93	334
8:00 PM	94	9	144	109	356
9:00 PM	99	9	144	104	356
10:00 PM	111	9	72	93	285
11:00 PM	117	4	0	62	183
Midnight	117	2	0	47	166
Maximum	117	44	144	155	357

**The Jeff Hotel Project
Weekday Parking Demand**

TIME OF DAY	HOTEL				TOTAL PARKING DEMAND
	HOTEL		MEETING ROOM	RESTAURANT	
	GUEST	EMPLOYEE	CUSTOMER	CUSTOMER	

LATE DECEMBER WEEKDAY "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	84	2	0	0	86
7:00 AM	79	13	0	15	107
8:00 AM	70	40	43	44	197
9:00 AM	62	40	86	15	203
10:00 AM	53	44	86	15	198
11:00 AM	53	44	86	7	190
Noon	48	44	94	147	333 *
1:00 PM	48	44	94	147	333 *
2:00 PM	53	44	94	49	240
3:00 PM	53	44	94	15	206
4:00 PM	57	40	94	15	206
5:00 PM	62	31	144	44	281
6:00 PM	66	18	144	81	309
7:00 PM	66	9	144	88	307
8:00 PM	70	9	144	103	326
9:00 PM	75	9	144	98	326
10:00 PM	84	9	72	88	253
11:00 PM	88	4	0	59	151
Midnight	88	2	0	44	134
Maximum	88	44	144	147	333

The Jeff Hotel Project Weekend Parking Demand

TIME OF DAY	HOTEL				TOTAL PARKING DEMAND
	HOTEL		MEETING ROOM	RESTAURANT	
	GUEST	EMPLOYEE	CUSTOMER	CUSTOMER	

JANUARY WEEKEND "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	106	2	0	0	108
7:00 AM	101	10	0	13	124
8:00 AM	90	29	43	40	202
9:00 AM	78	29	86	13	206
10:00 AM	67	32	86	13	198
11:00 AM	67	32	86	7	192
Noon	62	32	94	132	320
1:00 PM	62	32	94	132	320
2:00 PM	67	32	94	44	237
3:00 PM	67	32	94	13	206
4:00 PM	73	29	94	13	209
5:00 PM	78	24	144	40	286
6:00 PM	84	19	144	73	320
7:00 PM	84	18	144	79	325
8:00 PM	90	18	144	92	344
9:00 PM	95	18	144	88	345 *
10:00 PM	106	14	72	79	271
11:00 PM	112	14	0	53	179
Midnight	112	10	0	40	162
Maximum	112	32	144	132	345

FEBRUARY WEEKEND "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	127	2	0	0	129
7:00 AM	121	10	0	13	144
8:00 AM	107	29	43	40	219
9:00 AM	94	29	86	13	222
10:00 AM	80	32	86	13	211
11:00 AM	80	32	86	7	205
Noon	74	32	94	133	333
1:00 PM	74	32	94	133	333
2:00 PM	80	32	94	44	250
3:00 PM	80	32	94	13	219
4:00 PM	87	29	94	13	223
5:00 PM	94	24	144	40	302
6:00 PM	101	19	144	73	337
7:00 PM	101	18	144	80	343
8:00 PM	107	18	144	93	362
9:00 PM	114	18	144	89	365 *
10:00 PM	127	14	72	80	293
11:00 PM	134	14	0	53	201
Midnight	134	10	0	40	184
Maximum	134	32	144	133	365

MARCH WEEKEND "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	136	2	0	0	138
7:00 AM	129	10	0	15	154
8:00 AM	114	29	43	44	230
9:00 AM	100	29	86	15	230
10:00 AM	86	32	86	15	219
11:00 AM	86	32	86	7	211
Noon	79	32	94	147	352
1:00 PM	79	32	94	147	352
2:00 PM	86	32	94	49	261
3:00 PM	86	32	94	15	227
4:00 PM	93	29	94	15	231
5:00 PM	100	24	144	44	312
6:00 PM	107	19	144	81	351
7:00 PM	107	18	144	88	357
8:00 PM	114	18	144	103	379
9:00 PM	122	18	144	98	382 *
10:00 PM	136	14	72	88	310
11:00 PM	143	14	0	59	216
Midnight	143	10	0	44	197
Maximum	143	32	144	147	382

APRIL WEEKEND "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	135	2	0	0	137
7:00 AM	128	10	0	14	152
8:00 AM	114	29	43	43	229
9:00 AM	99	29	86	14	228
10:00 AM	85	32	86	14	217
11:00 AM	85	32	86	7	210
Noon	78	32	94	143	347
1:00 PM	78	32	94	143	347
2:00 PM	85	32	94	47	258
3:00 PM	85	32	94	14	225
4:00 PM	92	29	94	14	229
5:00 PM	99	24	144	43	310
6:00 PM	107	19	144	79	349
7:00 PM	107	18	144	86	355
8:00 PM	114	18	144	100	376
9:00 PM	121	18	144	96	379 *
10:00 PM	135	14	72	86	307
11:00 PM	142	14	0	57	213
Midnight	142	10	0	43	195
Maximum	142	32	144	143	379

The Jeff Hotel Project Weekend Parking Demand

TIME OF DAY	HOTEL				TOTAL PARKING DEMAND
	HOTEL		MEETING ROOM	RESTAURANT	
	GUEST	EMPLOYEE	CUSTOMER	CUSTOMER	

MAY WEEKEND "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	138	2	0	0	140
7:00 AM	131	10	0	15	156
8:00 AM	116	29	43	45	233
9:00 AM	102	29	86	15	232
10:00 AM	87	32	86	15	220
11:00 AM	87	32	86	7	212
Noon	80	32	94	149	355
1:00 PM	80	32	94	149	355
2:00 PM	87	32	94	49	262
3:00 PM	87	32	94	15	228
4:00 PM	94	29	94	15	232
5:00 PM	102	24	144	45	315
6:00 PM	109	19	144	82	354
7:00 PM	109	18	144	89	360
8:00 PM	116	18	144	104	382
9:00 PM	123	18	144	100	385 *
10:00 PM	138	14	72	89	313
11:00 PM	145	14	0	60	219
Midnight	145	10	0	45	200
Maximum	145	32	144	149	385

JUNE WEEKEND "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	150	2	0	0	152
7:00 AM	142	10	0	15	167
8:00 AM	126	29	43	44	242
9:00 AM	111	29	86	15	241
10:00 AM	95	32	86	15	228
11:00 AM	95	32	86	7	220
Noon	87	32	94	147	360
1:00 PM	87	32	94	147	360
2:00 PM	95	32	94	49	270
3:00 PM	95	32	94	15	236
4:00 PM	103	29	94	15	241
5:00 PM	111	24	144	44	323
6:00 PM	119	19	144	81	363
7:00 PM	119	18	144	88	369
8:00 PM	126	18	144	103	391
9:00 PM	134	18	144	98	394 *
10:00 PM	150	14	72	88	324
11:00 PM	158	14	0	59	231
Midnight	158	10	0	44	212
Maximum	158	32	144	147	394

JULY WEEKEND "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	147	2	0	0	149
7:00 AM	140	10	0	15	165
8:00 AM	124	29	43	46	242
9:00 AM	109	29	86	15	239
10:00 AM	93	32	86	15	226
11:00 AM	93	32	86	8	219
Noon	85	32	94	152	363
1:00 PM	85	32	94	152	363
2:00 PM	93	32	94	50	269
3:00 PM	93	32	94	15	234
4:00 PM	101	29	94	15	239
5:00 PM	109	24	144	46	323
6:00 PM	116	19	144	84	363
7:00 PM	116	18	144	91	369
8:00 PM	124	18	144	106	392
9:00 PM	132	18	144	102	396 *
10:00 PM	147	14	72	91	324
11:00 PM	155	14	0	61	230
Midnight	155	10	0	46	211
Maximum	155	32	144	152	396

AUGUST WEEKEND "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	138	2	0	0	140
7:00 AM	131	10	0	15	156
8:00 AM	116	29	43	46	234
9:00 AM	102	29	86	15	232
10:00 AM	87	32	86	15	220
11:00 AM	87	32	86	8	213
Noon	80	32	94	153	359
1:00 PM	80	32	94	153	359
2:00 PM	87	32	94	50	263
3:00 PM	87	32	94	15	228
4:00 PM	94	29	94	15	232
5:00 PM	102	24	144	46	316
6:00 PM	109	19	144	84	356
7:00 PM	109	18	144	92	363
8:00 PM	116	18	144	107	385
9:00 PM	123	18	144	103	388 *
10:00 PM	138	14	72	92	316
11:00 PM	145	14	0	61	220
Midnight	145	10	0	46	201
Maximum	145	32	144	153	388

The Jeff Hotel Project Weekend Parking Demand

TIME OF DAY	HOTEL				TOTAL PARKING DEMAND
	HOTEL		MEETING ROOM	RESTAURANT	
	GUEST	EMPLOYEE	CUSTOMER	CUSTOMER	

SEPTEMBER WEEKEND "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	140	2	0	0	142
7:00 AM	132	10	0	14	156
8:00 AM	118	29	43	42	232
9:00 AM	103	29	86	14	232
10:00 AM	88	32	86	14	220
11:00 AM	88	32	86	7	213
Noon	81	32	94	141	348
1:00 PM	81	32	94	141	348
2:00 PM	88	32	94	47	261
3:00 PM	88	32	94	14	228
4:00 PM	96	29	94	14	233
5:00 PM	103	24	144	42	313
6:00 PM	110	19	144	78	351
7:00 PM	110	18	144	85	357
8:00 PM	118	18	144	99	379
9:00 PM	125	18	144	94	381 *
10:00 PM	140	14	72	85	311
11:00 PM	147	14	0	56	217
Midnight	147	10	0	42	199
Maximum	147	32	144	141	381

OCTOBER WEEKEND "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	140	2	0	0	142
7:00 AM	132	10	0	15	157
8:00 AM	118	29	43	45	235
9:00 AM	103	29	86	15	233
10:00 AM	88	32	86	15	221
11:00 AM	88	32	86	7	213
Noon	81	32	94	149	356
1:00 PM	81	32	94	149	356
2:00 PM	88	32	94	49	263
3:00 PM	88	32	94	15	229
4:00 PM	96	29	94	15	234
5:00 PM	103	24	144	45	316
6:00 PM	110	19	144	82	355
7:00 PM	110	18	144	89	361
8:00 PM	118	18	144	104	384
9:00 PM	125	18	144	100	387 *
10:00 PM	140	14	72	89	315
11:00 PM	147	14	0	60	221
Midnight	147	10	0	45	202
Maximum	147	32	144	149	387

NOVEMBER WEEKEND "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	122	2	0	0	124
7:00 AM	115	10	0	14	139
8:00 AM	102	29	43	43	217
9:00 AM	90	29	86	14	219
10:00 AM	77	32	86	14	209
11:00 AM	77	32	86	7	202
Noon	70	32	94	144	340
1:00 PM	70	32	94	144	340
2:00 PM	77	32	94	48	251
3:00 PM	77	32	94	14	217
4:00 PM	83	29	94	14	220
5:00 PM	90	24	144	43	301
6:00 PM	96	19	144	79	338
7:00 PM	96	18	144	86	344
8:00 PM	102	18	144	101	365
9:00 PM	109	18	144	96	367 *
10:00 PM	122	14	72	86	294
11:00 PM	128	14	0	58	200
Midnight	128	10	0	43	181
Maximum	128	32	144	144	367

DECEMBER WEEKEND "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	101	2	0	0	103
7:00 AM	95	10	0	16	121
8:00 AM	85	29	43	47	204
9:00 AM	74	29	86	16	205
10:00 AM	64	32	86	16	198
11:00 AM	64	32	86	8	190
Noon	58	32	94	155	339
1:00 PM	58	32	94	155	339
2:00 PM	64	32	94	51	241
3:00 PM	64	32	94	16	206
4:00 PM	69	29	94	16	208
5:00 PM	74	24	144	47	289
6:00 PM	80	19	144	85	328
7:00 PM	80	18	144	93	335
8:00 PM	85	18	144	109	356 *
9:00 PM	90	18	144	104	356 *
10:00 PM	101	14	72	93	280
11:00 PM	106	14	0	62	182
Midnight	106	10	0	47	163
Maximum	106	32	144	155	356

The Jeff Hotel Project **Weekend Parking Demand**

TIME OF DAY	HOTEL				TOTAL PARKING DEMAND
	HOTEL		MEETING ROOM	RESTAURANT	
	GUEST	EMPLOYEE	CUSTOMER	CUSTOMER	

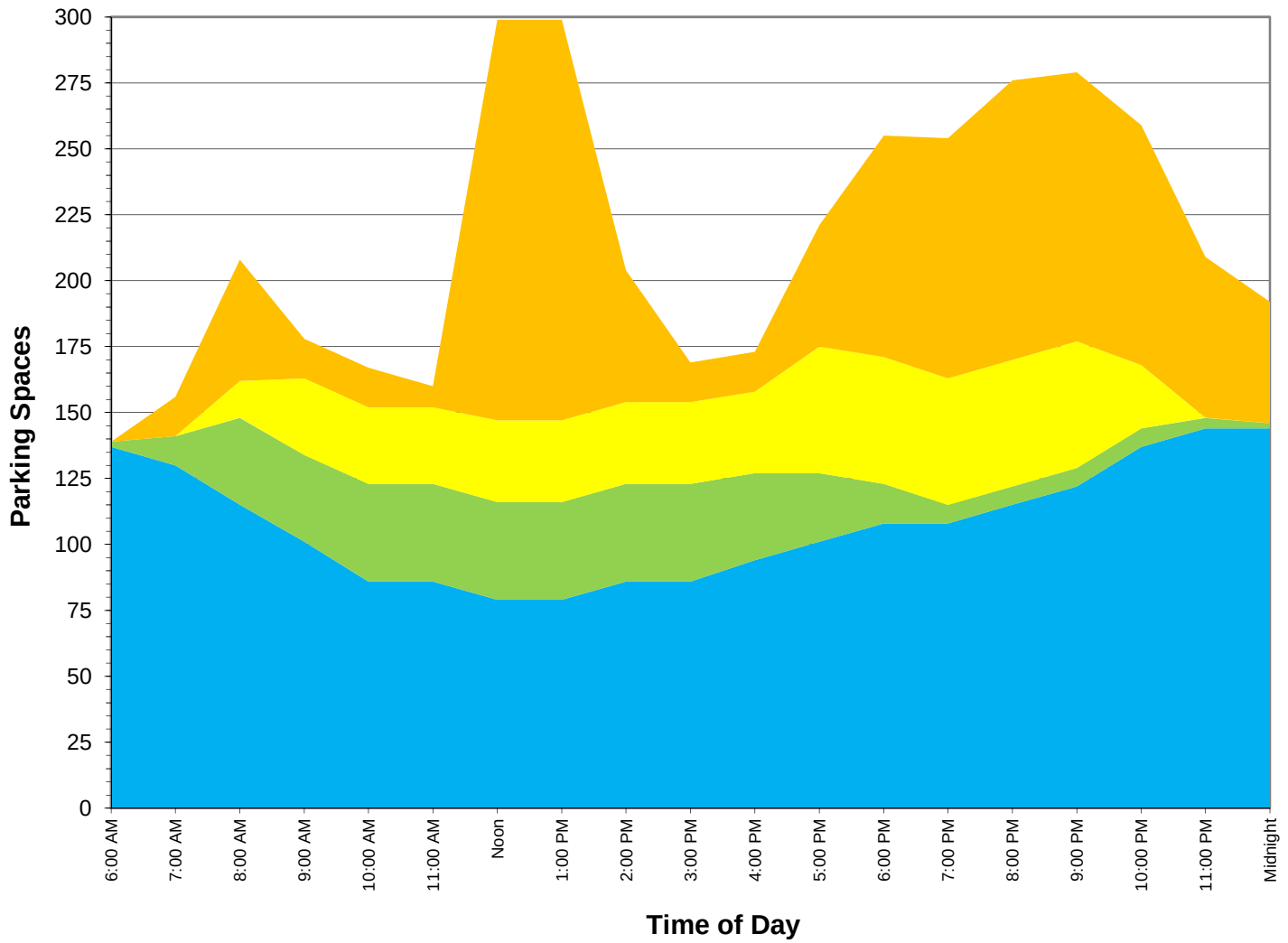
LATE DECEMBER WEEKEND "TOTAL SITE" PARKING ACCUMULATIONS

6:00 AM	75	2	0	0	77
7:00 AM	71	10	0	15	96
8:00 AM	63	29	43	44	179
9:00 AM	55	29	86	15	185
10:00 AM	47	32	86	15	180
11:00 AM	47	32	86	7	172
Noon	43	32	94	147	316
1:00 PM	43	32	94	147	316
2:00 PM	47	32	94	49	222
3:00 PM	47	32	94	15	188
4:00 PM	51	29	94	15	189
5:00 PM	55	24	144	44	267
6:00 PM	59	19	144	81	303
7:00 PM	59	18	144	88	309
8:00 PM	63	18	144	103	328 *
9:00 PM	67	18	144	98	327
10:00 PM	75	14	72	88	249
11:00 PM	79	14	0	59	152
Midnight	79	10	0	44	133
Maximum	79	32	144	147	328

ATTACHMENT C

**PROJECT PARKING DEMAND PROFILE – JULY WEEKDAY (MAXIMUM)
BASED ON CITY OF CULVER CITY MUNICIPAL CODE PARKING RATIOS**

The Jeff Hotel Project
Shared Parking Demand (based on Municipal Code Rates)
July - Weekday Maximum

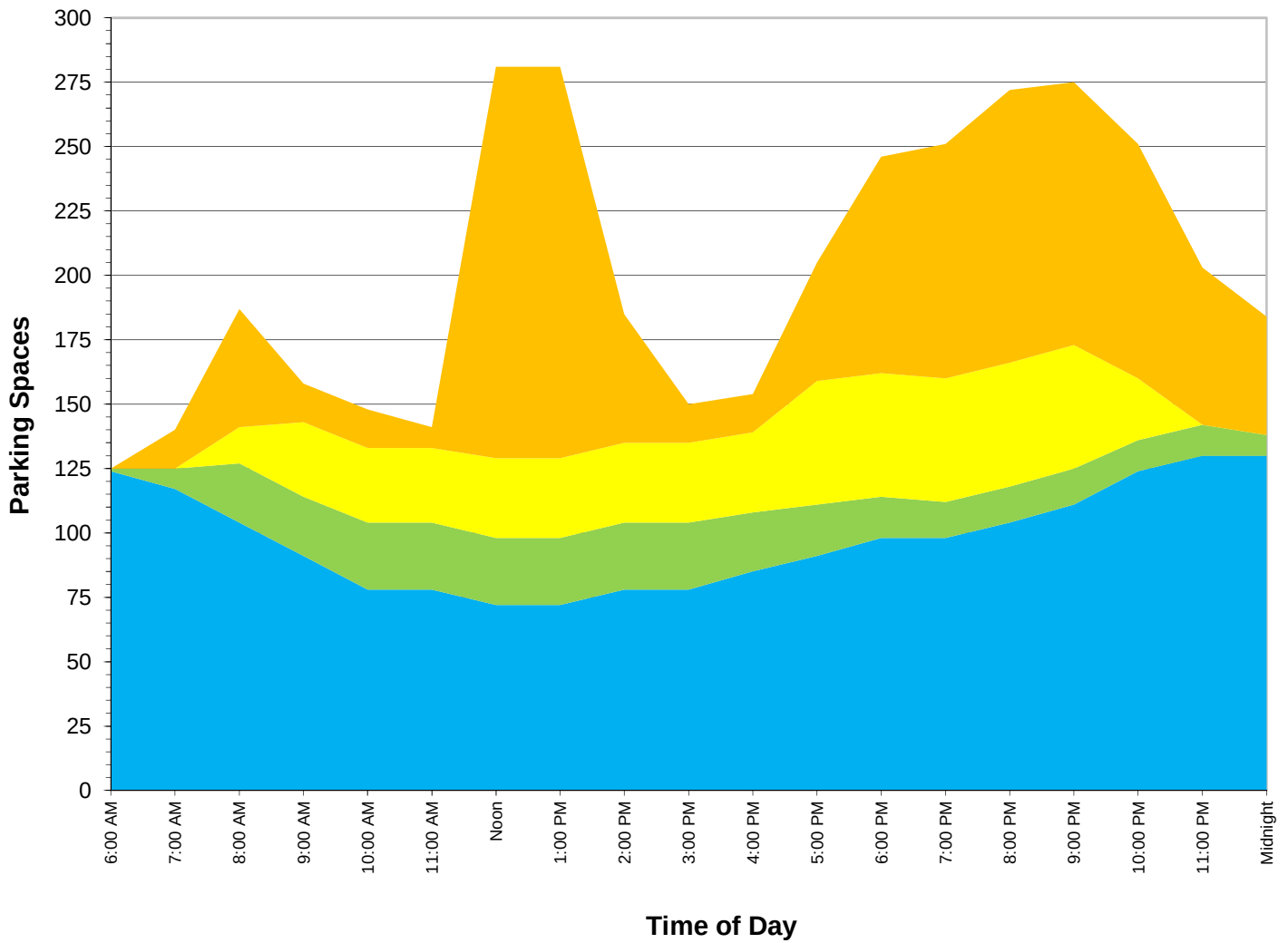


■ HOTEL GUESTS ■ HOTEL EMPLOYEES ■ HOTEL MEETING ROOM CUSTOMERS ■ HOTEL RESTAURANT/LOUNGE/BAR CUSTOMERS

ATTACHMENT D

**PROJECT PARKING DEMAND PROFILE – JULY WEEKEND (MAXIMUM)
BASED ON CITY OF CULVER CITY MUNICIPAL CODE PARKING RATIOS**

The Jeff Hotel Project
Shared Parking Demand (based on Municipal Code Rates)
July - Weekend Maximum

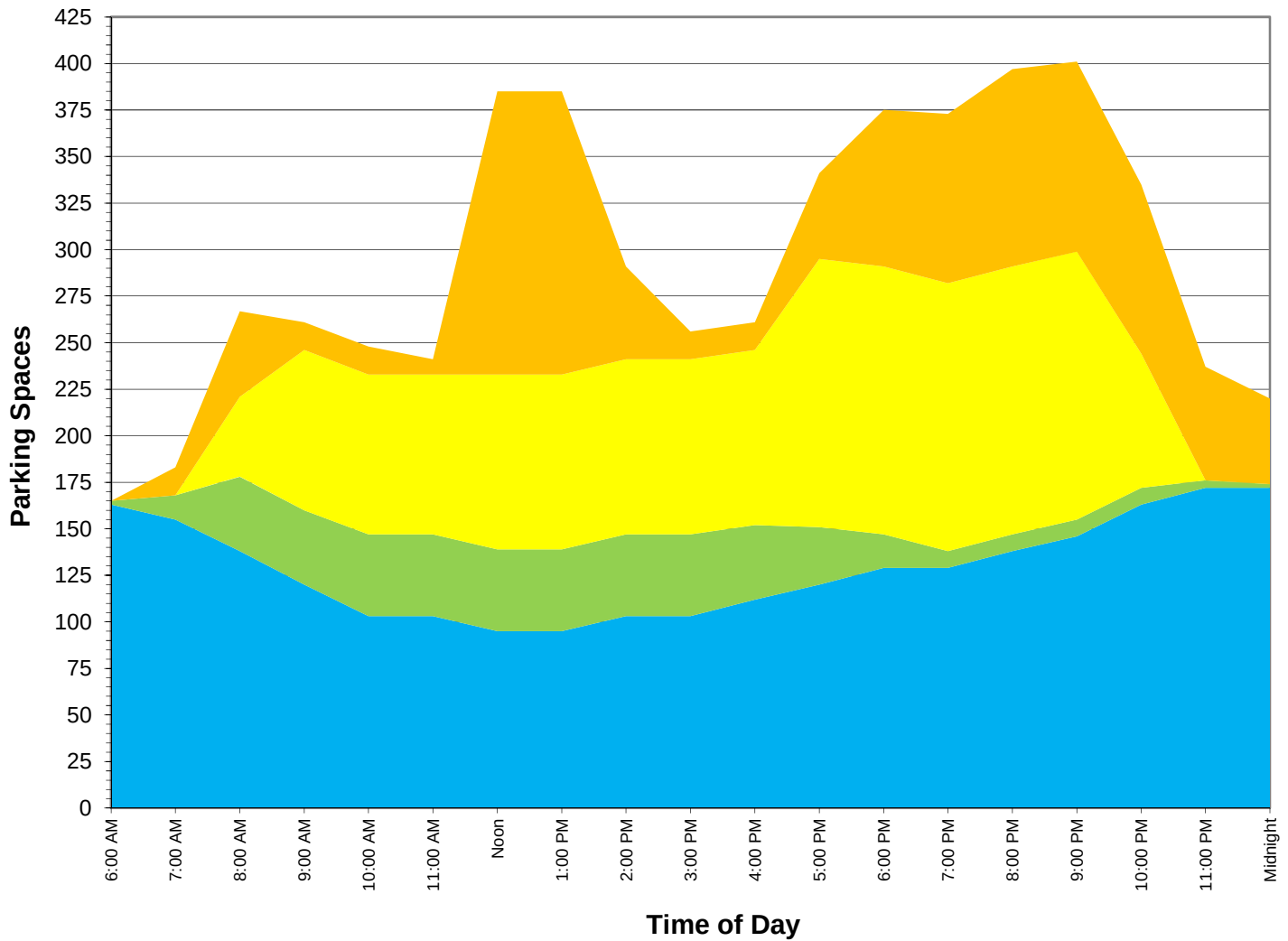


■ HOTEL GUESTS ■ HOTEL EMPLOYEES ■ HOTEL MEETING ROOM CUSTOMERS ■ HOTEL RESTAURANT/LOUNGE/BAR CUSTOMERS

ATTACHMENT E

**PROJECT PARKING DEMAND PROFILE – JULY WEEKDAY (MAXIMUM)
BASED ON ULI *SHARED PARKING* RECOMMENDED PARKING RATIOS**

The Jeff Hotel Project
Shared Parking Demand (based on ULI *Shared Parking* Rates)
July - Weekday Maximum

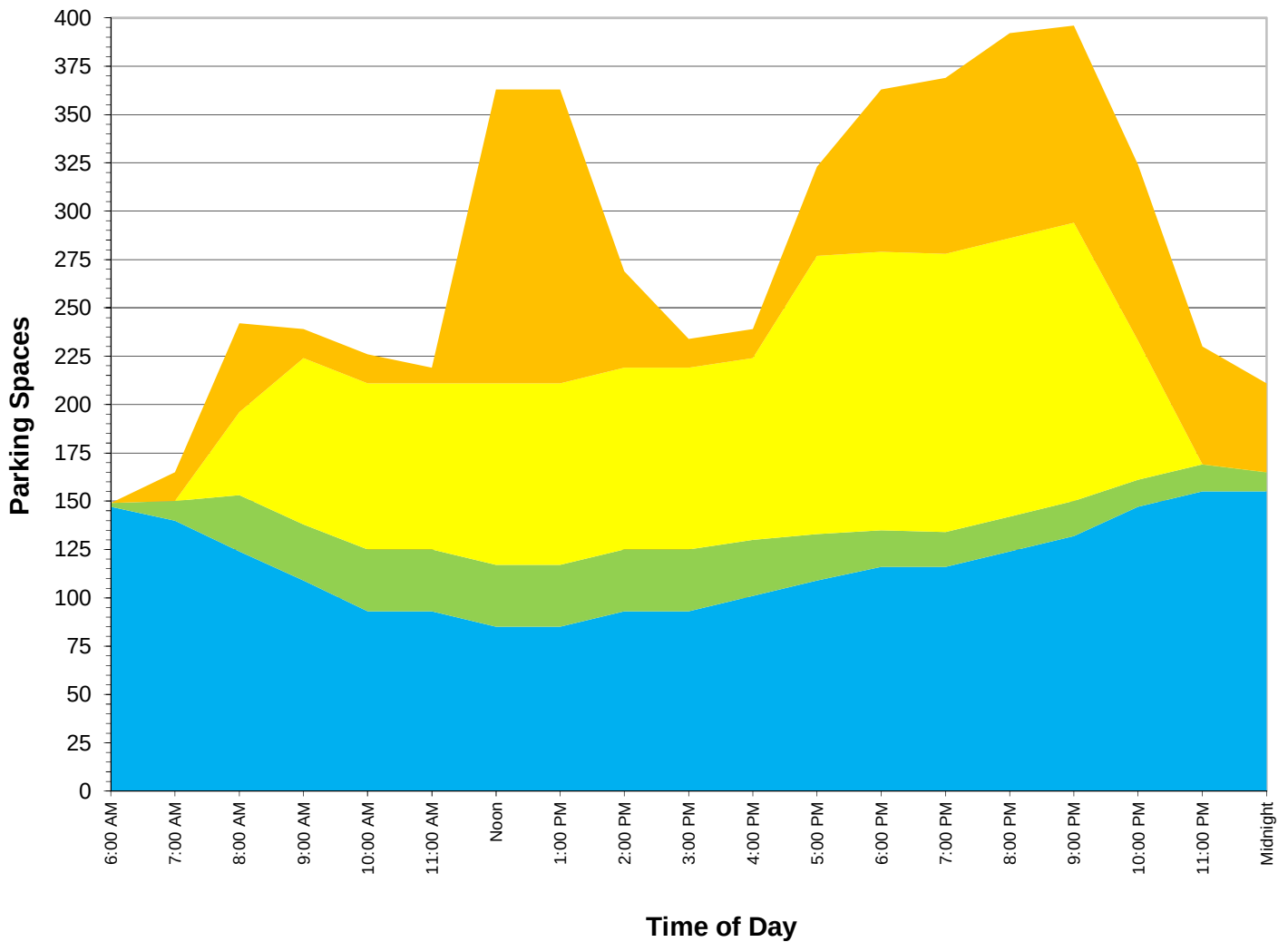


■ HOTEL GUESTS ■ HOTEL EMPLOYEES ■ HOTEL MEETING ROOM CUSTOMERS ■ HOTEL RESTAURANT/LOUNGE/BAR CUSTOMERS

ATTACHMENT F

**PROJECT PARKING DEMAND PROFILE – JULY WEEKEND (MAXIMUM)
BASED ON ULI *SHARED PARKING* RECOMMENDED PARKING RATIOS**

The Jeff Hotel Project
Shared Parking Demand (based on ULI *Shared Parking* Rates)
July - Weekend Maximum



■ HOTEL GUESTS ■ HOTEL EMPLOYEES ■ HOTEL MEETING ROOM CUSTOMERS ■ HOTEL RESTAURANT/LOUNGE/BAR CUSTOMERS

ATTACHMENT G

**SURVEYED LOCAL HOTELS
EMPIRICAL HOTEL PARKING DEMAND DATA ANALYSIS
(PEAK MONTH CONDITIONS)**

DoubleTree by Hilton Hotel & Conference Center
Empirical Parking Demand Data Analysis - Peak Month Conditions

Date	Total Parking Demand (factored to Peak Month conditions)																		
	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
6/5/2018	--	203	191	249	267	279	296	290	285	185	160	149	145	158	--	--	--	--	--
6/6/2018	--	148	133	144	134	138	148	160	151	157	165	166	164	143	--	--	--	--	--
6/7/2018	--	229	251	244	254	252	252	259	247	235	223	227	213	219	--	--	--	--	--
6/8/2018	--	245	207	200	184	124	127	144	149	158	197	216	222	212	--	--	--	--	--
6/9/2018	--	253	267	271	258	254	218	205	196	197	281	254	242	248	--	--	--	--	--
6/10/2018	--	252	251	253	253	272	261	271	252	201	194	137	118	147	--	--	--	--	--
6/11/2018	--	226	220	226	205	205	168	178	159	222	157	184	185	175	--	--	--	--	--
6/12/2018	--	218	226	218	203	214	228	249	223	196	192	186	175	196	--	--	--	--	--
6/13/2018	--	211	200	195	148	129	123	113	98	103	154	143	141	143	--	--	--	--	--
6/14/2018	--	191	157	145	110	97	94	89	96	97	119	125	153	200	--	--	--	--	--
6/15/2018	--	230	255	259	233	225	222	211	193	181	180	175	172	168	--	--	--	--	--
6/16/2018	--	245	241	212	237	199	195	169	192	164	161	162	163	189	--	--	--	--	--
6/17/2018	--	239	223	226	221	239	143	124	106	113	112	107	105	97	--	--	--	--	--
6/18/2018	--	137	144	160	171	122	116	118	102	109	138	142	141	142	--	--	--	--	--
7/16/2018	184	180	177	153	173	150	133	140	140	143	131	133	126	119	151	157	161	169	185
7/17/2018	178	156	132	164	177	216	232	270	249	241	223	212	129	128	129	152	154	156	158
7/18/2018	201	199	229	213	197	192	184	143	173	193	171	173	165	126	130	127	130	135	148
7/19/2018	216	212	205	201	196	150	128	97	97	104	159	161	140	133	137	140	143	148	153
7/20/2018	235	226	208	200	164	141	134	141	145	154	148	148	165	168	166	170	183	187	211
7/21/2018	253	244	208	207	199	122	108	87	78	94	152	157	162	177	205	214	260	279	279
7/22/2018	219	201	197	194	177	147	137	108	88	78	88	83	86	86	92	92	105	115	117
7/23/2018	192	182	165	208	190	165	121	96	150	141	147	122	117	91	130	150	160	169	176
7/24/2018	192	189	191	178	237	191	173	166	163	196	152	156	159	131	133	158	156	156	155
7/25/2018	227	224	212	224	252	202	198	180	197	192	183	186	177	141	143	130	129	154	165
7/26/2018	229	213	229	259	223	207	215	202	201	180	191	182	169	122	139	179	180	180	185
7/27/2018	236	234	248	242	253	222	216	162	134	116	144	147	160	172	171	155	147	156	186
7/28/2018	187	170	161	172	188	193	179	159	130	118	142	148	164	169	187	198	186	198	209
7/29/2018	187	256	242	219	214	201	187	135	144	139	164	134	119	118	138	141	151	155	174
7/30/2018	258	253	233	226	228	145	207	165	122	116	124	127	128	144	150	155	160	164	171
WEEKDAY MAX.	258	253	255	259	267	279	296	290	285	241	223	227	222	219	171	179	183	187	211
WEEKEND MAX.	253	256	267	271	258	272	261	271	252	201	281	254	242	248	205	214	260	279	279

Courtyard by Marriott
Empirical Parking Demand Data Analysis - Peak Month Conditions

	Total Parking Demand (factored to Peak Month conditions)																							
Date	12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
9/16/2019	94	98	96	97	97	100	103	96	85	74	57	52	38	34	27	26	40	40	47	49	52	66	83	86
9/17/2019	87	91	89	90	90	92	92	85	77	75	71	69	59	60	63	72	66	62	46	48	51	54	67	73
9/18/2019	89	84	85	84	84	86	90	85	80	49	41	39	29	26	29	33	32	29	62	139	119	38	57	62
9/19/2019	65	60	61	62	63	67	74	83	112	90	75	69	57	54	55	59	61	53	65	63	71	81	95	115
9/20/2019	114	115	116	116	116	116	124	117	99	86	73	61	49	42	40	45	57	52	48	53	59	82	109	123
9/21/2019	118	114	120	119	120	119	126	123	117	102	90	82	44	29	33	38	48	54	51	62	80	104	114	129
9/22/2019	119	113	111	112	113	118	124	127	118	69	96	75	63	55	48	45	46	46	39	51	59	75	91	97
WEEKDAY MAX.	114	115	116	116	116	116	124	117	112	90	75	69	59	60	63	72	66	62	65	139	119	82	109	123
WEEKEND MAX.	119	114	120	119	120	119	126	127	118	102	96	82	63	55	48	45	48	54	51	62	80	104	114	129

Four Points by Sheraton
Empirical Parking Demand Data Analysis - Peak Month Conditions

	Total Parking Demand (factored to Peak Month conditions)																							
Date	12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
9/16/2019	77	77	76	77	80	80	80	80	77	67	53	51	41	34	33	33	34	41	38	35	45	54	60	58
9/17/2019	60	60	60	59	60	62	61	58	58	46	55	70	62	27	30	27	29	48	51	43	40	42	56	56
9/18/2019	52	53	52	52	52	53	56	57	90	86	60	56	54	47	49	53	48	43	39	31	33	46	60	58
9/19/2019	56	58	58	58	58	60	66	84	82	70	89	85	56	39	61	73	71	48	44	47	45	66	71	83
9/20/2019	89	88	89	90	90	89	92	92	91	80	68	55	42	40	33	37	34	34	31	30	31	43	55	61
9/21/2019	67	69	65	66	68	67	69	70	63	58	48	57	70	72	74	78	71	41	23	32	30	38	33	39
9/22/2019	33	33	33	34	38	38	40	44	45	42	43	49	43	28	28	30	32	27	27	28	27	31	28	25
WEEKDAY MAX.	89	88	89	90	90	89	92	92	91	86	89	85	62	47	61	73	71	48	51	47	45	66	71	83
WEEKEND MAX.	67	69	65	66	68	67	69	70	63	58	48	57	70	72	74	78	71	41	27	32	30	38	33	39

ATTACHMENT H

**SURVEYED LOCAL HOTEL
EMPIRICAL PARKING DEMAND RATIO DEVELOPMENT
(PEAK MONTH CONDITIONS)**

Surveyed Local Hotels (DoubleTree, Courtyard, and Four Points)
Empirical Parking Demand Ratio Development - Peak Month Conditions

DoubleTree by Hilton

HOUR	Total Parking Demand (factored to Peak Month conditions)																							
	12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
WEEKDAY MAXIMUM	211	--	--	--	--	--	258	253	255	259	267	279	296	290	285	241	223	227	222	219	171	179	183	187
WEEKDAY PARKING DEMAND RATIO ¹ (SPACES PER GUEST ROOM)	0.563	--	--	--	--	--	0.688	0.675	0.680	0.691	0.712	0.744	0.789	0.773	0.760	0.643	0.595	0.605	0.592	0.584	0.456	0.477	0.488	0.499
WEEKEND MAXIMUM	279	--	--	--	--	--	253	256	267	271	258	272	261	271	252	201	281	254	242	248	205	214	260	279
WEEKEND PARKING DEMAND RATIO ¹ (SPACES PER GUEST ROOM)	0.744	--	--	--	--	--	0.675	0.683	0.712	0.723	0.688	0.725	0.696	0.723	0.672	0.536	0.749	0.677	0.645	0.661	0.547	0.571	0.693	0.744

Courtyard by Marriott

HOUR	Total Parking Demand (factored to Peak Month conditions)																							
	12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
WEEKDAY MAXIMUM	114	115	116	116	116	116	124	117	112	90	75	69	59	60	63	72	66	62	65	139	119	82	109	123
WEEKDAY PARKING DEMAND RATIO ² (SPACES PER GUEST ROOM)	0.438	0.442	0.446	0.446	0.446	0.446	0.477	0.450	0.431	0.346	0.288	0.265	0.227	0.231	0.242	0.277	0.254	0.238	0.250	0.535	0.458	0.315	0.419	0.473
WEEKEND MAXIMUM	119	114	120	119	120	119	126	127	118	102	96	82	63	55	48	45	48	54	51	62	80	104	114	129
WEEKEND PARKING DEMAND RATIO ² (SPACES PER GUEST ROOM)	0.458	0.438	0.462	0.458	0.462	0.458	0.485	0.488	0.454	0.392	0.369	0.315	0.242	0.212	0.185	0.173	0.185	0.208	0.196	0.238	0.308	0.400	0.438	0.496

Four Points by Sheraton

HOUR	Total Parking Demand (factored to Peak Month conditions)																							
	12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
WEEKDAY MAXIMUM	89	88	89	90	90	89	92	92	91	86	89	85	62	47	61	73	71	48	51	47	45	66	71	83
WEEKDAY PARKING DEMAND RATIO ³ (SPACES PER GUEST ROOM)	0.454	0.449	0.454	0.459	0.459	0.454	0.469	0.469	0.464	0.439	0.454	0.434	0.316	0.240	0.311	0.372	0.362	0.245	0.260	0.240	0.230	0.337	0.362	0.423
WEEKEND MAXIMUM	67	69	65	66	68	67	69	70	63	58	48	57	70	72	74	78	71	41	27	32	30	38	33	39
WEEKEND PARKING DEMAND RATIO ³ (SPACES PER GUEST ROOM)	0.342	0.352	0.332	0.337	0.347	0.342	0.352	0.357	0.321	0.296	0.245	0.291	0.357	0.367	0.378	0.398	0.362	0.209	0.138	0.163	0.153	0.194	0.168	0.199

Notes:
¹ Parking demand rate based on number of guest rooms at the DoubleTree by Hilton (375 rooms).
² Parking demand rate based on number of guest rooms at the Courtyard by Marriott (260 rooms).
³ Parking demand rate based on number of guest rooms at the Four Points by Sheraton (196 rooms).

ATTACHMENT I

**PROJECT EMPIRICAL PARKING DEMAND ESTIMATES
(PEAK MONTH CONDITIONS)**

Project Empirical Parking Demand Estimates - Peak Month Conditions

		Total Parking Demand (factored to Peak Month conditions)																	
HOURL	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Weekday	120	118	119	121	125	130	138	135	133	113	104	106	104	102	80	83	85	87	99
Weekend	118	120	125	127	120	127	122	127	118	94	131	118	113	116	96	100	121	130	130

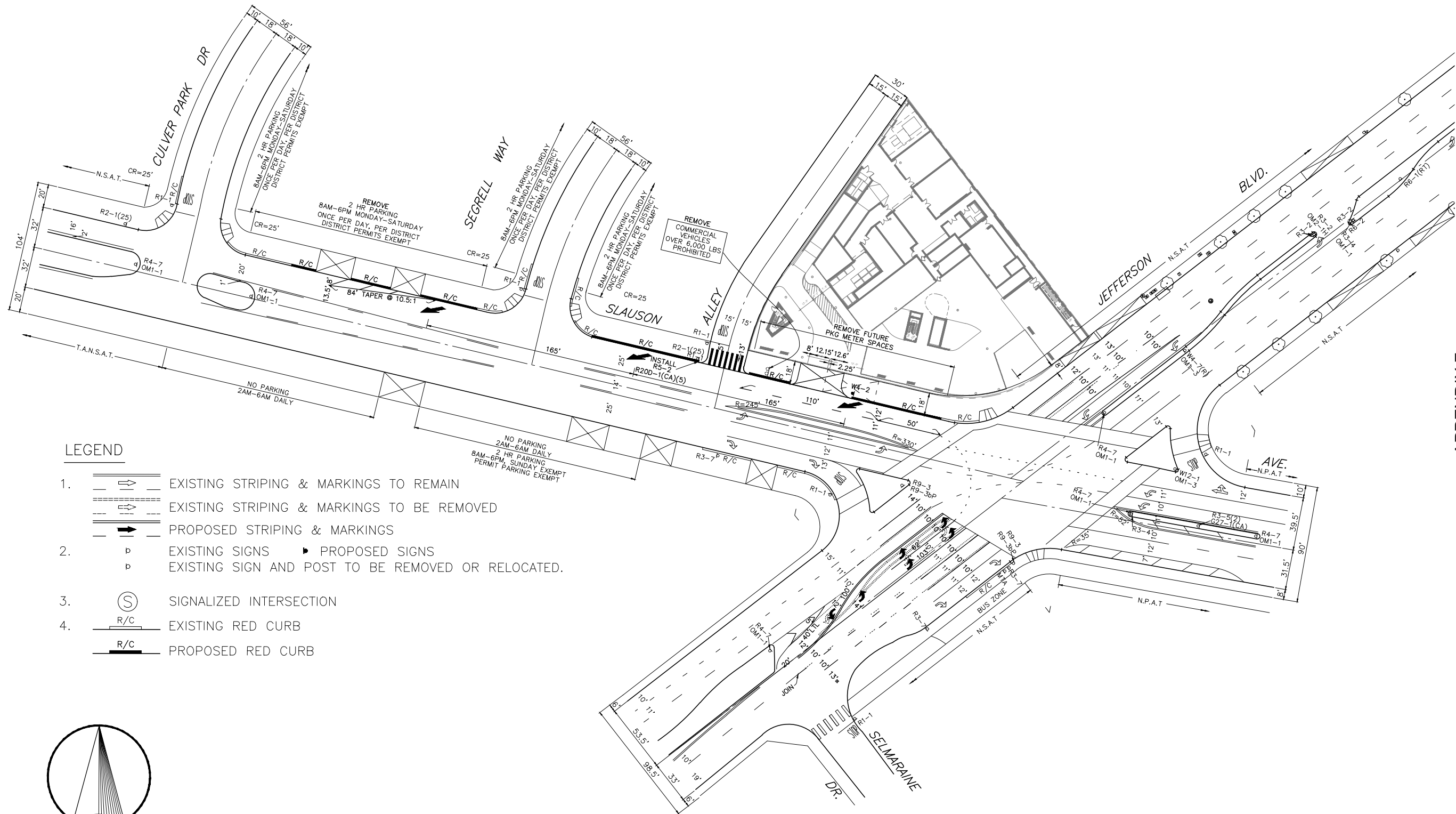
Notes:
The peak parking demand of the Project would occur at 12:00 PM on a weekday, with a demand of 138 occupied parking spaces.

APPENDIX F

CONCEPTUAL STRIPING PLAN

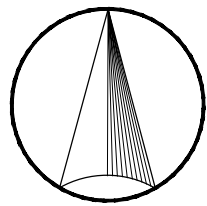
SLAUSON AVENUE AND JEFFERSON BOULEVARD

(IN VICINITY OF PROJECT SITE)



LEGEND

- EXISTING STRIPING & MARKINGS TO REMAIN
 EXISTING STRIPING & MARKINGS TO BE REMOVED
 PROPOSED STRIPING & MARKINGS
- EXISTING SIGNS
 PROPOSED SIGNS
 EXISTING SIGN AND POST TO BE REMOVED OR RELOCATED.
- SIGNALIZED INTERSECTION
- EXISTING RED CURB
 PROPOSED RED CURB



SCALE: 1"=80'

APPENDIX F

11/21/2019

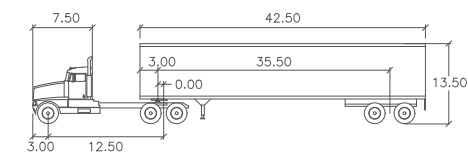
FN: JeffersonHotelCulverCitySTRPConceptualSTRP-Jefferson20191106

APPENDIX G

PROJECT LOADING AREA TRUCK TURN ANALYSIS

(WB-50 DESIGN VEHICLE)

WB-50

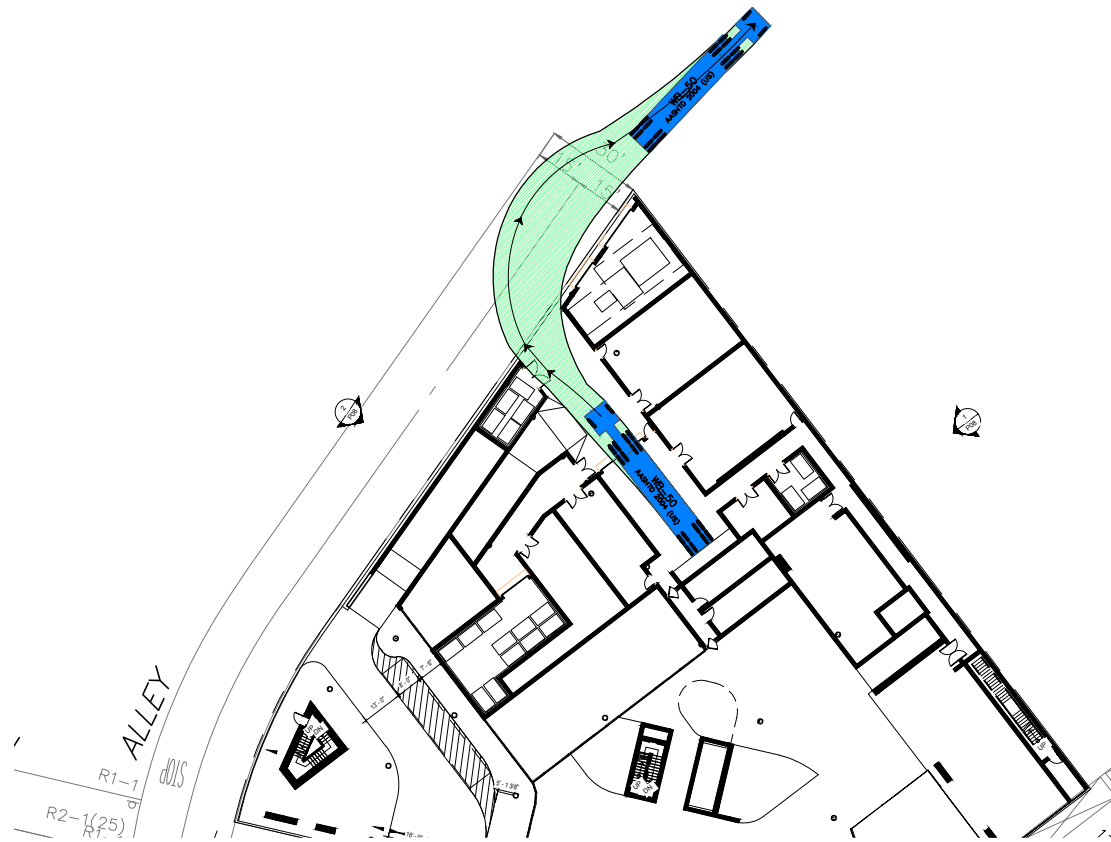


WB-50

	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 17.7
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		



INBOUND



OUTBOUND



APPENDIX G

11/12/2019

FN: Jefferson-HotelCulverCity\TruckTurn\TruckTurn20191112



PROJECT LOADING AREA TRUCK TURN ANALYSIS (WB-50 DESIGN VEHICLE)

Transportation Planning
Traffic Engineering
300 Corporate Pointe, Suite 470
Culver City, California 90230
PH (310) 473 6508 F (310) 444 9771
www.crainandassociates.com

APPENDIX H

WASTE MANAGEMENT PLAN

PROJECT SUMMARY - THE JEFFERSON HOTEL

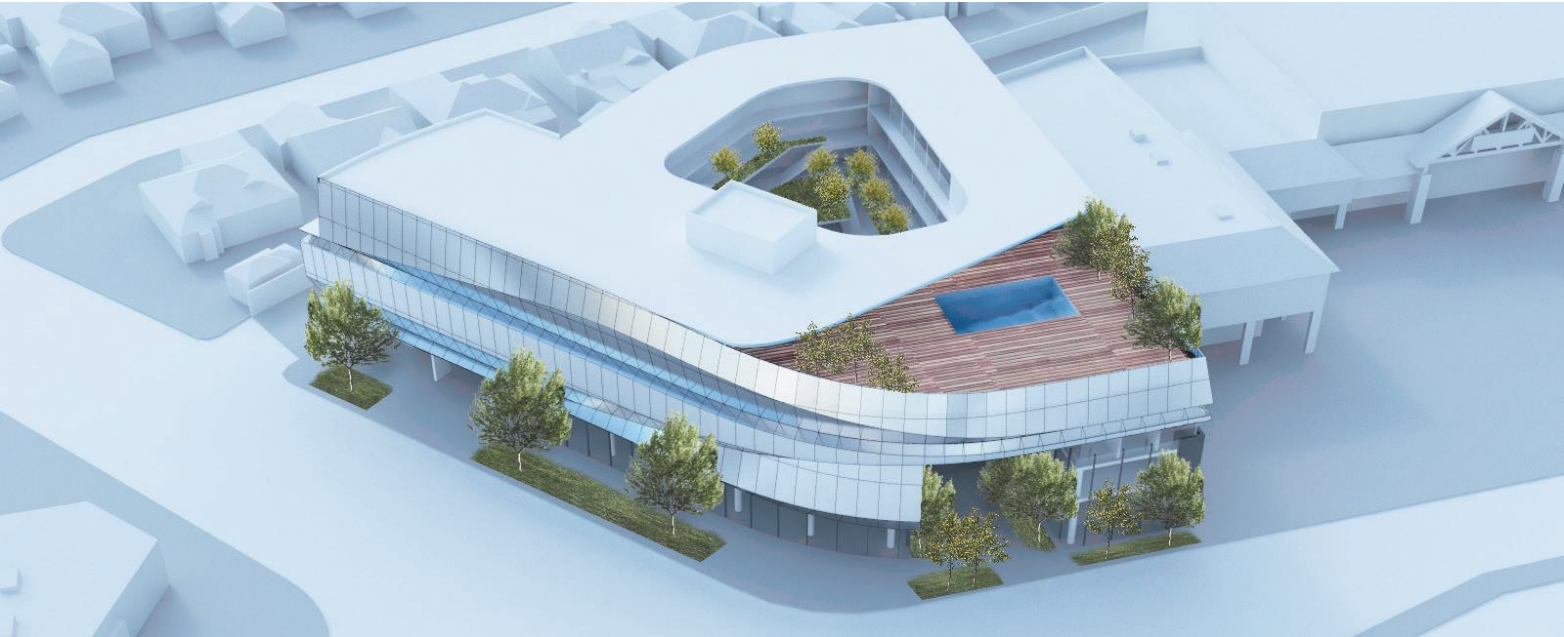
Waste Volume Estimation

Area	Location	Units	SqFt	Waste Generation Factor	Cubic Yards per Week - Trash	Cubic Yards per Week - Recycle	Cubic Yards per Week - Organics	Diversion Rate
Hotel	Guest Rooms	175		.2 CY/unit	12.3	22.8	0.1	
Hotel	Restaurant		1,900	.00795 CY/SqFt	5.3	6.5	1.9	
Hotel	Rooftop Bar		250	.006 CY/SqFt	0.7	0.9	0.0	
Hotel	Meeting Room A		1,800	.00033 CY/SqFt	0.3	0.3	0.0	
Hotel	Meeting Room B		1,200	.00033 CY/SqFt	0.2	0.2	0.0	
Hotel	Meeting Room C		1,800	.00033 CY/SqFt	0.3	0.3	0.0	
Hotel	Lounge		1,800	.00622 CY/SqFt	5.0	6.2	0.0	
Hotel	Lobby		5,500	.00032 CY/SqFt	1.0	0.8	0.0	
Hotel	Fitness		1,000	.0013 CY/SqFt	0.6	0.7	0.0	
		Sub Total Hotel			25.7	38.4	2.0	
Back of House	Kitchen		1,000	.00795 CY/SqFt	2.8	3.4	1.2	
Back of House	Misc Service		5,500	.00032 CY/SqFt	1.0	0.8	0.0	
		Sub Total Back of House			3.8	4.2	1.2	
Total					29.5	42.6	3.2	60.8%

The volume estimations are based on a blend of the following (3) criteria; (1) tenant type and square footage; (2) Terra Pacific's historical data and (3) various government resource and waste characterization reports

Waste Projections:

	Loose	Compacted
Number of trash bins to be serviced 3x per week	3	1
Number of recycle bins to be serviced 3x per week	5	N/A
Number of organic bins to be serviced 1x per week	1	N/A
Typical 3 cubic yard bin footprint	25 SF	
Typical rolloff compactor footprint	209 SF	



On Site Waste Operations

The proposed project consists of a new five story, 175-room boutique hotel building with ground floor commercial space, and a below grade parking garage. The project is designed to accommodate the hotel rooms and the ground level amenities around a central atrium, the podium level courtyard and additional rooftop amenities.

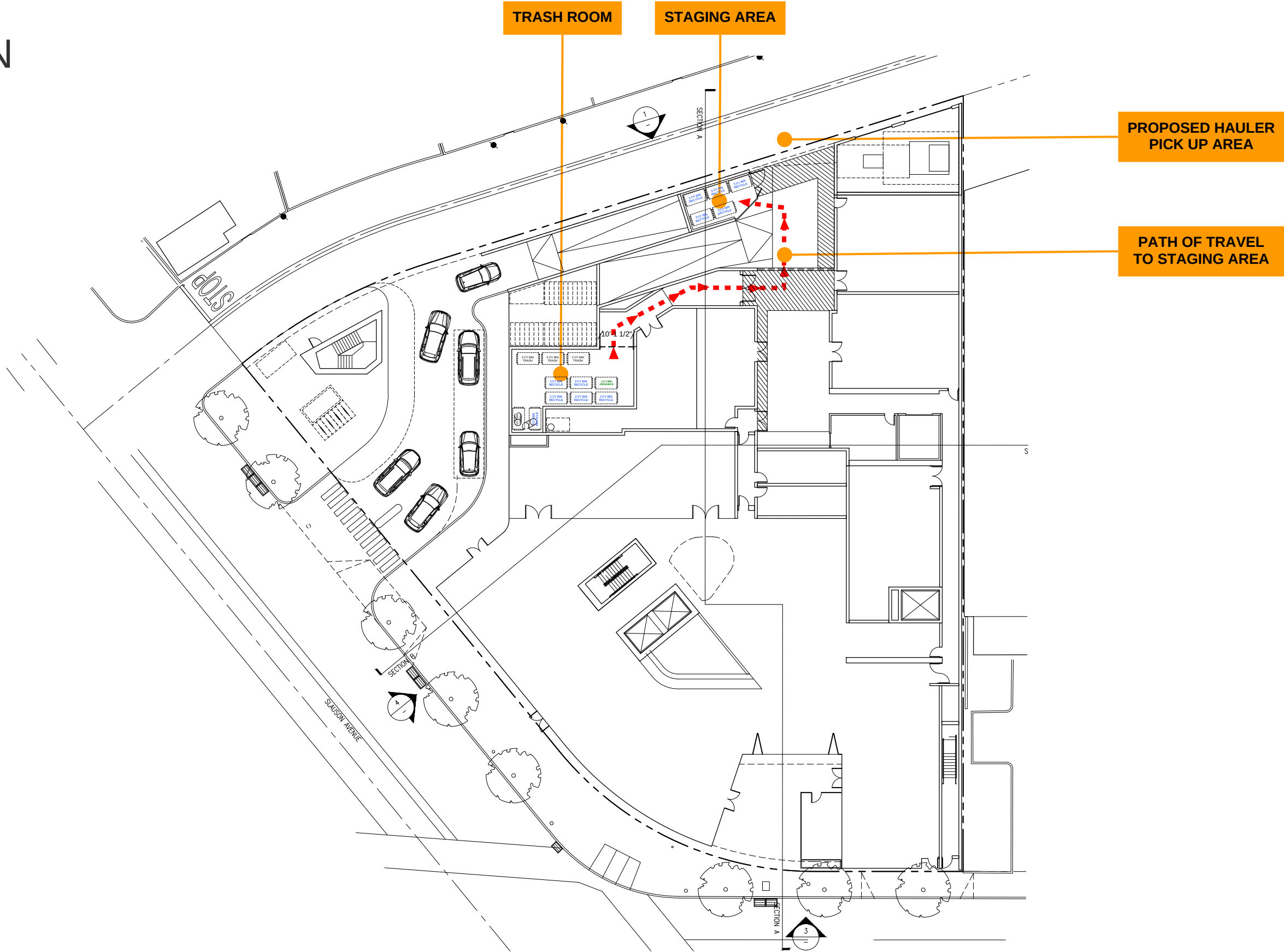
Tenant Management will utilize a janitorial service to move the waste and recyclable materials to the 1,000 SF trash room located at ground level. At designated times throughout the week, The City of Culver City, EPO, will be scheduled to empty the bins.

Service schedule will be submitted to EPO - Operations for review and approval prior to Final Inspections.

1) Solid waste, recyclable waste material, and organic waste handling shall be performed exclusively by the City or its authorized agents. The City Council may regulate, by ordinance or resolution, all aspects of solid waste, recyclable waste material, and organic waste handling, including, but not limited to, frequency of collection, means of collection and transportation, level of services, charges, fees, and nature, location and extent of providing solid waste handling services.

2) The City of Culver City shall provide waste disposal and recycling services for all construction & demolition projects within city limits in accordance with CCMC 5.01.010.

SITE PLAN



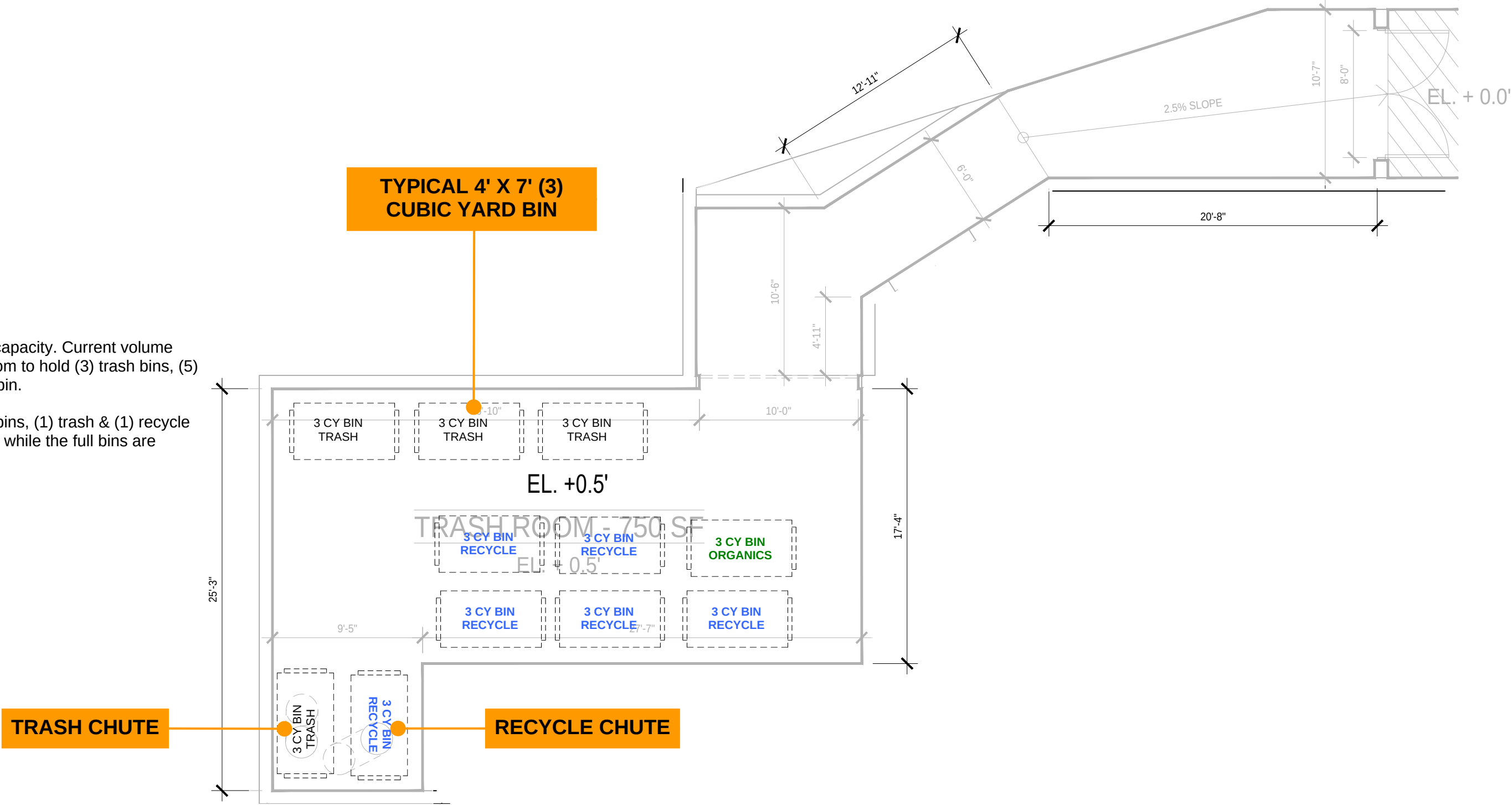
ENLARGED TRASH ROOM

NOTE:
TRASH ROOM TO PROVIDE 6"x6" CONCRETE CURB & DRAIN INLET CONNECTED TO THE SANITARY SEWER/GREASE INTERCEPTOR

Trash Termination Room

The trash room has a (9) bin capacity. Current volume estimations will require the room to hold (3) trash bins, (5) recycle bins and (1) organics bin.

The room will allow for extra bins, (1) trash & (1) recycle bin, to remain under the chute while the full bins are staged for pick up.

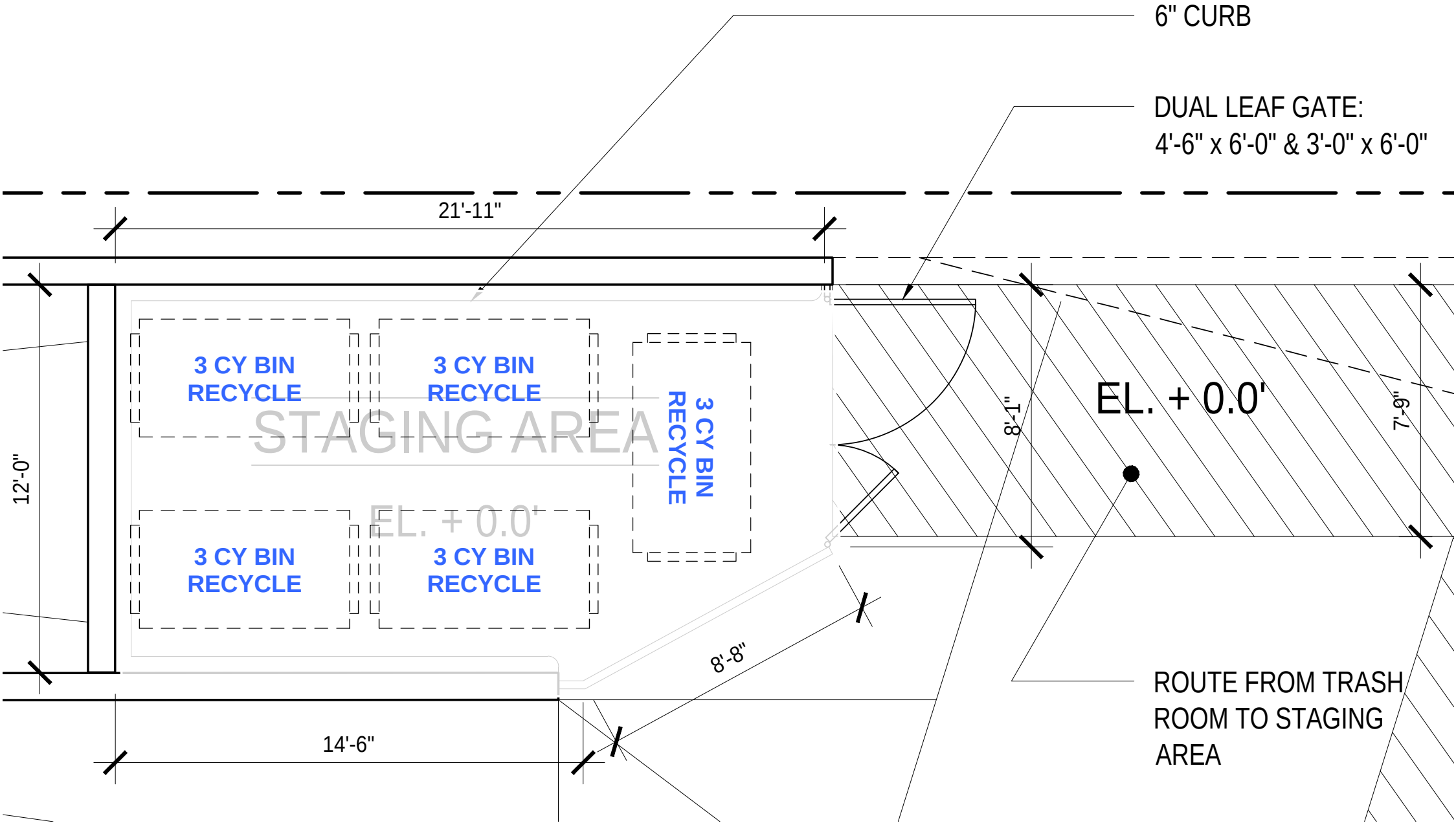


ENLARGED STAGING ROOM

NOTE:
STAGING ROOM TO PROVIDE DRAIN
INLET CONNECTED TO THE SANITARY
SEWER/GREASE INTERCEPTOR

Staging Room

The staging room has a (5) bin capacity. Current service estimations will be (3) trash bins 3 times per week, (5) recycle bins 3 times a week and (1) organics bin 1 time per week.



APPENDIX I

RELATED PROJECT TRIP GENERATION RATES AND EQUATIONS

Appendix I
Related Projects Trip Generation Rates and Formulas

Multifamily Housing (Low-Rise) (per dwelling unit) – LUC 220

Daily:	$T = 7.32 (D)$
AM Peak Hour:	$T = 0.46 (D)$; I/B = 23%; O/B = 77%
PM Peak Hour:	$T = 0.56 (D)$; I/B = 63%; O/B = 37%

Multifamily Housing (Mid-Rise) (per dwelling unit) – LUC 221

Daily:	$T = 5.44 (D)$
AM Peak Hour:	$T = 0.36 (D)$; I/B = 26%, O/B = 74%
PM Peak Hour:	$T = 0.44 (D)$; I/B = 61%, O/B = 39%

Assisted Living (per bed) – LUC 254

Daily:	$T = 2.60 (B)$
AM Peak Hour:	$T = 0.19 (B)$; I/B = 63%, O/B = 37%
PM Peak Hour:	$T = 0.26 (B)$; I/B = 38%, O/B = 62%

General Office Building (per 1,000 sf) – LUC 710

Daily:	$\ln(T) = 0.97 \ln(A) + 2.50$
AM Peak Hour:	$\ln(T) = 0.94(A) + 26.49$; I/B = 86%, O/B = 14%
PM Peak Hour:	$\ln(T) = 0.95 \ln(A) + 0.36$; I/B = 16%, O/B = 84%

Medical-Dental Office (per 1,000 sf) – LUC 720

Daily:	$T = 34.80 (A)$
AM Peak Hour:	$T = 2.78 (A)$; I/B = 78%, O/B = 22%
PM Peak Hour:	$T = 3.46 (A)$; I/B = 28%, O/B = 72%

Shopping Center (per 1,000 sf) – LUC 820

Daily:	$T = 37.75 (A)$
AM Peak Hour:	$T = 0.94 (A)$; I/B = 62%, O/B = 38%
PM Peak Hour:	$T = 3.81 (A)$; I/B = 48%, O/B = 52%

Fast Casual Restaurant (per 1,000 sf) – LUC 930

Daily:	$T = 315.17 (A)$
AM Peak Hour:	$T = 2.07 (A)$; I/B = 67%, O/B = 33%
PM Peak Hour:	$T = 14.13 (A)$; I/B = 55%, O/B = 45%

High Turnover Restaurant (per 1,000 sf) – LUC 932

Daily:	$T = 112.18 (A)$
AM Peak Hour:	$T = 9.94 (A)$; I/B = 55%, O/B = 45%
PM Peak Hour:	$T = 9.77 (A)$; I/B = 62%, O/B = 38%

Gas Station with Convenience Market (per 1,000 sf) – LUC 945

Daily:	T = 1440.02 (A)
AM Peak Hour:	T = 75.99 (A); I/B = 51%, O/B = 49%
PM Peak Hour:	T = 88.35 (A); I/B = 51%, O/B = 49%

Sources:

Institute of Transportation Engineers *Trip Generation Manual* (10th Edition, 2017).

APPENDIX J

SYNCHRO CALCULATION WORKSHEETS

Future (2024) Without AM Project Queues
3: Jefferson Boulevard & Slauson Avenue

06/27/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.91	1.00	1.00	0.91	0.91
Ped Bike Factor			0.99		1.00						1.00	
Frt			0.850		0.996				0.850		0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1636	3319	1854	0	1652	4916	1544	1652	4760	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1863	1613	3319	1854	0	1652	4916	1544	1652	4760	0
Satd. Flow (RTOR)			138		1				131		10	
Lane Group Flow (vph)	34	129	138	323	269	0	121	962	184	20	938	0
v/c Ratio	0.21	0.53	0.42	0.72	0.66		0.66	0.34	0.57	0.12	0.38	
Control Delay	62.2	64.2	11.9	66.8	58.3		76.3	18.5	24.6	56.0	21.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	62.2	64.2	11.9	66.8	58.3		76.3	18.5	24.6	56.0	21.8	
Queue Length 50th (ft)	29	110	0	147	236		107	134	44	18	182	
Queue Length 95th (ft)	66	176	60	191	316		170	272	119	41	265	
Internal Link Dist (ft)		279			430			465			435	
Turn Bay Length (ft)	137		135	435			55		70	110		
Base Capacity (vph)	199	401	456	625	544		270	2859	397	176	2487	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.17	0.32	0.30	0.52	0.49		0.45	0.34	0.46	0.11	0.38	
Intersection Summary												

Future (2024) Without PM Project Queues
3: Jefferson Boulevard & Slauson Avenue

06/27/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.91	1.00	1.00	0.91	0.91
Ped Bike Factor			0.98		0.99						1.00	
Frt			0.850		0.969				0.850		0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1636	3319	1796	0	1652	4916	1544	1652	4779	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1863	1610	3319	1796	0	1652	4916	1544	1652	4779	0
Satd. Flow (RTOR)			222		11				131		6	
Lane Group Flow (vph)	35	236	250	368	157	0	91	1120	322	62	791	0
v/c Ratio	0.10	0.78	0.56	0.62	0.44		0.59	0.47	0.84	0.45	0.36	
Control Delay	40.9	72.7	13.8	56.7	52.8		76.0	27.8	50.9	71.3	27.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	40.9	72.7	13.8	56.7	52.8		76.0	27.8	50.9	71.3	27.5	
Queue Length 50th (ft)	26	208	22	162	130		81	243	177	55	163	
Queue Length 95th (ft)	50	287	100	194	198		137	384	268	102	267	
Internal Link Dist (ft)		279			430			465			435	
Turn Bay Length (ft)	137		135	435			55		70	110		
Base Capacity (vph)	357	401	521	886	680		202	2419	508	148	2221	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.10	0.59	0.48	0.42	0.23		0.45	0.46	0.63	0.42	0.36	
Intersection Summary												

Future (2024) With Project AM Queues
3: Jefferson Boulevard & Slauson Avenue

06/27/2019

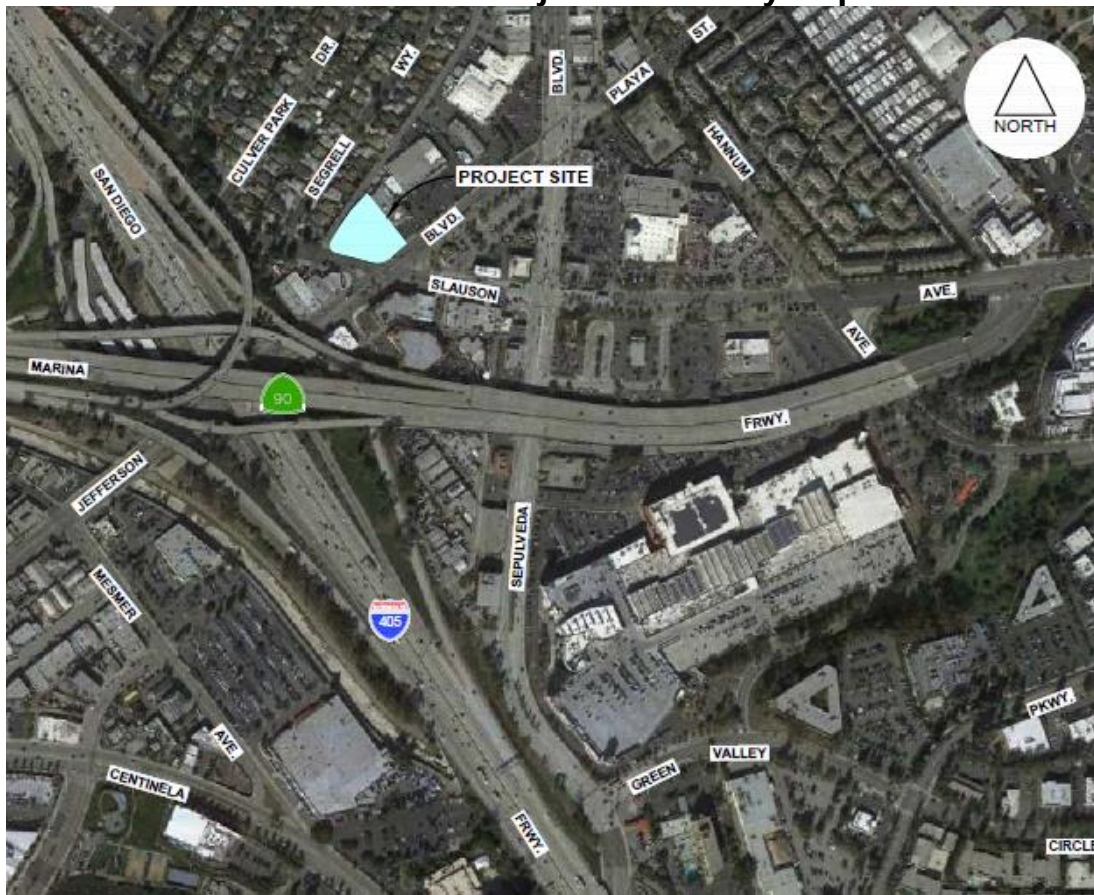
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.91	1.00	1.00	0.91	0.91
Ped Bike Factor			0.99		1.00						1.00	
Frt			0.850		0.996				0.850		0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1636	3319	1854	0	1652	4916	1544	1652	4755	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1863	1613	3319	1854	0	1652	4916	1544	1652	4755	0
Satd. Flow (RTOR)			157		1				131		11	
Lane Group Flow (vph)	35	142	157	323	286	0	143	962	184	20	941	0
v/c Ratio	0.21	0.55	0.44	0.72	0.68		0.70	0.34	0.57	0.12	0.39	
Control Delay	62.3	64.3	11.3	66.9	58.6		76.1	19.7	24.7	54.6	23.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	62.3	64.3	11.3	66.9	58.6		76.1	19.7	24.7	54.6	23.7	
Queue Length 50th (ft)	30	121	0	147	250		127	138	44	18	191	
Queue Length 95th (ft)	67	189	64	191	332		193	284	119	40	279	
Internal Link Dist (ft)		279			430			465			435	
Turn Bay Length (ft)	137		135	435			55		70	110		
Base Capacity (vph)	199	401	471	602	531		293	2835	387	184	2395	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.18	0.35	0.33	0.54	0.54		0.49	0.34	0.48	0.11	0.39	
Intersection Summary												

Future (2024) With Project PM Queues
3: Jefferson Boulevard & Slauson Avenue

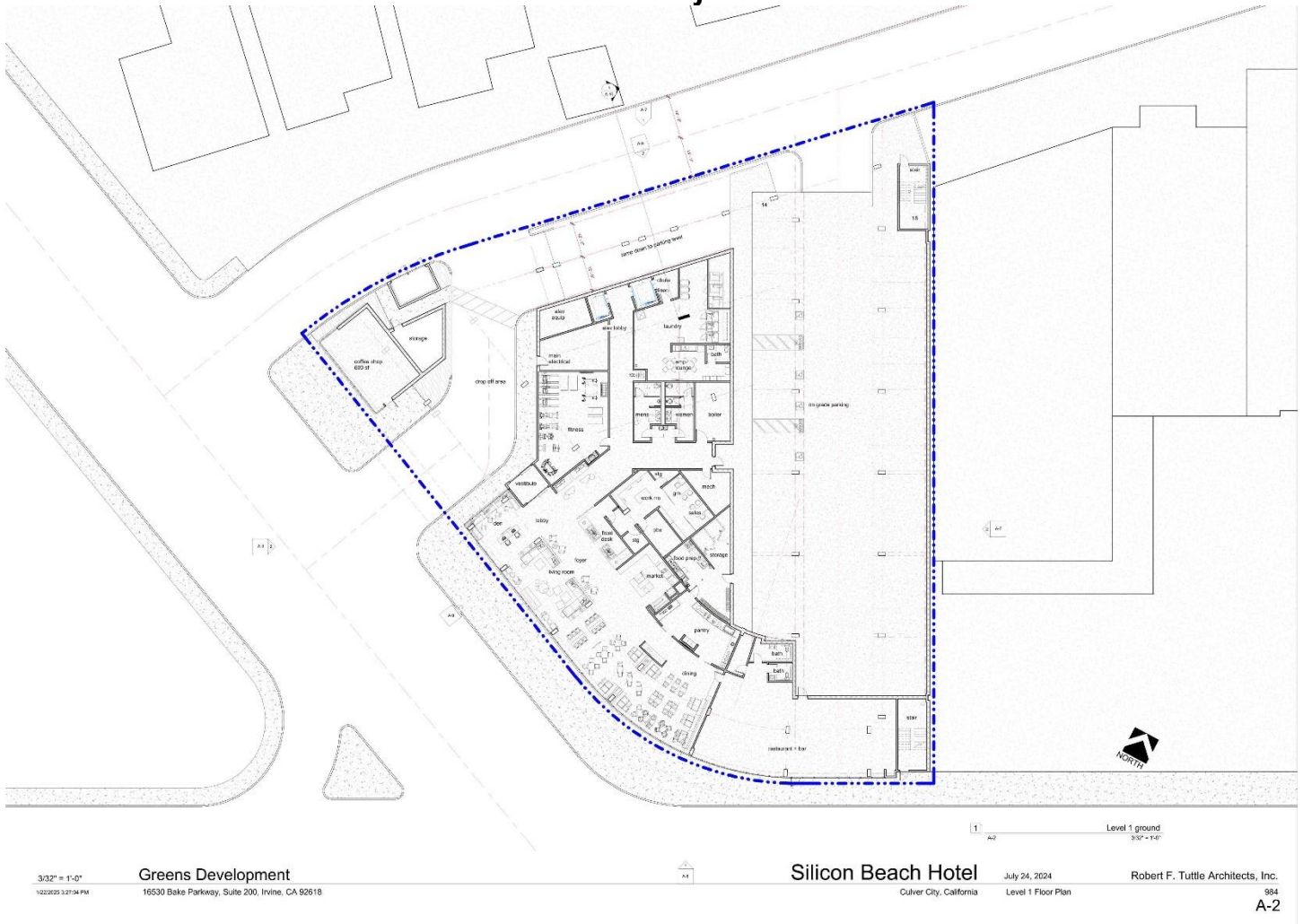
06/27/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.91	1.00	1.00	0.91	0.91
Ped Bike Factor			0.98		1.00						1.00	
Frt			0.850		0.972				0.850		0.991	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1636	3319	1802	0	1652	4916	1544	1652	4773	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1863	1611	3319	1802	0	1652	4916	1544	1652	4773	0
Satd. Flow (RTOR)			236		10				131		7	
Lane Group Flow (vph)	35	248	276	368	170	0	110	1120	322	61	786	0
v/c Ratio	0.10	0.78	0.59	0.62	0.46		0.65	0.47	0.84	0.44	0.37	
Control Delay	41.2	72.4	14.8	56.7	52.9		77.5	28.5	50.9	70.3	29.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	41.2	72.4	14.8	56.7	52.9		77.5	28.5	50.9	70.3	29.0	
Queue Length 50th (ft)	26	219	31	162	142		98	250	177	54	167	
Queue Length 95th (ft)	50	298	116	194	212		158	386	268	101	271	
Internal Link Dist (ft)		279			430			465			435	
Turn Bay Length (ft)	137		135	435			55		70	110		
Base Capacity (vph)	354	415	542	886	694		214	2375	508	148	2142	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.10	0.60	0.51	0.42	0.24		0.51	0.47	0.63	0.41	0.37	
Intersection Summary												

Attachment B – Project Site Vicinity Map



Attachment C – Project Site Plan



Attachment D – Project Location and Culver City Transit Priority Areas



SOURCE: CULVER CITY TRANSPORTATION STUDY CRITERIA AND GUIDELINES (JULY 2020)

Culver City Station	E (Expo) Line
La Cienega Station	Key Transit Priority Areas
Sepulveda/Venice Intersection	Culver City
Westfield-Culver City Transit Center	Project Location