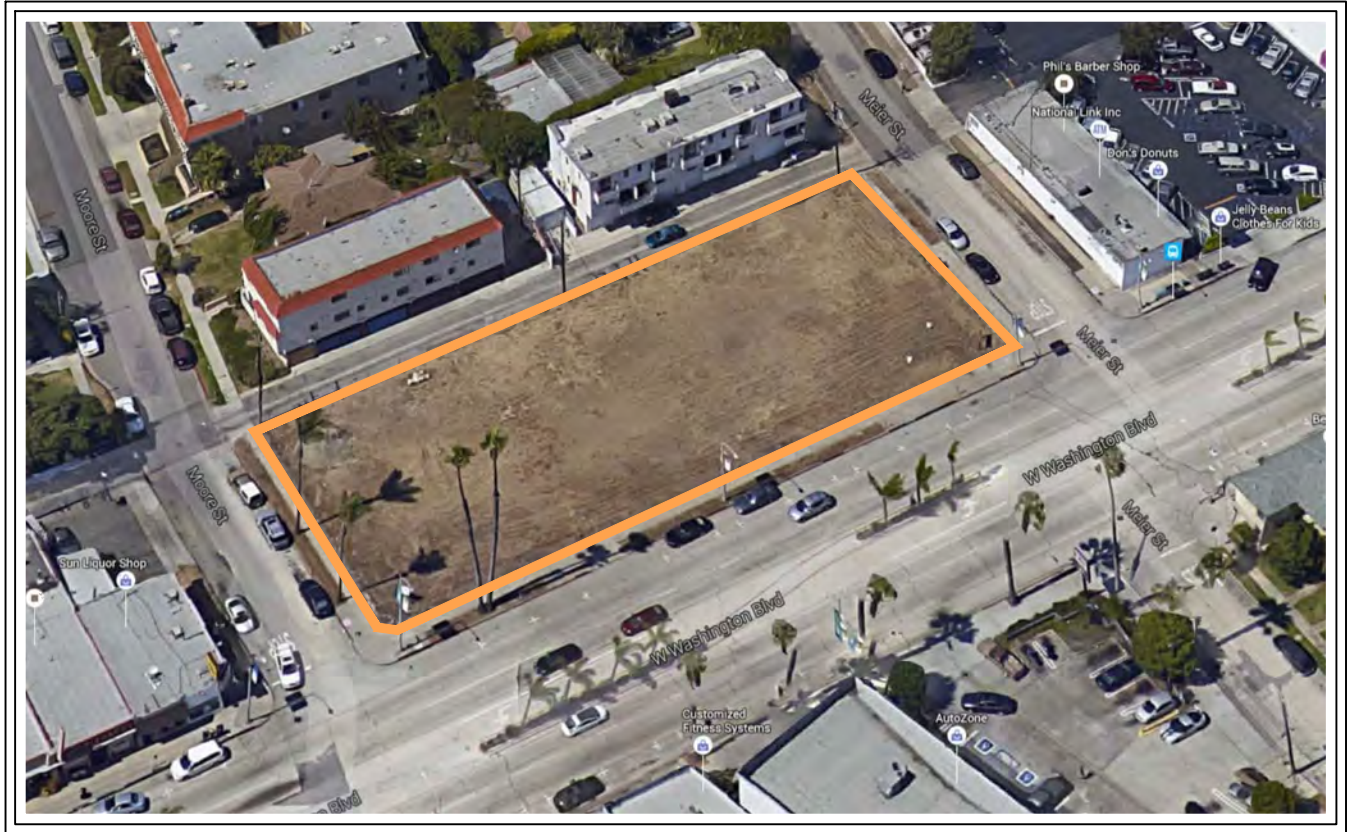


# TRAFFIC IMPACT ANALYSIS REPORT

**Proposed Mixed-Use Development**  
(37 Apartments and 7,300 Square Feet of Retail)  
**12803 Washington Boulevard**  
**Culver City, California**



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## EXECUTIVE SUMMARY

The project under consideration is the development of a new mixed-use residential and retail project at 12803 Washington Boulevard, on a currently-vacant parcel on the north side of the street between Moore Street and Meier Street in the western portion of the City of Culver City. The proposed project will contain a total of 37 apartment units (including three “affordable” units) along with a total of approximately 7,300 square feet of ground floor retail use fronting along Washington Boulevard. Once the project is completed and fully occupied, anticipated by the end of the year 2017, it is expected to result in a total of approximately 570 net new daily trips, including a total of about 29 net trips (10 inbound, 19 outbound) during the AM peak hour, and about 43 net trips (24 inbound, 19 outbound) during the PM peak hour.

The project will provide a total of approximately 99 site-serving vehicular parking spaces, including 70 residential spaces, 21 retail spaces, and eight “surplus” (unassigned) spaces (potentially available as residential guest parking) within a two-level (at-grade and subterranean) on-site parking garage. A total of 21 on-site public parking spaces are also provided as a voluntary project feature (not required by the current City code). The proposed project will also provide a total of 13 on-site bicycle parking spaces, including seven “residential” bicycle spaces and six “retail” bicycle spaces (five more than are required). The proposed amounts of both vehicular and bicycle parking will meet the applicable parking requirements for the project.

The 21 public parking spaces and 14 of the project’s required 21 retail parking spaces will be located on the at-grade level of the on-site parking garage, while the remaining seven required retail parking spaces (assumed to be employee parking), plus all of the 70 required residential parking spaces and the eight “surplus” (potentially, residential guest) parking spaces, will be provided on the subterranean parking level. Access to the at-grade level of the parking garage, containing the public parking spaces and most of the project’s retail parking, will be provided via a two-way (entry and exit) driveway on Meier Street, while the subterranean parking level, containing all of the parking for the project’s residential component, along with the remainder of the project’s required retail parking and the eight “surplus” parking spaces, will be accessed by a two-way driveway on Moore Street. Loading for the project is proposed via two on-street loading spaces, one each located along the project’s Moore Street and Meier Street frontages, as is permitted by the City (subject to review and approval). The proposed driveway and loading area locations and operations are acceptable, and therefore, no project-related parking, access, or loading impacts are expected, and no mitigation measures are warranted.

The project applicant retained Hirsch/Green Transportation Consulting, Inc. (“Hirsch/Green”) to prepare a traffic and parking analysis for the project. The scope of this study was discussed with City of Culver City Public Works Department and City Traffic Engineer to assure that appropriate study methodologies and assumptions were utilized. Based on those discussions, this study evaluated the existing (year 2015) and forecast future (year 2017) conditions at a total of nine intersections in the vicinity of the project during both the AM and PM peak hours, and along five local/residential streets adjacent to or near the project that are anticipated to be used as access routes to and from the project site. The potential for project-related impacts on the various freeways and other regionally-significant transportation facilities in the project vicinity, as well as to the public transportation facilities serving the study area, was also evaluated.

The results of the analyses summarized in this report indicate that the proposed project would not significantly impact any of the study intersections, nor would it produce sufficient net new traffic to create significant impacts to any of the adjacent local/residential streets, or to the area regional arterial roadways or freeways. Additionally, no significant impacts to the operations of the existing public transit facilities in the project vicinity are expected. Further, as noted earlier, the proposed project will provide sufficient on-site vehicular and bicycle parking to meet its applicable requirements, in addition to providing a total of 21 new on-site public parking spaces. Therefore, no significant project-related traffic, parking, or site access impacts are anticipated, and as such, no off-site traffic mitigation measures are warranted for the project. However, the City Public Works Department has requested that the project improve the existing curb returns at the northeast corner of Washington Boulevard and Moore Street, and at the northwest corner of Washington Boulevard and Meier Street from the current substandard 15-foot radius to a larger (standard) 25-foot radius, and dedicate the necessary rights-of-way for implementation of these improvements. These improvements will allow for easier turns between both of these local streets and Washington Boulevard, and will improve traffic flow in the project vicinity.

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## INTRODUCTION

This report summarizes the results of a traffic and parking impact analysis for a proposed new mixed-use residential and retail development located at 12803 Washington Boulevard, on the north side of the street between Moore Street and Meier Street in the western portion of the City of Culver City. The proposed project will contain a total of approximately 37 apartment units (including three “affordable” units) and approximately 7,300 square feet of ground floor retail fronting on Washington Boulevard. The subject site is currently vacant. The location of the project site and the surrounding vicinity are shown in Figure 1.

The project applicant retained Hirsch/Green Transportation Consulting, Inc. (“Hirsch/Green”) to study the impacts of the proposed development on the surrounding street system, in order to address concerns related to existing and potential future traffic congestion in the project area. The proposed scope of study was reviewed by the City of Culver City Public Works Department traffic engineering staff to ensure that appropriate analysis methodologies and assumptions were utilized. Based on those reviews, this study evaluates the existing (year 2015) and forecast future (year 2017) conditions at nine intersections adjacent to or in close proximity of the project site during the peak weekday AM and PM traffic hours. These nine intersections, listed below, represent the locations most likely to be affected by project-generated traffic.

1. Washington Boulevard and Costco Driveway
2. Washington Boulevard and Glencoe Avenue/Costco Driveway
3. Washington Boulevard and Walgrove Avenue
4. Washington Boulevard and Redwood Avenue
5. Washington Boulevard and Beethoven Street
6. Washington Boulevard and Washington Place/Zanja Street
7. Washington Place and Centinela Avenue
8. Washington Boulevard and Centinela Avenue
9. Washington Boulevard and Lincoln Boulevard (City of Los Angeles)

In addition to the nine study intersections, the potential for project-related impacts to several of the local access streets adjacent to and serving the project site were also investigated, including Beethoven Street, Zanja Street, Moore Street, and Meier Street. The locations of each of the study intersections and street segments in relation to the project site are shown in Figure 2.

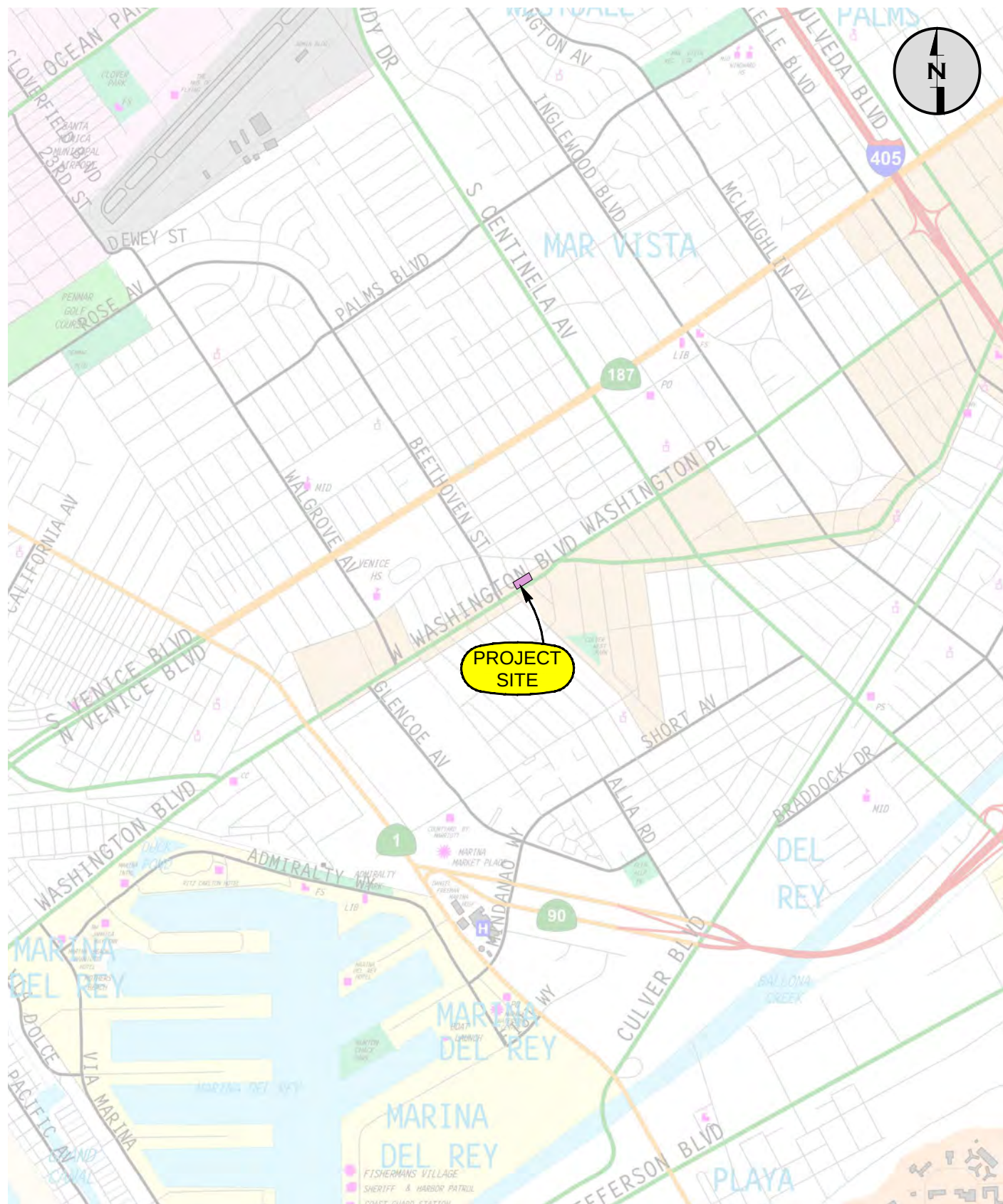


FIGURE 1

12803 WASHINGTON BOULEVARD  
PROJECT SITE VICINITY MAP



## PROJECT DESCRIPTION

The project under consideration is the construction of a new mixed-use residential (apartment) and retail development on a currently vacant parcel of land at 12803 Washington Boulevard, on the north side of the street between Moore Street and Meier Street in the western portion of the City of Culver City (although the north property line of the project site coincides with the City of Culver City/City of Los Angeles boundary, and the east-west access alley north of the site is within the City of Los Angeles). The proposed project will construct a new four-story building containing a total of approximately 37 apartments (including three “affordable” units) over a total of approximately 7,300 square feet of ground floor retail area fronting Washington Boulevard. The project will provide a total of approximately 120 on-site vehicular parking spaces, including a total of approximately 99 site-serving (70 residential, 21 retail, and eight “surplus”) spaces, along with a total of 21 on-site public parking spaces, located within a two-level (at-grade and subterranean) parking structure. Most of the retail parking and all of the public parking spaces will be located on the at-grade level of the parking garage behind the ground floor retail use, with access to these spaces provided via a two-way (entry and exit) driveway on Meier Street. The remaining retail spaces, along with the resident and “surplus” (potentially residential guest) parking spaces will be provided on the subterranean parking level of the garage, accessed by a two-way (entry and exit) driveway on Moore Street. The proposed project’s first floor layout is shown in Figure 3(a), while the subterranean parking level layout is shown in Figure 3(b).

### Project Traffic Generation

The traffic-generating characteristics of various land uses, including apartment and retail uses like those envisioned in the proposed project, have been extensively surveyed and documented in studies conducted under the auspices of the Institute of Transportation Engineers (ITE), with the most current information provided in the 9<sup>th</sup> Edition of the ITE’s *Trip Generation Manual*.<sup>1</sup> The trip generation data contained in the ITE manual are nationally recognized, and are used as the basis for most traffic studies conducted throughout the Southern California region, including the City of Culver City and the adjacent City of Los Angeles, and pursuant to the traffic study requirements for both jurisdictions, the City of Culver City traffic engineering staff recommended the use of the applicable ITE rates in the preparation of this study. The trip generation rates utilized to estimate the traffic resulting from the development of the proposed project, including both the residential and retail components, are summarized in Table 1.

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<sup>1</sup> *Trip Generation*, 9<sup>th</sup> Edition, Institute of Transportation Engineers, Washington, D.C., 2012.



Hirsch/Green Transportation Consulting, Inc.

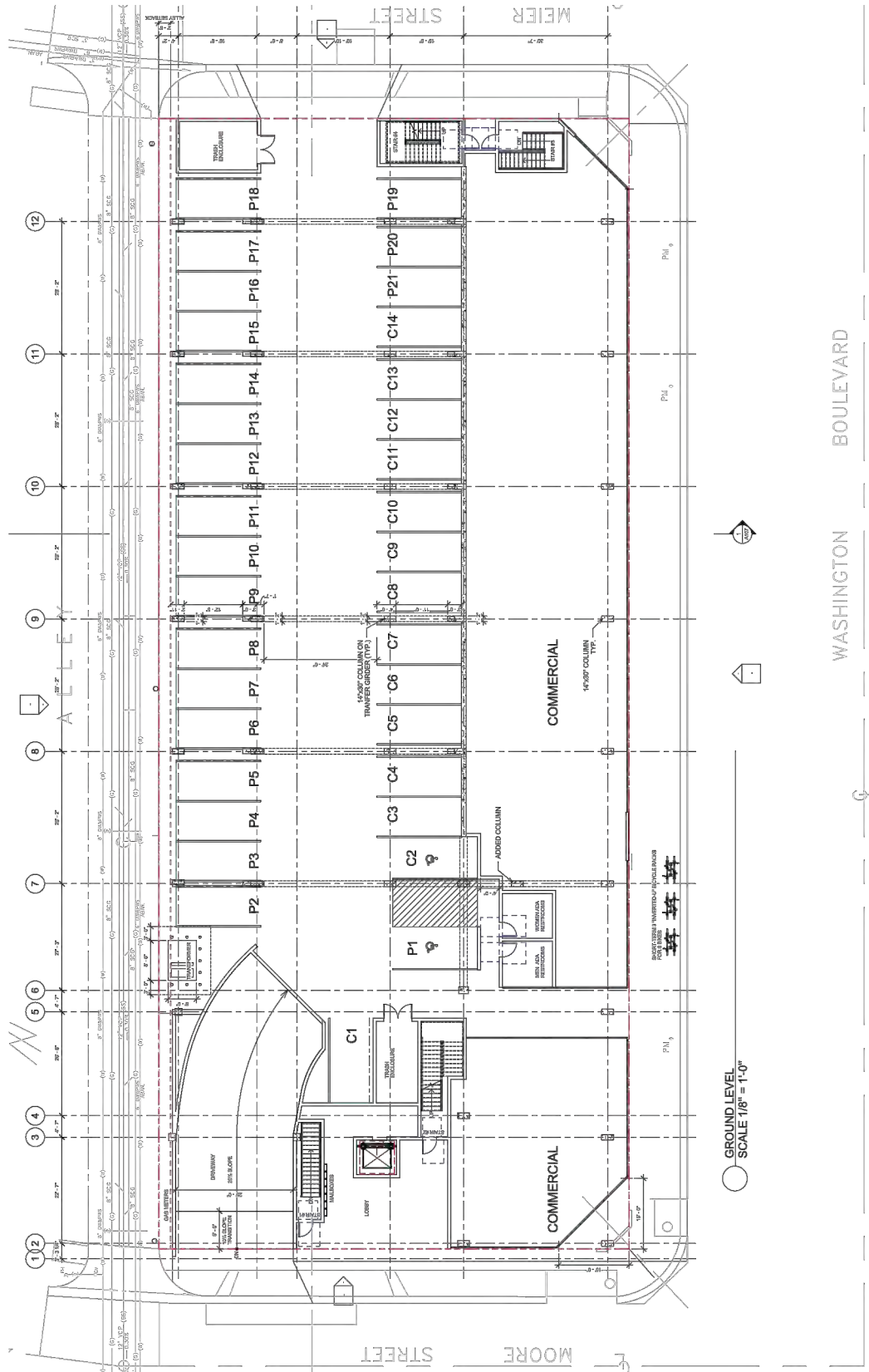
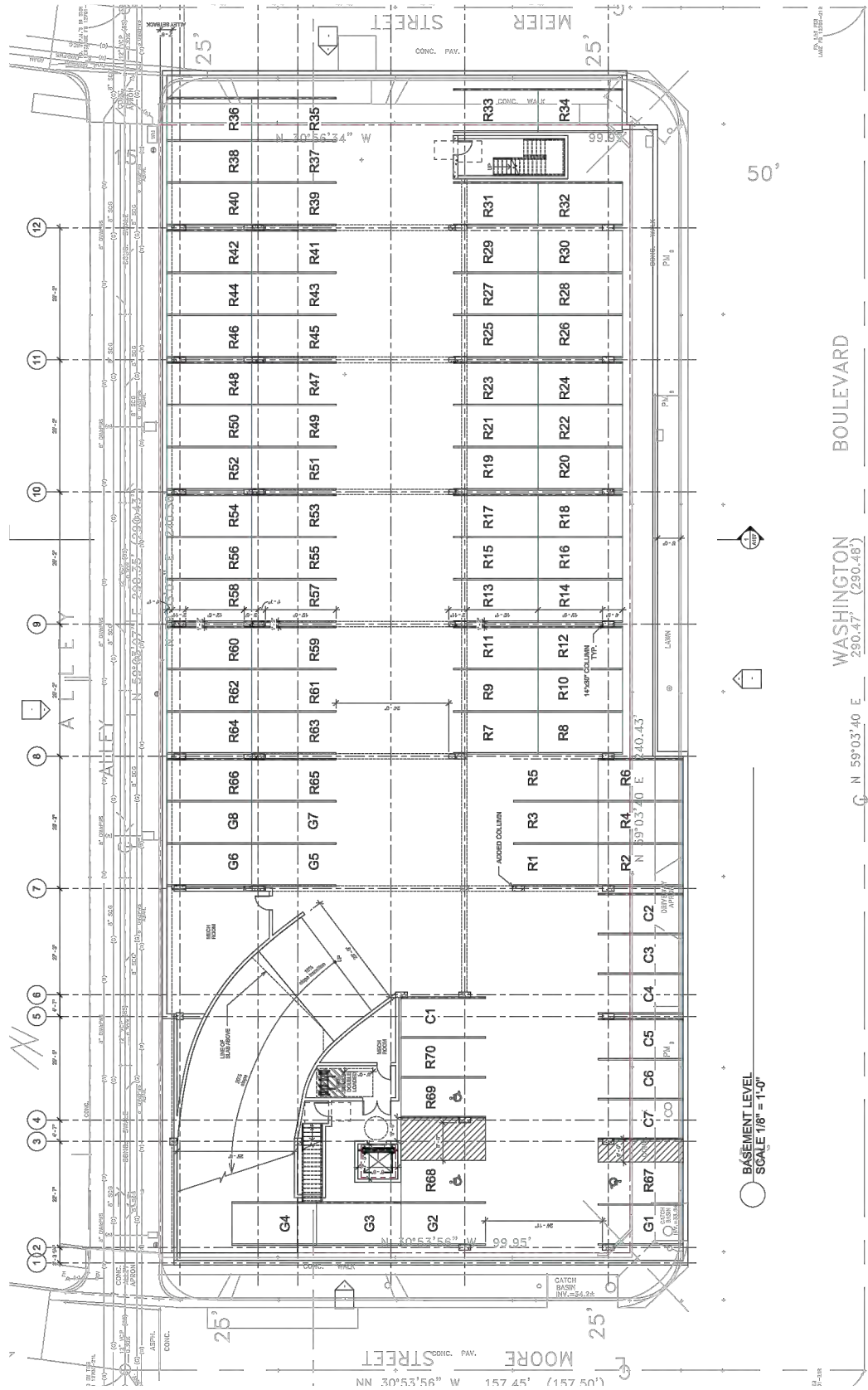


FIGURE 3(a)

12803 WASHINGTON BOULEVARD  
PROJECT SITE LAYOUT  
GROUND (AT-GRADE) FLOOR



Hirsch/Green Transportation Consulting, Inc.



**Table 1**  
**Project Trip Generation Rates\***

Apartment - per dwelling unit (ITE Land Use 220)

Daily Trips: T = 6.65 (U)  
 AM Peak Hour: T = 0.51 (U); I/B = 20%, O/B = 80%  
 PM Peak Hour: T = 0.62 (U); I/B = 65%, O/B = 35%

Specialty Retail Center - per 1,000 gross square feet of floor area (Land Use 826)

Daily Trips: T = 44.32 (A)  
 AM Peak Hour: T = 1.33 (A); I/B = 60%, O/B = 40%<sup>[1]</sup>  
 PM Peak Hour: T = 2.71 (A); I/B = 44%, O/B = 56%

|        |                                    |                                |
|--------|------------------------------------|--------------------------------|
| Where: | T = Trip Ends                      | I/B = Inbound Trip Percentage  |
|        | U = Number of Residential Units    | O/B = Outbound Trip Percentage |
|        | A = Building Area in 1,000 sq. ft. |                                |

Notes:

All trip generation rates 9th Ed. ITE *Trip Generation Manual*, unless otherwise noted.

<sup>[1]</sup> 3% of "Daily" trips; I/B and O/B percentages per San Diego Association of Governments ("SanDAG"), *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, April 2002.

However, the "baseline" ITE trip generation rates shown in Table 1 are usually derived from actual counts of vehicles entering and exiting the driveways of the subject land uses, and do not generally account for a variety of factors that influence the amount of "net" traffic generation for the developments. For typical mixed-use residential/retail developments, the most significant of these factors involves the effects of "internal interaction", "pass-by" traffic activity, and use of available public transit on the estimates of "net" new traffic added to the area roadways.

"Internal interaction" generally reflects the use of on-site services and amenities by residents of a mixed-use development. It is anticipated that some residents of the proposed project will patronize the convenient ground floor retail facilities, thereby reducing the number of vehicles traveling to and from the site's proposed retail uses. The internal interaction adjustment also includes consideration of "multi-purpose" trips, where customers of one retail store shop at other stores located at the site during a single trip. This factor also reduces the traffic generation of a mixed-use development compared to an individual "stand alone" use, as is generally reflected by the ITE data. Further, it is expected that the project's proposed retail components will provide local-serving facilities within convenient walking distance of the nearby neighborhoods. The ability of area residents to conveniently walk to these nearby retail establishments also reduces vehicle traffic not only to and from the site, but throughout the area, as area residents would not need to drive to other stores. However, in order to provide for a more conservative

assessment of the potential traffic-related impacts of the proposed project, it was assumed that no significant “internal interaction” between the project’s residential and retail components, or “multi-purpose trips” between the various on-site retail uses themselves, would occur.

The second adjustment factor accounts for the effects of pass-by traffic activity on the number of trips generated by the proposed project’s retail component. The concept of pass-by traffic involves the “capture” of an existing trip passing by the project site. These existing trips are already on the area roadway network for other purposes, such as a trip to or from work, or perhaps to or from other shopping destinations. As these trips travel past the project site, the specific convenient facilities provided by the project (or other factors) induce a stop at the site. Such activity is generally considered to be an interim stop along a trip which existed without the development of the project, and therefore vehicles making these stops are not considered to be newly generated project-related traffic. Although the City of Culver City does recognize the effects of pass-by traffic, in general, any trip reductions associated with this factor are limited to a maximum of about 10 percent of the peak hour traffic for the subject land use (without detailed empirical evidence that a specific land use exhibits a higher pass-by factor). Therefore, since the project’s proposed retail component is relatively small (maximum total of 7,300 square feet), and would likely consist of a number of even smaller individual businesses (which tend to be “destination” uses with little pass-by traffic), it was again conservatively assumed for purposes of this study that no significant retail pass-by trip activity would occur for the proposed project.

The use of available public transit services by project residents or retail employees or patrons to travel to and from the project site is expected to reduce the number of trips generated by the proposed new development. As described in more detail later in this study, there are a number of existing bus transit lines that provide regular stops within convenient walking distance (typically, approximately one-quarter mile) of the project site, and it can reasonably be expected that some of the project’s residents and/or retail employees or patrons will utilize the available public transit facilities serving the project site itself and the surrounding area. However, such utilization would be dependent on a number of specific factors related to the proposed project, such as the ability of project residents to reach their off-site destinations, or for the project’s retail employees to travel to and from their on-site workplace by public transit in a convenient and time effective manner. As a result, since these project details are currently unknown, it was also conservatively assumed that no significant transit utilization by either project residents or by employees or patrons of the proposed retail facilities, beyond the nominal amount intrinsically included in the ITE trip generation rates shown in Table 1, were applicable for this study.

Finally, it is of note that the standard ITE trip generation rates used to develop the trip estimates for the proposed residential component of the project are based on the traffic characteristics of typical “market rate” residential units; the ITE data does not include specific trip generation profiles for “affordable” or “low income” residential units. Although not extensively documented, it is generally acknowledged that low-income residential units exhibit a lower “per unit” trip rate than market rate residential units, due primarily to lower per capita vehicle ownership and a higher reliance on public transit or other non-vehicular means of transportation, which would result in a reduction in the amount of traffic generated by the residential component of the proposed project. However, although the adjacent City of Los Angeles (LADOT) does identify trip generation adjustments to account for this factor, the City of Culver City does not currently provide for such adjustments. Therefore, for the purposes of this study, the more conservative trip generation rates associated with typical (market rate) apartment uses were used to calculate the trip generation potential for the proposed project’s entire residential component, producing a “worst case” estimate of the amount of traffic resulting from the project’s residential component.

Therefore, using these highly conservative assumptions, which assumed no internal interaction, pass-by traffic, or public transit utilization adjustments to the baseline ITE trip generation rates shown in Table 1, the potential “worst case” trip generation estimates for the proposed project (including both the residential and retail uses) were calculated, and are summarized in Table 2.

**Table 2**  
**Project Trip Generation**

| Size/Use                            | Daily      | AM Peak Hour |           |           | PM Peak Hour |           |           |
|-------------------------------------|------------|--------------|-----------|-----------|--------------|-----------|-----------|
|                                     |            | In           | Out       | Total     | In           | Out       | Total     |
| <u>Project Roadway Trips</u>        |            |              |           |           |              |           |           |
| 37 -unit Apartment <sup>[1]</sup>   | 246        | 4            | 15        | 19        | 15           | 8         | 23        |
| 7,300 sq. ft. Retail                | 324        | 6            | 4         | 10        | 9            | 11        | 20        |
| <b>Total Proposed Project Trips</b> | <b>570</b> | <b>10</b>    | <b>19</b> | <b>29</b> | <b>24</b>    | <b>19</b> | <b>43</b> |
| <u>Project Driveway Trips</u>       |            |              |           |           |              |           |           |
| 37 -unit Apartment <sup>[1]</sup>   | 246        | 4            | 15        | 19        | 15           | 8         | 23        |
| 7,300 sq. ft. Retail                | 324        | 6            | 4         | 10        | 9            | 11        | 20        |
| 21 -space Public Parking            | 210        | 11           | 10        | 21        | 10           | 11        | 21        |
| <b>Total Project Driveway Trips</b> | <b>780</b> | <b>21</b>    | <b>29</b> | <b>50</b> | <b>34</b>    | <b>30</b> | <b>64</b> |

Note:

<sup>[1]</sup> Total number of residential units; includes three “affordable” units.

As identified in Table 2, once it is completed and fully occupied, the proposed project itself is expected to result in a total of approximately 570 trips per day, with about 29 trips (10 inbound, 19 outbound) occurring during the AM peak hour and about 43 trips (24 inbound, 19 outbound) occurring during the PM peak hour. More specifically, of the total 570 daily trips, approximately 246 daily trips are associated with the 37 apartments, and about 324 daily trips are associated with the 7,300 square foot retail component. Similarly, during the AM peak hour, the project's residential component is anticipated to produce about 19 trips (four inbound, 15 outbound), with about 10 trips (six inbound, four outbound) generated by the retail component during this period. During the PM peak hour, approximately 23 residential trips (15 inbound, eight outbound), and approximately 20 retail component trips (nine inbound, 11 outbound) are expected. Note that since the project site is currently vacant, these trip generation estimates are assumed to reflect new traffic that would be added to the roadway network in the project vicinity.

Table 2 also identifies the amount of traffic anticipated to enter and exit the project's driveways. Note that the estimated project "roadway" trip generation calculations shown in Table 2 and discussed earlier do not include any specific traffic associated with the 21 public parking spaces proposed to be provided by the project. This is because the public parking spaces are intended to serve the existing latent public parking needs of the project vicinity, and therefore, are not expected to result in any new traffic in the area. The public parking spaces would, however, result in traffic at the project's at-grade parking level driveways beyond the project-specific trips generated by the residential and retail components proposed for the development, and were therefore included in the estimates of the total project site driveway volumes. For purposes of this study, it was assumed that the public parking spaces would result in a total of approximately 10.0 trips per space per day, including about 1.0 trip per space (0.5 inbound, 0.5 outbound) during each of the peak hours. Based on these assumptions, the 21 public parking spaces would generate a total of approximately 210 trips per day, including about 21 trips (11 inbound, 10 outbound) during the AM peak hour, and about 21 trips (10 inbound, 11 outbound) during the PM peak hour, bringing the total project driveway trips to approximately 780 trips per day, including about 50 trips (21 inbound, 29 outbound) during the AM peak hour, and about 64 trips (34 inbound, 30 outbound) during the PM peak hour.

### **Project Geographic Trip Distribution**

Next, the general geographic distributions of the project's proposed residential and retail uses were identified, based primarily on a review of existing travel patterns in the general site vicinity, although local and regional demographic information was also researched to provide data on

the relative distribution of likely employment opportunities, shopping and entertainment venues, and other services used by residents of the proposed project, as well as the general locations of the population from which potential employees and/or patrons of the project's retail uses would be drawn. Differences in trip-making characteristics (including origin and destination locations) between typical residential and retail uses were also considered, resulting in somewhat different general geographic trip distributions for the project's residential and retail components.

This information was used to identify the general geographic distribution of the traffic associated with the proposed project-related trips throughout the local area and surrounding region, as summarized in Table 3. Note that, for purposes of this analysis, it was further assumed that the general geographic trip distributions shown in Table 3 are representative of the travel patterns for the subject uses during both the AM and PM commute peak hours.

**Table 3**  
**General Geographic Project Trip Distribution Percentages**

| <b>Direction</b> | <b>Proposed<br/>Residential</b> | <b>Proposed<br/>Retail</b> |
|------------------|---------------------------------|----------------------------|
| North            | 35%                             | 35%                        |
| South            | 30%                             | 35%                        |
| East             | 25%                             | 25%                        |
| West             | 10%                             | 5%                         |
| Totals           | 100%                            | 100%                       |

### **Project Traffic Assignment**

Next, using the general geographic directional trip distribution percentages identified in Table 3, the approximate percentages of the traffic associated with both the residential and retail uses of the proposed project were assigned to the key surface street facilities serving the study area. This process considered many factors influencing the potential travel routes, including turn restrictions at various intersections along the travel routes, one-way or limited access streets, "connectivity" of the local streets to regional transportation facilities (freeways), and the overall "completeness" of the street system in the study area (accounting for any discontinuities in travel routes). The resulting trip assignment percentages to the key transportation facilities in the study area are shown for the project's proposed residential component in Figure 4(a), and for the proposed retail component in Figure 4(b). As noted earlier, these trip assignments are assumed to reflect the travel patterns during both the AM and PM peak commute traffic hours.

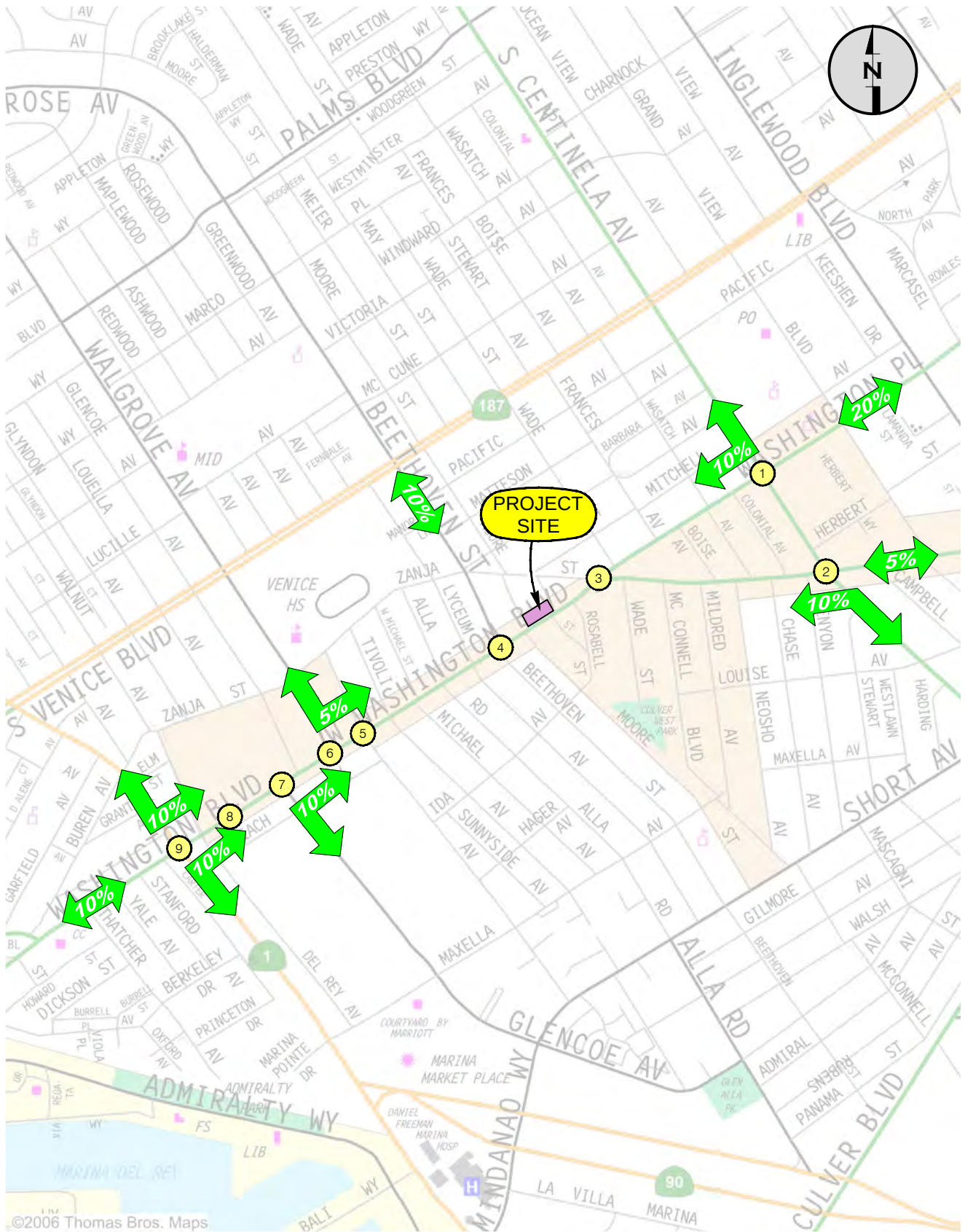


FIGURE 4(a)

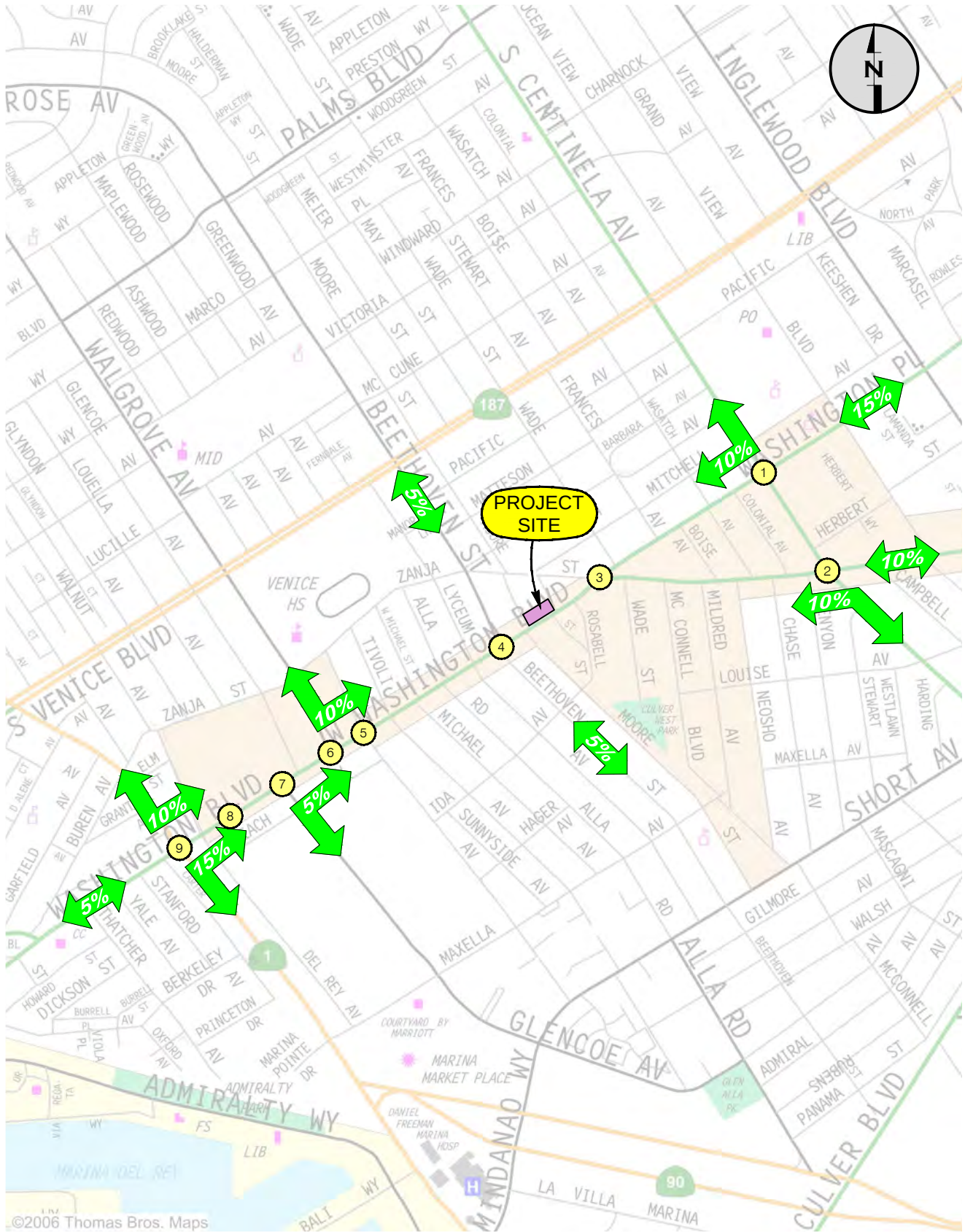
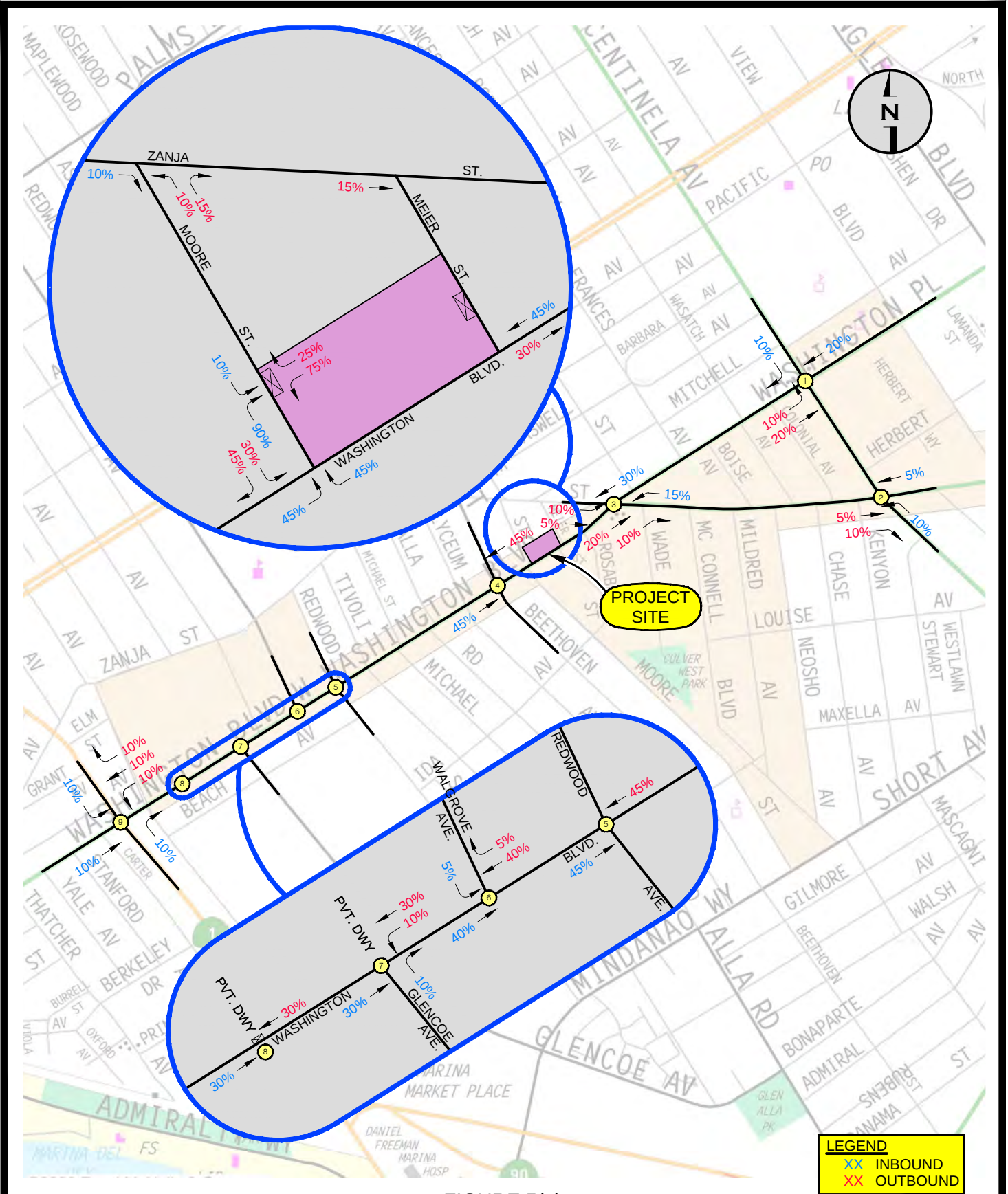


FIGURE 4(b)

The general geographic traffic assignments shown in Figures 4(a) and 4(b) were then further refined to identify the specific movement of project-related traffic through each of the nine study intersections as it travels to and from the project site. Further, in addition to the same factors described earlier in the discussion of the general geographic trip distribution assignments, this step also assessed the more localized effects of the proposed locations and operations of the project's driveways on the site-related traffic travel patterns. As noted earlier in this report, each of the project's driveways are anticipated to serve different components of the project (such as the residential, retail, and public parking spaces), and therefore, the various project components exhibit slightly different "localized" access assumptions at the site-adjacent intersections.

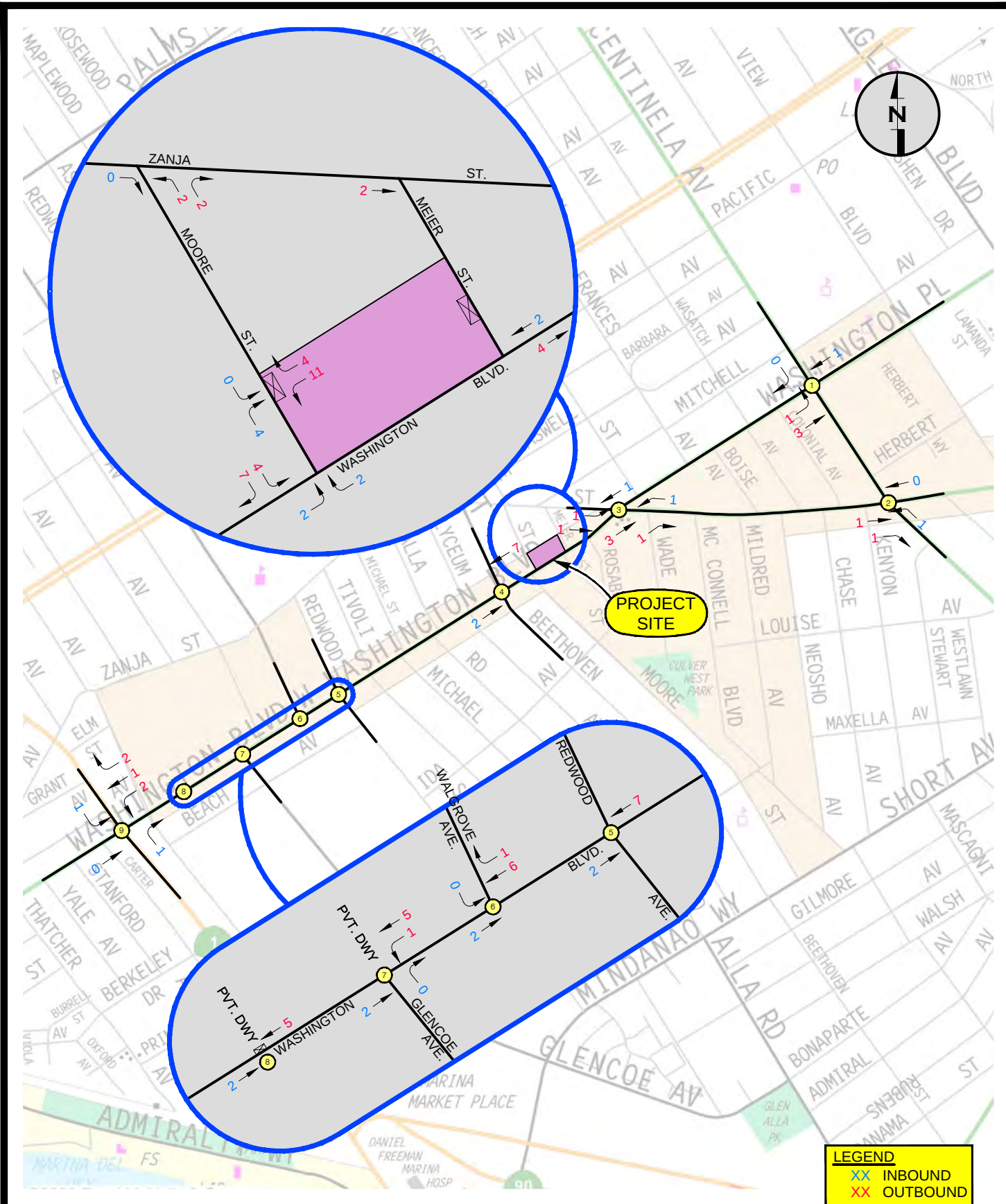
Finally, consideration was also given to the existing traffic conditions on the key streets and at intersections near the project site; high peak hour traffic volumes and/or traffic congestion along Washington Boulevard near the project site can cause moves such as left-turns between the project site and Washington Boulevard to be difficult and time consuming. As a result, some of the more "direct" travel paths to or from the project site were assumed to be at least partially restricted by heavy traffic volumes or congestion, resulting in more circuitous "around the block" travel patterns in the area for some of the project's residents, employees, and patrons/visitors. Observations of current traffic patterns around the project site noted these conditions, and their effects were therefore incorporated into the development of the project's traffic assignments. The resulting project traffic assignments, identifying the anticipated specific travel routes for the project's trips through each of the study intersections, are shown in Figure 5(a) for the proposed residential component and in Figure 5(b) for the proposed retail component.

The final step was to calculate the number of net new project trips traveling through each of the study intersections. The net project traffic additions to each of the nine study intersections are shown individually for each of the project's components; the AM peak hour trips are shown in Figure 6(a) for the proposed residential component and in Figure 6(b) for the retail uses, while the PM peak hour trips for the proposed project's residential and retail components are shown in Figures 7(a) and 7(b), respectively. These individual trip assignments were then combined to identify the total project-related traffic anticipated at each of the study intersections, and the results are shown in Figures 8(a) and 8(b) for the AM and PM peak hours, respectively. The values shown in these figures represent the potential increases in peak hour traffic attributable to the proposed project at each of the study intersections and site-adjacent streets, and provide the level of detail necessary to conduct the analyses and identify the potential incremental project-related traffic impacts to these facilities, as described in detail later in this report.



12803 WASHINGTON BOULEVARD  
 PROJECT TRAFFIC DISTRIBUTION PERCENTAGES  
 RESIDENTIAL COMPONENT





12803 WASHINGTON BOULEVARD  
 PROJECT TRIPS - RESIDENTIAL COMPONENT  
 AM PEAK HOUR

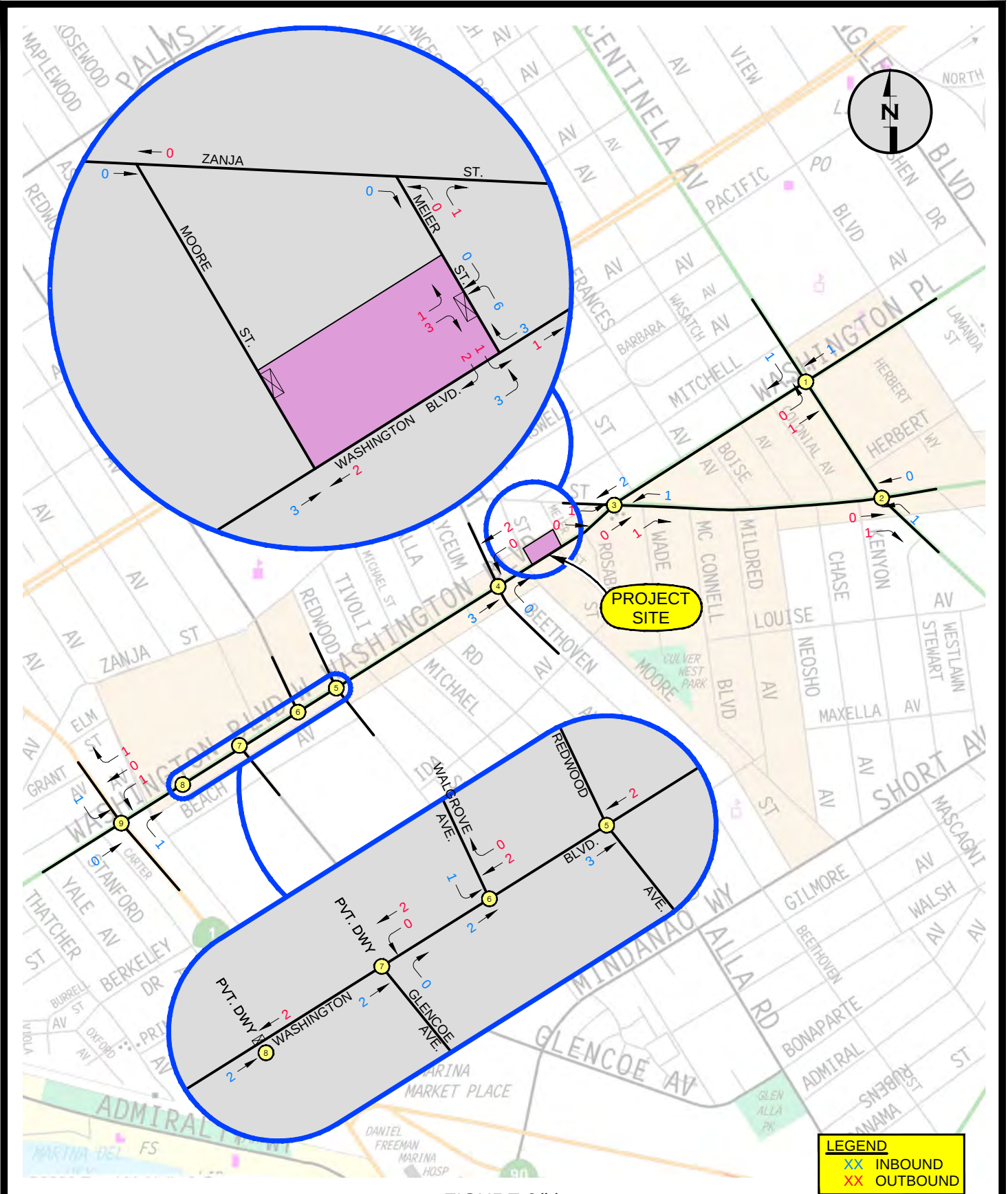


FIGURE 6(b)

12803 WASHINGTON BOULEVARD  
PROJECT TRIPS - RETAIL COMPONENT  
AM PEAK HOUR

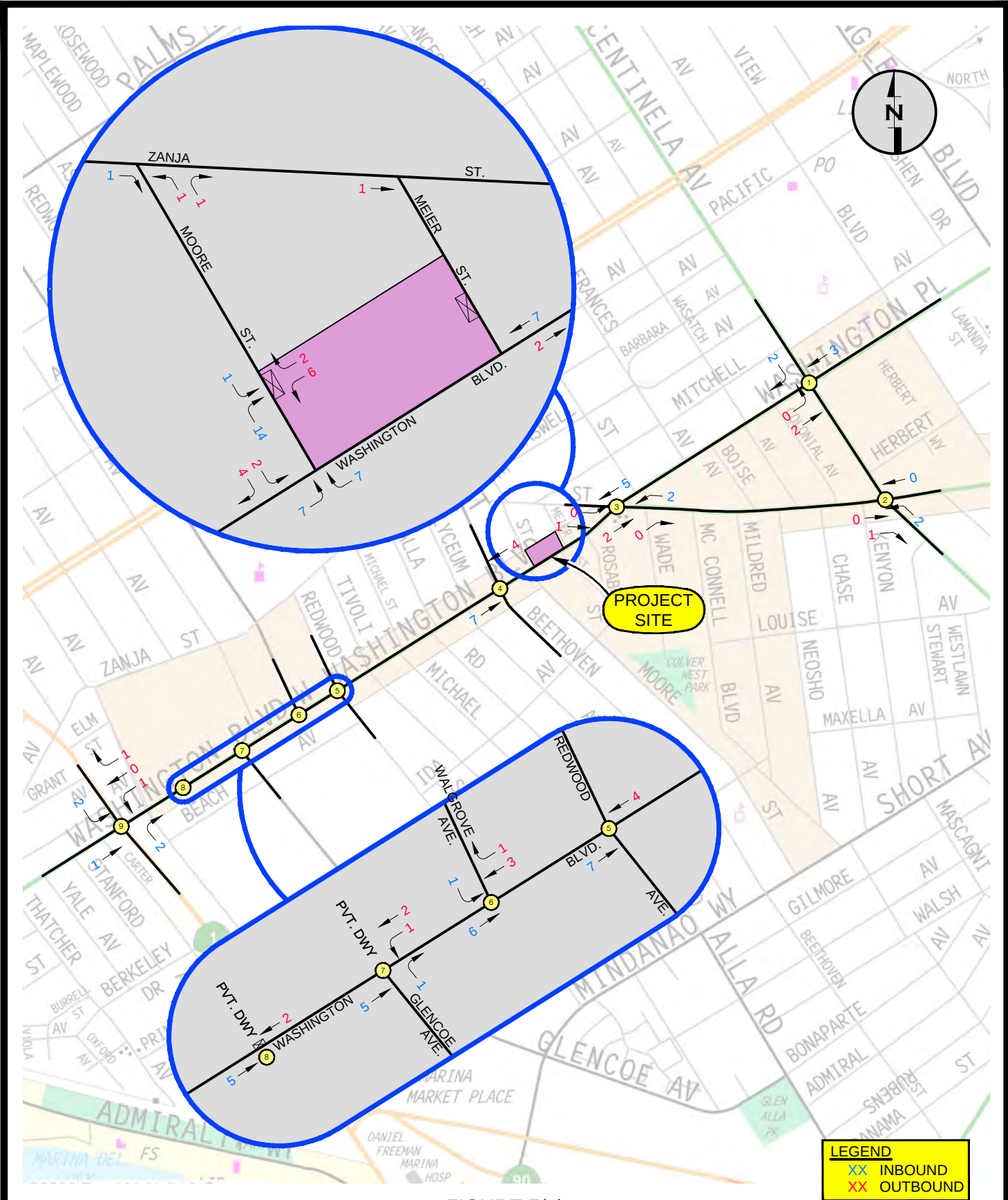


FIGURE 7(a)

12803 WASHINGTON BOULEVARD  
PROJECT TRIPS - RESIDENTIAL COMPONENT  
PM PEAK HOUR

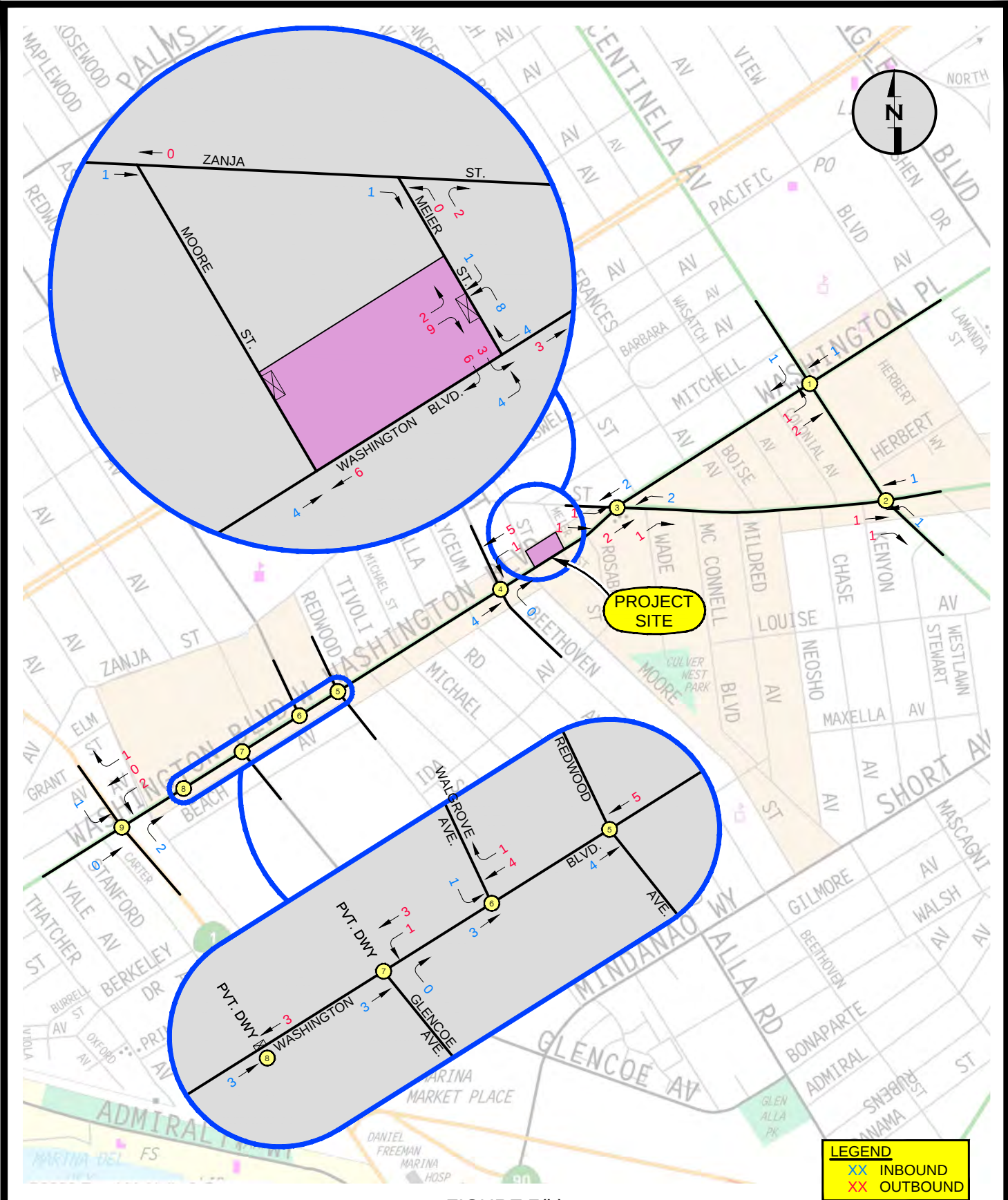
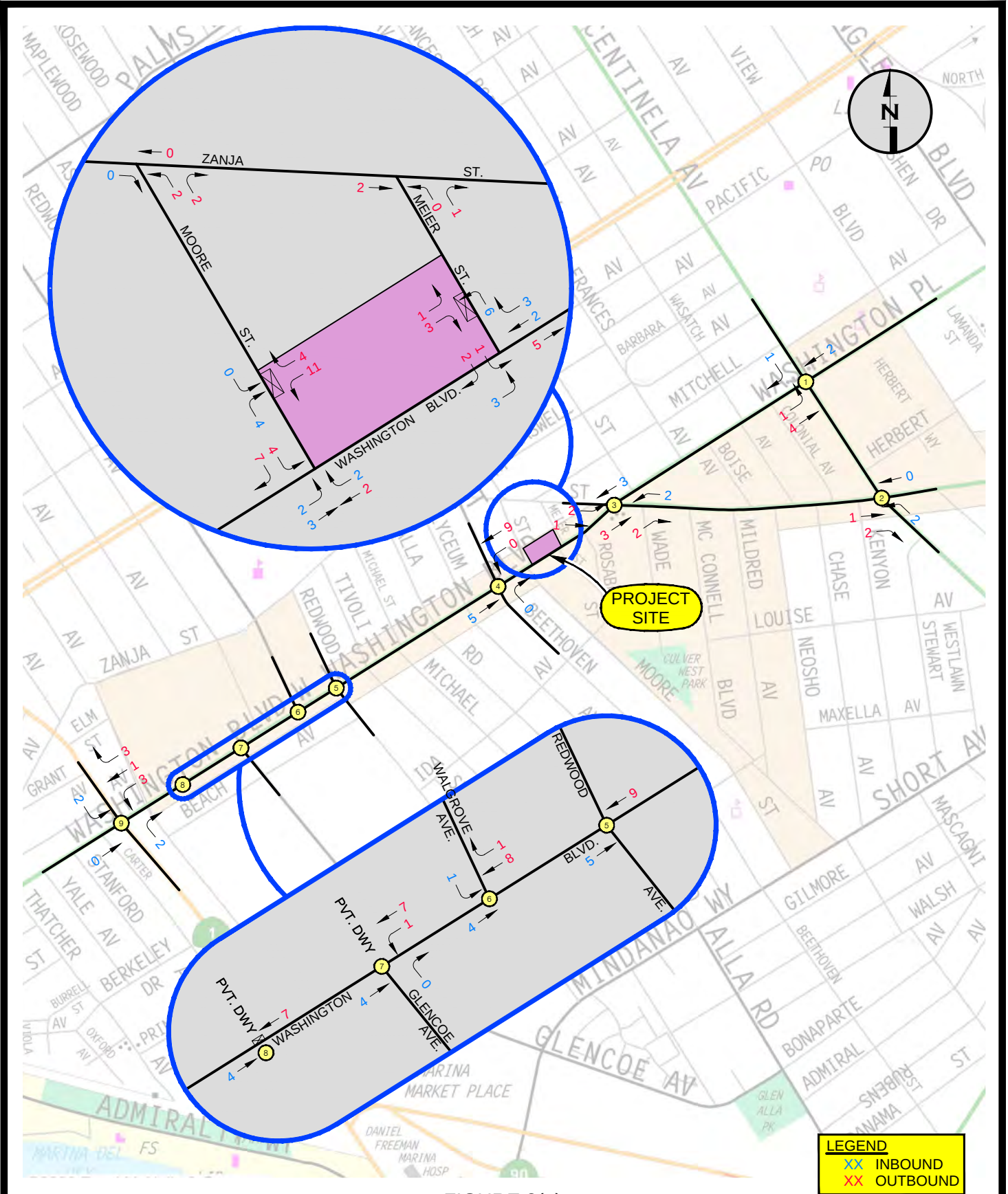
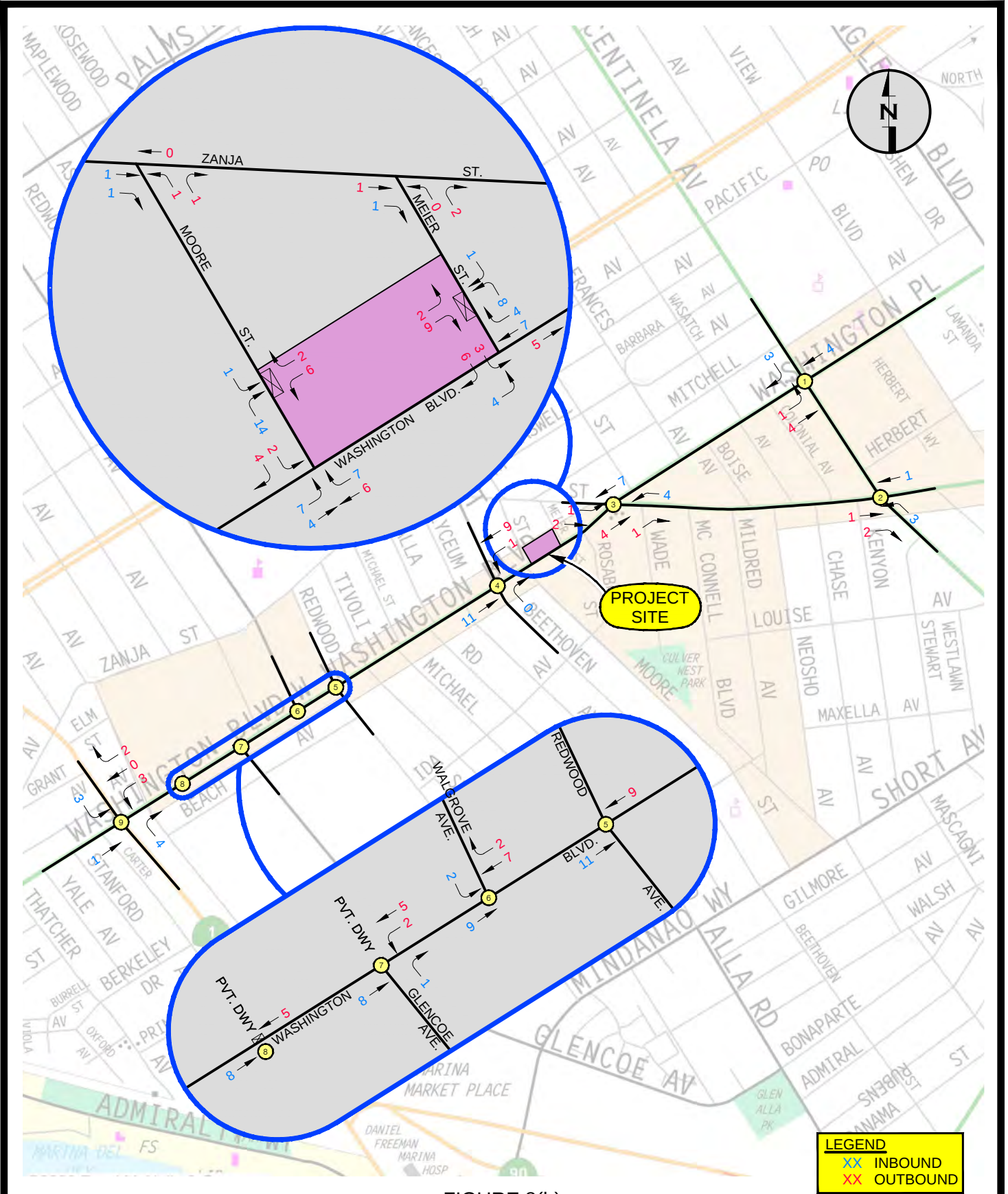


FIGURE 7(b)

12803 WASHINGTON BOULEVARD  
PROJECT TRIPS - RETAIL COMPONENT  
PM PEAK HOUR



12803 WASHINGTON BOULEVARD  
 TOTAL PROJECT-ONLY TRIPS  
 AM PEAK HOUR



## **Project Parking and Access**

### *Vehicular Parking Requirements*

The City of Culver City Zoning Code identifies off-street parking requirements for various types of land uses, including residential and retail uses such as those proposed for the subject project. For “residential” uses, the Zoning Code requires that parking for residents be provided at a ratio of one space per unit for studio and 1-bedroom units smaller than 900 square feet, with such units larger than 900 square feet, as well as all 2- and 3-bedroom units (regardless of size) requiring 2.0 spaces per unit, and 4-bedroom units requiring 3.0 spaces per unit; one additional parking space per unit is required for each bedroom in excess of four bedrooms. Further, all residential developments are required to provide one guest parking space for every four units contained in the project. The Zoning Code’s current “commercial” use parking requirements, which are applicable for typical retail uses, call for 1.0 space per 350 square feet of floor area.

However, as described previously, the proposed project will also include three “affordable” units, and as a result, the project will meet the criteria defined in the California Government Code, Sections 65915(b)(1)(B) and 65915(c)(1). As such, the vehicular parking requirements for the project’s entire residential component (including both the market-rate and affordable units) can be reduced pursuant to California Government Code Section 65915(p). These provisions supersede the normally applicable City of Culver City Zoning Code parking requirements for multi-family residential developments, and establish the following alternative parking ratios:

- (1) Upon the request of the developer, no city, county or city and county shall require a vehicular parking ratio, inclusive of handicapped and guest parking, of a development meeting the criteria of subdivision (b), that exceeds the following ratios:
  - (A) Zero to one bedrooms: one onsite parking space.
  - (B) Two to three bedrooms: two onsite parking spaces.
  - (C) Four and more bedrooms: two and one-half parking spaces.
- (2) If the total number of parking spaces required for a development is other than a whole number, the number shall be rounded up to the next whole number. For purposes of this subdivision, a development may provide “onsite parking” through tandem parking or uncovered parking, but not through on-street parking.
- (3) This subdivision shall apply to a development that meets the requirements of subdivision (b) but only at the request of the applicant. An applicant may request additional parking incentives or concessions beyond those provided in this section, subject to subdivision (d).

Note that the California Government Code Section 65915(p) modified residential parking ratios are based only on the number of bedrooms in each residential unit, and do not consider the size of the units, as does the City of Culver City Zoning Code parking requirements.

As described earlier in this report, the proposed project will contain a total of 37 residential units (including three “affordable” units); these 37 units are currently envisioned to be configured as four 1-bedroom units, 31 2-bedroom units, and two 3-bedroom units. The retail component of the project will contain a total of approximately 7,300 square feet of floor area. Based on this description of the proposed project, and using the applicable (reduced) residential parking ratios noted earlier for the residential component, along with the City’s standard parking requirement for the proposed retail component, the amount of vehicular parking required for the project itself was calculated, and is summarized in Table 4.

**Table 4**  
**Project Vehicular Parking Requirements**

| <b>Project Component</b>                     | <b>No. of Units/<br/>Component Size</b> | <b>Parking Ratio</b>          | <b>Parking<br/>Required</b> |
|----------------------------------------------|-----------------------------------------|-------------------------------|-----------------------------|
| <u><i>Residential</i></u>                    |                                         |                               |                             |
| 1-Bedroom Units                              | 4 units                                 | 1.00 space/unit               | 4 spaces                    |
| 2-Bedroom Units                              | 31 units                                | 2.00 spaces/unit              | 62 spaces                   |
| 3-Bedroom Units                              | 2 units                                 | 2.00 spaces/unit              | 4 spaces                    |
| Total Resident Parking Required              | 37 units                                |                               | 70 spaces                   |
| Guest Parking                                | 37 units                                | not applicable <sup>[1]</sup> | 0 spaces                    |
| Total Residential Component Parking Required |                                         |                               | 70 spaces                   |
| <u><i>Commercial</i></u>                     |                                         |                               |                             |
| Retail                                       | 7,300 sq. ft                            | 1.00 space/350 sq. ft.        | 21 spaces                   |
| <b>Total Vehicular Parking Required</b>      |                                         |                               | <b>91 spaces</b>            |

Note:

[1] Residential guest parking not required pursuant to California Government Code Section 65915(p).

As identified in Table 4, the proposed project will be required to provide a total of approximately 91 vehicular parking spaces, including a total of approximately 70 resident-only parking spaces and 21 “commercial” (retail) parking spaces. As described earlier, the project will provide a total of approximately 120 vehicular parking spaces, including the required 70 residential spaces and 21 retail spaces, along with eight “surplus” (unassigned) spaces that could potentially be used

for residential guest parking (no residential guest parking is specifically required to be provided), along with an additional 21 general public parking spaces, which are provided as a voluntary project feature, and are not required by the current City of Culver City Zoning Code. A total of 14 of the project's required 21 retail parking spaces, and all of the 21 public parking spaces, will be located on the at-grade level of the proposed project's on-site parking garage, while the remaining seven required retail parking spaces (anticipated to be used as employee parking), along with all of the 70 required residential parking spaces and the eight "surplus" (potentially, residential guest) parking spaces will be provided on the subterranean parking level. A total of 66 of the 70 total residential parking spaces will be configured as front/back "tandem" spaces, with one "pair" of tandem spaces (2 total spaces) assigned to each of the 32 2-bedroom and to the one 3-bedroom units (as is permitted by the current City parking code as long as each "pair" of tandem parking spaces is assigned to a single residential unit), while the four remaining residential parking spaces are configured as "single" (direct access) spaces, with one space assigned to each of the four 1-bedroom units. The project's retail component parking spaces, as well as the 21 public parking spaces, are also configured as "single" (direct access) spaces. Finally, the eight "surplus" parking spaces (which are currently unassigned, but could potentially be used for residential guest parking) are configured as two "pairs" of front/back tandem spaces and one set of triple tandem (three front-to-back "stacked") spaces; triple tandem parking is allowed pursuant to approval by the Director of the City's Planning Department. However, use of any of the tandem spaces as guest parking may require valet or assisted parking operations.

### *Bicycle Parking Requirements*

In addition to the vehicular parking requirements for the project described earlier and shown above in Table 4, the City also requires both residential and commercial uses to provide on-site bicycle parking. As also identified in the City's Municipal Code, multi-family residential projects are required to provide bicycle parking at a minimum ratio of 10 percent of the amount of vehicular parking required for the residential units; note that the Municipal Code does not specify whether this requirement applies to only "resident" parking spaces, or if it also includes guest parking; for purposes of this study, the City's residential bicycle parking requirement was conservatively interpreted to apply to the total resident and guest vehicular parking requirement. Similarly, commercial uses (including "retail" uses) are required to provide bicycle parking at a minimum ratio of five percent of the required number of vehicular parking spaces. Therefore, the proposed project would be required to provide a total of approximately eight bicycle spaces, including seven "residential" bicycle parking spaces and one "retail" bicycle parking space.

Additionally, the current City Zoning code identifies that the residential bicycle parking spaces should be distributed throughout the project's parking structure (to the extent feasible), while the commercial bicycle parking spaces should be located so as to best serve the employees and visitors to the project site. As shown earlier on the project site plans in Figures 3(a) and 3(b), the seven required residential bicycle parking spaces will be located in the subterranean level of the project's parking garage (near the driveway ramp), while a total of six bicycle parking spaces (five more than required) will be located on the sidewalk in front of the project's retail space.

Therefore, the proposed project will meet the City's applicable vehicular and bicycle parking space requirements for both its individual residential and retail components, as well as for the development as a whole, in addition to providing 21 new public parking spaces (which as noted earlier, are not required under the City code). As a result, no project-related "overflow" parking in the adjacent residential neighborhoods or commercial areas by project residents, employees, or patrons/visitors due to insufficient on-site parking is anticipated.

#### *Parking Space and Vehicular Circulation Design Standards*

Each of the on-site parking spaces will also meet the City's current parking design standards. As shown earlier in the project site layouts in Figures 3(a) and 3(b), all on-site parking spaces will be "standard" spaces; the residential parking spaces (including tandem and "single" spaces) will provide a minimum interior dimension of nine feet in width and 18 feet in depth, while each of the commercial spaces (including the public parking spaces) will provide a minimum interior width of eight feet six inches and a depth of 18 feet (as required for parking facilities with a parking angle of 90 degrees, such as the proposed project). All of the handicap spaces within the project parking garage exhibit a width of nine feet and depth of 18 feet, in addition to an individual or shared eight-foot wide "No Parking" area located adjacent to one side of each of the handicap spaces (as required for van accessible spaces).

The City's design standards also require a minimum "commercial" drive aisle width of 24 feet for a "90-degree, double loaded" (parking on both sides) drive aisle carrying two-way traffic, as is the case for the project's at-grade retail/public parking level, although the drive aisle widths for the project's subterranean residential parking areas are slightly less, at a minimum of 23 feet (due to the wider residential parking space requirements). As also shown earlier in Figures 3(a) and 3(b), the project's proposed parking level layouts will meet the applicable requirements, with a 24-foot wide "commercial" drive aisle provided on the at-grade (retail and public parking) level, and a 24-foot wide drive aisle width on the subterranean (primarily residential) parking level.

The Zoning Code also identifies that driveways serving nonresidential uses with 20 or more parking spaces are required to provide a minimum driveway width of 25 feet. As noted earlier, the at-grade level of the proposed project's parking garage will provide most of the project's "nonresidential" parking spaces, including 14 of the 21 required retail parking spaces and all of the 21 public parking spaces. Therefore, the at-grade level of the project's parking garage will contain a total of approximately 35 parking spaces, and as such, will require a minimum driveway width of 25 feet. A review of the project's at-grade level layout, shown previously in Figure 3(a), indicates that the driveway on Meier Street accessing this parking level will be approximately 27 feet wide, and will therefore meet the applicable driveway width requirements.

For residential developments, two-way (entry/exit) driveways serving 20 or more parking spaces are required to provide a minimum width of 18 feet; a review of the project's proposed subterranean parking layout shown earlier in Figure 3(b) shows that the driveway serving this parking level is approximately 25 feet wide, exceeding the requirements for this access location. Therefore, the project's proposed parking garage design, including the overall layout, as well as the widths of the parking stalls, drive aisles, and access driveways, will meet the applicable City requirements, and no significant internal circulation or site access-related impacts are expected.

The proposed project will also be required to provide one "small" (eight foot six inch by 18 foot) on-site loading area for its retail component; no loading areas are specifically required for the proposed residential component. The required retail loading area cannot be provided on-site, although two off-site loading areas are proposed, one each along the project's Moore Street and Meier Street frontages (between the site driveways on each street and Washington Boulevard), as is permitted through approval by the City Engineer or Traffic Committee. Since on-street parking is currently allowed along the project frontages of both Moore Street and Meier Street, no operational or access issues related to these proposed on-street loading areas are expected.

#### *Site Vehicular Access and Operations*

Access to the project's parking garage will be provided via a combination of driveways located along both Moore Street and Meier Street; no vehicular site access will be provided from Washington Boulevard. The project's at-grade "retail and public parking" level is accessed by a single two-way (entry and exit) driveway on Meier Street, while the subterranean parking level, providing parking primarily for the project's residents, is accessed by a single two-way driveway on Moore Street. Note that each of the parking levels operates independently, and no internal vehicular circulation between the at-grade and subterranean parking levels is provided.

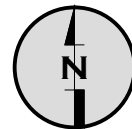
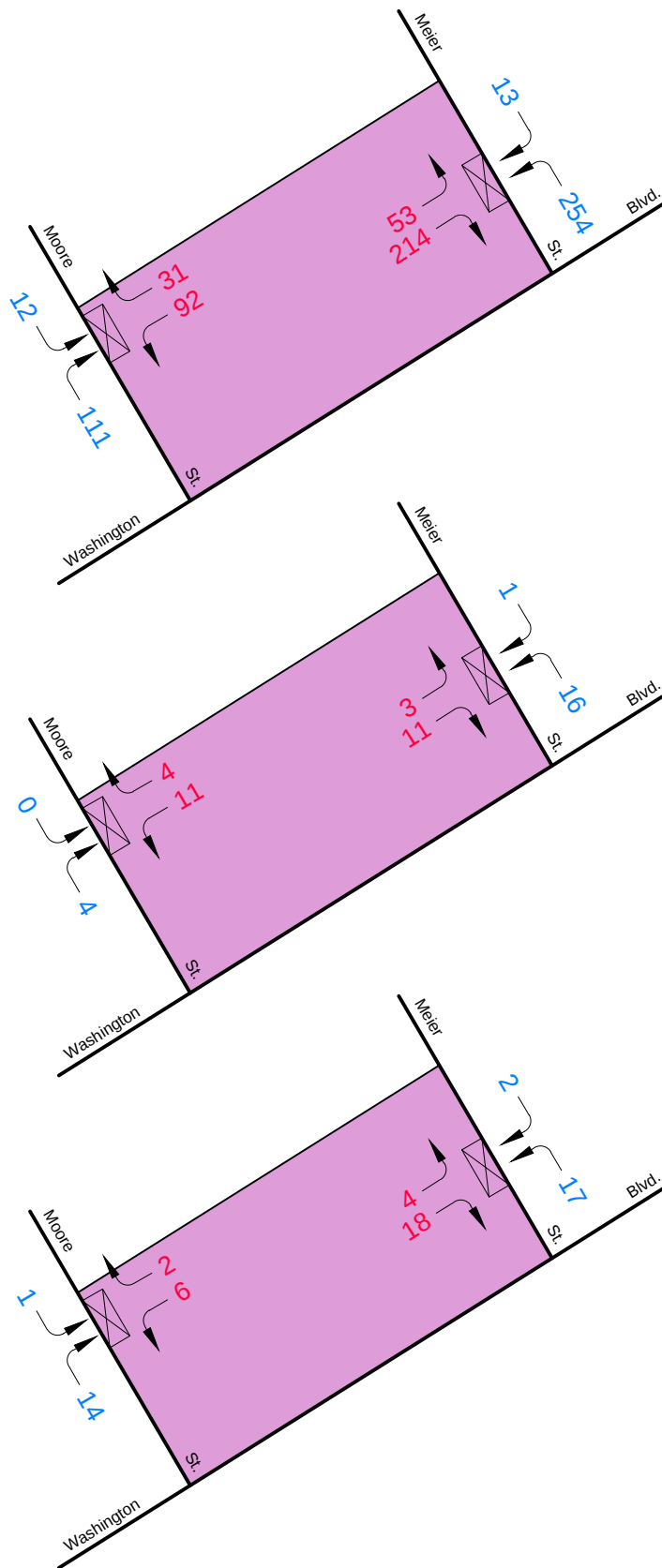
Each of the project's driveways was examined in detail in order to assure that safe operations and sufficient capacity to accommodate the anticipated vehicular access demands of the project are provided. The total traffic volumes at each of the project's driveways were determined using the project traffic assignment percentages shown previously in Figures 5(a) and 5(b), along with the project's trip generation estimates earlier shown in Table 2. Note that, in addition to the project-specific (residential and retail component) traffic volumes utilizing the site driveways, the examination of the project's driveway operations also included the traffic anticipated to use the 21 new public parking spaces provided on the at-grade level of the on-site garage; the number of public parking-related trips are identified in the "Project Driveway Trips" section of Table 2, and were included in order to assure that all potential access or capacity issues were identified.

Based on the anticipated site-related trip generation estimates and travel routes, the amount of traffic accessing each of the project driveways was calculated, and the resulting daily traffic at each location, along with the number of trips occurring during both the AM and PM peak hours, are shown in Figure 9. As shown in this figure, the proposed project's two driveways are anticipated to experience a total vehicular demand of approximately 780 trips per day (including approximately 570 project-related trips and about 210 non-project related public parking trips). Specifically, the Meier Street driveway, accessing the at-grade (retail and public parking) level, is expected to exhibit a total vehicular demand of about 534 trips per day (324 project-related and 210 public parking trips), including approximately 267 inbound and 267 outbound trips, while the Moor Street driveway, serving the subterranean parking level (providing access to all of the resident as well as some of the retail parking) is anticipated to accommodate a total of approximately 246 daily trips (123 inbound, 123 outbound). During the AM peak hour, the project's driveways are anticipated to exhibit a total vehicular demand of approximately 50 trips (21 inbound, 29 outbound), including a total of about 31 (17 inbound, 14 outbound) retail and public parking-related trips accessing the at-grade level via the Meier Street driveway, and a total of about 19 trips (four inbound, 15 outbound) accessing the subterranean parking level via the Moore Street driveway. During the PM peak hour, the project's driveways are expected to accommodate a total vehicular demand of about 64 trips (34 inbound, 30 outbound), including about 41 total trips (19 inbound, 22 outbound) using the at-grade parking level driveway on Meier Street, while the project's subterranean parking level driveway along Moore Street is expected to exhibit a total vehicular demand of about 23 trips (15 inbound, eight outbound). These values represent the actual number of vehicles expected to enter and exit the project's driveways during a typical weekday, including the traffic generated by the proposed project itself and the "latent" area traffic related to the provision of the 21 on-site public parking spaces.

DAILY

AM PEAK HOUR

PM PEAK HOUR



**LEGEND**

XX INBOUND

XX OUTBOUND

FIGURE 9

TOTAL PROJECT SITE DRIVEWAY TRAFFIC VOLUMES  
DAILY, AM AND PM PEAK HOURS  
(INCLUDES PUBLIC PARKING TRAFFIC)



Hirsch/Green Transportation Consulting, Inc.

Typically, uncontrolled driveways (no access control gates) provide entry capacities of between 750 and 1,000 vehicles per hour per lane, while driveway exit capacities, which are dependent on the amount of traffic or level of congestion on the site-fronting streets, usually range between approximately 400 and 500 vehicles per hour per lane for lower-volume street locations such as Moore Street or Meier Street. A review of the peak project driveway volumes shown in Figure 9 indicates that the inbound and outbound vehicular demand at each of the project driveways will be substantially below these levels during both the AM and PM peak hours. Therefore, the proposed project's parking access locations will operate adequately, with no external vehicular queuing on the fronting streets, and no significant internal queuing within the parking structures.

In addition to the project driveway entry and exit capacity evaluations, the access operations for each of the proposed site driveways were also investigated. As shown earlier in the project's site plans in Figures 3(a) and 3(b), both the Meier Street at-grade parking level access driveway and the subterranean parking level access driveway on Moore Street are configured as typical two-way driveways along two-way local streets, and as such, no particular concerns related to the operations of either of these site driveways are expected. Further, as described in the preceding driveway demand and capacity evaluations, the relatively nominal levels of traffic anticipated at each of these site driveways are not expected to result in any significant on-street or on-site operational issues such as extended delays, vehicular queuing, or congestion.

Visibility for drivers entering or exiting the site driveways is also not anticipated to be a concern. Vehicles entering the site's driveways are provided with adequate maneuvering room along both of the fronting streets and within the site itself, and as discussed earlier, no significant conflicts between vehicles entering and exiting any of the project's driveways are anticipated. Further, sight distance and driver visibility of oncoming traffic for vehicles exiting either of the driveways will also be acceptable. As shown earlier in Figure 3(a), the proposed building will be set back from the street by 10 feet along both the Meier Street and Moore Street frontages, thereby minimizing interference with driver's views of approaching vehicles. Additionally, the project driveway on Moore Street is located more than 100 feet from Washington Boulevard, while the driveway on Meier Street is nearly 70 feet from the intersection with Washington Boulevard, providing sufficient distances for drivers exiting the project site to evaluate oncoming traffic. Finally, no walls, building projections, or other project-related or street furniture obstructions are anticipated at any of the project's driveways that would restrict driver visibility in either direction, and as a result, no significant site driveway visibility or access issues are anticipated.

## **Project Roadway Improvements**

Discussions with the City of Culver City Public Works Department and City Engineer have indicated that, in general, no right-of-way dedications or roadway widenings are required along the project's Washington Boulevard, Moore Street, or Meier Street frontages, or to the alley bordering the project site on the north, although the project will be required to repair or replace any site-adjacent curb and gutter and/or sidewalks that are currently in disrepair, or that may be damaged during construction of the project. Additionally, the City's Public Works Department has requested that the proposed project improve the curb return radii at the northeast corner of Washington Boulevard and Moore Street, and at the northwest corner of Washington Boulevard and Meier Street from the current approximately 15-foot radius to a 25-foot radius, including localized rights-of-way dedications (typically, a 15-foot by 15-foot triangular dedication) at each location as needed in order to implement these improvements, which will allow for easier turns and provide better visibility between these two local access streets and Washington Boulevard.

## PROJECT TRAFFIC IMPACT ANALYSIS STUDY AREA

### Environmental Setting

The project site is located on the north side of Washington Boulevard, between Moore Street and Meier Street, in the western portion of the City of Culver City. The area surrounding the site is developed predominantly with single and multi-family residential uses, although the frontages of Washington Boulevard and other arterial roadways in the project vicinity exhibit primarily commercial and retail development, including a small retail shopping center located immediately to the east of the site (across Meier Street), and a major retail shopping center (“Costco Plaza”) less than one-half mile to the west. Additionally, Venice High School is located approximately one-quarter mile to the northwest of the project. The project site itself is currently vacant.

### Area Transportation Facilities

The study area is relatively well served by a variety of local and regional transportation facilities. While not located within the study area itself, two freeways allow for relatively easy regional access to and from the project vicinity, including the San Diego (I-405) Freeway, approximately one and one-half miles east of the project site, and the Marina Freeway/Expressway (SR-90), approximately one and one-quarter miles south of the project site. In addition to these regional transportation facilities, the area is also served by a number of major and secondary arterials, along with a well-developed local and residential street grid. The key transportation facilities in the project vicinity are identified and described in more detail in the following pages.

#### *Freeways*

San Diego (I-405) Freeway – The most important transportation facility in the project vicinity, this north-south freeway is generally configured to provide four mixed-flow travel lanes plus a high-occupancy vehicle (“HOV”, or carpool) lane in each direction, with additional auxiliary lanes provided at surface street access ramps and interchanges. The I-405 Freeway serves the entire western portion of the San Fernando Valley and Los Angeles basin, from its departure from the Golden State (I-5) Freeway in the Sylmar community approximately 20 miles to the north of the study area to its merge back with the Golden State Freeway in the City of Irvine in Orange County, approximately 50 miles to the south. The I-405 Freeway provides a partial interchange with the Marina Freeway/Expressway (SR-90), although northbound-to-eastbound, and westbound-to-southbound movements are not available. Surface street access to and from the I-405 Freeway in the project vicinity is provided by ramps located along Sawtelle Boulevard

(southbound only on and off) and Sepulveda Boulevard (northbound only on and off) between Venice Boulevard and Washington Boulevard, by a full ramp set (northbound and southbound on- and off-ramps) at and near Culver Boulevard, and by a southbound only on-ramp from Sawtelle Boulevard and extending through and also provides access from Braddock Drive.

Marina Freeway/Expressway (State Route 90) – Exhibiting a roughly east-west alignment, and containing both elevated and at-grade elements, the Marina Freeway/Expressway is a short sub-regional facility connecting Slauson Avenue (east of Sepulveda Boulevard) on the east with Lincoln Boulevard on the west. The elevated (freeway) section of this facility, from just west of Culver Boulevard on the west to the Slauson Avenue terminus on the east, typically provides three lanes per direction, with additional auxiliary lanes provided at surface street ramps, and at the interchange with the I-405 Freeway. Surface street access ramps in the study area are provided only at Sepulveda Boulevard (on-ramp only to the eastbound Marina Freeway), at Centinela Avenue (full ramp set), and at Culver Boulevard (full ramp set). The at-grade (expressway) portion of the facility, between Culver Boulevard and Lincoln Boulevard, is developed with two lanes per direction, although localized flairings or striping improvements at the intersections with Culver Boulevard and Mindanao Way accommodate additional left and/or right-turn lanes. The Expressway portion of the facility is a divided roadway, with crossover traffic prohibited except at its intersections with Culver Boulevard and Mindanao Way.

#### *Primary (Major) and Secondary Arterial Highways*

The City of Culver City designates key regional and sub-regional roadways within its boundaries as “Primary Arterials” and “Secondary Arterials”, while the adjacent City of Los Angeles has recently adopted new roadway designations for such facilities (under its “Mobility Plan 2035”) as “Boulevards” (Major Highways) and “Avenues” (Secondary Highways), respectively. Although the two sets of roadway designations are generally interchangeable, for purposes of this report, the city-appropriate designations for each roadway have been utilized to avoid confusion.

Washington Boulevard – This east-west oriented facility, which provides the southern frontage of the project site, is designated as a Primary Arterial throughout the City of Culver City, and as a Boulevard II (Major Highway Class II) within the City of Los Angeles (west of the boundary between the City of Culver City and City of Los Angeles at Walnut Avenue/Del Rey Avenue). Washington Boulevard is an important transportation facility throughout the study area, providing uninterrupted service between Pacific Avenue near Venice Beach on the west and its eastern terminus at Santa Fe Springs Road opposite Whittier Boulevard in the City of Whittier,

passing through the Venice community of the City of Los Angeles, the City of Culver City, the Mid-City and Harvard Heights communities of the City of Los Angeles, the southern portion of downtown Los Angeles, and the Cities of Vernon, Commerce, and Pico Rivera along its route. Within the project vicinity (including both the City of Culver City and City of Los Angeles), Washington Boulevard is typically configured to provide two travel lanes in each direction, along with a median two-way left-turn lane that converts to provide exclusive left-turn channelization at most cross streets, with dual left-turn lanes provided at major intersections in the study area, including at Centinela Avenue in the City of Culver City, and at Lincoln Boulevard in the City of Los Angeles (where additional right-turn only lanes are also provided). On-street parking is generally allowed along both sides of Washington Boulevard throughout the project vicinity.

Washington Place – This short east-west facility is located entirely within the City of Culver City, and is designated as a Primary Arterial within the study area (and throughout its length). Washington Place provides an essentially parallel alternative to Washington Boulevard within the City of Culver City between approximately Zanja Street on the west (near the project site) and Tilden Avenue on the east. Like Washington Boulevard, Washington Place is typically striped to provide two travel lanes in each direction, plus a median two-way left-turn lane that converts to provide exclusive left-turn channelization at most intersections. On-street parking is generally permitted along both sides of Washington Place.

Lincoln Boulevard – This generally north-south oriented Boulevard I (Major Highway) is located approximately three-quarters of a mile west of the project site, just beyond the western border of the City of Culver City, and provides an important connection between San Vicente Boulevard in the northern portion of the City of Santa Monica on the north and its southern terminus at Sepulveda Boulevard near the Los Angeles International Airport (“LAX”). In the project vicinity, Lincoln Boulevard is generally developed to provide three peak hour travel lanes per direction at most intersections throughout the study area, although only two lanes per direction are provided through a short segment between Fiji Way and the Culver Boulevard overcrossing. South of this location, the roadway widens to again provide three travel lanes per direction through the Westchester community of the City of Los Angeles, although four travel lanes in each direction exist between the Westchester Parkway overcrossing and Sepulveda Boulevard. A median two-way left-turn lane exists along most segments of this facility, and exclusive left-turn lanes are provided at all intersections within the study area. Time-limited on-street parking is generally allowed on both sides of the street in the project vicinity, although parking restrictions are in effect to provide the third travel lane during the morning and evening commute periods.

Centinela Avenue – Another generally north-south oriented facility, Centinela Avenue is located approximately one-half mile east of the project site, and is classified as a Primary Arterial within the City of Culver City (generally between Washington Place and Washington Boulevard), although within the City of Los Angeles, it is designated as an Avenue I (Secondary Highway) north of Washington Place, and an Modified Avenue I (Secondary Highway) to the south of Washington Boulevard. This roadway provides a connection between Montana Avenue in the City of Santa Monica on the north and Florence Avenue in the City of Inglewood on the south, although the roadway is discontinuous at several locations, including north of the study area between Stanwood Drive and Ocean Park Boulevard/Gateway Boulevard, where the north leg of Centinela Avenue jogs approximately three blocks to the west of the southern approach, which continues northward as Bundy Drive, and again to the south of the project vicinity, where Centinela Avenue intersects with Jefferson Boulevard and shares the alignment of that roadway until splitting off again near Inglewood Boulevard to continue south into the City of Inglewood. Within the study area, Centinela Avenue typically provides two travel lanes per direction, plus a median two-way left-turn lane and/or exclusive left-turn channelization at most intersections. On-street parking is generally allowed along both sides of the roadway within the study area.

Glencoe Avenue – This short, generally north-south oriented roadway is located approximately one-half mile west of the project site, and exists primarily within the City of Los Angeles, where it is designated as a Modified Avenue II (Secondary Highway) south of Washington Boulevard, and as a Local Street north of Washington Boulevard; only a short segment of Glencoe Avenue (less than 100 feet of its northbound approach to Washington Boulevard) is located within the City of Culver City, where it is classified as a Secondary Arterial. Although Glencoe Avenue actually exists between approximately Lake Street (south of Rose Avenue) on the north and its southern terminus at Alla Road opposite Bonaparte Avenue, the Local Street portion of this facility is discontinuous at several locations, including within the immediate study area, between Zanja Street and Washington Boulevard (across the Costco Plaza shopping center site). Glencoe Avenue exhibits a Modified Avenue II (Secondary Highway) designation along the segment between Washington Boulevard and Maxella Avenue, although it is configured with only one travel lane per direction, plus on-street parking, while between Maxella Avenue and Mindanao Way, Glencoe Avenue is downgraded to a Collector Street designation, but widens to provide two travel lanes in each direction plus a median two-way left-turn lane, along with some limited on-street parking. South of Mindanao Way, the roadway is again reduced to only a single travel lane per direction plus on-street parking for the remainder of its length.

### *Collector Street, Neighborhood Feeders, and Local Streets*

Similar to the different designations for the Primary/Major and Secondary Arterials/Highway facilities described previously, the City of Culver City and City of Los Angeles also identify different designations for the feeder/collector and local-serving roadways located within their respective jurisdictions. Therefore, as before, each of the following roadways is identified with the appropriate, city-specific designation.

#### **Collector Streets**

Walgrove Avenue – This generally north-south roadway is located less than one-half mile west of the project site, and is designated as a Collector Street within both the City of Culver City and the City of Los Angeles. Walgrove Avenue provides a connection from its northern terminus at the City of Los Angeles/City of Santa Monica boundary (where it connects with 23<sup>rd</sup> Street, which itself continues northward into the City of Santa Monica) and its southern terminus at Washington Boulevard. Within the immediate study area, Walgrove Avenue is generally striped to provide one travel lane per direction plus on-street parking on both sides of the street, although at some key intersections, parking is removed from one or both sides of the street to allow for the provision of exclusive left-turn lanes. The “tee” intersection of Walgrove Avenue and Washington Boulevard (study intersection number 3 in this analysis) is not signalized, but is STOP sign controlled along the (southbound) Walgrove Avenue approach.

Redwood Avenue - This short roadway is located just east of Walgrove Avenue, and provides a connection between approximately Psomas Way (south of Rose Avenue) on the north and Mindanao Way on the south, although the roadway is discontinuous at several locations between Psomas Way and Washington Boulevard, including within the study area between Zanja Street and Venice Boulevard (across the Venice High School campus site). Similar to Glencoe Avenue, Redwood Avenue is located primarily within the City of Los Angeles, except for a short portion from Zanja Street to just south of Washington Boulevard. Within the City of Los Angeles (north of Venice Boulevard), Redwood Avenue is designated as a Local Street, although to the south of Zanja Street, this facility is designated as a Collector Street (including within the City of Culver City on the segment between Zanja Street and Washington Boulevard). Throughout its entire length (including both the Local Street and Collector Street segments, and within both the City of Culver City and the City of Los Angeles), although many segments do not exhibit any striping, Redwood Avenue typically provides a single travel lane in each direction, and on-street parking is generally permitted along both sides of the street throughout.

Beethoven Street – This generally north-south oriented roadway is located one block west of the project site, and runs between Morningside Way (opposite Rose Avenue) just south of the Santa Monica Airport on the north and Jefferson Boulevard on the south, although it is discontinuous between Panama Street (one block north of Culver Boulevard) and approximately Coral Tree Place (one block north of Jefferson Boulevard) across the Ballona Creek channel and the Marina Expressway right-of-way, and as such, does not provide direct access between the project vicinity and Jefferson Boulevard. Beethoven Street is also located primarily within the City of Los Angeles, with only the short segment across the Washington Boulevard corridor located within the City of Culver City. Beethoven Street is designated as a Collector Street between Morningside Way and Short Avenue (including through the City of Culver City), but is downgraded to Local Street status south of Short Avenue. This street provides one travel lane in each direction plus on-street parking on both sides of the street throughout its entire length.

#### Local Streets

Moore Street – This north-south oriented roadway serves as the western boundary of the project site, and provides a connection between Rose Avenue (opposite Warren Avenue) on the north and Short Avenue (the eastward continuation of Mindanao Way) on the south. As with several of the other roadways examined in this study, Moore Street is located primarily within the City of Los Angeles, except for the short segment between the alley north of the project site and just south of Washington Boulevard, although the eastern right-of-way line of Moore Street provides the City of Culver City/City of Los Angeles city boundary from Washington Boulevard to Short Avenue. Moore Street is designated as a Local Street throughout its length (within both the City of Los Angeles and the City of Culver City), and provides one travel lane per direction plus on-street parking on both sides of the street. Its intersection with Washington Boulevard adjacent to the project site is STOP sign controlled along both of the Moore Street approaches.

Meier Street – This north-south oriented street provides the eastern boundary of the project site, and generally runs between Rose Avenue on the north and Rosabell Street (just south of Washington Boulevard) on the south, although it is discontinuous through several areas, including immediately north of the project site between Zanja Street and Venice Boulevard. Meier Street is located primarily within the City of Los Angeles except for the segment within the City of Culver City (from the alley north of the project site to Rosabell Street), and is designated as a Local Street in both jurisdictions. Meier Street provides one travel lane per direction plus on-street parking along both sides of the street. Its intersection with Washington Boulevard adjacent to the project site is STOP sign controlled along both of the Meier Street approaches.

Zanja Street – This short, generally east-west oriented street is located approximately one block north of the project site, and connects Washington Place (opposite Washington Boulevard) on the east with Lincoln Boulevard (opposite Van Buren Avenue) on the west, running along the south side of the Venice High School campus (and including a school-related driveway just to the east of Walgrove Avenue) and the north side of the Costco Plaza site (no access to the Costco Plaza site is provided) along its route. Zanja Street is located almost entirely within the City of Los Angeles, except for a short segment near its eastern terminus at Washington Place, and another short segment between Redwood Avenue and Walgrove Avenue, both of which are within the City of Culver City; additionally, the southern right-of-way of Zanja Street coincides with the City of Culver City/City of Los Angeles city boundary between Redwood Avenue and Walnut Avenue (approximately one block east of Lincoln Boulevard). Zanja Street is designated as a Local Street within both the City of Culver City and City of Los Angeles, and typically provides one travel lane in each direction throughout its length, although westbound traffic (from Lincoln Boulevard) is required to turn right at Walnut Avenue to minimize cut-through traffic. On-street parking is generally allowed along the south side of the street on most segments of this facility, although due to its relatively narrow width, on-street parking is typically prohibited along the north side of this roadway throughout its length.

### *Public Transportation*

The project site and general vicinity are served by a number of public transit service providers, including the City of Culver City CityBus, the City of Santa Monica Big Blue Bus (“SMBBB”), and the Los Angeles County Metropolitan Transportation Authority (“Metro”), although current service to the project site itself is relatively limited, with only two bus lines, Culver CityBus Line 1 and Culver CityBus Line 2, providing stops at or near the project site. Although several other bus lines serve the area near the project site along Lincoln Boulevard, Venice Boulevard, Centinela Avenue, and Mindanao Way/Short Street, including Metro’s Routes 33, 733, 108, and 358, and Santa Monica Big Blue Bus (“SMBBB”) Lines 2, 3, and Rapid 3, none of these lines is located within the approximately one-quarter mile distance from the project site considered to be the typical maximum “convenient” walking distance for regular use by project residents, employees, and/or patrons. However, transfer connections between these other lines and the two site-serving Culver CityBus lines allow for a wider transit service area than the direct service to the project site would itself provide. A map of the current transit service in the project vicinity is shown in Figure 10, and the two key Culver CityBus bus transit lines serving the project site and immediate project vicinity are described in more detail in the following pages.

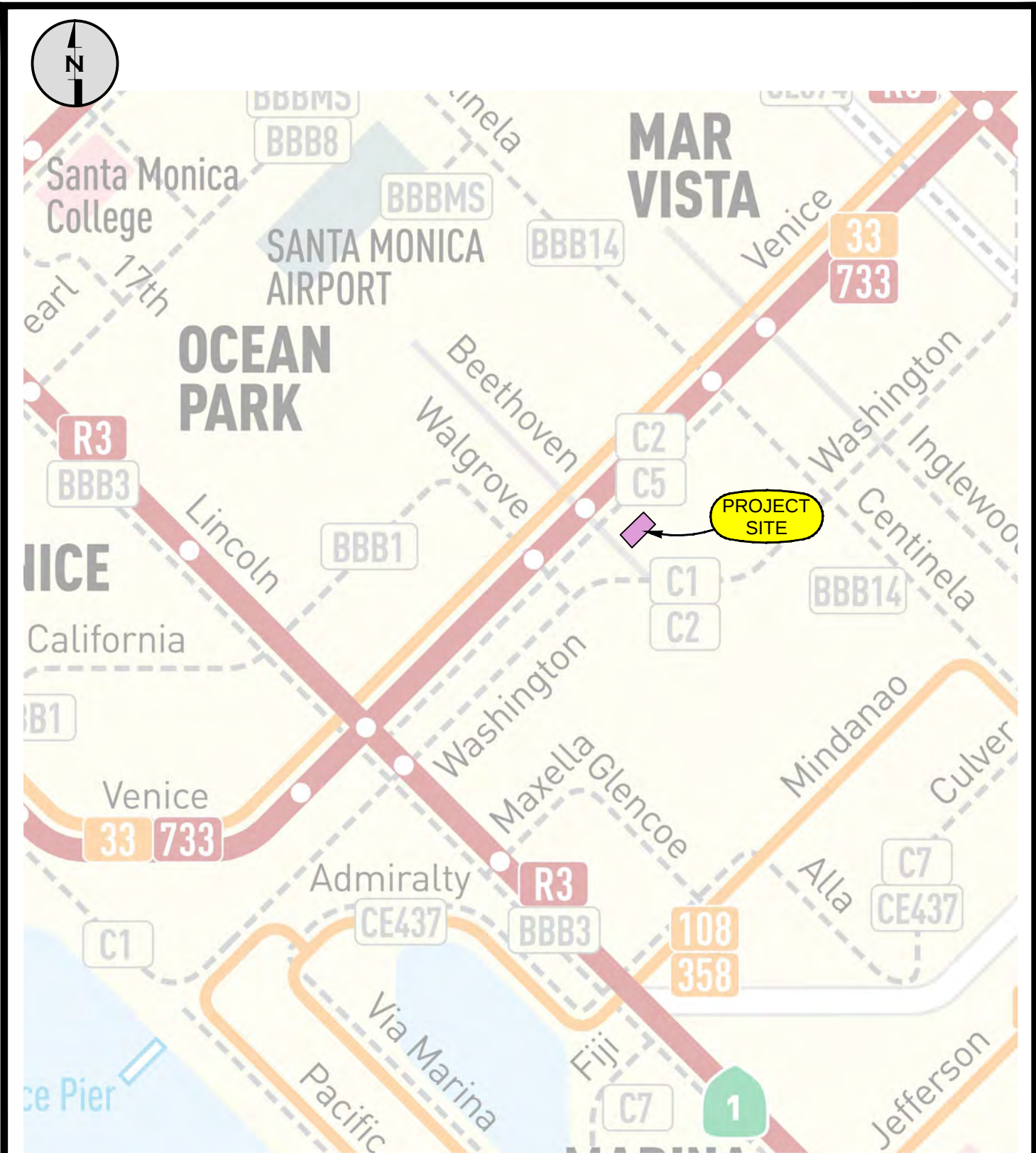


FIGURE 10

PROJECT AREA TRANSIT SERVICE MAP

Culver CityBus Line 1 – This bus line provides weekday, weekend, and holiday local-stop service between Pacific Avenue and Windward Avenue in the Venice community of the City of Los Angeles on the west and the West Los Angeles Transit Center along Fairfax Avenue at the Santa Monica (I-10) Freeway on the east. Line 1 travels along Pacific Avenue between Windward Avenue and Washington Boulevard, then along Washington Boulevard past the project site, including site-serving stops at Meier Street (for westbound service only), and at Beethoven Street and Rosabell Street, one block west and east of the project site, respectively (eastbound service only), and through the City of Culver City and the Mar Vista community of the City of Los Angeles to the West Los Angeles Transit Center. Line 1 also includes stops at a number of business and recreational locations that may be utilized or patronized by residents of the proposed project, including the Helms Bakery District, the Expo Line Culver City station, Culver City City Hall, and Venice Beach. Line 1 is in service on weekdays generally between about 5:30 AM and 11:30 PM, with headways through the project vicinity of 10 to 20 minutes in each direction throughout the day. Line 1 provides service on weekends and holidays between about 6:00 AM and 12:00 midnight, with headways of about 15 to 20 minutes in both directions throughout much of the service period, although headways can increase to 30 or 40 minutes during the off-peak (early morning and late evening) periods on these days.

Culver CityBus Line 2 – This bus line provides weekday-only local-stop service between the project vicinity and the Fox Hills Transit Center, in the Westfield Culver City Mall parking lot at Sepulveda Boulevard and Slauson Avenue in the southern portion of the City of Culver City. Line 2 runs along Slauson Avenue, Jefferson Boulevard, and Inglewood Avenue in both directions between the Fox Hills Transit Center and Washington Boulevard, then travels along Washington Boulevard in both directions between Inglewood Avenue and Centinela Avenue, where it completes its route with a one-way loop west along Washington Boulevard past the project site, including a (westbound-only) site-serving stop at Meier Street, to Lincoln Boulevard, then north along Lincoln Boulevard to Venice Boulevard, east along Venice Boulevard to Centinela Avenue, and finally south along Centinela Avenue back to Washington Boulevard before returning to the Fox Hills Transit Center along the reverse of its “outbound” path. Line 2 is typically in service between approximately 5:30 AM and 6:15 PM, with one-hour headways in both directions throughout the day; this line does not provide weekend or holiday service.

As described in the preceding pages, although some convenient public transportation services are currently available within the project vicinity, direct service to the project site is limited, and access to the larger regional area via the existing public transit facilities would generally require

project-related public transit patrons to walk substantial distances to other service stops or to make one or more transfers to other transit providers. Therefore, as described earlier in this report in the discussion of the proposed project's trip generation estimates, no significant use of public transportation by project residents, employees, or visitors/patrons was assumed beyond that nominal amount intrinsically included in the ITE *Trip Generation Manual* data.

## **STUDY AREA TRAFFIC VOLUMES**

### **Existing (Year 2015) Traffic Volumes**

#### *Existing (No Project) Conditions*

Current traffic volumes at each of the intersections analyzed in this study were obtained from new counts conducted in late October of 2015 specifically for Hirsch/Green for use in this study. The counts, contained in Appendix C, represent typical mid-week (Tuesday through Thursday) conditions during weeks with no holidays or other notable special events, and with all area schools and businesses generally exhibiting normal operations. The “peak hour” traffic volumes used in this analysis represent the four highest-volume consecutive 15-minute periods occurring within the larger “peak period” count windows of 7:00 AM to 10:00 AM, and 3:00 PM to 6:00 PM; the peak hour volumes were determined individually for each intersection, assuring that the “worst case” conditions at each location were analyzed. Based on these assumptions and methodologies, the “existing” (year 2015) traffic volumes at each of the nine study intersections are shown in Figures 11(a) and 11(b) for the AM and PM peak hour conditions, respectively.

#### *Existing With Project Conditions*

Both LADOT and the City of West Hollywood require analysis of the potential project-related impacts on existing conditions in the study, in order to identify any “immediate” traffic impacts within the project vicinity which may result from development of the proposed project alone. The traffic volumes associated with this scenario were developed by adding the net site-related traffic volumes, shown earlier in Figures 6(a) and 6(b), to the existing (year 2015) traffic volumes shown in Figures 11(a) and 11(b). The “Existing (2015) With Project” scenario traffic volumes are shown in Figure 12(a) for the AM peak hour and in Figure 12(b) for the PM peak hour.

### **Future (Year 2017) Traffic Volumes**

In addition to the “Existing With Project” analyses, an evaluation of the effects of the proposed project on future traffic conditions in the area at the time the project is expected to be completed is also required. According the project applicant, the proposed project is anticipated to be completed by the end of the year 2017, and therefore, for purposes of this analysis, that date was assumed as the future study year. The “future conditions” analyses include the effects of both anticipated non-project traffic growth and the project’s own traffic on area traffic operations, as well as the identification of potential project-specific impacts on the future roadway system.



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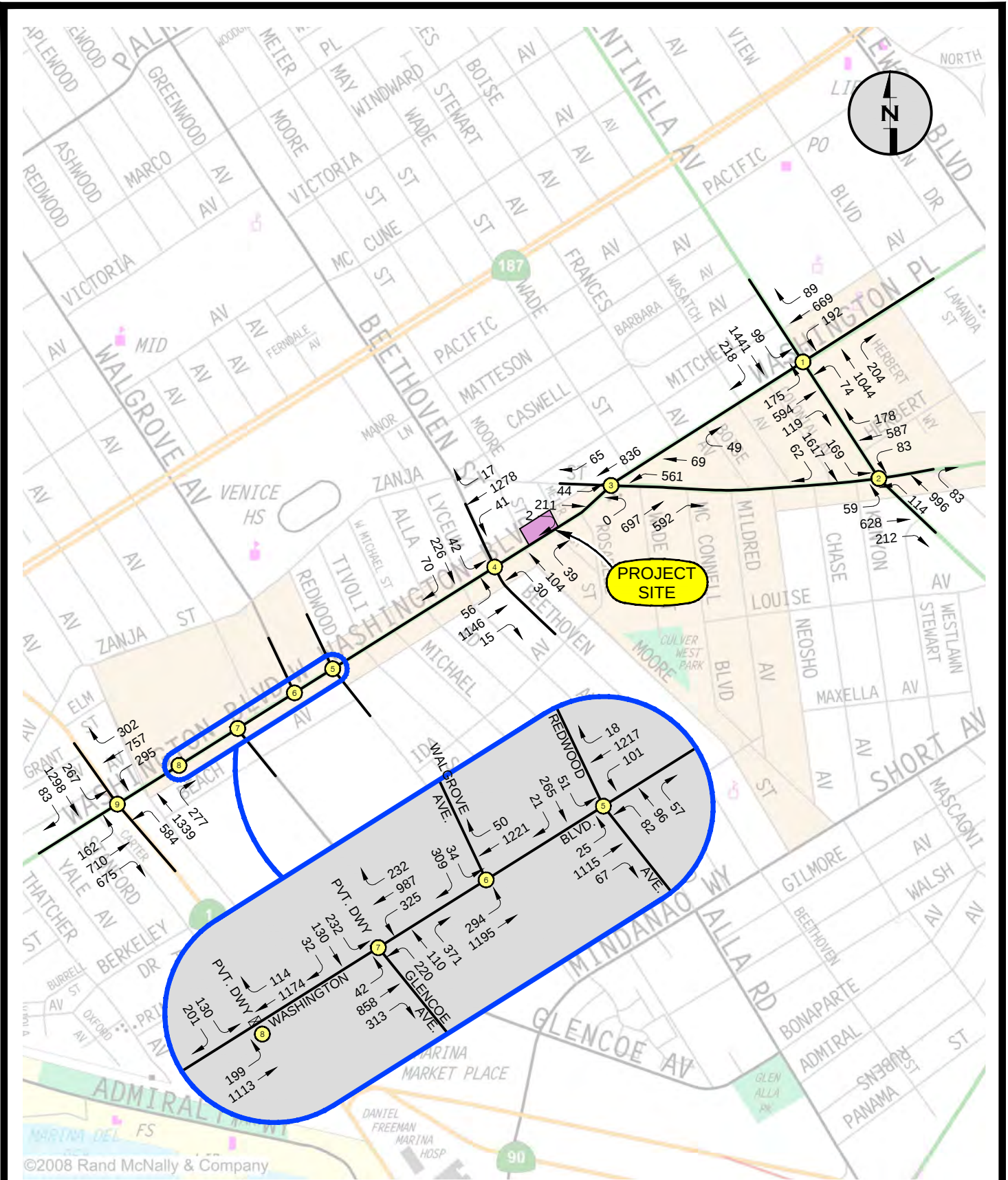


FIGURE 11(b)

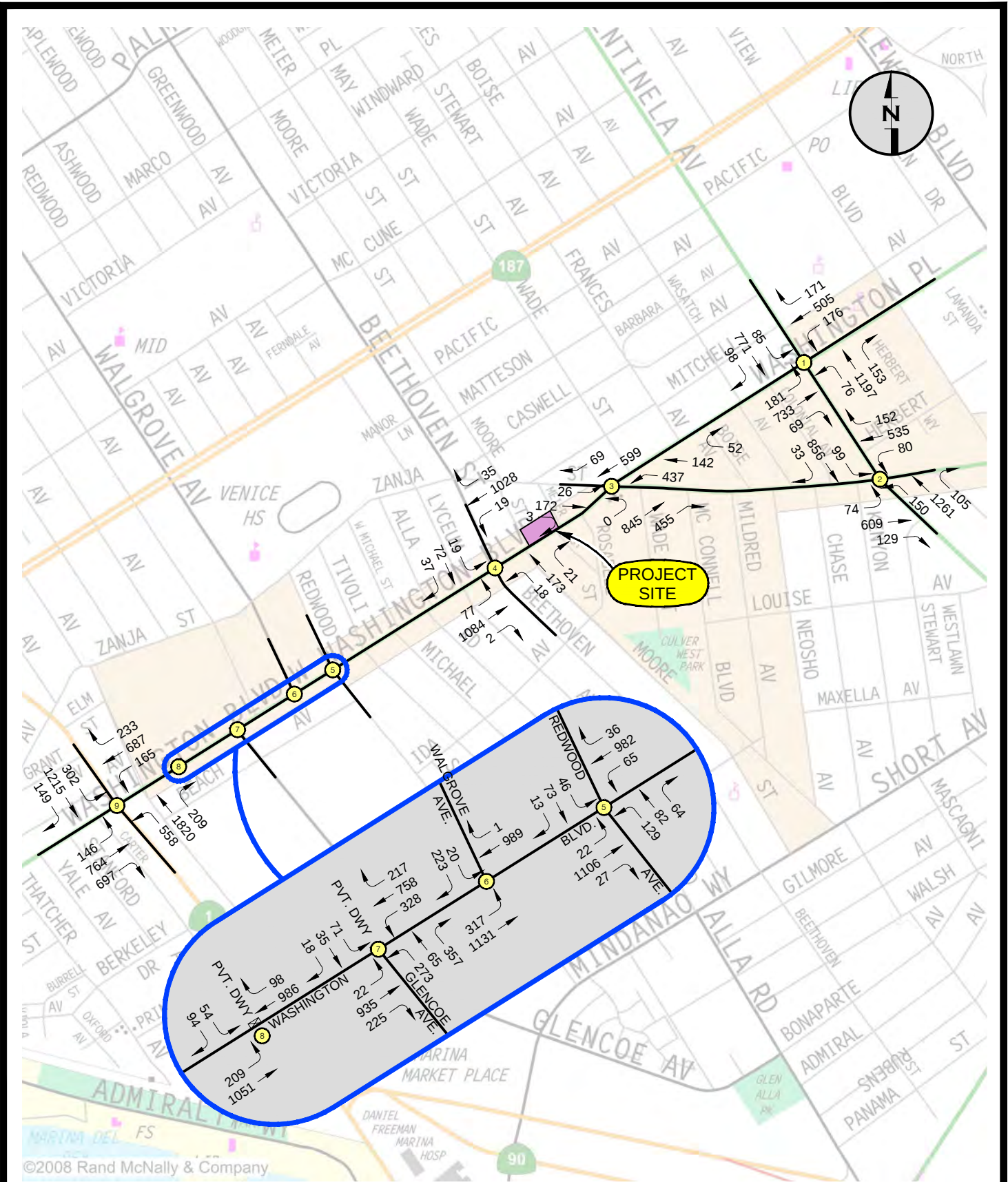


FIGURE 12(a)

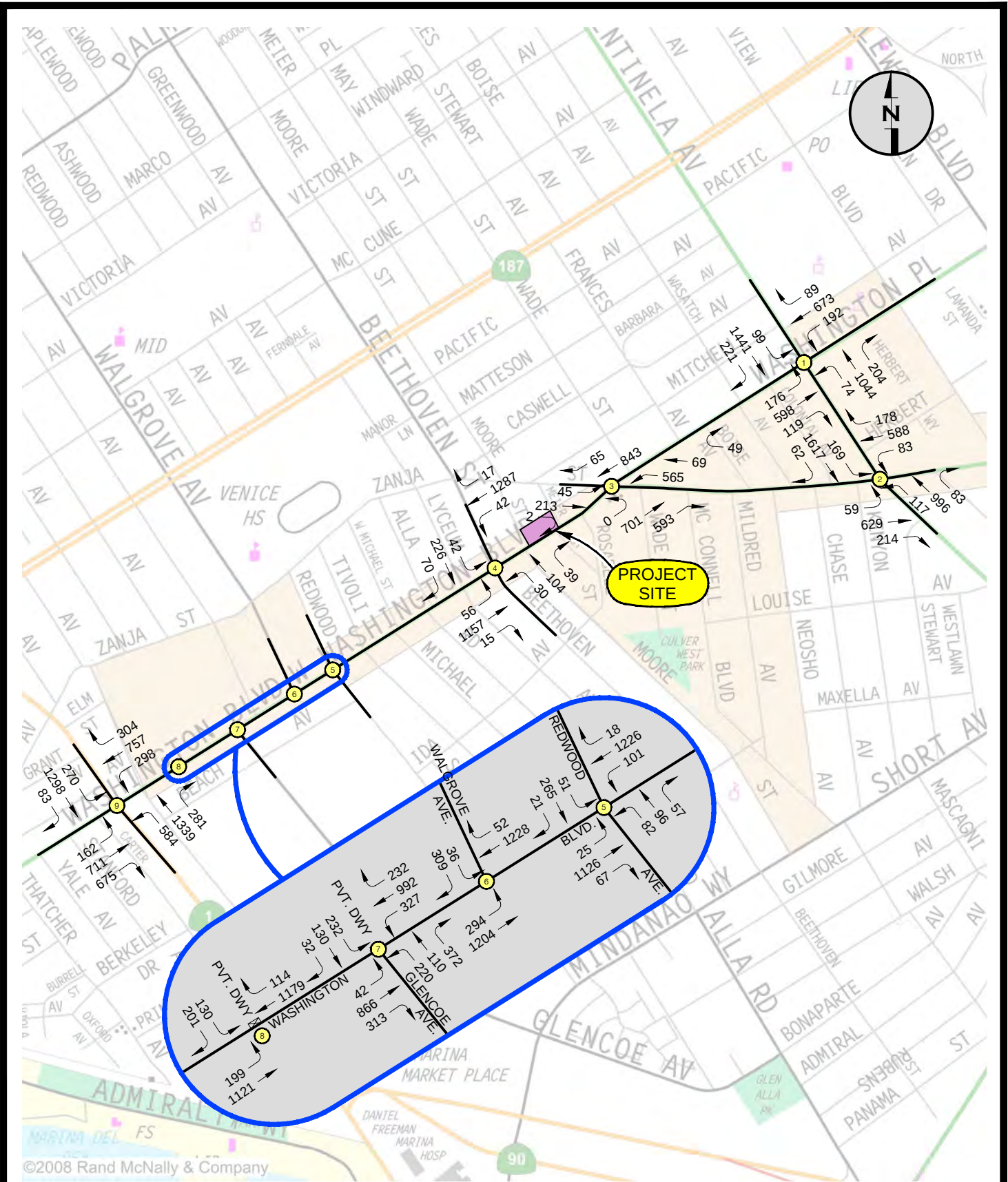


FIGURE 12(b)

EXISTING (2015) TRAFFIC VOLUMES  
WITH PROJECT  
PM PEAK HOUR

Future traffic volumes in the project vicinity, and indeed throughout the region, are anticipated to increase as a result of a number of factors, although two factors contribute most significantly to area traffic growth. The first of these factors is ambient traffic growth, which occurs on both a local and regional basis due to a number of reasons, including but not limited to increases in population (not tied to development), additional vehicles for existing households (as children become driving age, or new multi-vehicle status for current single-vehicle families), economic factors such as new jobs creating new worker trips, and other factors.

The second factor is new traffic resulting from ongoing and continued development. This factor is generally regarded as more localized than the general ambient growth factor described earlier, and is based on information regarding specific development activity within or in close proximity to the project area. A survey of such development activity in the project vicinity indicated that there are a number of other projects currently either under construction or planned for development which will likely contribute to future traffic growth within the study area.

Therefore, since the project is not expected to be built and occupied immediately, the analysis of potential project-related traffic impacts was expanded to evaluate future forecast traffic conditions in the study area, including potential traffic volume increases expected from both ambient growth and from traffic generated by projects that have not yet been developed. These “Future (2017) Without Project” volumes represent the forecast traffic conditions in the study area at the time the project is expected to be completed, but prior to its occupancy, and form the “baseline” conditions against which the project’s incremental traffic additions (calculated earlier) to future roadway and intersection operations are assessed.

Briefly, the methodology for estimating the future traffic volumes used in this study was as follows: First, as described in a preceding section of this report, the current (year 2015) traffic volumes were determined by traffic counts. These existing traffic volumes were then increased through the use of an “ambient traffic growth factor” to estimate the “baseline” traffic volumes for the future study year of 2017. Traffic generated by other nearby development projects was then added to these baseline traffic estimates to form the future year “Without Project” conditions.

#### *Ambient Traffic Growth*

The “ambient traffic growth factor” is used to account for expected increases in traffic in the study area resulting from ongoing regional population growth, including traffic generated by potential development projects not yet proposed or located outside of the study area. Based on a review of traffic growth trends in the study area, the City of Culver City Traffic Engineer has

determined that an annual traffic growth factor of 1.0 percent is appropriate. In fact, the current (2010) Los Angeles County Congestion Management Program (“CMP”) foresees traffic growth in the “West/Central Los Angeles” area encompassing the project site and surrounding vicinity to be approximately 0.14 percent annually, including both general ambient growth and traffic resulting from cumulative development in the area, through the year 2020, and therefore, the assumed 1.0 percent annual ambient traffic growth factor used in this study is expected to be highly conservative. This ambient traffic growth factor, compounded annually, was applied to the existing year 2015 traffic volumes at each of the study intersections in order to develop the “baseline” traffic volume estimates for the future year 2017 conditions.

### *Related Projects*

In addition to the 1.0 percent annual traffic growth rate used for this study, a listing of specific projects located within the study area – an approximately 1.5-mile radius from the project site – were obtained from the City of Culver City Community Development Department, as well as from LADOT, and the Los Angeles County Regional Planning Department (for projects located within the City of Los Angeles, and Marina del Rey community of Los Angeles County, respectively). As noted previously, the 1.0 percent annual ambient traffic growth factor is expected to adequately represent all traffic growth occurring within the general project vicinity during the study period, and as such, the inclusion of traffic due to specific projects in the study area in addition to the assumed ambient background traffic growth may tend to overstate cumulative conditions. Therefore, so as not to artificially deteriorate future traffic conditions, projects located outside of the 1.5-mile study radius were generally assumed to be included within the traffic increases resulting from the 1.0 percent annual ambient traffic growth factor, and were not included as specific traffic generators, although five “significant” developments located beyond the assumed 1.5-mile radius were included in this study. A field survey of the study area was also conducted in order to identify any other significant potential developments that were not specifically identified on these lists, although no such projects were identified.

Using these assumptions as guidelines, a review of the list of projects provided by the City of Culver City, LADOT, and County of Los Angeles indicated that a total of 40 individual projects near the study site might produce additional traffic at study intersections in the future. As such, the potential traffic from these prospective area developments was added to the 1.0 percent annual ambient traffic growth to produce the estimates of the future 2017 study year traffic volumes. The locations of the 40 identified related projects assumed in this analysis are shown in Figure 13, while each of the related projects is individually listed and described in Table 5.

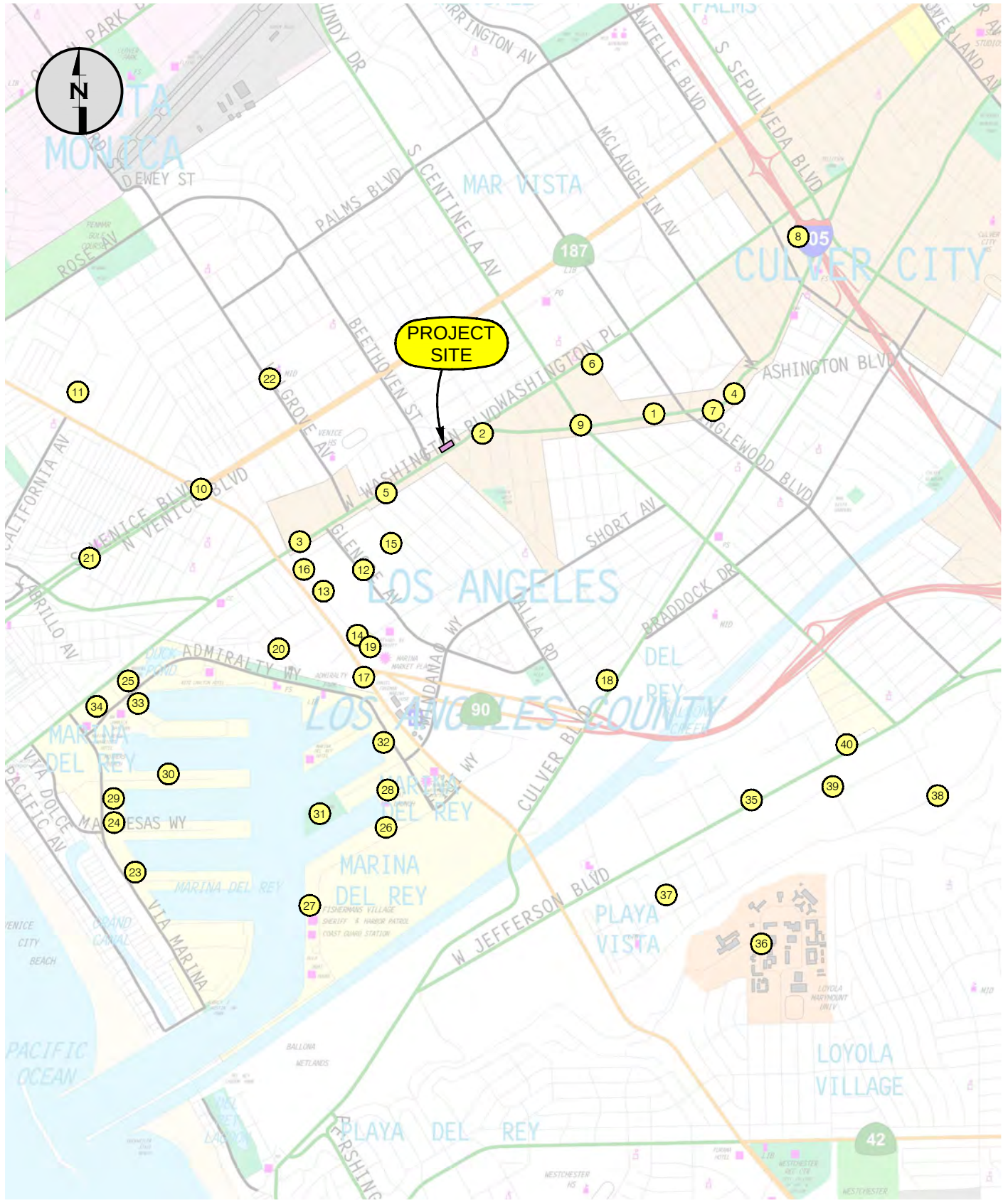


FIGURE 13



Hirsch/Green Transportation Consulting, Inc.

## RELATED PROJECTS LOCATIONS MAP

**Table 5**  
**Related Projects Descriptions**

| <b>Map No.</b>                             | <b>Land Use/Description</b>                                        | <b>Size/Units</b>                                 | <b>Address</b>                   |
|--------------------------------------------|--------------------------------------------------------------------|---------------------------------------------------|----------------------------------|
| <b><u>City of Culver City Projects</u></b> |                                                                    |                                                   |                                  |
| 1.                                         | <u>The Help Group</u><br>School (Enrollment Increase)              | 50 students                                       | 12095-12101 Washington Boulevard |
| 2.                                         | <u>Mixed Use</u><br>Apartments<br>Retail<br><i>Furniture Store</i> | 5 units<br>3,308 sq. ft.<br><i>2,340 sq. ft.</i>  | 12712-12718 Washington Boulevard |
| 3.                                         | <u>Costco</u><br>Retail (Expansion)<br><i>Supermarket</i>          | 29,111 sq. ft.<br><i>63,213 sq. ft.</i>           | 13463 Washington Boulevard       |
| 4.                                         | School (Private K-8)                                               | 128 students                                      | 11828 Washington Boulevard       |
| 5.                                         | <u>Mixed Use</u><br>Restaurant<br>Office<br>Apartments             | 1,536 sq. ft.<br>3,702 sq. ft.<br>2 units         | 13112-13114 Washington Boulevard |
| 6.                                         | Apartments<br><i>Mobile Home Park</i>                              | 36 units<br><i>20 units</i>                       | 4025 Grand View Boulevard        |
| 7.                                         | <u>Mixed Use</u><br>Apartments<br>Restaurant<br>Retail             | 98 units<br>3,750 sq. ft.<br>11,250 sq. ft.       | 11924 Washington Boulevard       |
| 8.                                         | Single-Family                                                      | 10 units                                          | 4044-4068 Globe Avenue           |
| 9.                                         | <u>Mixed Use</u><br>Supermarket<br>Retail<br>Restaurant            | 13,300 sq. ft.<br>20,000 sq. ft.<br>3,300 sq. ft. | 12403 Washington Boulevard       |
| <b><u>City of Los Angeles Projects</u></b> |                                                                    |                                                   |                                  |
| 10.                                        | Restaurant                                                         | 3,895 sq. ft.                                     | 1020 W. Venice Boulevard         |
| 11.                                        | Apartments                                                         | 90 units                                          | 1054 S. Frederick Street         |
| 12.                                        | <u>Mixed Use</u><br>Aparatments<br>Office                          | 67 units<br>3,211 sq. ft.                         | 4140 S. Glencoe Avenue           |

**Table 5 (continued)**  
**Related Projects Descriptions**

| <b>Map No.</b>                                         | <b>Land Use/Description</b>                                                                                                                | <b>Size/Units</b>                                                                | <b>Address</b>           |
|--------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|--------------------------|
| <b><u>City of Los Angeles Projects (continued)</u></b> |                                                                                                                                            |                                                                                  |                          |
| 13.                                                    |                                                                                                                                            | 51 units                                                                         | 4090 Del Rey Avenue      |
| 14.                                                    | <u>Mixed-Use</u><br>Condominiums<br>Office                                                                                                 | 136 units<br>20,000 sq. ft.                                                      | 4210 S. Del Rey Avenue   |
| 15.                                                    | <u>Mixed Use</u><br>Condominiums<br>Office                                                                                                 | 67 units<br>7,525 sq. ft.                                                        | 4091 S. Redwood Avenue   |
| 16.                                                    | <u>Mixed Use - Option 1</u><br>Apartments<br>Office<br>Mini Warehouse<br><br><u>Mixed-Use Option 2 (Preferred)</u><br>Apartments<br>Office | 195 units<br>15,000 sq. ft.<br>80,000 sq. ft.<br><br>235 units<br>15,000 sq. ft. | 4040 S. Del Rey Avenue   |
| 17.                                                    | <u>Mixed Use</u><br>Condominiums<br>Retail                                                                                                 | 80 units<br>15,100 sq. ft.                                                       | 4363 Lincoln Boulevard   |
| 18.                                                    | <u>Mixed Use</u><br>Apartments<br>Office                                                                                                   | 156 units<br>33,484 sq. ft.                                                      | 5000 S. Beethoven Street |
| 19.                                                    | <u>Villa Marina</u><br>Condominium<br>Shopping Center<br><i>Shopping Center</i>                                                            | 244 unit<br>9,000 sq. ft.<br>21,038 sq. ft.                                      | 13488 W. Maxella Avenue  |
| 20.                                                    | LADPW Maintenance Yard Expansion                                                                                                           | n/a                                                                              | 3233 Thatcher Avenue     |
| 21.                                                    | <u>Mixed-Use</u><br>Residential<br>Retail                                                                                                  | 5 unit<br>5,700 sq. ft.                                                          | 580 Venice Boulevard     |
| 22.                                                    | Elementary School (K-5)                                                                                                                    | 567 students                                                                     | 2224 S. Walgrove Avenue  |

**Table 5 (continued)**  
**Related Projects Descriptions**

| <b>Map No.</b>                            | <b>Land Use/Description</b>                                                                                                                                                                                           | <b>Size/Units</b>                                                                                                                                              | <b>Address</b>                                                 |
|-------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|
| <b><u>Los Angeles County Projects</u></b> |                                                                                                                                                                                                                       |                                                                                                                                                                |                                                                |
| 23.                                       | <u>Marina del Rey Parcel 9</u><br>Hotel<br>Public Park                                                                                                                                                                | 288 room<br>1 acre                                                                                                                                             | NEC Tahiti Way/Via Marina                                      |
| 24.                                       | <u>Marina del Rey Parcels FF and 10R</u><br>Apartment<br>Boat dock<br><i>Apartment</i><br><i>Boat Dock</i>                                                                                                            | 526 unit<br>168 slip<br><i>136 unit</i><br><i>184 slip</i>                                                                                                     | E/s Via Marina near Marquesas Way                              |
| 25.                                       | <u>Marina del Rey Parcel OT</u><br>Senior Care<br>Specialty Retail                                                                                                                                                    | 114 unit<br>3,000 sq. ft.                                                                                                                                      | E/o Palawan Way between Washington Boulevard and Admiralty Way |
| 26.                                       | <u>Marina del Rey Parcels 52,GG</u><br>Storage<br><i>County Office</i><br><i>Public Parking Lot</i>                                                                                                                   | 375 boat<br><i>2,000 sq.ft.</i><br><i>236 space</i>                                                                                                            | Fiji Way, W/o Admiralty Way                                    |
| 27.                                       | <u>Fisherman's Village (Parcels 55, 56, W)</u><br>Retail<br>Resturants and Food Court<br>Ferry Terminal and Office<br>Hotel<br>Boat Slips<br><i>Retail</i><br><i>Office</i><br><i>Resturants</i><br><i>Boat Slips</i> | 29,150 sq.ft.<br>37,100 sq.ft.<br>6,500 sq.ft.<br>132 room<br>26 slip<br><i>2,580 sq.ft.</i><br><i>10,404 sq.ft.</i><br><i>16,149 sq.ft.</i><br><i>17 slip</i> | Near southern terminus of Fiji Way                             |
| 28.                                       | <u>Marina del Rey Parcels 49, 77</u><br>Retail<br>Office                                                                                                                                                              | 135,000 sq. ft.<br>26,000 sq. ft.                                                                                                                              | W/o Admiralty Way between Mindanao Way and Fiji Way            |
| 29.                                       | <u>Esprit Phase 2 (Parcel 15)</u><br>Apartments<br>Retail<br><i>Boat Slips</i><br><i>Restaurant</i>                                                                                                                   | 297 unit<br>8,000 sq. ft.<br><i>41 slip</i><br><i>4,400 sq. ft.</i>                                                                                            | E/o Via Marina between Panay Way and Marquesas Way             |

**Table 5 (continued)**  
**Related Projects Descriptions**

| <b>Map No.</b>                                        | <b>Land Use/Description</b>         | <b>Size/Units</b>     | <b>Address</b>                                      |
|-------------------------------------------------------|-------------------------------------|-----------------------|-----------------------------------------------------|
| <b><u>Los Angeles County Projects (continued)</u></b> |                                     |                       |                                                     |
| 30.                                                   | <u>Marina del Rey Parcel 21</u>     |                       | 13953 Panay Way                                     |
|                                                       | Health Club                         | 10,000 sq. ft.        |                                                     |
|                                                       | Retail                              | 2,916 sq. ft.         |                                                     |
|                                                       | Marine Commercial Offices           | 11,432 sq. ft.        |                                                     |
|                                                       | Yacht Club                          | 92 slip               |                                                     |
|                                                       | <i>Health Club</i>                  | <i>16,000 sq. ft.</i> |                                                     |
|                                                       | <i>Retail</i>                       | <i>2,916 sq. ft.</i>  |                                                     |
|                                                       | <i>Marine Commercial Offices</i>    | <i>5,432 sq. ft.</i>  |                                                     |
|                                                       | <i>Yacht Club</i>                   | <i>64 slip</i>        |                                                     |
| 31.                                                   | Burton Chace Park Expansion         | 6.64 acres            | Western terminus of Mindanao Way                    |
| 32.                                                   | <u>Marina del Rey Parcel 44</u>     |                       | W/o Admiralty Way between Bali Way and Mindanao Way |
|                                                       | Retail (Visitor-Serving)            | 13,795 sq. ft.        |                                                     |
|                                                       | Retail (Marine-Related)             | 25,000 sq. ft.        |                                                     |
|                                                       | Restaurant(s)                       | 9,855 sq. ft.         |                                                     |
|                                                       | Boat Repair Offices                 | 700 sq. ft.           |                                                     |
|                                                       | <i>Boat Storage</i>                 | <i>69 boat</i>        |                                                     |
|                                                       | <i>Supermarket</i>                  | <i>13,625 sq. ft.</i> |                                                     |
|                                                       | <i>Boat Broker Offices</i>          | <i>5,133 sq. ft.</i>  |                                                     |
|                                                       | <i>General Offices</i>              | <i>9,170 sq. ft.</i>  |                                                     |
|                                                       | Marine Administrative Offices       | 2,285 sq. ft.         |                                                     |
|                                                       | Yacht Club                          | 1,150 sq. ft.         |                                                     |
|                                                       | <i>Community Room/Boater Lounge</i> | <i>840 sq. ft.</i>    |                                                     |
|                                                       | <i>Boat Slips</i>                   | <i>148 slip</i>       |                                                     |
|                                                       | <i>Boater Bathrooms and Laundry</i> | <i>1,700 sq. ft.</i>  |                                                     |
| 33.                                                   | <u>Marina del Rey Parcel 33/NR</u>  |                       | SEC Admiralty Way and Palawan Way                   |
|                                                       | Apartment                           | 292 unit              |                                                     |
|                                                       | Supermarket                         | 14,700 sq. ft.        |                                                     |
|                                                       | Pharmacy/Drugstore                  | 11,000 sq. ft.        |                                                     |
|                                                       | Retail                              | 2,300 sq. ft.         |                                                     |
|                                                       | Restaurants                         | 16,670 sq. ft.        |                                                     |
|                                                       | <i>Restaurant/Entertainment</i>     | <i>17,000 sq. ft.</i> |                                                     |

**Table 5 (continued)**  
**Related Projects Descriptions**

| <b>Map No.</b>                                                        | <b>Land Use/Description</b>                       | <b>Size/Units</b>    | <b>Address</b>                                               |
|-----------------------------------------------------------------------|---------------------------------------------------|----------------------|--------------------------------------------------------------|
| <b><u>Los Angeles County Projects (continued)</u></b>                 |                                                   |                      |                                                              |
| 34.                                                                   | <u>Marina del Rey Parcel 95</u>                   |                      | S/o Washington Boulevard between<br>Via Marina and Via Dolce |
|                                                                       | Apartments                                        | 153 units            |                                                              |
|                                                                       | Retail                                            | 21,400 sq. ft.       |                                                              |
|                                                                       | Restaurant (Islands)                              | 5,500 sq. ft.        |                                                              |
|                                                                       | Restaurant                                        | 7,700 sq. ft.        |                                                              |
|                                                                       | Adjacent Café (LA County)                         | 800 sq. ft.          |                                                              |
|                                                                       | <i>Office</i>                                     | <i>9,180 sq. ft.</i> |                                                              |
|                                                                       | <i>Retail (Art Gallery)</i>                       | <i>7,500 sq. ft.</i> |                                                              |
|                                                                       | <i>Restaurant (Islands)</i>                       | <i>5,713 sq. ft.</i> |                                                              |
| <b><u>Other Major Projects Outside 1.5-Mile Study Area Radius</u></b> |                                                   |                      |                                                              |
| 35.                                                                   | Office                                            | 49,950 sq. ft.       | 12777 W. Jefferson Boulevard                                 |
| 36.                                                                   | Loyola Marymount University<br>(student increase) | 2,540 student        | 1 LMU Drive                                                  |
| 37.                                                                   | <u>Playa Vista-Phase 1</u>                        |                      | S/o Jefferson Boulevard, E/o Lincoln Boulevard               |
|                                                                       | Office                                            | 1,922,050 sq.ft.     |                                                              |
|                                                                       | Condominium                                       | 3,246 unit           |                                                              |
|                                                                       | Retail                                            | 35,000 sq.ft.        |                                                              |
|                                                                       | Production and Stage Support                      | 1,129,900 sq.ft.     |                                                              |
|                                                                       | Community Service Uses                            | 120,000 sq.ft.       |                                                              |
| 38.                                                                   | <u>Playa Vista Plant Site (Spruce Goose)</u>      |                      | Campus Center Drive & Bluff Creek Drive                      |
|                                                                       | Production                                        | 1,129,900 sq. ft.    |                                                              |
|                                                                       | Office                                            | 572,050 sq. ft.      |                                                              |
| 39.                                                                   | <u>The Village at Playa Vista</u>                 |                      | S/o Jefferson Boulevard/Westlawn Avenue                      |
|                                                                       | Office                                            | 175,000 sq.ft.       |                                                              |
|                                                                       | Apartment                                         | 2,600 unit           |                                                              |
|                                                                       | Retail                                            | 150,000 sq.ft.       |                                                              |
|                                                                       | Community Serving Uses                            | 40,000 sq.ft.        |                                                              |
| 40.                                                                   | Condominiums                                      | 215 units            | 5550 Grosvenor Boulevard                                     |

**Note:**

Uses identified in *italics* are existing uses removed in order to develop proposed project.

Estimates of the traffic generated by each of the 40 related projects were also obtained from the City of Culver City, LADOT, or Los Angeles County, or from traffic studies prepared for several of the projects by Hirsch/Green, and the number of trips associated with each related project is shown in Table 6. The related project's traffic volumes shown in this table were then distributed through the study area and assigned to the nine study intersections in a manner similar to that used for the proposed project's trips. The resulting related project trips at each of the study intersections are shown in Figures 14(a) and 14(b) for the AM and PM peak hours, respectively.

#### *Future Without Project Conditions*

The "Future (2017) Without Project" scenario traffic volumes for this analysis were developed by adding the combined effects of the assumed 1.0 percent annual ambient traffic growth factor with the additional traffic anticipated to be generated by the potential cumulative development in the project vicinity, shown in Figures 14(a) and 14(b), to the "Existing (2015)" traffic volumes shown previously in Figures 11(a) and 11(b). The resulting traffic volume estimates for the "Future (2017) Without Project" conditions are shown in Figure 15(a) for the AM peak hour, and in Figure 15(b) for the PM peak hour. As described earlier, the values shown in these figures represent the anticipated traffic volumes in the project vicinity prior to the development of the proposed project, and form the "benchmark" values for determining and evaluating the project's potential future traffic impacts on the area street system.

#### *Future With Project Conditions*

Finally, the net site-related traffic volumes from Figures 6(a) and 6(b) were combined with the forecast future "Without Project" benchmark volumes shown earlier in Figures 15(a) and 15(b) to produce the anticipated "Future (2017) With Project" traffic volume estimates for the study area, which are shown in Figure 16(a) for the AM peak hour and in Figure 16(b) for the PM peak hour. These future year (2017) "Without Project" and "With Project" traffic volume forecasts were used as the basis for determining the incremental traffic impacts attributable to the development of the proposed project at the expected time of its completion and occupancy.

The methodologies and assumptions used in the analysis of the intersection operations for both the existing (year 2015) and forecast future (year 2017) evaluation scenarios are described in detail in the following section of this report, including summaries of the "without project" traffic conditions (representing intersection operations prior to development of the proposed project) and "with project" conditions at each of the nine study intersections, as well as identification and discussion of any potential project-related traffic impacts at these locations.

**Table 6**  
**Related Projects Trip Generation Estimates**

| Map No.                      | Land Use/Description                                                  | Size/Units                                  | Daily             | AM Peak Hour |              | PM Peak Hour   |               |
|------------------------------|-----------------------------------------------------------------------|---------------------------------------------|-------------------|--------------|--------------|----------------|---------------|
|                              |                                                                       |                                             |                   | In           | Out          | In             | Out           |
| City of Culver City Projects |                                                                       |                                             |                   |              |              |                |               |
| 1.                           | <u>The Help Group</u> <sup>[1]</sup><br>School (Enrollment Increase)  | 50 students                                 | 124               | 18           | 7            | 2              | 5             |
| 2.                           | <u>Mixed Use</u><br>Apartments<br>Retail<br>Furniture Store           | 5 units<br>3,308 sq. ft.<br>2,340 sq. ft.   | 33<br>147<br>(12) | 1<br>2<br>0  | 2<br>2<br>0  | 2<br>4<br>0    | 1<br>5<br>(1) |
|                              |                                                                       |                                             | 168               | 3            | 4            | 6              | 5             |
| 3.                           | <u>Costco</u> <sup>[2]</sup><br>Retail (Expansion)<br>Supermarket     | 29,111 sq. ft.<br>63,213 sq. ft.            | 2,107<br>(6,463)  | 38<br>(133)  | 31<br>(82)   | 100<br>(305)   | 108<br>(294)  |
|                              |                                                                       |                                             | (4,356)           | (95)         | (51)         | (205)          | (186)         |
| 4.                           | School (Private K-8)                                                  | 128 students                                | 165               | 63           | 52           | 9              | 10            |
| 5.                           | <u>Mixed Use</u><br>Restaurant<br>Office<br>Apartments                | 1,536 sq. ft.<br>3,702 sq. ft.<br>2 units   | 195<br>41<br>13   | 9<br>5<br>0  | 8<br>1<br>1  | 9<br>1<br>1    | 6<br>5<br>0   |
|                              |                                                                       |                                             | 249               | 14           | 10           | 11             | 11            |
| 6.                           | Apartments<br>Mobile Home Park                                        | 36 units<br>20 units                        | 239<br>(100)      | 4<br>(2)     | 14<br>(7)    | 14<br>(7)      | 8<br>(5)      |
|                              |                                                                       |                                             | 139               | 2            | 7            | 7              | 3             |
| 7.                           | <u>Mixed Use</u> <sup>[3]</sup><br>Apartments<br>Restaurant<br>Retail | 98 units<br>3,750 sq. ft.<br>11,250 sq. ft. | 652<br>330<br>499 | 10<br>2<br>9 | 40<br>1<br>6 | 39<br>14<br>13 | 22<br>7<br>17 |
|                              |                                                                       |                                             | 1,481             | 21           | 47           | 66             | 46            |
| 8.                           | Single-Family                                                         | 10 units                                    | 67                | 1            | 4            | 4              | 2             |
| 9.                           | <u>Mixed Use</u> <sup>[4]</sup><br>Supermarket<br>Retail              | 13,300 sq. ft.<br>20,000 sq. ft.            | 1,360<br>886      | 28<br>16     | 17<br>11     | 64<br>24       | 62<br>30      |

**Table 6 (continued)**  
**Related Projects Trip Generation Estimates**

| Map No.                      | Land Use/Description                                                                                                         | Size/Units                                                                       | Daily | AM Peak Hour |     | PM Peak Hour |     |
|------------------------------|------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|-------|--------------|-----|--------------|-----|
|                              |                                                                                                                              |                                                                                  |       | In           | Out | In           | Out |
| City of Los Angeles Projects |                                                                                                                              |                                                                                  |       |              |     |              |     |
| 10.                          | Restaurant                                                                                                                   | 3,895 sq. ft.                                                                    | 396   | 17           | 16  | 20           | 13  |
| 11.                          | Apartments                                                                                                                   | 90 units                                                                         | 665   | 10           | 40  | 45           | 24  |
| 12.                          | Mixed Use <sup>[5]</sup><br>Aparatments<br>Office                                                                            | 67 units<br>3,211 sq. ft.                                                        | 481   | 11           | 28  | 33           | 23  |
| 13.                          | Apartments <sup>[6]</sup>                                                                                                    | 51 units                                                                         | 339   | 5            | 21  | 23           | 13  |
| 14.                          | Mixed-Use<br>Condominiums<br>Office                                                                                          | 136 units<br>20,000 sq. ft.                                                      | 627   | 29           | 42  | 44           | 41  |
| 15.                          | Mixed Use<br>Condominiums<br>Office                                                                                          | 67 units<br>7,525 sq. ft.                                                        | 391   | 4            | 21  | 29           | 22  |
| 16.                          | Mixed Use - Option 1<br>Apartments<br>Office<br>Mini Warehouse<br><br>Mixed-Use Option 2 (Preferred)<br>Apartments<br>Office | 195 units<br>15,000 sq. ft.<br>80,000 sq. ft.<br><br>235 units<br>15,000 sq. ft. | 931   | 16           | 31  | 36           | 26  |
| 17.                          | Mixed Use<br>Condominiums<br>Retail                                                                                          | 80 units<br>15,100 sq. ft.                                                       | 1,543 | 28           | 42  | 80           | 61  |
| 18.                          | Mixed Use<br>Apartments<br>Office                                                                                            | 156 units<br>33,484 sq. ft.                                                      | 1,406 | 62           | 70  | 102          | 101 |
| 19.                          | Villa Marina <sup>[7]</sup><br>Condominium<br>Shopping Center<br>Shopping Center                                             | 244 unit<br>9,000 sq. ft.<br>21,038 sq. ft.                                      | 896   | 11           | 84  | 72           | 11  |
| 20.                          | LADPW Maint. Yard Expansion                                                                                                  | n/a                                                                              | 75    | 29           | 1   | 1            | 29  |

**Table 6 (continued)**  
**Related Projects Trip Generation Estimates**

| Map No.                                                | Land Use/Description                                           | Size/Units           | Daily        | AM Peak Hour |           | PM Peak Hour |           |
|--------------------------------------------------------|----------------------------------------------------------------|----------------------|--------------|--------------|-----------|--------------|-----------|
|                                                        |                                                                |                      |              | In           | Out       | In           | Out       |
| <b><u>City of Los Angeles Projects (continued)</u></b> |                                                                |                      |              |              |           |              |           |
| 21.                                                    | <u>Mixed-Use</u>                                               |                      |              |              |           |              |           |
|                                                        | Residential                                                    | 5 unit               | 33           | 1            | 2         | 3            | 1         |
|                                                        | Retail                                                         | 5,700 sq. ft.        | 253          | 5            | 3         | 13           | 16        |
|                                                        |                                                                |                      | <b>286</b>   | <b>6</b>     | <b>5</b>  | <b>16</b>    | <b>17</b> |
| 22.                                                    | Elementary School (K-5)                                        | 567 students         | n/a          | 286          | 224       | 153          | 187       |
| <b><u>Los Angeles County Projects</u></b>              |                                                                |                      |              |              |           |              |           |
| 23.                                                    | <u>Marina del Rey Parcel 9</u> <sup>[8]</sup>                  |                      |              |              |           |              |           |
|                                                        | Hotel                                                          | 288 room             | 1,588        | 63           | 54        | 46           | 56        |
|                                                        | Public Park                                                    | 1 acre               | ----         | ----         | ----      | ----         | ----      |
|                                                        |                                                                |                      | <b>1,588</b> | <b>63</b>    | <b>54</b> | <b>46</b>    | <b>56</b> |
| 24.                                                    | <u>Marina del Rey Parcels FF and 10R</u> <sup>[9]</sup>        |                      | 1,499        | 24           | 111       | 87           | 39        |
|                                                        | Apartment                                                      | 526 unit             |              |              |           |              |           |
|                                                        | Boat dock                                                      | 168 slip             |              |              |           |              |           |
|                                                        | <i>Apartment</i>                                               | <i>136 unit</i>      |              |              |           |              |           |
|                                                        | <i>Boat Dock</i>                                               | <i>184 slip</i>      |              |              |           |              |           |
| 25.                                                    | <u>Marina del Rey Parcel OT</u> <sup>[10]</sup>                |                      | 561          | 10           | 37        | 31           | 19        |
|                                                        | Senior Care                                                    | 114 unit             |              |              |           |              |           |
|                                                        | Specialty Retail                                               | 3,000 sq. ft.        |              |              |           |              |           |
| 26.                                                    | <u>Marina del Rey Parcels 52,GG</u>                            |                      |              |              |           |              |           |
|                                                        | Storage                                                        | 375 boat             | 1,081        | 16           | 31        | 18           | 33        |
|                                                        | County Office                                                  | 2,000 sq.ft.         | 17           | 2            | 0         | 1            | 2         |
|                                                        | Public Parking Lot                                             | 236 space            | ----         | ----         | ----      | ----         | ----      |
|                                                        |                                                                |                      | <b>1,064</b> | <b>14</b>    | <b>31</b> | <b>17</b>    | <b>31</b> |
| 27.                                                    | <u>Fisherman's Village (Parcels 55, 56, W)</u> <sup>[11]</sup> |                      | 2,496        | 41           | 58        | 121          | 99        |
|                                                        | Retail                                                         | 29,150 sq.ft.        |              |              |           |              |           |
|                                                        | Resturants and Food Court                                      | 37,100 sq.ft.        |              |              |           |              |           |
|                                                        | Ferry Terminal and Office                                      | 6,500 sq.ft.         |              |              |           |              |           |
|                                                        | Hotel                                                          | 132 room             |              |              |           |              |           |
|                                                        | Boat Slips                                                     | 26 slip              |              |              |           |              |           |
|                                                        | <i>Retail</i>                                                  | <i>2,580 sq.ft.</i>  |              |              |           |              |           |
|                                                        | <i>Office</i>                                                  | <i>10,404 sq.ft.</i> |              |              |           |              |           |
|                                                        | <i>Resturants</i>                                              | <i>16,149 sq.ft.</i> |              |              |           |              |           |
|                                                        | <i>Boat Slips</i>                                              | <i>17 slip</i>       |              |              |           |              |           |

**Table 6 (continued)**  
**Related Projects Trip Generation Estimates**

| Map No.                                 | Land Use/Description                     | Size/Units      | Daily | AM Peak Hour |     | PM Peak Hour |     |
|-----------------------------------------|------------------------------------------|-----------------|-------|--------------|-----|--------------|-----|
|                                         |                                          |                 |       | In           | Out | In           | Out |
| Los Angeles County Projects (continued) |                                          |                 |       |              |     |              |     |
| 28.                                     | Marina del Rey Parcels 49, 77            |                 |       |              |     |              |     |
|                                         | Retail                                   | 135,000 sq. ft. | 5,797 | 82           | 53  | 294          | 305 |
|                                         | Office                                   | 26,000 sq. ft.  | 286   | 35           | 5   | 10           | 47  |
|                                         |                                          |                 | 6,083 | 117          | 58  | 304          | 352 |
| 29.                                     | Esprit Phase 2 (Parcel 15)               |                 |       |              |     |              |     |
|                                         | Apartments                               | 297 unit        | 1,975 | 30           | 121 | 63           | 34  |
|                                         | Retail                                   | 8,000 sq. ft.   | 355   | 7            | 4   | 16           | 20  |
|                                         | Boat Slips                               | 41 slip         | 118   | 2            | 3   | 2            | 4   |
|                                         | Restaurant                               | 4,400 sq. ft.   | 559   | 27           | 24  | 28           | 18  |
|                                         |                                          |                 | 1,653 | 8            | 98  | 49           | 32  |
| 30.                                     | Marina del Rey Parcel 21                 |                 |       |              |     |              |     |
|                                         | Health Club                              | 10,000 sq. ft.  | 329   | 6            | 8   | 19           | 17  |
|                                         | Retail                                   | 2,916 sq. ft.   | 129   | 2            | 2   | 6            | 7   |
|                                         | Marine Commercial Offices                | 11,432 sq. ft.  | 126   | 16           | 2   | 4            | 21  |
|                                         | Yacht Club                               | 92 slip         | 265   | 4            | 8   | 5            | 8   |
|                                         | Health Club                              | 16,000 sq. ft.  | 527   | 10           | 12  | 31           | 27  |
|                                         | Retail                                   | 2,916 sq. ft.   | 129   | 2            | 2   | 6            | 7   |
|                                         | Marine Commercial Offices                | 5,432 sq. ft.   | 60    | 7            | 1   | 2            | 10  |
|                                         | Yacht Club                               | 64 slip         | 185   | 3            | 5   | 3            | 6   |
|                                         |                                          |                 | (52)  | 6            | 0   | (8)          | 3   |
| 31.                                     | Burton Chace Park Expansion              | 6.64 acres      | 15    | 2            | 1   | 1            | 3   |
| 32.                                     | Marina del Rey Parcel 44 <sup>[12]</sup> |                 | 3,753 | 53           | 26  | 206          | 181 |
|                                         | Retail (Visitor-Serving)                 | 13,795 sq. ft.  |       |              |     |              |     |
|                                         | Retail (Marine-Related)                  | 25,000 sq. ft.  |       |              |     |              |     |
|                                         | Restaurant(s)                            | 9,855 sq. ft.   |       |              |     |              |     |
|                                         | Boat Repair Offices                      | 700 sq. ft.     |       |              |     |              |     |
|                                         | Boat Storage                             | 69 boat         |       |              |     |              |     |
|                                         | Supermarket                              | 13,625 sq. ft.  |       |              |     |              |     |
|                                         | Boat Broaker Offices                     | 5,133 sq. ft.   |       |              |     |              |     |
|                                         | General Offices                          | 9,170 sq. ft.   |       |              |     |              |     |
|                                         | Marine Administrative Offices            | 2,285 sq. ft.   |       |              |     |              |     |
|                                         | Yacht Club                               | 1,150 sq. ft.   |       |              |     |              |     |
|                                         | Community Room/Boater Lounge             | 840 sq. ft.     |       |              |     |              |     |
|                                         | Boat Slips                               | 148 slip        |       |              |     |              |     |
|                                         | Boater Bathrooms and Laundry             | 1,700 sq. ft.   |       |              |     |              |     |

**Table 6 (continued)**  
**Related Projects Trip Generation Estimates**

| Map No.                                                 | Land Use/Description                                              | Size/Units        | Daily  | AM Peak Hour |     | PM Peak Hour |       |
|---------------------------------------------------------|-------------------------------------------------------------------|-------------------|--------|--------------|-----|--------------|-------|
|                                                         |                                                                   |                   |        | In           | Out | In           | Out   |
| Los Angeles County Projects (continued)                 |                                                                   |                   |        |              |     |              |       |
| 33.                                                     | Marina del Rey Parcel 33/NR <sup>[13]</sup>                       |                   | 3,899  | 99           | 172 | 165          | 135   |
|                                                         | Apartment                                                         | 292 unit          |        |              |     |              |       |
|                                                         | Supermarket                                                       | 14,700 sq. ft.    |        |              |     |              |       |
|                                                         | Pharmacy/Drugstore                                                | 11,000 sq. ft.    |        |              |     |              |       |
|                                                         | Retail                                                            | 2,300 sq. ft.     |        |              |     |              |       |
|                                                         | Restaurants                                                       | 16,670 sq. ft.    |        |              |     |              |       |
|                                                         | Restaurant/Entertainment                                          | 17,000 sq. ft.    |        |              |     |              |       |
| 34.                                                     | Marina del Rey Parcel 95 <sup>[14]</sup>                          |                   | 2,148  | 20           | 72  | 98           | 50    |
|                                                         | Apartments                                                        | 153 units         |        |              |     |              |       |
|                                                         | Retail                                                            | 21,400 sq. ft.    |        |              |     |              |       |
|                                                         | Restaurant (Islands)                                              | 5,500 sq. ft.     |        |              |     |              |       |
|                                                         | Restaurant                                                        | 7,700 sq. ft.     |        |              |     |              |       |
|                                                         | Adjacent Café (LA County)                                         | 800 sq. ft.       |        |              |     |              |       |
|                                                         | Office                                                            | 9,180 sq. ft.     |        |              |     |              |       |
|                                                         | Retail (Art Gallery)                                              | 7,500 sq. ft.     |        |              |     |              |       |
|                                                         | Restaurant (Islands)                                              | 5,713 sq. ft.     |        |              |     |              |       |
| Other Major Projects Outside 1.5-Mile Study Area Radius |                                                                   |                   |        |              |     |              |       |
| 35.                                                     | Office                                                            | 49,950 sq. ft.    | 550    | 68           | 9   | 17           | 83    |
| 36.                                                     | Loyola Marymount University <sup>[15]</sup><br>(student increase) | 2,540 student     | 2,540  | 146          | 30  | 112          | 111   |
| 37.                                                     | Playa Vista-Phase 1                                               |                   |        |              |     |              |       |
|                                                         | Office                                                            | 1,922,050 sq.ft.  | 8,041  | 996          | 136 | 248          | 1,213 |
|                                                         | Condominium                                                       | 3,246 unit        | 566    | 7            | 36  | 46           | 22    |
|                                                         | Retail                                                            | 35,000 sq.ft.     | 646    | 9            | 6   | 97           | 100   |
|                                                         | Production and Stage Support                                      | 1,129,900 sq.ft.  | 6,458  | 734          | 100 | 123          | 600   |
|                                                         | Community Service Uses                                            | 120,000 sq.ft.    | 1,092  | 19           | 8   | 13           | 25    |
|                                                         |                                                                   |                   | 16,803 | 1,765        | 286 | 527          | 1,960 |
| 38.                                                     | Playa Vista Plant Site (Spruce Goose)                             |                   | n/a    | 1,456        | 198 | 259          | 1,267 |
|                                                         | Production                                                        | 1,129,900 sq. ft. |        |              |     |              |       |
|                                                         | Office                                                            | 572,050 sq. ft.   |        |              |     |              |       |

**Table 6 (continued)**  
**Related Projects Trip Generation Estimates**

| Map No.                                                                    | Land Use/Description                              | Size/Units     | Daily  | AM Peak Hour |       | PM Peak Hour |       |
|----------------------------------------------------------------------------|---------------------------------------------------|----------------|--------|--------------|-------|--------------|-------|
|                                                                            |                                                   |                |        | In           | Out   | In           | Out   |
| <b>Other Major Projects Outside 1.5-Mile Study Area Radius (continued)</b> |                                                   |                |        |              |       |              |       |
| 39.                                                                        | <u>The Village at Playa Vista</u> <sup>[16]</sup> |                | 24,220 | 577          | 1,049 | 1,275        | 1,027 |
|                                                                            | Office                                            | 175,000 sq.ft. |        |              |       |              |       |
|                                                                            | Apartment                                         | 2,600 unit     |        |              |       |              |       |
|                                                                            | Retail                                            | 150,000 sq.ft. |        |              |       |              |       |
|                                                                            | Community Serving Uses                            | 40,000 sq.ft.  |        |              |       |              |       |
| 40.                                                                        | Condominiums                                      | 215 units      | 1,260  | 16           | 79    | 75           | 37    |

Note:

Uses identified in *italics* are existing uses removed in order to develop proposed project.

Sources:

- [1] Project Trip Generation Table from The Help Group Culver City Campus Traffic Impact Analysis, Trames Solutions, Inc., September 10, 2015.
- [2] Culver City Costco Traffic Analysis, Kittelson & Associates, Inc., October 14, 2015.
- [3] 11960 Washington Boulevard Mixed Use Project Traffic Impact Analysis, RBF Consulting, August 31, 2015.
- [4] Preliminary Trip Generation Estimates per Current Project Description, Hirsch/Green Transportation Consulting, Inc., January 9, 2015.
- [5] Technical Letter for Supplemental Traffic Impact Analysis for Revisions to Approved Residential Project at 4140 S. Glencoe Avenue in the Marina del Rey Community of the City of Los Angeles, Hirsch/Green Transportation Consulting, Inc., July 17, 2013.
- [6] Traffic Impact Analysis Report for Proposed 51-Unit Residential Apartment Development, Hirsch/Green Transportation Consulting, Inc., February 2013.
- [7] Memorandum to Eddie Guerra, LADOT, from Pat Gibson and Audrey Naval, May 6, 2009.
- [8] Traffic Study for Proposed 288-room Hotel and 1.1-Acre Park on Parcel 9U in Marina del Rey, Crain & Associates, March 2006.
- [9] Traffic Study for Proposed 526-Unit Residential Development on Parcels FF and 10R in Marina del Rey, Crain & Associates, September 2005.
- [10] Scoping for Traffic Study for Proposed Congregate Care Facility and Retail on Parcel OT in Marina del Rey, Crain & Associates, May 18, 2006.
- [11] Traffic Impact Analysis Report, Proposed Fisherman's Village Enhancement/Expansion Project Near the Southern Terminus of Fiji Way, Marina del Rey, California, Hirsch/Green Transportation Consulting, Inc., September 2007.
- [12] Traffic Impact Analysis Report, Proposed Commercial Redevelopment of Parcel 44 on Admiralty Way between Bali Way and Mindanao Way in Marina del Rey, Hirsch/Green Transportation Consulting, Inc., Revised October 2013.
- [13] Preliminary Trip Generation Calculations, Parcel 33/NR Mixed-Use Project, Hirsch/Green Transportation Consulting, Inc. January 2012.
- [14] Traffic Study Memorandum of Understanding Parcel 95 Redevelopment Project, Hirsch/Green Transportation Consulting, Inc., May 21, 2015.
- [15] Traffic Impact Assessment Letter for Proposed Loyola Marymount University Master Plan Project, City of Los Angeles, November 13, 2009.
- [16] Traffic Analysis for The Village at Playa Vista Project, Kaku Associates, and Raju Associates, July 2003.



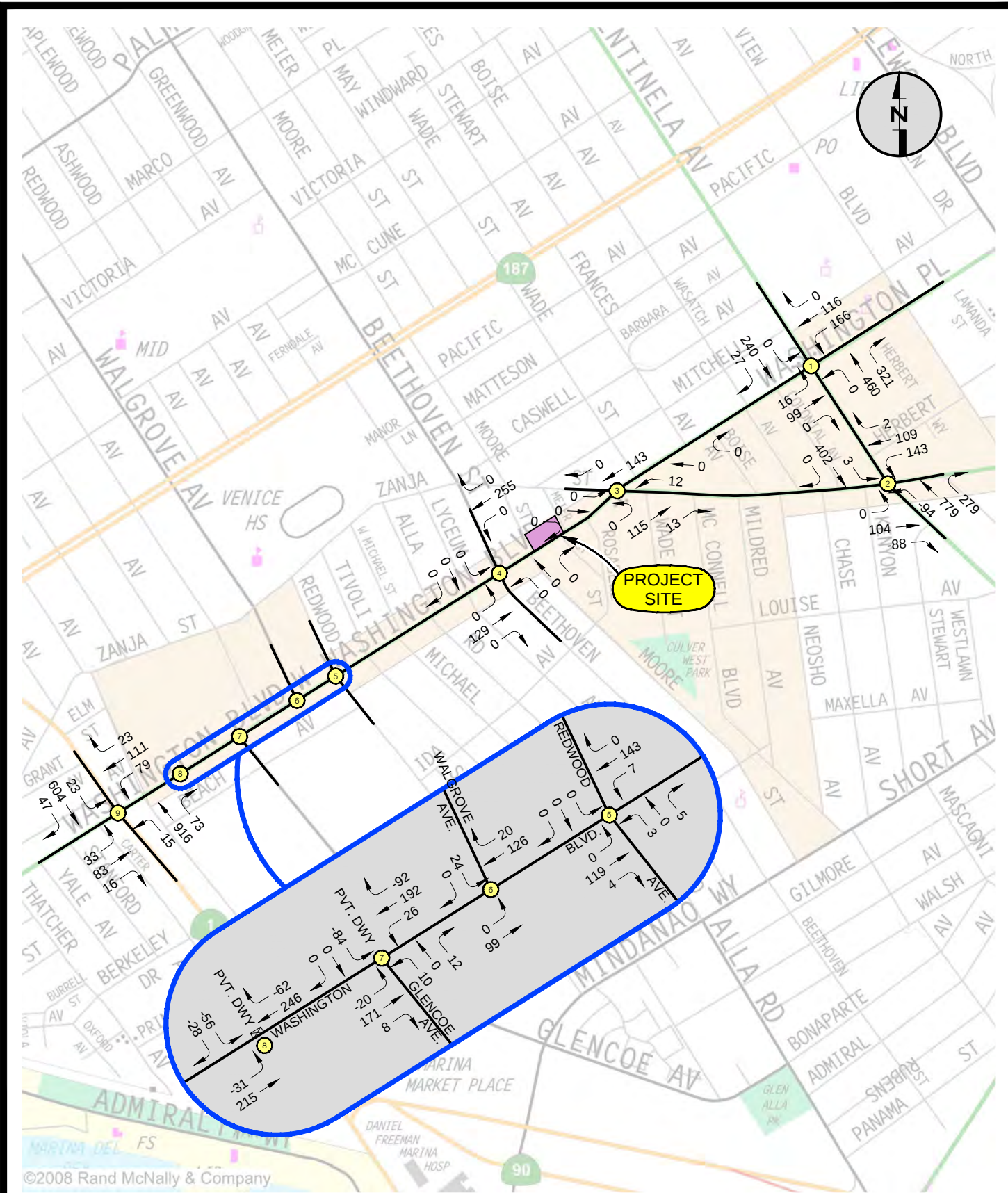


FIGURE 14(b)

## RELATED PROJECTS TRAFFIC VOLUMES PM PEAK HOUR

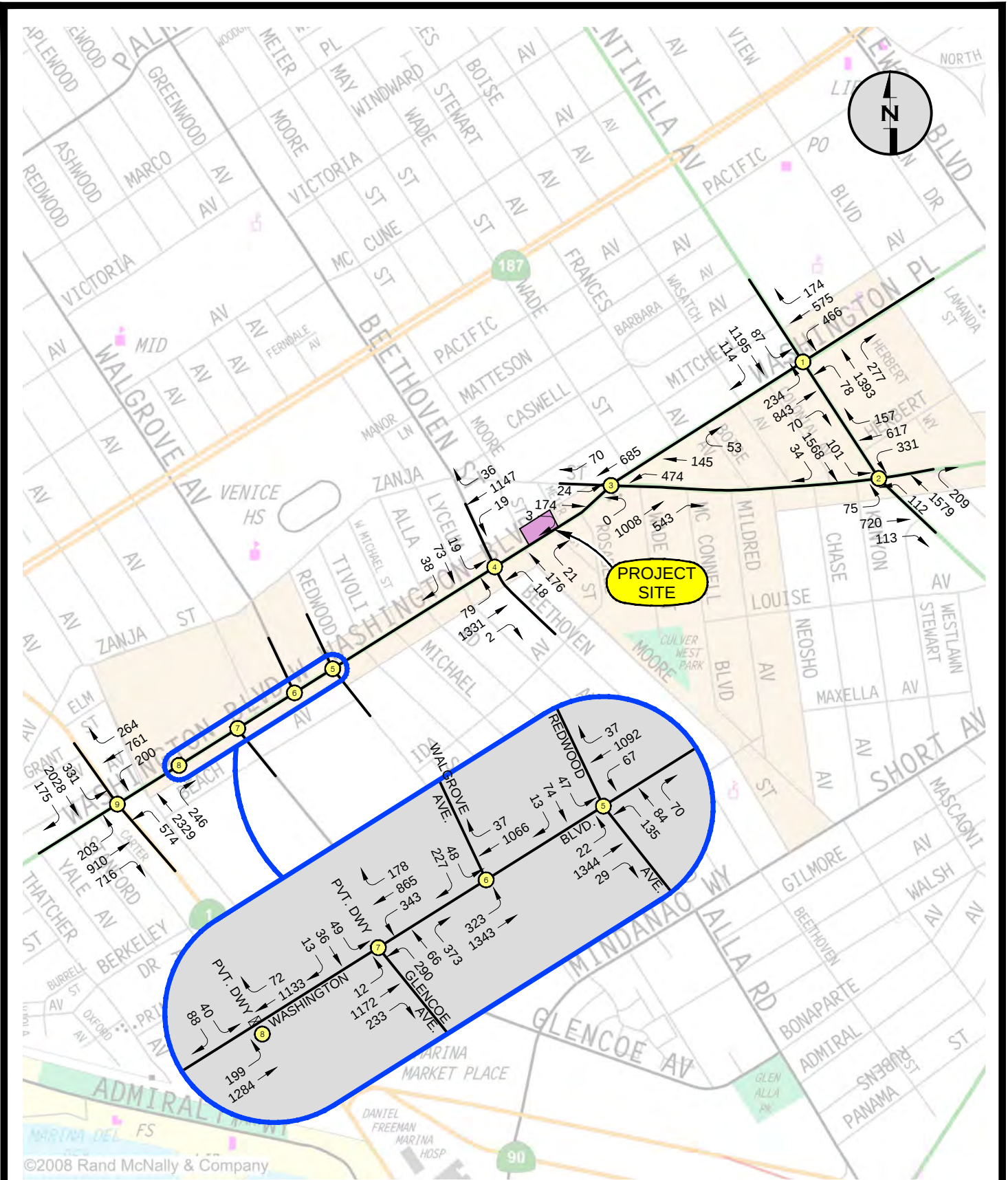


FIGURE 15(a)

FUTURE (2017) TRAFFIC VOLUMES  
WITHOUT PROJECT  
AM PEAK HOUR

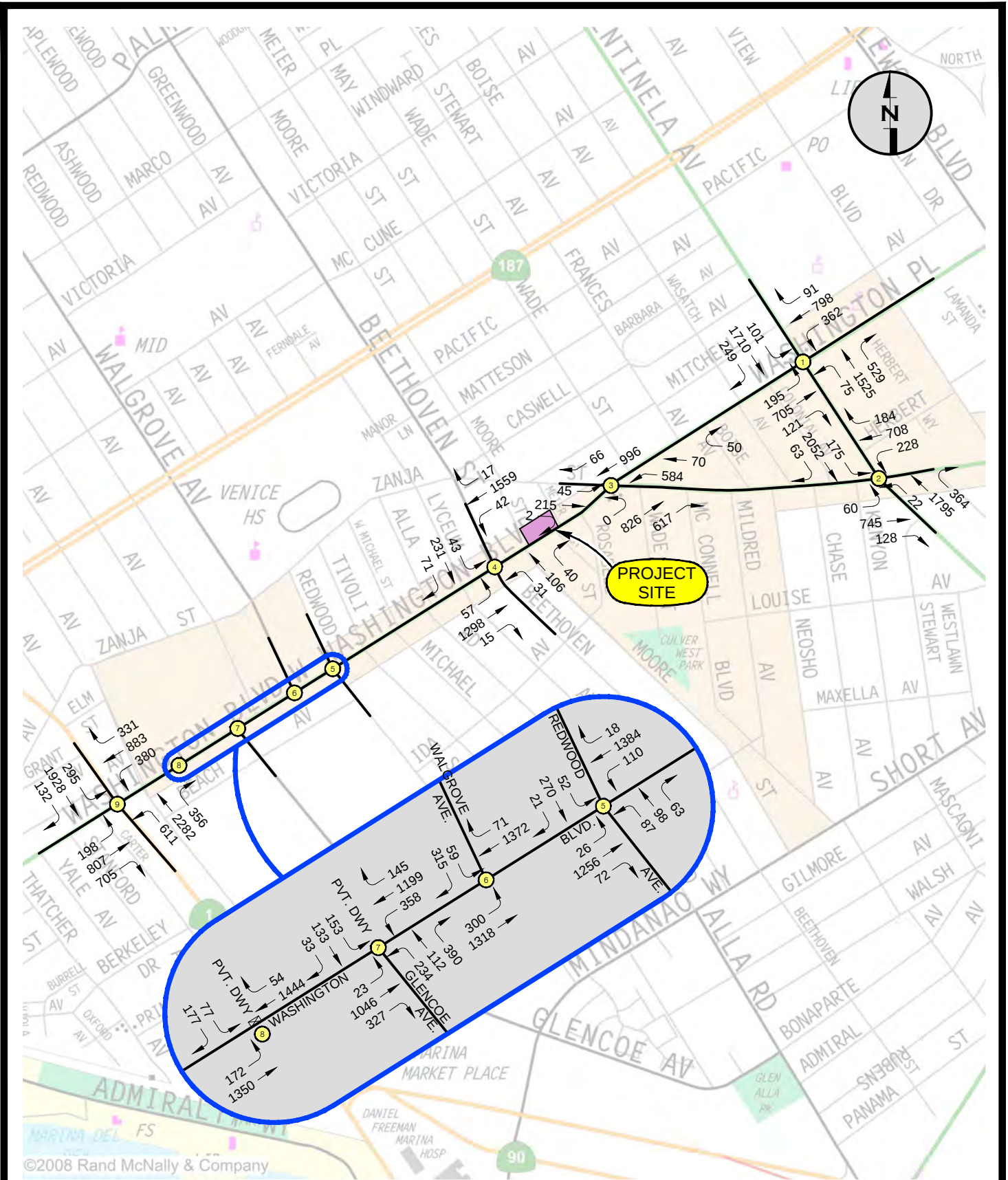


FIGURE 15(b)

FUTURE (2017) TRAFFIC VOLUMES  
WITHOUT PROJECT  
PM PEAK HOUR

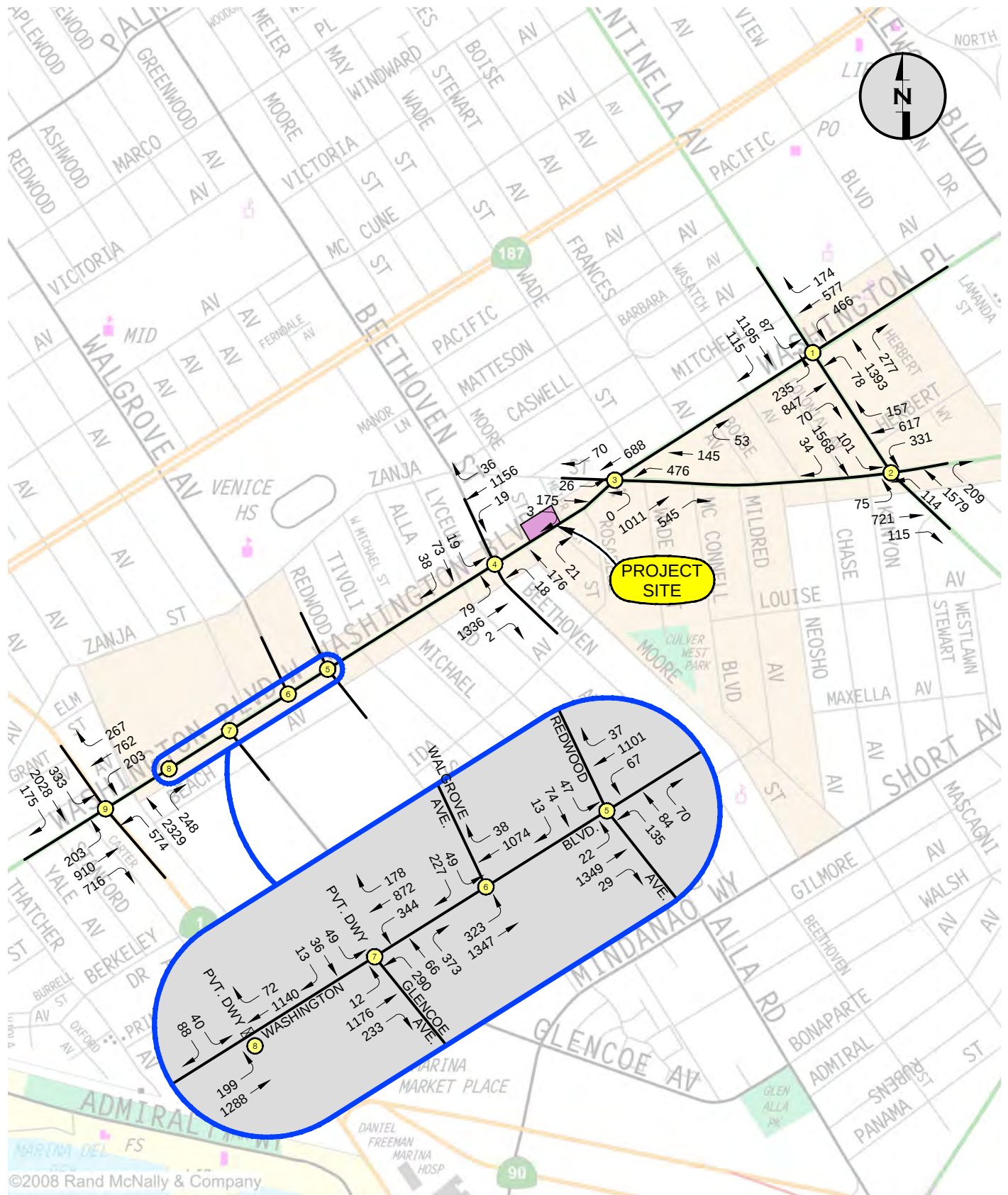
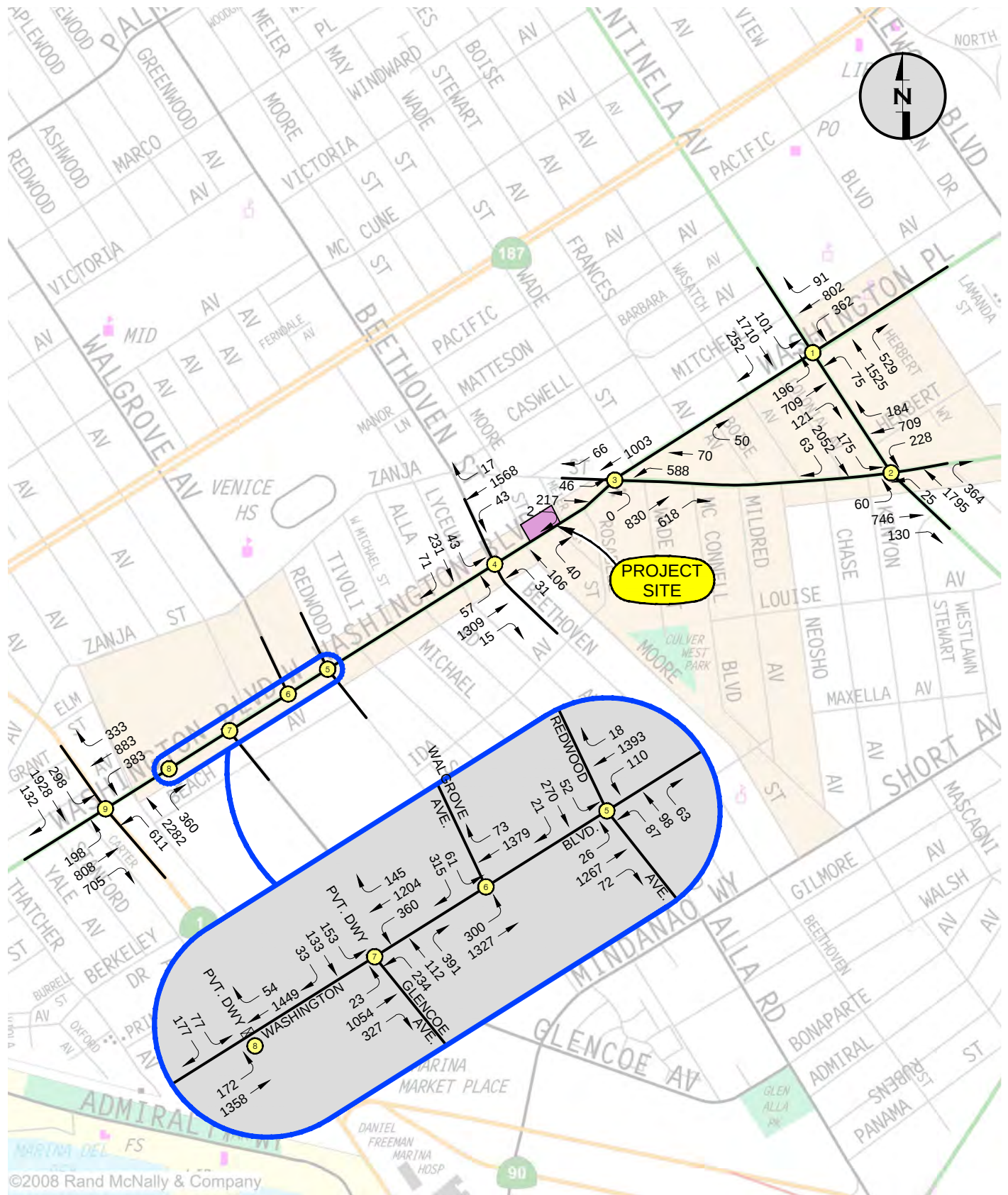


FIGURE 16(a)

FUTURE (2017) TRAFFIC VOLUMES  
WITH PROJECT  
AM PEAK HOUR



FUTURE (2017) TRAFFIC VOLUMES  
WITH PROJECT  
PM PEAK HOUR

## ANALYSIS OF AREA TRAFFIC CONDITIONS

Detailed analyses of the existing (year 2015) and forecast future (year 2017) traffic conditions in the study area were performed at a total of eight signalized and one unsignalized intersections in the vicinity of the proposed project; all but one of the intersections is located within the City of Culver City, with the remaining intersection located within the City of Los Angeles. These study intersections, listed below (along with their controlling jurisdiction, if not the City of Culver City), are considered to be the locations most likely to be affected by changes in area traffic volumes and/or travel patterns resulting from the proposed project.

1. Washington Boulevard and Costco Driveway
2. Washington Boulevard and Glencoe Avenue/Costco Driveway
3. Washington Boulevard and Walgrove Avenue \*
4. Washington Boulevard and Redwood Avenue
5. Washington Boulevard and Beethoven Street
6. Washington Boulevard and Washington Place/Zanja Street
7. Washington Place and Centinela Avenue
8. Washington Boulevard and Centinela Avenue
9. Washington Boulevard and Lincoln Boulevard (City of Los Angeles)

"\*" indicates STOP sign controlled intersection.

### Existing Highway System Improvements

Most of the eight signalized study intersections exhibit multiple-phase operations, with separate left-turn phases, and/or right-turn indications or "overlap" phases in order to maximize capacity. Further, each of these intersections exhibits advanced traffic signal synchronization protocols, including LADOT's Automated Traffic Surveillance and Control ("ATSAC") system (for the intersection of Washington Boulevard and Lincoln Boulevard, within the City of Los Angeles), and a similar signal synchronization system for those intersections within the City of Culver City. LADOT's Adaptive Traffic Control System ("ATCS") signal coordination system upgrades have also been installed at the intersection of Washington Boulevard and Lincoln Boulevard; although the City of Culver City anticipates similar next-generation signal synchronization upgrades to its traffic signal network (including at each of the signalized study intersections), no timeline for the installation of these improvements has been identified. However, both the City of Culver City's

and LADOT's traffic signal synchronization systems enhance the overall capacity of a network of interconnected traffic signals by monitoring the traffic flow patterns and vehicular demands at adjacent or nearby intersections, and adjusting the signal timing and phasing schemes of the individual intersections in real time throughout the entire signal network to maximize vehicular throughput and minimize delay along key transportation corridors within the project vicinity and throughout the study area. The lone unsignalized study intersection of Washington Boulevard and Walgrove Avenue, is a three-way ("tee") intersection that is STOP sign controlled along its (southbound only) Walgrove Avenue approach to the intersection (eastbound and westbound "through" traffic on Washington Boulevard does not stop at this intersection).

### **Ongoing or Programmed Future Highway System Improvements**

The existing roadway network serving the study area, including streets and intersections located within both the City of Culver City and the City of Los Angeles, is already improved with a variety of physical (geometric) and/or operational measures designed to enhance traffic flow and reduce travel delays, including the provision of left-turn and/or right-turn channelization at key intersections, prohibition of on-street parking during peak commute traffic periods to provide additional traffic lanes, and installation of traffic signal coordination and optimization protocols at all of the signalized intersections in the project vicinity. As a result, there are few meaningful roadway, intersection, or traffic signal system improvements remaining in the project vicinity.

Further, a review of City of Culver City and City of Los Angeles records indicated that there are no significant highway improvements within the study area anticipated for implementation by the proposed project's year 2017 completion date (as noted earlier, while the City of Culver City expects to install traffic signal synchronization upgrades sometime in the future, no specific completion date is currently identified, and as a result, these traffic signal improvements are not expected to be "in place" by the completion date of the proposed projects). Note also that some or all of the 40 related projects identified earlier in this report may be required to implement localized roadway or intersections improvements in order to mitigate specific traffic impacts associated with those projects. However, for purposes of this study, and in order to provide the most conservative assessment of the potential future roadway and intersection conditions in the study area, no such related projects "mitigation" improvements were assumed. Therefore, the analysis of the forecast future year 2017 traffic conditions in the project vicinity conservatively assumed that the traffic signal operations and intersection geometries and capacities would remain unchanged from those used to analyze the existing (year 2015) traffic conditions.

## Analysis Methodology and Results

In conformance with the current traffic study policies for both the City of Culver City and City of Los Angeles (LADOT), this study uses the Critical Movement Analysis (“CMA”) methodology to analyze and evaluate the traffic conditions at the eight signalized study intersections, per the Transportation Research Board’s (“TRB”) *Circular Number 212* publication<sup>2</sup>. This methodology describes the operating characteristics of an intersection in terms of the “Level of Service”, based on intersection traffic volumes and other variables such as the number and type of signal phases, lane geometries, and other factors which determine both the quantity of traffic that can move through an intersection (“Capacity”) and the quality of that traffic flow (“Level of Service”).

The CMA analysis methodologies define the “capacity” of a signalized intersection as the maximum total number of vehicles in the critical lanes which has a reasonable expectation of passing through an intersection under the prevailing roadway and traffic conditions during a specific time period (such as the AM or PM peak hours). Critical lanes are defined generally as those intersection movements or groups of “conflicting” movements (such as a through lane in one direction and a left-turn lane in the opposing direction) which exhibit the highest “per lane” of combined traffic volumes, thus defining the maximum amount of vehicles attempting to travel through the intersection during a specific time period. The capacity of a signalized intersection also varies based on the number of signal phases for the location; more signal phases generally result in more “lost” or “startup” time due to slight (but cumulative) driver reaction time delays when signal indications change from “red” to “green”. Additional signal phases create more signal indication changes, which consequently introduce more opportunities for lost time during the signal cycle, reducing the efficiency, and thus the capacity, of a signalized intersection.

The intersection capacities associated with various levels of service for the CMA methodology are based on the number of traffic signal phases, as shown in Table 7. For the intersection evaluation and planning purposes (such as this traffic study), both the City of Culver City and City of Los Angeles require that the maximum “baseline” capacity of a signalized intersection (without adjustment to account for any traffic signal synchronization or optimization upgrades, as described later in this section) equates to the value of Level of Service (“LOS”) E shown in Table 7. This value is considered to represent the highest volume of traffic that can be adequately accommodated through urban area intersections without creating a breakdown in operations, and result in unstable traffic flows, high levels of congestion, and long delays.

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<sup>2</sup> Interim Materials on Highway Capacity, Circular Number 212, Transportation Research Board, Washington, D.C., 1980.

**Table 7**  
**Critical Movement Analysis**  
**Volume Ranges per Level of Service \***

| <b>Level of Service</b> | <b>Maximum Sum of Critical Volumes (VPH)<br/>vs. Number of Signal Phases</b> |                     |                            |
|-------------------------|------------------------------------------------------------------------------|---------------------|----------------------------|
|                         | <b>Two Phases</b>                                                            | <b>Three Phases</b> | <b>Four or More Phases</b> |
| 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. Not appropriate for operations/design applications.

The “Critical Movement” indices at a signalized intersection are determined by first calculating the sum of the traffic volumes travelling through the critical lanes at the subject intersection. This total traffic *volume* value, which represents the highest intersection traffic demand, is then divided by the appropriate intersection *capacity* value (based on the number of signal phases at the subject intersection, using the values shown in Table 7), to determine the “CMA value” for the intersection, which is roughly equivalent to its volume-to-capacity (“v/c”) ratio.

“Level of Service” describes the quality of traffic flow through the intersection. LOS A through LOS C provide good traffic flow characteristics, with little or no congestion or vehicle delay. LOS D typically is the level of service for which a metropolitan area street system is designed, and represents the highest level of smooth traffic flow. LOS E represents operations at or near the capacity of the intersection, and can result in unstable traffic flows and/or intermittent but short-duration congestion at the upper reaches of this condition. LOS F occurs when a facility is overloaded and is characterized by stop-and-go traffic with stoppages of long duration.

For signalized intersections, both the City of Culver City and City of Los Angeles (LADOT) utilize the CMA methodology to determine the level of service at a subject location. However, for unsignalized intersections, the City of Culver City uses a somewhat different operational assessment methodology (the City of Los Angeles does not require traffic impact analyses for unsignalized intersections). First, the critical traffic flows and operational parameters of the intersection are identified through the CMA analysis procedures described above. These values

are used to provide a numerical baseline for the determination of the effects of potential traffic increases, including project-related traffic, at the intersection. However, the determination of the intersection level of service is based on the unsignalized intersection analysis methodologies described in the *Highway Capacity Manual* ("HCM")<sup>3</sup>, also published by the TRB, which provides analysis techniques applicable to the unique traffic flows and vehicular interactions that occur at unsignalized intersections. The HCM unsignalized intersection analysis methodologies utilize much of the same intersection information regarding traffic volumes and lane geometries and configurations as the CMA signalized intersection methodology, although the HCM methodology expresses "capacity" in terms of a calculated "saturation flow rate" for the critical lanes, and therefore, the "critical volume" values shown previously in Table 7 for signalized intersections are not applicable. Additionally, the HCM unsignalized intersection analysis methodologies base the intersection level of service on vehicle delays exhibited on the intersection approaches rather than on intersection capacity. This approach is useful when evaluating locations where high volumes of unimpeded "through" traffic on a major street may hinder traffic moves to and from minor street approaches, potentially resulting in long delays for these side street vehicles.

The LOS definitions applicable to both the CMA and HCM intersection analysis methodologies are identified in Table 8. Note that the LOS definitions do not represent any single intersection operating condition, but rather correspond to a range of CMA ratios or HCM delay values.

**Table 8**  
**Level of Service as a Function of CMA Value or HCM Average Vehicle Delay**

| <b>CMA Value</b>     | <b>Ave. Vehicle Delay (sec.)</b> | <b>Level of Service</b> | <b>Intersection Operation/Traffic Flow Characteristics</b>                                                                       |
|----------------------|----------------------------------|-------------------------|----------------------------------------------------------------------------------------------------------------------------------|
| $\leq 0.600$         | $\leq 10.0$                      | A                       | No congestion; all vehicles clear in a single cycle.                                                                             |
| $> 0.600 \leq 0.700$ | $> 10.0 \leq 20.0$               | B                       | Minimal congestion; all vehicles still clear in a single cycle.                                                                  |
| $> 0.700 \leq 0.800$ | $> 20.0 \leq 35.0$               | C                       | No major congestion; most vehicles clear in a single cycle.                                                                      |
| $> 0.800 \leq 0.900$ | $> 35.0 \leq 55.0$               | D                       | Generally uncongested, but vehicles may wait through more than one cycle; short duration queues may form on critical approaches. |
| $> 0.900 \leq 1.000$ | $> 55.0 \leq 80.0$               | E                       | Increased congestion on critical approaches; long duration queues form at higher end of range.                                   |
| $> 1.000$            | $> 80.0$                         | F                       | Over capacity; forced flow with long periods of congestion; substantial queues form.                                             |

<sup>3</sup> Highway Capacity Manual, Transportation Research Board, Washington, D.C., 2000.

Using these analysis procedures and assumptions, the “baseline” CMA indices or HCM delays and corresponding LOS were calculated for each of the nine study intersections during both the AM and PM peak hour analysis periods for each of the various traffic condition scenarios described earlier, including the “Existing (2015)” (no project), “Existing (2015) With Project”, “Future (2017) Without Project”, and “Future (2017) With Project” scenarios. Additionally, for those study intersections located within the City of Culver City, the “baseline” CMA calculations were then adjusted to account for the operational improvements resulting from the City’s existing (ATSAC-type) traffic signal synchronization system, while for the study intersection of Washington Boulevard and Lincoln Boulevard, which is located within the City of Los Angeles, the “baseline” CMA calculations were adjusted to reflect the effects of LADOT’s ATSAC/ATCS traffic signal coordination upgrades, as the intersection capacity and operational enhancements resulting from these traffic signal coordination/synchronization systems are not considered in the basic CMA analysis methodology described earlier. LADOT has determined, and the City of Culver City concurs, that intersections equipped with ATSAC-type signal coordination systems experience an approximately seven percent increase in capacity compared to traffic signals without any synchronization capability, while signals connected to the ATSAC/ATCS system exhibit an approximately ten percent increase in capacity as compared to unimproved locations.

As such, per the current traffic study policies and procedures of both the City of Culver City and City of Los Angeles, the basic CMA values calculated using the standard methodology were reduced by 0.070 for the signalized intersections located within the City of Culver City, and by 0.100 for the City of Los Angeles intersection of Washington Boulevard and Lincoln Boulevard, to estimate the effectiveness of the ATSAC and ATSAC/ATCS-related increases, respectively, in the intersection capacity at those locations. No adjustments were made to the CMA analysis for the STOP sign controlled intersection of Washington Boulevard and Walgrove Avenue.

It is also of note that both the Washington Boulevard and Lincoln Boulevard corridors through the study area typically exhibit high levels of congestion, particularly during the PM peak period, which can substantially reduce the number of vehicles travelling through intersections along these corridors, as well as on many of the side-street approaches, resulting in artificially better CMA or vehicle delay and LOS values based on the lower number of vehicles actually counted traversing these intersections, as compared to actual operational conditions. These reduced “throughput” conditions are especially evident at the study intersections from Lincoln Boulevard to Walgrove Avenue, due to high traffic volumes in both directions along Lincoln Boulevard, and heavy congestion associated with the operations of the Costco Plaza driveways.

Therefore, for purposes of this study, based on observations of the actual traffic flows and intersection operations in the study area, the levels of service for the three study intersections located on Washington Boulevard to the west of the project site, including at Lincoln Boulevard, and at each of the two Costco Plaza driveways, were adjusted to reflect “LOS F” operations during the PM peak hour, and “LOS D” operations during the AM peak hour (except for Washington Boulevard and Lincoln Boulevard, which was also adjusted to LOS F conditions during the AM peak hour). Note that the levels of service at these intersections are not identified at LOS F (or LOS E) during the AM peak hour because they were observed to exhibit substantially less congestion and smoother traffic flows than during the PM peak hour, primarily due to reduced traffic volumes and congestion associated with the two Costco Plaza driveways; although the observed conditions at the two Costco Plaza driveways are typically better than LOS D during the AM peak hour, this condition was assumed in order to provide the most conservative analysis of potential project-related impacts at these locations. It should also be noted that no adjustments were considered to be necessary at any of the study intersections east of Walgrove Avenue, since the Lincoln Boulevard and/or Costco Plaza traffic congestion and its associated effects do not typically extend beyond Walgrove Avenue. These adjustments were applied to both the “existing” (year 2015) and “future” (year 2017) analysis scenarios.

Once the CMA and/or HCM values and LOS were calculated for each of the study intersections (including the manual LOS adjustments described above) for each of the analysis scenarios identified earlier, the incremental project-related impacts at each location were determined by comparing the results of the respective “without project” and “with project” conditions analyses for both the existing (year 2015) and forecast future (year 2017) traffic evaluation scenarios. The results of these analyses, including identification of the without project and with project CMA and LOS values and incremental project-related impacts at each study intersection are summarized in Table 9 for both the AM and PM peak hour time periods for the existing (2015) and forecast future (2017) conditions, and are discussed in the following sections of this report.

#### *Existing (2015) Conditions*

As shown in Table 9, with the intersection LOS adjustments described previously, most of the study intersections currently exhibit some level of congestion during one or both peak hours. Although most of the study intersections operate at LOS D or better during the AM peak hour, six of the eight signalized study locations experience poor operations (LOS E or LOS F) during the PM peak hour, including the intersections of Washington Place and Centinela Avenue, and

**Table 9**  
**Critical Movement Analysis ("CMA") Summary**  
**Existing (2015) and Future (2017) Without and With Project Conditions**

| Int. No. | Intersection                                                                | Peak Hour | Year 2015 Conditions |     |              |     |        | Year 2017 Conditions |     |              |     |        |
|----------|-----------------------------------------------------------------------------|-----------|----------------------|-----|--------------|-----|--------|----------------------|-----|--------------|-----|--------|
|          |                                                                             |           | Without Project      |     | With Project |     |        | Without Project      |     | With Project |     |        |
|          |                                                                             |           | CMA                  | LOS | CMA          | LOS | Impact | CMA                  | LOS | CMA          | LOS | Impact |
| 1        | Washington Place and Centinela Avenue                                       | AM        | 0.843                | D   | 0.845        | D   | 0.002  | <b>1.088</b>         | F   | <b>1.090</b> | F   | 0.002  |
|          |                                                                             | PM        | <b>0.933</b>         | E   | <b>0.936</b> | E   | 0.003  | <b>1.165</b>         | F   | <b>1.167</b> | F   | 0.002  |
| 2        | Washington Boulevard and Centinela Avenue                                   | AM        | 0.750                | C   | 0.751        | C   | 0.001  | <b>1.061</b>         | F   | <b>1.063</b> | F   | 0.002  |
|          |                                                                             | PM        | <b>0.901</b>         | E   | <b>0.905</b> | E   | 0.004  | <b>1.179</b>         | F   | <b>1.181</b> | F   | 0.002  |
| 3        | Washington Boulevard/Washington Place and Washington Boulevard/Zanja Street | AM        | 0.598                | A   | 0.602        | B   | 0.004  | 0.648                | B   | 0.651        | B   | 0.003  |
|          |                                                                             | PM        | 0.673                | B   | 0.680        | B   | 0.007  | 0.714                | C   | 0.720        | C   | 0.006  |
| 4        | Washington Boulevard and Beethoven Street                                   | AM        | 0.487                | A   | 0.490        | A   | 0.003  | 0.513                | A   | 0.515        | A   | 0.002  |
|          |                                                                             | PM        | 0.645                | B   | 0.647        | B   | 0.002  | 0.714                | C   | 0.717        | C   | 0.003  |
| 5        | Washington Boulevard and Redwood Avenue                                     | AM        | 0.563                | A   | 0.565        | A   | 0.002  | 0.626                | B   | 0.628        | B   | 0.002  |
|          |                                                                             | PM        | 0.671                | B   | 0.674        | B   | 0.003  | 0.703                | C   | 0.707        | C   | 0.004  |
| 6        | Washington Boulevard and Walgrove Avenue <sup>[1]</sup>                     | AM        | <b>0.874</b>         | F   | <b>0.879</b> | F   | 0.005  | <b>0.958</b>         | F   | <b>0.963</b> | F   | 0.005  |
|          |                                                                             | PM        | <b>1.061</b>         | F   | <b>1.066</b> | F   | 0.005  | <b>1.163</b>         | F   | <b>1.168</b> | F   | 0.005  |
| 7        | Washington Boulevard and Glencoe Avenue/Costco Driveway <sup>[2]</sup>      | AM        | 0.668                | D   | 0.670        | D   | 0.002  | 0.766                | D   | 0.768        | D   | 0.002  |
|          |                                                                             | PM        | <b>0.730</b>         | F   | <b>0.734</b> | F   | 0.004  | <b>0.801</b>         | F   | <b>0.805</b> | F   | 0.004  |
| 8        | Washington Boulevard and Costco Driveway <sup>[2]</sup>                     | AM        | 0.366                | D   | 0.368        | D   | 0.002  | 0.409                | D   | 0.410        | D   | 0.001  |
|          |                                                                             | PM        | <b>0.462</b>         | F   | <b>0.463</b> | F   | 0.001  | <b>0.458</b>         | F   | <b>0.461</b> | F   | 0.003  |
| 9        | Washington Boulevard and Lincoln Boulevard <sup>[2]</sup>                   | AM        | <b>0.860</b>         | F   | <b>0.862</b> | F   | 0.002  | <b>1.075</b>         | F   | <b>1.078</b> | F   | 0.003  |
|          |                                                                             | PM        | <b>0.844</b>         | F   | <b>0.846</b> | F   | 0.002  | <b>1.103</b>         | F   | <b>1.107</b> | F   | 0.004  |

Notes:

[1] Intersection level of service determined using Highway Capacity Manual unsignalized intersection delay-based analyses, per City of Culver City traffic study procedures.

[2] Intersection levels of service manually adjusted to LOS D during the AM peak hour and LOS F during the PM peak hour, based on observations of existing conditions.

"\*" Significant impact per City of Culver City Public Works Department *Traffic Study Criteria for the Review of Proposed Development Projects within the City of Culver City*, July 2012.

"\*" Significant impact per City of Los Angeles Department of Transportation (LADOT) *Traffic Study Policies and Procedures*, June 2013 (if applicable).

Washington Boulevard and Centinela Avenue, both of which exhibit LOS E operations during the PM peak hour (and LOS D and LOS C conditions, respectively, during the AM peak hour), the intersections of Washington Boulevard and Glencoe Avenue/Costco Plaza Driveway, and Washington Boulevard and the Costco Plaza (western) driveway, which each operate at LOS F during the PM peak hour (and at LOS D during the AM peak hour), and the intersection of Washington Boulevard and Lincoln Boulevard, which operates at LOS F conditions during both the AM and PM peak hours. Similarly, the unsignalized (STOP sign controlled) intersection of Washington Boulevard and Walgrove Avenue also exhibits LOS F operations during both the AM and PM peak hours. However, these poor operating conditions are primarily the result of delays incurred along the southbound STOP sign controlled approach of Walgrove Avenue, particularly by vehicles attempting to make a left turn onto eastbound Washington Boulevard, rather than due to congestion on Washington Boulevard itself. Further, because this location is configured as a three-way (“tee”) intersection (with Walgrove Avenue as the non-continuous, STOP sign controlled approach), traffic on Washington Boulevard does not stop, and therefore, no delays to the Washington Boulevard “through” traffic flows occur.

Most jurisdictions within Southern California, including both the City of Culver City and the City of Los Angeles, typically identify LOS D as the “target” maximum acceptable operation for signalized intersections located in urban areas. Therefore, based on this evaluation criterion, five of the eight signalized study intersections, plus the one unsignalized intersection, currently exhibit “unacceptable” operations during the most critical travel periods of the day, as confirmed through recent field observations; these locations are identified in Table 9 by bold text. However, it is of note that the existing (year 2015) intersection operations shown in Table 9 represent the highest one-hour traffic volumes and levels of congestion for each study location, which typically occurs within the weekday morning and evening commute traffic periods between about 7:00 AM and 10:00 AM, and between about 3:00 PM and 6:00 PM, respectively, as described earlier in this report. The operations at each of the study intersections, as well as at other locations throughout the study area, typically improve from the conditions summarized in Table 9 during the off-peak (non-commute) hours of the day, due to reductions in the overall traffic volumes and associated congestion on the area streets.

As also shown in Table 9, the development of the proposed project and the resulting addition of its associated traffic to the area roadway system is expected to result in incremental changes in the CMA values at each of the nine study intersections to varying degrees, depending upon the intersection’s proximity to the project site, its location along the project traffic travel routes, or

the specific geometries and/or operating characteristics of the intersection. However, despite the anticipated changes in the CMA values, Table 9 also shows that the incremental traffic increases associated with the proposed project are not expected to result in changes to the existing (year 2015) operating conditions (LOS) at any of the nine study intersections during either the AM or PM peak hours, with the exception of Washington Boulevard and Zanja Street. As shown in Table 9, the addition of project-related traffic could result in a slight deterioration in the existing operations of this location from LOS A to LOS B during the AM peak hour, although the conditions at this intersection would remain unchanged at LOS B during the PM peak hour. Therefore, despite the anticipated changes in the CMA values or levels of service identified in Table 9, the proposed project will not result in new “undesirable” (LOS E or F) conditions at any of the nine study intersections, although the six locations currently exhibiting these operations will continue to do so following the completion of the proposed project.

#### *Future (2017) Conditions*

Anticipated increases in traffic volumes in the study area, due to both ambient traffic growth throughout the region combined with traffic generated by the 40 individual related projects identified earlier in Table 5, are expected to result in worsening traffic conditions throughout the study area by the year 2017, prior to development of the proposed project. As a result of these potential future traffic increases, it is expected that the intersections of Washington Place and Centinela Avenue, and Washington Boulevard and Centinela Avenue, both of which currently operate at undesirable LOS E conditions during the PM peak hour (but at acceptable LOS D and LOS C conditions, respectively, during the AM peak hour), will be reduced to undesirable LOS F operations during both the AM and PM peak hours. The four study intersections that are currently operating at undesirable LOS F conditions during one or both of the peak hours, Washington Boulevard and Glencoe Avenue/Costco Plaza Driveway, Washington Boulevard and the Costco Plaza (western) driveway (which each currently exhibit acceptable LOS D during the AM peak hour but undesirable LOS F during the PM peak hour), Washington Boulevard and Lincoln Boulevard, and Washington Boulevard and Walgrove Avenue (both of which currently exhibit undesirable LOS F conditions during both peak hours), are expected to maintain their current levels of service under the future year 2017 “without project” traffic condition forecasts. Finally, the three remaining study intersections, Washington Boulevard/Washington Place and Washington Boulevard/Zanja Street, Washington Boulevard and Beethoven Street, and Washington Boulevard and Redwood Avenue, each of which currently operate at acceptable LOS A conditions during the AM peak hour and LOS B conditions during the PM peak hour, are

also forecast to continue to exhibit acceptable operational levels during both peak hours under the future (year 2017) analysis scenario, prior to the development of the proposed project, although the conditions at both the intersections of Washington Boulevard/Washington Place and Washington Boulevard/Zanja Street, and Washington Boulevard and Redwood Avenue are anticipated to be reduced slightly to LOS B during the AM peak hour, and to LOS C during the PM peak hour, while the intersection of Washington Boulevard and Beethoven Street could experience a slight reduction in its operations, from LOS B to LOS C, during the PM peak hour (although remaining unchanged at LOS A during the AM peak hour).

However, when reviewing the forecast future (year 2017) “Without Project” conditions shown in Table 9, it is important to note that the potential traffic volume increases and associated changes in intersection operations reflect a “worst case” projection of future conditions for a number of reasons. First, not all of the 40 “related projects” identified previously in Table 5 are expected to be built, or may be built to a lesser level than currently proposed. Further, the estimates of traffic generated by these potential developments were not assumed to exhibit any trip linkages with other existing or new development, which could reduce overall traffic volumes in the project vicinity. Finally, some or all of the related projects may be required to implement trip-reduction programs that could reduce the forecast traffic volumes in the study area, or construct roadway and/or traffic signal improvements which could improve the operations of some of the study intersections compared to the conditions shown in Table 9, although for purposes of this study, no such related project improvements were assumed.

Similar to the conditions described previously for the “Existing (2015) With Project” conditions, the anticipated changes in site-related traffic resulting from development of the proposed project are expected to further affect the operations of each of the study intersections under the forecast “Future (2017) With Project” conditions beyond those changes noted above due to ambient traffic growth and new traffic generated by other ongoing development. As also shown in Table 9, the addition of the net project-related traffic to the forecast future “without project” conditions is generally expected to result in only nominal changes in the CMA values at each of the nine study intersections during either of the peak hours. However, unlike the results of the “existing” conditions analysis discussed earlier, which identified a potential project-related change in the level of service for the intersection of Washington Place/Washington Boulevard and Washington Boulevard/Zanja Street (during the AM peak hour only), no project-related changes in the forecast future (year 2017) “without project” operational levels (LOS) are expected to occur at any of the nine study intersections during either the AM or PM peak hours.

## Intersection Impact Significance Criteria

However, the potential changes to the study intersection levels of service shown in Table 9 for both the “Existing (2015) With Project” and “Future (2017) With Project” scenarios are not the sole standard for evaluating the “significance” of a project’s incremental traffic impacts. Both the City of Culver City and the City of Los Angeles define a significant traffic impacts attributable to a project based on a “stepped scale”, although slightly different thresholds for such impacts are identified by each jurisdiction. Nonetheless, the “significance” thresholds for both cities are based on the level of service of the subject intersection, with intersections exhibiting higher CMA values (volume-to-capacity ratios) being more sensitive to the effects of additional traffic than those operating with lower CMA values, which exhibit available surplus capacity and are therefore able to better absorb such traffic increases. The intersection significant impact criteria for both the City of Culver City and City of Los Angeles (LADOT) are summarized in Table 10.

**Table 10**  
**Significant Traffic Impact Criteria for Intersections**

| LOS    | Final (With Project)<br>Intersection CMA Value | Project-Related Increase in CMA Value |                     |
|--------|------------------------------------------------|---------------------------------------|---------------------|
|        |                                                | City of Culver City                   | City of Los Angeles |
| A or B | $\leq 0.700$                                   | No Impacts                            | No Impacts          |
| C      | $> 0.700 \leq 0.800$                           | $\geq 0.050$                          | $\geq 0.040$        |
| D      | $> 0.800 \leq 0.900$                           | $\geq 0.040$                          | $\geq 0.020$        |
| E or F | $> 0.900$                                      | $\geq 0.020$                          | $\geq 0.010$        |

As shown in Table 10, within the City of Culver City a significant impact to an intersection is identified as a project-related increase in the intersection’s CMA value of 0.020 or more when the final (“With Project”) intersection Level of Service is at LOS E or LOS F, a CMA increase of 0.040 or more when the final Level of Service is LOS D, or a CMA increase of 0.050 or more when the final Level of Service is LOS C. No significant impacts are deemed to occur at intersections with a final Level of Service of LOS A or LOS B, as these operational conditions provide sufficient surplus capacities to accommodate relatively large increases in traffic with little effect on traffic flows or congestion levels. These criteria were used to assess the “significance” of the incremental project-related impacts shown previously in Table 9 for the eight study intersections located within the City of Culver City (study intersections 1 through 8). However, for the intersection of Washington Boulevard and Lincoln Boulevard, which is located within the City of Los Angeles, the LADOT intersection impact criteria was used, which defines a

significant project-related impact as a CMA increase of 0.010 or more at LOS E or LOS F, a CMA increase of 0.020 or more at LOS D, or a CMA increase of 0.040 or more at LOS C; as with the City of Culver City significance criteria described earlier, no significant impacts are considered to occur at intersections operating at LOS A or B.

Using the appropriate intersection impact evaluation criteria and significance thresholds shown in Table 10, the proposed project's incremental traffic impacts shown in Table 9 at each of the nine study intersections were reviewed. Based on these criteria, the proposed project is not expected to result in significant traffic impacts at any of the study intersections during either the AM or PM peak hours under either the "Existing (2015)" or "Future (2017)" analysis scenarios. It is of note that, even if the more "restrictive" LADOT intersection impact significance thresholds were to be applied to the proposed project's incremental impacts at the eight study intersections located within the City of Culver City, the results of the evaluations would remain unchanged, with no significant impacts identified at any of these locations. As a result, no traffic impact mitigation measures are warranted for the proposed project at any of the nine intersections analyzed in this study, regardless of their jurisdiction or the significance thresholds applied.

### **Local/Residential Street Traffic Impact Analysis**

In addition to the intersection impact analyses described in the preceding sections of this report, a review of the proposed project's driveway locations along both Moore Street and Meier Street indicates that not only is project-related traffic expected to access these site driveways from the south (via Washington Boulevard), some of the project's residential component traffic is expected to utilize the local streets to the north of the project to travel to and from the site. Additionally, it is anticipated that at least some of the retail facilities proposed for the project will be local-serving in nature, and as a result, it is also likely that some of the traffic associated with this project component will actually be generated within the residential neighborhoods to the north of the project, and as such, will naturally use these local streets to access the project site. While such local-origin trips would not necessarily produce additional traffic on these roadways, for purposes of this study, they were considered to be new trips to and from the project site, thereby resulting in increased traffic volumes on some of the local streets adjacent to or surrounding the site. Note that these project-traffic site access assumptions are already included in the analyses of the proposed project's potential intersection impacts, as identified in the project component use trip assignment percentages identified previously in Figure 5(a) for the project's residential component and in Figure 5(b) for the project's retail component.

Therefore, the scope of this analysis was expanded to evaluate the potential project-related traffic impacts on several of the local/residential streets in the project vicinity that provide access to the project site. Based on the proposed project's anticipated trip generation estimates and component use site access travel patterns, as well as on the locations and proposed operations of the two site access driveways, a total of five local/residential street segments were identified for detailed analyses. These street segments, listed below, represent the locations that are expected to be the most likely to be affected by project-related traffic. It is of note that, although these five street segments were identified for analysis by the City of Culver City Traffic Engineer due to their proximity to the project site and anticipated use by project-related traffic, all are actually located within the adjacent City of Los Angeles.

- a. Beethoven Street, north of Zanja Street
- b. Zanja Street, between Beethoven Street and Moore Street
- c. Zanja Street, between Moore Street and Meier Street
- d. Moore Street, between Zanja Street and Project Driveway
- e. Meier Street, between Zanja Street and Project Driveway

It is also of note that Beethoven Street through the study area, including the segment selected for analysis, is designated as a Collector Street, and therefore, as this facility is not technically a "local" residential street, the following analysis does not strictly apply. However, this portion of Beethoven Street provides an important travel route for residential traffic into and out of the general project vicinity, and connects to other local/residential streets that provide access to the project site itself. As such, project-related traffic impacts to this street can affect access to and from the residential neighborhoods to the north of the project site, and therefore, for purposes of this analysis, Beethoven Street was assumed to operate essentially as a local/residential street.

Unlike the intersection impacts discussed in the preceding sections of this report, the analysis of project-related impacts to local/residential streets is based on changes to daily traffic volumes (rather than peak hour volumes), for both the City of Culver City and the City of Los Angeles. Although different thresholds for determining the significance of project-related traffic additions to such facilities are identified for each jurisdiction, both Cities employ a variable impact scale based on the total average daily traffic ("ADT") volumes of the subject street, which represent the amount of traffic traveling in both directions along the street during a typical 24-hour period. The project-related impacts to local/residential streets are then identified and evaluated based on the incremental changes in the subject street's daily traffic volumes due to the project.

As described earlier, each of the local/residential street segments identified for analysis are located within the City of Los Angeles, and specifically, within an area under the jurisdiction of that City's Coastal Transportation Corridor Specific Plan ("CTCSP", City of Los Angeles Ordinance Number 168,999), which among other things, contains traffic management and analysis strategies specifically tailored for the coastal portions of the City of Los Angeles, including procedures for the evaluation of traffic impacts to local/residential streets. The CTCSP identifies that, for local/residential street segments that currently carry or are forecast to carry 1,000 vehicles per day ("vpd") or more, a significant impact is considered to occur if addition of a project's anticipated traffic results in an incremental increase in the daily traffic volumes on the subject street of 12.5 percent or more; the CTCSP does not discuss the significance of potential project-related traffic impacts to local/residential streets with fewer than 1,000 vpd.

However, although each of the subject local/residential street segments is located in the City of Los Angeles, and is therefore subject to the impact significance criteria identified in the CTCSP, the analysis of potential project-related traffic impacts to these streets was requested by the City of Culver City Traffic Engineer, since they are facilities that are anticipated to be used by residents, employees, and patrons/visitors of the proposed project to access the site. Further, the local/residential street impact significance criteria used by the City of Culver City is much more stringent than that identified in the City of Los Angeles CTCSP Ordinance, and also includes criteria for evaluating project-related impacts to streets carrying fewer than 1,000 vpd. Additionally, since the project site itself is located within the City of Culver City, which therefore is the lead jurisdiction in the determination of the traffic impacts of the proposed project, it was considered appropriate to use the more conservative City of Culver City local/residential street impact significance thresholds to evaluate the proposed project's impacts on these facilities. The City of Culver City local/residential street significant impact criteria is shown in Table 11.

**Table 11**  
**City of Culver City**  
**Local/Residential Street Significant Impact Criteria**

| <b>Projected Future ADT<br/>(With Project)</b> | <b>Project-Related Increase<br/>in Future ADT</b> |
|------------------------------------------------|---------------------------------------------------|
| Less than 999                                  | 120 vpd or more                                   |
| 1,000 to 1,999                                 | 12 percent or more                                |
| 2,000 to 2,999                                 | 10 percent or more                                |
| 3,000 or more                                  | 8 percent or more                                 |

The current traffic volumes along each of the selected local/residential street segments were identified through the collection of new 24-hour automated traffic counts. These supplemental “daily” traffic counts were conducted on the same day(s) as the intersection counts described earlier in this report, in order to provide a comparable baseline between the intersection and local/residential street impact analyses. The results of the traffic counts are shown in Figure 17, which indicates that Beethoven Street, north of Zanja Street, currently carries a relatively high total (both directions) traffic volume of approximately 10,854 vpd, although this value is within generally acceptable levels for a Collector Street such as this facility. Zanja Street also exhibits a substantial amount of daily traffic, with between about 4,500 and 5,000 vpd on the segments of this street near the project site; these volumes are high, but not excessive, for a Local Street, and as described earlier in this study, on-street parking along the north side of Zanja Street has been prohibited in order to accommodate these traffic levels. The relatively high traffic volumes on these roadways are likely due to the direct connection provided by Beethoven Street between Washington Boulevard and Venice Boulevard, and that both Beethoven Street and Zanja Street serve as access routes between Washington Boulevard and Venice Boulevard and the Venice High School campus. Conversely, both Moore Street and Meier Street provide only limited “through” connections to the arterial roadways in the project vicinity, and therefore, serve primarily as local-access facilities for the residential neighborhoods located to the north of the project site. As such, both of these local streets exhibit relatively light traffic demands, including about 1,028 vehicles per day (total of both directions) travelling along Moore Street, and about 1,083 vehicles per day travelling on Meier Street along the segments of these roadways north of the project site (between the project’s driveways and Zanja Street).

The future (year 2017) “Without Project” traffic volumes on each of the subject street segments were estimated using the same forecasting procedures and assumptions described previously and used in the development of future year intersection volumes, including both the application of the 1.0 percent annual ambient traffic growth factor, and the addition of new area traffic generated by the 40 related projects identified in and around the study area, and the results of this procedure are also shown in Figure 17. However, as indicated in this figure, the anticipated future traffic growth is expected to result in relatively nominal changes in the traffic levels on the selected local/residential streets, with daily traffic on Beethoven Street only increasing to about 11,072 vpd by the study year 2017, while Zanja Street traffic is expected to increase to between about 4,600 and 5,100 vpd. Similarly, daily traffic on both Moore Street and Meier Street is also expected to exhibit only small increases, to about 1,049 vpd and about 1,105 vpd, respectively.

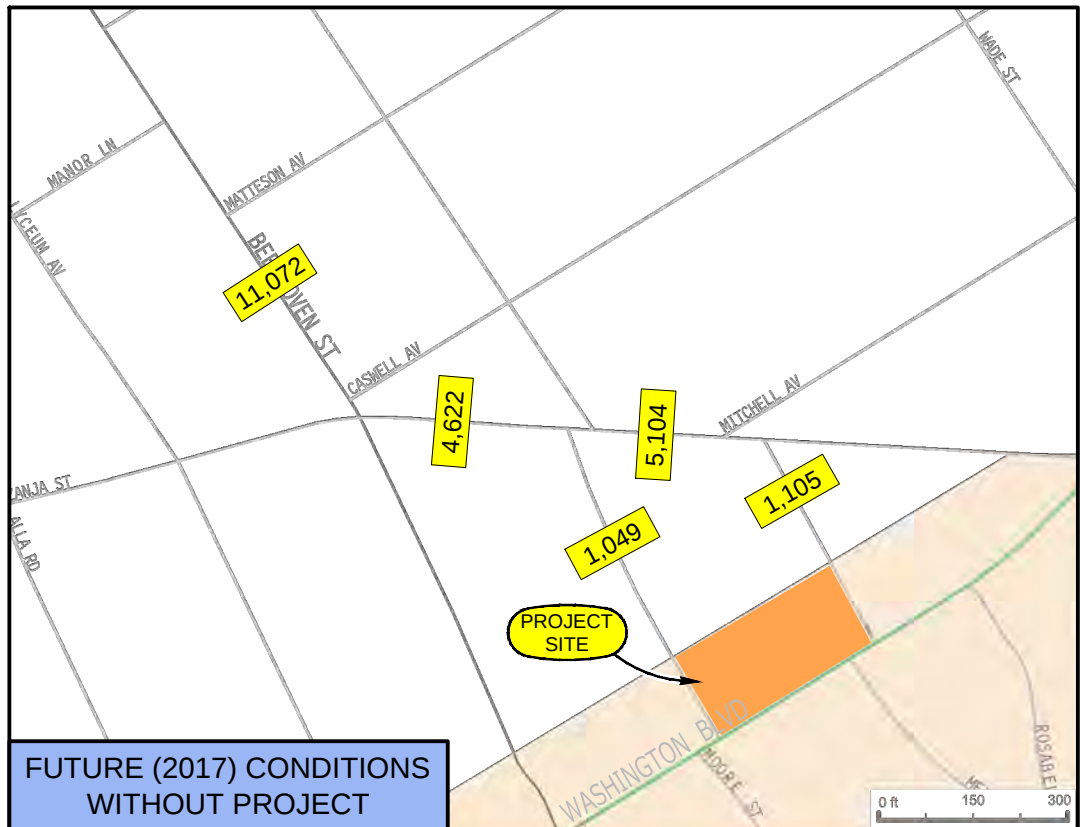
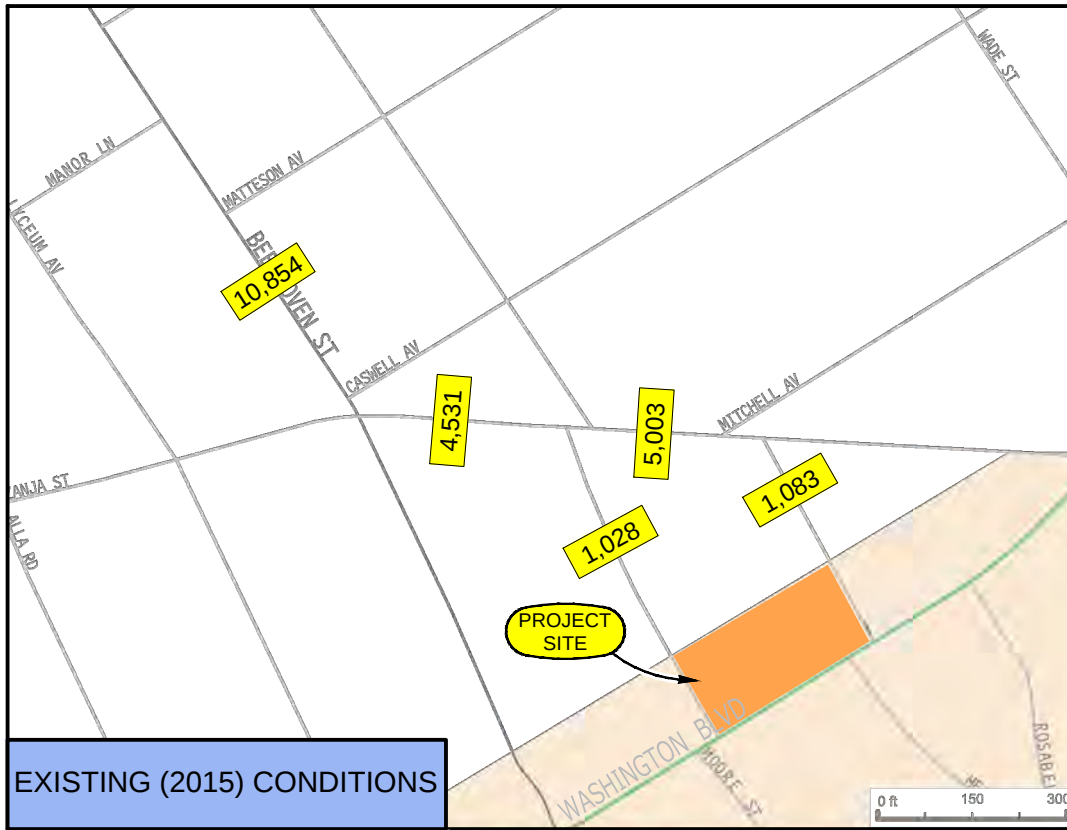


FIGURE 17

DAILY TRAFFIC VOLUMES  
ON STUDY AREA LOCAL/RESIDENTIAL STREETS  
EXISTING (2015) AND FUTURE (2017) WITHOUT PROJECT

These existing and forecast future “without project” daily traffic volume conditions were used as the baselines for evaluating the significance of the proposed project’s anticipated incremental traffic additions to each of the selected local/residential street segments, which are identified and described in the following discussion.

Next, the net daily project-related traffic expected along each of these streets was calculated, based on the daily trip generation estimates for the proposed project’s individual residential and retail components, as shown previously in Table 2, and the trip assignments for each of these component uses, as shown earlier in Figures 5(a) and 5(b). The daily trips on each of the selected local/residential streets for each of the project’s component uses, as well as the total project-related daily traffic added to each of the subject street segments, is shown in Figure 18. As identified in this figure, in total, the proposed project itself (not including trips associated with the proposed public parking spaces) is anticipated to result in approximately 40 new daily trips on Beethoven Street, and between approximately 35 and 40 new daily trips along Zanja Street. Moore Street, which provides access to the project’s subterranean parking level driveway, is expected to experience a project-related traffic increase of about 43 vpd, while Meier Street, which accommodates the project’s at-grade parking level driveway, is anticipated to exhibit a project-related increase in daily traffic of approximately 40 vpd.

These net project-related trips were then added to the “Existing (2015)” (no project) and forecast “Future (2017) Without Project” traffic conditions for each of the subject streets, to develop the existing and future “With Project” traffic volumes, which are shown in Figure 19. The results of the local/residential street impact analysis, including identification of the existing (year 2015) and future (year 2017) “without project” daily traffic volumes, the project-related daily trips, the resulting “with project” daily traffic, and the incremental project-related impacts to each of the selected local/residential street segments, are summarized in Table 12. As shown in this table, the proposed project’s potential impacts to Beethoven Street and to each of the two segments of Zanja Street evaluated in this study are expected to be quite low, at only about 0.4 percent for Beethoven Street, and between 0.7 percent and 0.9 percent for the two Zanja Street segments, under both the existing (2015) and forecast future (2017) conditions on both of these streets. The proposed project’s potential impacts to the two site-adjacent roadways of Moore Street and Meier Street (which accommodate the proposed project’s driveways) are expected to be somewhat higher, at about 4.2 percent for the current conditions and about 4.1 percent for the forecast future conditions on Moore Street, and at approximately 3.7 percent and 3.6 percent for the existing and forecast future conditions along Meier Street, respectively.

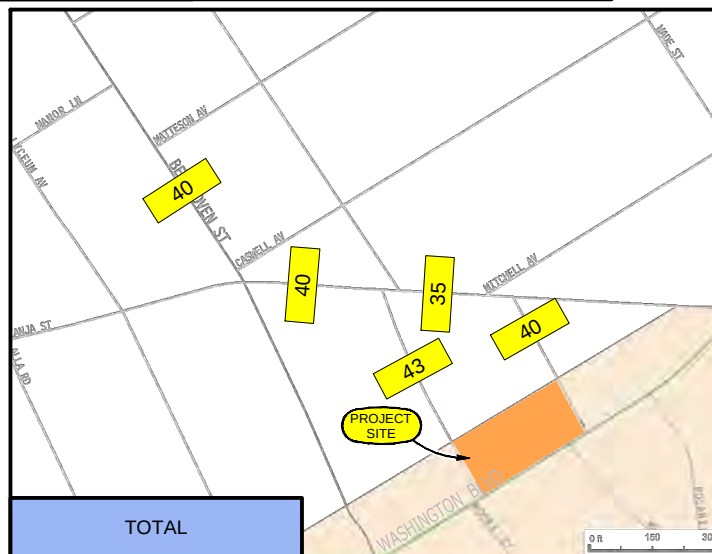
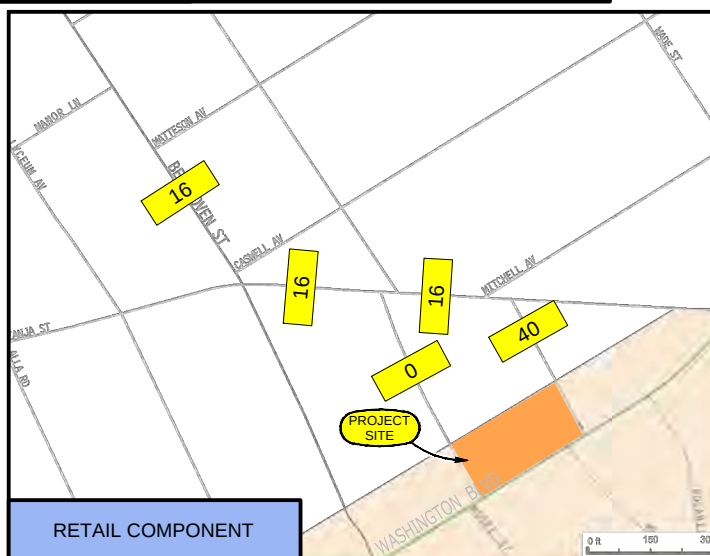
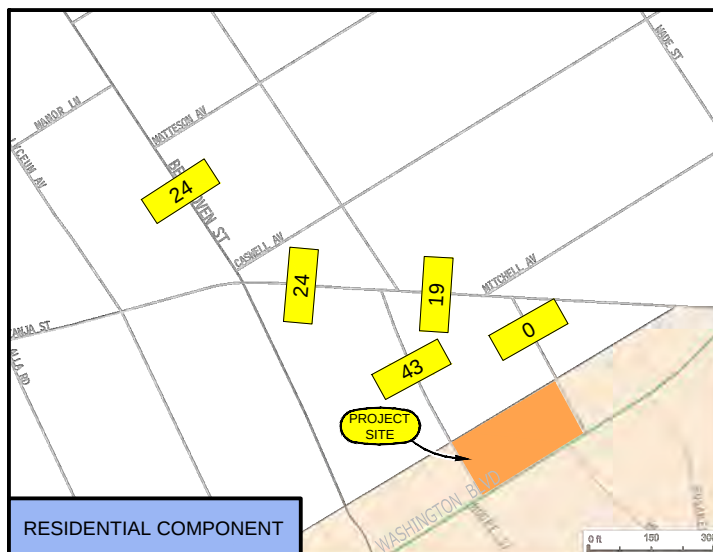


FIGURE 18

DAILY TRAFFIC VOLUMES  
ON STUDY AREA LOCAL/RESIDENTIAL STREETS  
RESIDENTIAL COMPONENT, RETAIL COMPONENT AND TOTAL

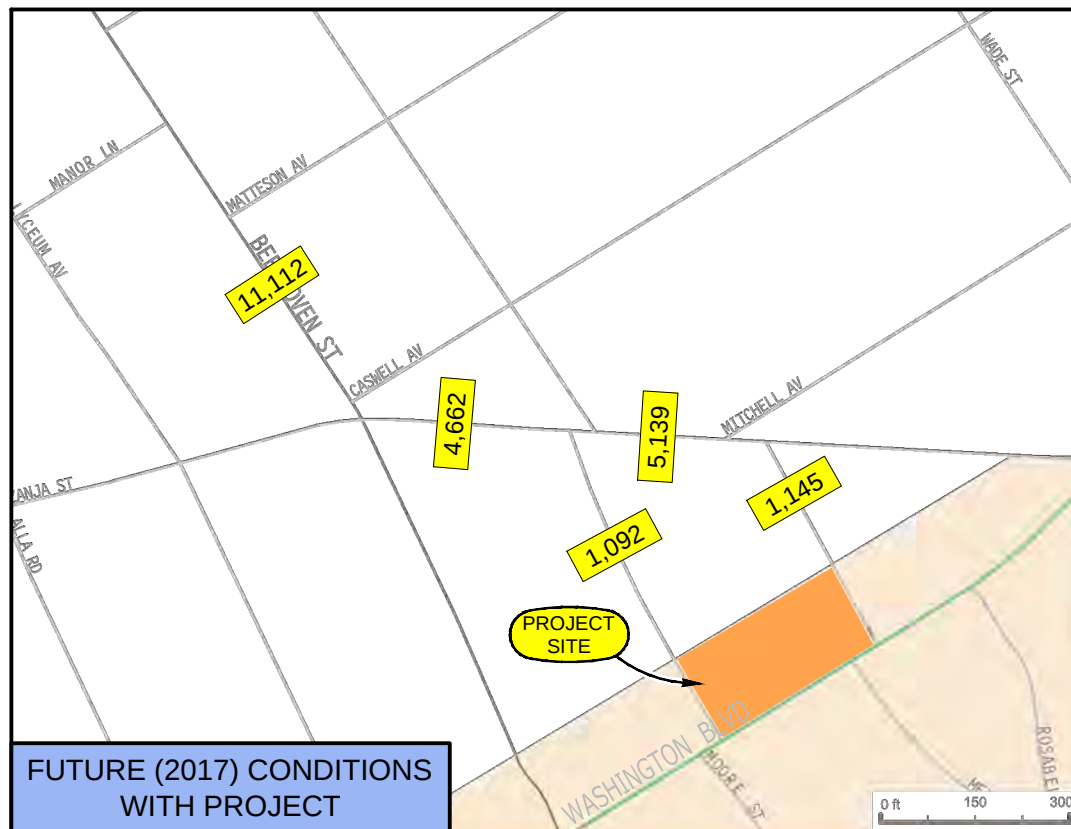
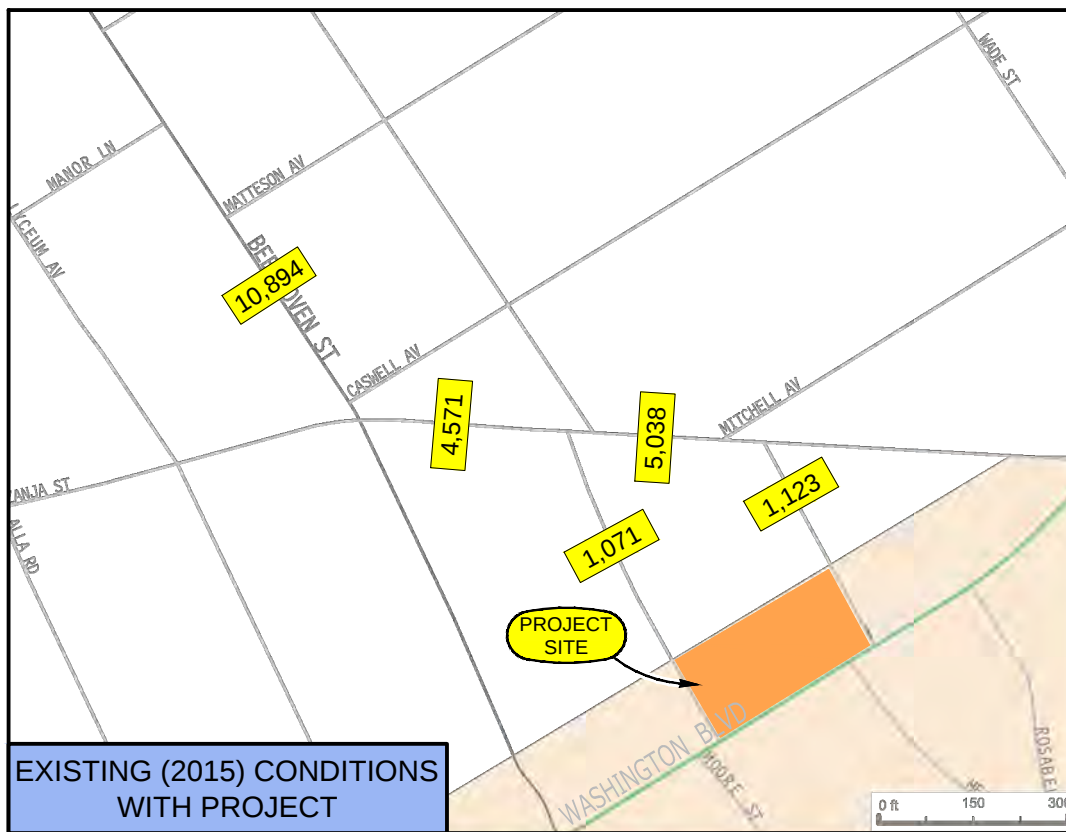


FIGURE 19

DAILY TRAFFIC VOLUMES  
ON STUDY AREA LOCAL/RESIDENTIAL STREETS  
EXISTING (2015) AND FUTURE (2017) WITH PROJECT

**Table 12**  
**Local/Residential Street Traffic Impact Analysis Summary**  
**Existing (2015) and Future (2017) Average Daily Traffic Volumes**

| Street/Segment                            | Existing (2015) |                                |              |                | Future (2017)   |              |                |
|-------------------------------------------|-----------------|--------------------------------|--------------|----------------|-----------------|--------------|----------------|
|                                           | Without Project | Project Traffic <sup>[1]</sup> | With Project | Project Impact | Without Project | With Project | Project Impact |
| <u>Beethoven Street</u>                   |                 |                                |              |                |                 |              |                |
| North of Zanja Street                     | 10,854          | 40                             | 10,894       | 0.4%           | 11,072          | 11,112       | 0.4%           |
| <u>Zanja Street</u>                       |                 |                                |              |                |                 |              |                |
| Between Beethoven Street and Moore Street | 4,531           | 40                             | 4,571        | 0.9%           | 4,622           | 4,662        | 0.9%           |
| Between Moore Street and Meier Street     | 5,003           | 35                             | 5,038        | 0.7%           | 5,104           | 5,139        | 0.7%           |
| <u>Moore Street</u>                       |                 |                                |              |                |                 |              |                |
| Between Zanja Street and Project Driveway | 1,028           | 43                             | 1,071        | 4.2%           | 1,049           | 1,092        | 4.1%           |
| <u>Meier Street</u>                       |                 |                                |              |                |                 |              |                |
| Between Zanja Street and Project Driveway | 1,083           | 40                             | 1,123        | 3.7%           | 1,105           | 1,145        | 3.6%           |

Notes:

[1] Total new project trips; includes both residential and retail component trips. Same for both "Existing" and "Future" conditions.

"\*" Indicates significant impact per City of Culver City criteria (please refer to Table 12), if applicable.

Using the City of Culver City local/residential street impact significance criteria identified earlier in Table 11, the potential incremental project-related increases in daily traffic along the selected local/residential streets are not expected to result in significant impacts under either the "existing" (year 2015) or forecast future (year 2017) traffic scenarios. In fact, the potential project-related impacts to these streets, which are the closest such facilities to the project site, and are therefore anticipated to be the locations most affected by the traffic generated by the proposed project, are substantially below the thresholds for a significant impact at all locations. Therefore, no local/residential street traffic impact mitigation measures are warranted.

Further, while not specifically evaluated in the preceding local/residential street impact analyses, potential project-related impacts to the east-west alley bordering the project site on the north were also assessed. This alley provides a two-way connection between Moore Street and Meier Street. A review of the project component trip assignment percentages shown previously

in Figures 5(a) and 5(b) indicates that some of the trips accessing both the Moore Street and Meier Street project driveways travel north to Zanja Street in order to continue either west to Beethoven Street or east to Washington Boulevard/Washington Place. While it is possible that some of these trips could use the alley to pass between Moore Street and Meier Street as part of these routes, general difficulties in accessing the alley from the project's driveways due to their close proximity, and potential delays in exiting from the alley into either the Moore Street or Meier Street traffic flows to travel north to Zanja Street are expected to preclude the use of the alley by project residents, employees, or patrons/visitors as a significant "cut-through" route. Therefore, project-related traffic additions to the east-west oriented alley along the north side of the project site are expected to be nominal, and no significant impacts are anticipated.

### **Project Impacts on Regional Transportation System**

Due to concerns that traffic congestion has impacted the quality of life and economic vitality of the State of California, the Los Angeles County Congestion Management Program ("CMP")<sup>4</sup> was enacted, in order to provide an analytical basis for transportation decisions through the State Transportation Improvement Program ("STIP") process. A countywide approach has been established by the Metropolitan Transportation Authority ("Metro"), the local CMP agency, to implement the statutory requirements of the CMP. The countywide approach includes designating a highway network that includes all state highways and principal arterials within the County and monitoring the network's Level of Service standards.

The CMP project traffic impact analysis ("TIA") guidelines require that a detailed analysis of all CMP arterial monitoring intersections where the project could add a total of 50 or more trips during either the AM or PM peak hours. Additionally, all mainline freeway segments where a project could add 150 or more trips in either direction during the peak hours must be analyzed.

#### *CMP Monitoring Intersection Impacts*

As noted in the preceding discussion, the CMP requires that detailed analyses be conducted for any CMP arterial monitoring intersections where the proposed project is anticipated to add 50 or more total trips during either the AM or PM peak hours. The current CMP (2010) identifies a total of six arterial monitoring intersections within an approximately three-mile radius of the project site. Three of the six CMP arterial monitoring intersections, Venice Boulevard and Lincoln Boulevard; Venice Boulevard and Centinela Avenue; and Lincoln Boulevard and the

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<sup>4</sup> 2010 Congestion Management Program for Los Angeles County, Los Angeles County Metropolitan Transportation Authority, Los Angeles, 2010.

Marina Expressway (SR-90), are located within approximately one mile of the project site. However, the other three intersections are well outside the immediate study area (near the limits of the three-mile study radius, and as such, are expected to be beyond the range of identifiable project-related traffic impacts. The six CMP arterial monitoring intersections closest to the project site are located within the City of Culver City, the City of Los Angeles, and the City of Santa Monica, or are shared by the City of Culver City and City of Los Angeles, as listed below, and their locations in relation to the project site are shown in Figure 20.

- o Lincoln Boulevard and Pico Boulevard (Santa Monica)
- o Lincoln Boulevard and Venice Boulevard (Los Angeles)
- o Venice Boulevard and Centinela Avenue (Los Angeles)
- o Venice Boulevard and Overland Avenue (Los Angeles/Culver City)
- o Lincoln Boulevard and Marina Expressway (SR-90) (Los Angeles)
- o Lincoln Boulevard and Manchester Avenue (Los Angeles)

None of the intersections identified above are included in the nine study intersections already examined in the preceding project traffic impact analyses, and therefore, the net traffic additions to each of these CMP arterial monitoring locations due to the proposed project were evaluated. However, a review of the project's trip estimates shown earlier in Table 2 indicates that the proposed project is expected to result in a total of only 29 trips during the AM peak hour, and a total of only 43 trips during the PM peak hour. As such, the proposed project will not produce sufficient traffic to meet the CMP's minimum 50-trip threshold during either peak hour, even if all of the project's traffic was to travel through one or more of the CMP intersections listed above. Additionally, as shown earlier in Figures 4(a) and 4(b), once outside the immediate study area, the project's trips are expected to disperse throughout the surrounding roadway network, further reducing the potential for project-related traffic to travel through or otherwise affect any of the nearby CMP intersections. Therefore, the nominal amount of potential project-related traffic travelling through any of the CMP intersections in the project vicinity would not be sufficient to result in significant impacts at any of these locations, and no further analyses are warranted.

#### *CMP Freeway Segment Impacts*

An evaluation of potential project-related impacts to the freeways serving the study area was also conducted. As identified earlier in Table 2, the proposed project will generate substantially fewer than 150 directional vehicles per hour during both the AM and PM peak hours, with a

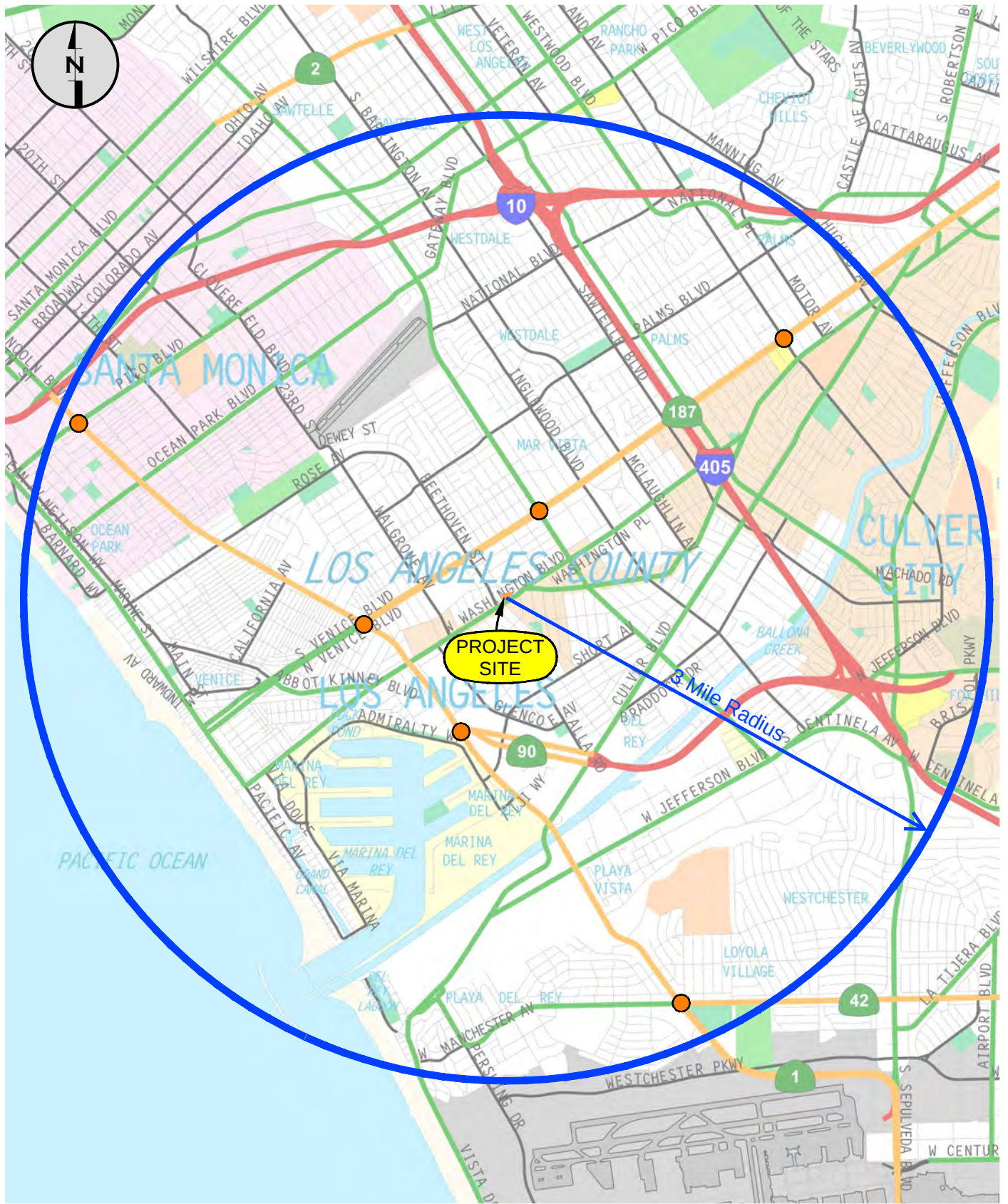


FIGURE 20

maximum of only 19 outbound trips (occurring during both the AM and PM peak hours), and only 24 inbound trips (during the PM peak hour). Further, as described earlier in this study, the project site is not located within an area immediately adjacent to or conveniently served by any of the area freeways, and as such, only a nominal amount of the project's traffic is expected to travel in any direction of any segment of the two freeways located closest to the project site, the Santa Monica (I-10) Freeway, located approximately one and one-half miles to the east, or the Marina Expressway/Freeway (SR-90), located about one and one-quarter miles to the south. As a result, the potential directional peak hour project-related traffic additions to either of these regional transportation facilities will be well below the CMP's minimum 150-trip (peak hour) threshold for requiring detailed impact analyses. Further, the nominal amount of project-related traffic added to the area freeways will not be sufficient to produce any measurable effects on either of these regional transportation facilities, and therefore, no further analysis is warranted.

### **Transit Impacts**

As described earlier in this report, in order to present the most conservative analysis of the proposed project's potential traffic impacts to the intersections and local/residential streets in the project vicinity, no significant additional use of public transportation by project residents, employees, or patrons/visitors beyond the typical nominal amounts intrinsically included in the *ITE Trip Generation Manual* rates was assumed. However, for the purposes of this study in assessing the potential project-related impacts to the area public transit system, it was conservatively assumed that up to approximately 10 percent of the total project residential trips, and up to approximately five percent of the retail employee and patron trips shown previously in Table 2 would utilize the available existing public transportation facilities in the project vicinity as a regular mode of travel (note that the percentage of project residents, visitors, employees, and patrons potentially using public transit is expected to be rather limited, since as described earlier in this report, only two bus lines currently provides service to or near the project site).

Using these conservative assumptions, it is estimated that a total of up to approximately 25 of the project's residential component daily vehicular trips, including two trips (both outbound from the project site) during the AM peak hour, and three trips (two inbound and one outbound) during the PM peak hour, could actually occur via the area public transit facilities rather than in privately-owned vehicles. Similarly, it is estimated that up to approximately 16 of the project's retail component daily vehicular trips, including one (inbound) trip during the AM peak hour, and one (outbound) trip during the PM peak hour, could utilize the available bus service in the

project vicinity to travel to or from the site. Therefore, based on these assumptions, a total of up to approximately 41 daily project-related vehicular trips, including three trips (one inbound and two outbound) during the AM peak hour, and four trips (two inbound and two outbound) during the PM peak hour, could be anticipated to occur via public transit. Note that, while the use of public transit by project residents, employees, or patrons/visitors would further reduce the already non-significant vehicular traffic impacts of the proposed project, as described earlier in this study, no such trip-reducing transit utilization was assumed, and this transit impact analysis is provided as a separate, supplemental evaluation only for the purposes of assessing the potential for project-related impacts to the area transit facilities and service.

In order to assess the potential project-related impacts to the area public transit services, these “vehicle trips” were converted to “person trips” assuming an average vehicle occupancy (“AVO”) of approximately 1.2 persons per vehicle (which is typical of the Southern California region). Therefore, based on this assumption, the proposed project could result in potential increases in public transit (bus) ridership in the project vicinity of a total of approximately 49 persons per day, including about four persons (one inbound and three outbound) during the AM peak hour, and about five persons (three inbound and two outbound) during the PM peak hour, assuming that all project-related transit usage described above would occur as a result of new bus ridership.

While it is acknowledged that bus utilization in the project vicinity can be heavy during the peak weekday commute periods, this nominal level of new rider demand would likely be divided between the two bus lines (Culver CityBus Lines 1 and 2) currently providing direct service to the project site. These two lines alone provide a combined total of about 12 buses per hour serving the project site during both the weekday AM and PM peak commute periods, and a combined total of nearly 150 site-serving buses per day. As such, the potential project-related increases in ridership on any single bus are expected to be nominal, with an overall average of less than one new rider per bus throughout the day and during the peak commute periods. Therefore, based on the assumptions described earlier, the proposed project is not expected to result in any significant transit-related impacts to the existing bus service in the study area, and as such, no mitigation measures in this regard are warranted.

## MITIGATION MEASURES

The results of the analyses summarized in this report indicate that the proposed development of a new mixed-use project on a currently vacant lot at 12803 Washington Boulevard in the City of Culver City is not expected to result in significant traffic or access-related impacts to any of the intersections or street segments in the project vicinity under either the existing (year 2015) or forecast future (year 2017) analysis scenarios examined in this study. Additionally, evaluations of the project's potential impacts to the freeways and regionally-significant arterial roadways in the project vicinity, as well as to the existing public transportation system serving the study area, also concluded that the impacts of the project to each of those facilities will not be significant.

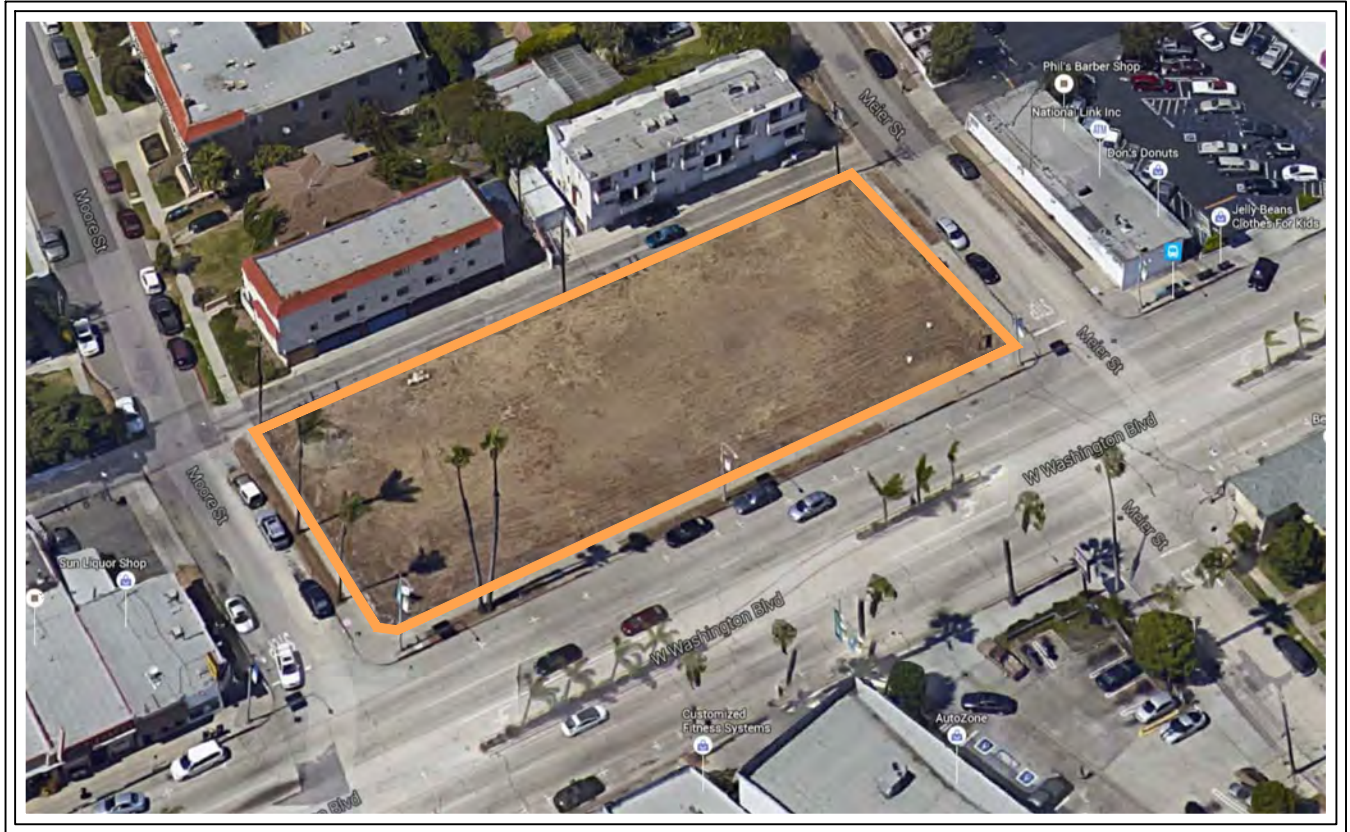
The project will provide the Code-required number of both vehicular and bicycle parking spaces for both its residential and retail components (70 residential and 21 retail vehicular spaces, and seven residential and one retail bicycle space), plus eight "surplus" vehicular parking spaces (currently unassigned but potentially available for residential guest parking) and four "surplus" bicycle parking spaces. The project will also provide 21 on-site public parking spaces, to supplement the existing on-street public parking in the project vicinity. Access to the on-site parking spaces will be provided by a two-way driveway on Moore Street accessing the primarily residential parking spaces located on the subterranean level of the parking garage, and by an additional two-way driveway on Meier Street accessing the retail and public parking spaces located on the at-grade level of the garage. Two small vehicle loading areas are also proposed, one each along the project's Moore Street and Meier Street frontages, as is allowed via approval by the City Engineer or Traffic Committee. The proposed driveway and loading area locations are acceptable, and no mitigation measures related to their operations are warranted.

Therefore, based on the results of these analyses, no off-site traffic, parking, or site access mitigation measures are required for the proposed project. However, the City of Culver City Public Works Department has indicated that the project will be required to reconstruct the existing curb returns at both the northeast corner of Washington Boulevard and Moore Street, and at the northwest corner of Washington Boulevard and Meier Street, in order to increase the curb returns at each of these site-adjacent locations from the current substandard approximately 15-foot radius to a standard 25-foot radius, and to provide sufficient additional rights-of-way at each location (typically, via a 15-foot by 15-foot triangular corner dedication) as necessary to implement the improvements. These improvements will allow for easier turns between these two local streets and Washington Boulevard, and will improve traffic flows in the project vicinity.

**APPENDICES**  
**(Contained in Separate Document)**

# TRAFFIC IMPACT ANALYSIS REPORT - APPENDIX

**Proposed Mixed-Use Development**  
(37 Apartments and 7,300 Square Feet of Retail)  
**12803 Washington Boulevard**  
**Culver City, California**



Prepared for:

**Axis Mundi Re II, LLC**  
**817 Chautauqua Boulevard**  
**Pacific Palisades, California 90272**

Prepared by:



Hirsch/Green Transportation Consulting, Inc.  
13333 Ventura Boulevard, #204  
Sherman Oaks, California 91423  
(818) 325-0530



**MARCH 2016**

**APPENDIX A**  
**PROJECT COMPONENT DRIVEWAY VOLUMES**

RESIDENTIAL

RETAIL

PUBLIC PARKING

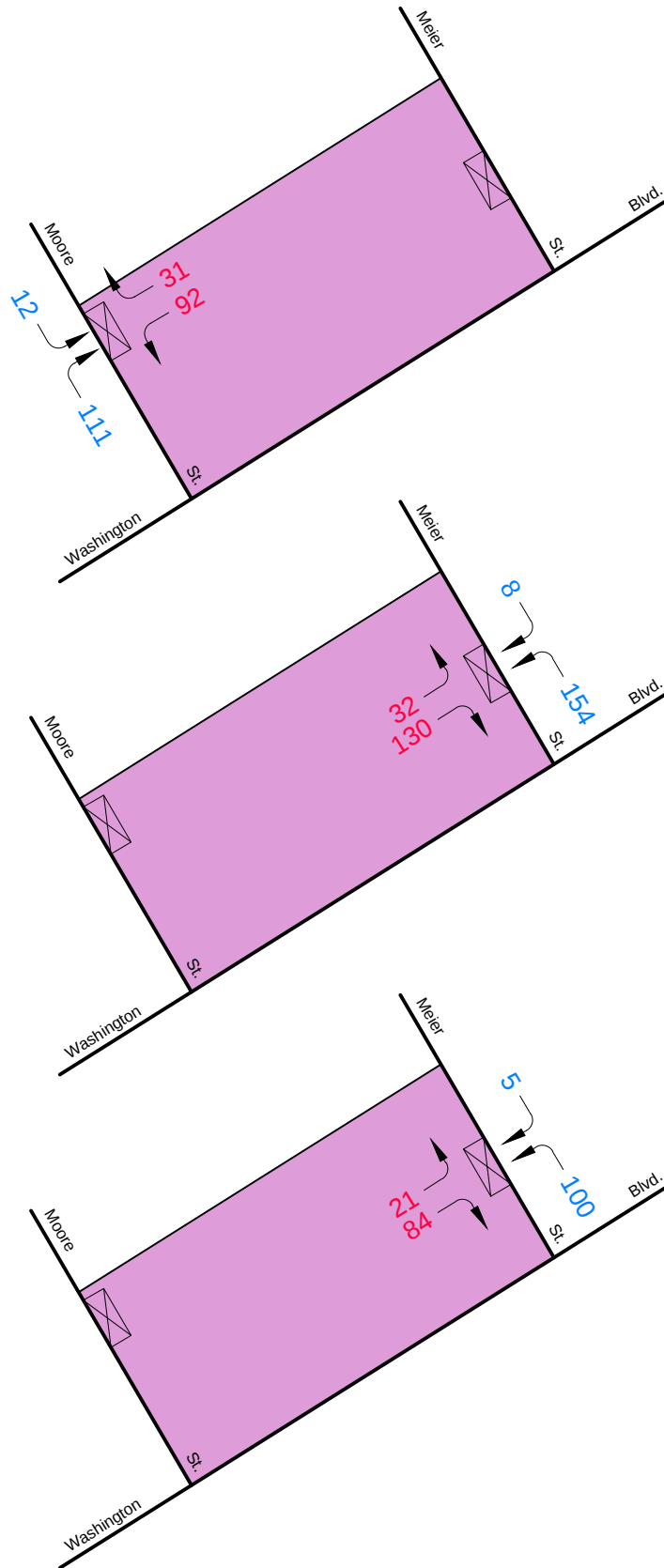


FIGURE A-1

PROJECT COMPONENT DRIVEWAY TRAFFIC VOLUMES  
DAILY

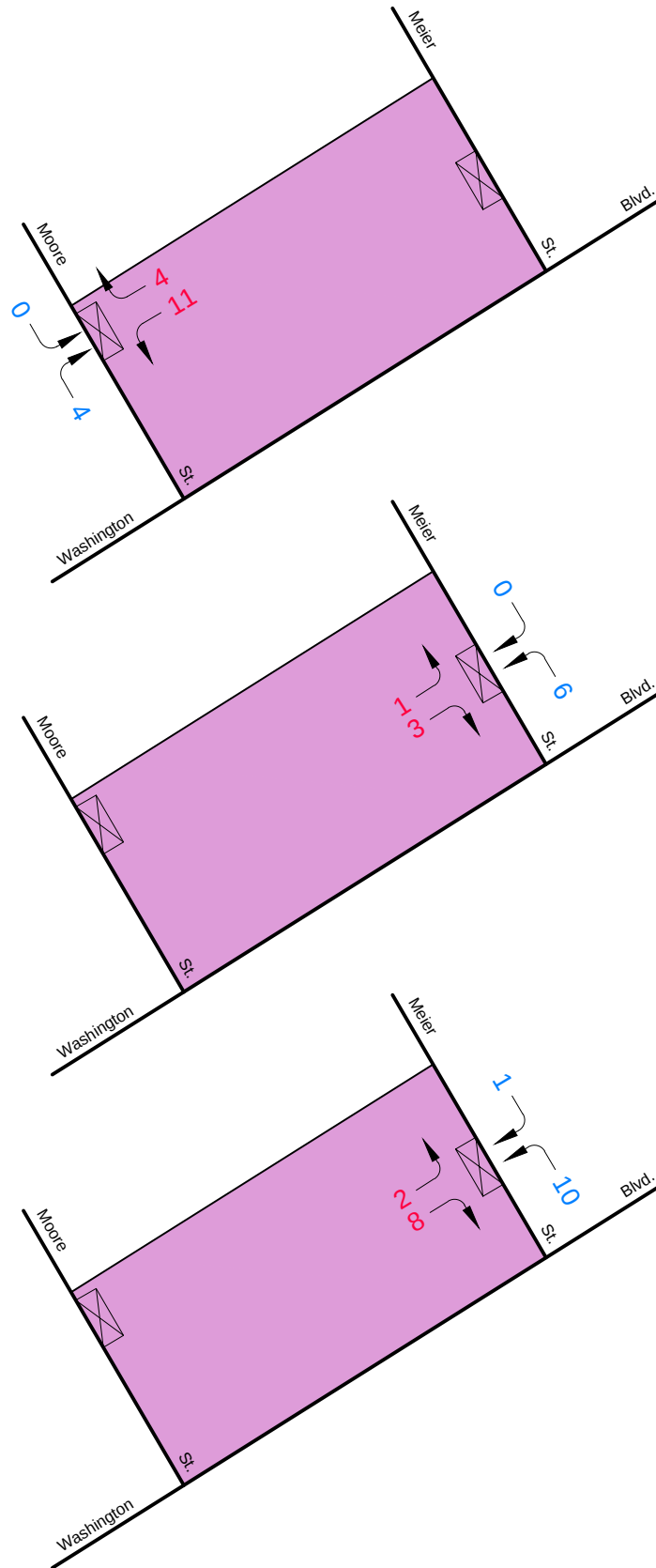


Hirsch/Green Transportation Consulting, Inc.

RESIDENTIAL

RETAIL

PUBLIC PARKING



| LEGEND |          |
|--------|----------|
| XX     | INBOUND  |
| XX     | OUTBOUND |

FIGURE A-2

PROJECT COMPONENT DRIVEWAY TRAFFIC VOLUMES  
AM PEAK HOUR



Hirsch/Green Transportation Consulting, Inc.

RESIDENTIAL

RETAIL

PUBLIC PARKING

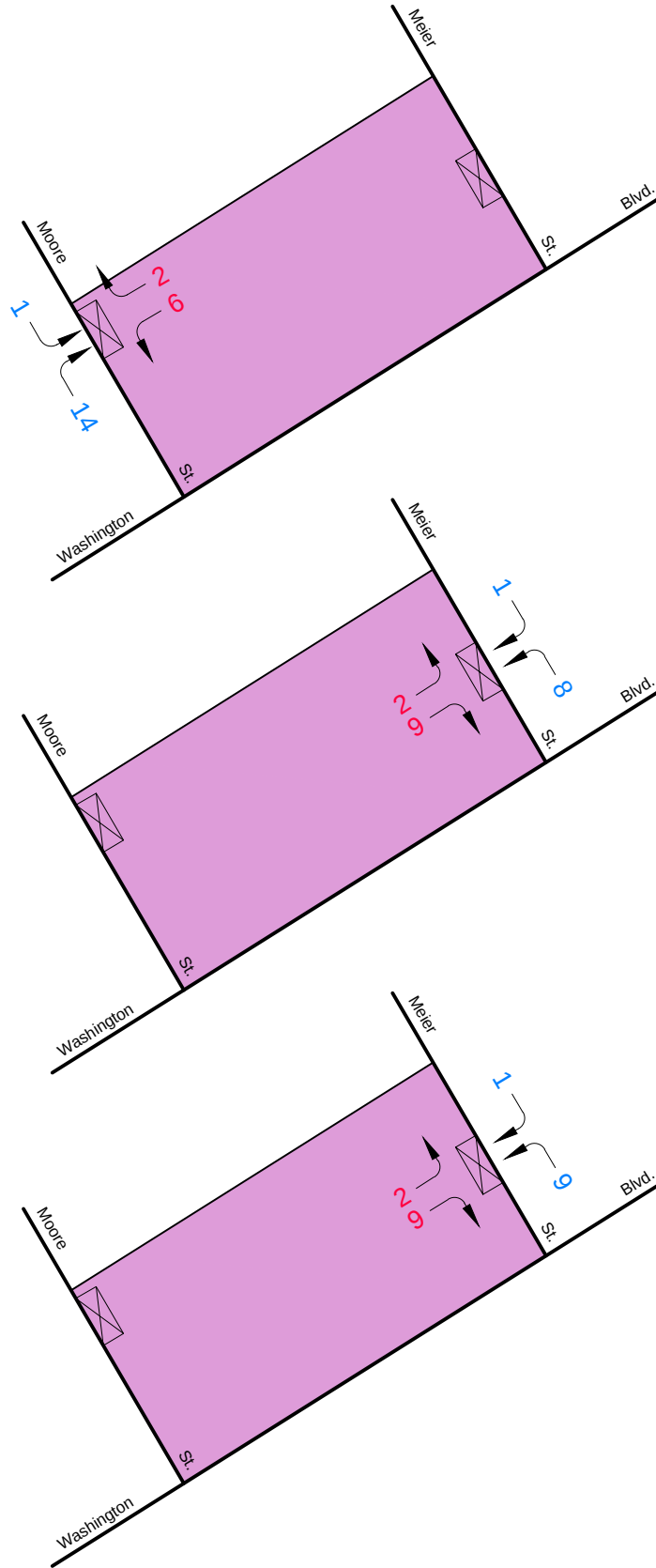


FIGURE A-3

| LEGEND |          |
|--------|----------|
| XX     | INBOUND  |
| XX     | OUTBOUND |



Hirsch/Green Transportation Consulting, Inc.

PROJECT COMPONENT DRIVEWAY TRAFFIC VOLUMES  
PM PEAK HOUR

**APPENDIX B**  
**PROJECT-SERVING BUS ROUTE MAPS AND SCHEDULES**

## **Culver CityBus Line 1**



# 1 Washington Blvd.

Monday - Friday Lunes - Viernes

| Westbound Oeste                      |                    |                          |                           |                           |                        |                                          |
|--------------------------------------|--------------------|--------------------------|---------------------------|---------------------------|------------------------|------------------------------------------|
| WATC<br>Washington<br>& Venice Beach | Washington/<br>LUS | Washington<br>& Overland | Washington<br>& Sepulveda | Washington<br>& Inglewood | Washington<br>& Culver | Venice Beach<br>Washington<br>& Overland |
| 5:40AM                               | 5:43AM             | 5:49AM                   | 5:52AM                    | 5:56AM                    | 6:04AM                 | 6:12AM                                   |
| 6:00                                 | 6:03               | 6:09                     | 6:12                      | 6:16                      | 6:24                   | 6:32                                     |
| 6:17                                 | 6:20               | 6:26                     | 6:29                      | 6:33                      | 6:41                   | 6:49                                     |
| 6:31                                 | 6:34               | 6:40                     | 6:44                      | 6:50                      | 6:58                   | 7:06                                     |
| 6:44                                 | 6:47               | 6:53                     | 6:57                      | 7:03                      | 7:11                   | 7:19                                     |
| 6:56                                 | 6:59               | 7:05                     | 7:09                      | 7:15                      | 7:23                   | 7:31                                     |
| 7:08                                 | 7:12               | 7:19                     | 7:23                      | 7:29                      | 7:37                   | 7:47                                     |
| 7:20                                 | 7:26               | 7:35                     | 7:42                      | 7:48                      | 7:56                   | 8:06                                     |
| 7:35                                 | 7:41               | 7:50                     | 7:58                      | 8:04                      | 8:12                   | 8:22                                     |
| 7:50                                 | 7:56               | 8:05                     | 8:13                      | 8:19                      | 8:27                   | 8:37                                     |
| 8:05                                 | 8:11               | 8:20                     | 8:28                      | 8:34                      | 8:42                   | 8:52                                     |
| 8:20                                 | 8:26               | 8:35                     | 8:43                      | 8:49                      | 8:57                   | 9:07                                     |
| 8:35                                 | 8:41               | 8:50                     | 8:58                      | 9:04                      | 9:12                   | 9:22                                     |
| 8:50                                 | 8:56               | 9:05                     | 9:13                      | 9:19                      | 9:27                   | 9:37                                     |
| 9:05                                 | 9:11               | 9:20                     | 9:28                      | 9:34                      | 9:42                   | 9:52                                     |
| 9:20                                 | 9:25               | 9:34                     | 9:41                      | 9:47                      | 9:55                   | 10:05                                    |
| 9:40                                 | 9:44               | 9:52                     | 9:57                      | 10:03                     | 10:11                  | 10:21                                    |
| 10:00                                | 10:04              | 10:12                    | 10:17                     | 10:23                     | 10:31                  | 10:41                                    |
| 10:20                                | 10:24              | 10:32                    | 10:36                     | 10:42                     | 10:50                  | 11:00                                    |
| 10:40                                | 10:44              | 10:52                    | 10:56                     | 11:02                     | 11:10                  | 11:20                                    |
| 11:00                                | 11:04              | 11:12                    | 11:16                     | 11:22                     | 11:30                  | 11:40                                    |
| 11:20                                | 11:24              | 11:32                    | 11:36                     | 11:42                     | 11:50                  | 12:00PM                                  |
| 11:40                                | 11:44              | 11:52                    | 11:56                     | 12:02PM                   | 12:10PM                | 12:20                                    |
| 12:00PM                              | 12:04PM            | 12:12PM                  | 12:16PM                   | 12:22                     | 12:30                  | 12:40                                    |
| 12:20                                | 12:24              | 12:32                    | 12:36                     | 12:43                     | 12:51                  | 1:01                                     |
| 12:40                                | 12:44              | 12:52                    | 12:56                     | 1:03                      | 1:11                   | 1:21                                     |
| 1:00                                 | 1:04               | 1:12                     | 1:16                      | 1:23                      | 1:31                   | 1:41                                     |
| 1:15                                 | 1:19               | 1:27                     | 1:31                      | 1:38                      | 1:46                   | 1:56                                     |
| 1:30                                 | 1:34               | 1:42                     | 1:46                      | 1:53                      | 2:01                   | 2:11                                     |
| 1:45                                 | 1:49               | 1:57                     | 2:01                      | 2:08                      | 2:16                   | 2:26                                     |
| 2:00                                 | 2:04               | 2:12                     | 2:16                      | 2:23                      | 2:31                   | 2:41                                     |
| 2:15                                 | 2:19               | 2:27                     | 2:32                      | 2:39                      | 2:47                   | 2:57                                     |
| 2:30                                 | 2:34               | 2:42                     | 2:47                      | 2:54                      | 3:02                   | 3:12                                     |
| 2:46                                 | 2:50               | 2:58                     | 3:04                      | 3:11                      | 3:19                   | 3:29                                     |
| 3:01                                 | 3:05               | 3:13                     | 3:19                      | 3:26                      | 3:34                   | 3:44                                     |
| 3:16                                 | 3:20               | 3:28                     | 3:34                      | 3:41                      | 3:49                   | 3:59                                     |
| 3:31                                 | 3:35               | 3:43                     | 3:48                      | 3:55                      | 4:03                   | 4:13                                     |
| 3:46                                 | 3:50               | 3:58                     | 4:03                      | 4:10                      | 4:18                   | 4:28                                     |
| 4:01                                 | 4:05               | 4:13                     | 4:18                      | 4:25                      | 4:33                   | 4:43                                     |
| 4:16                                 | 4:20               | 4:28                     | 4:33                      | 4:40                      | 4:48                   | 4:58                                     |
| 4:31                                 | 4:35               | 4:43                     | 4:48                      | 4:55                      | 5:03                   | 5:13                                     |
| 4:46                                 | 4:50               | 4:58                     | 5:03                      | 5:10                      | 5:18                   | 5:28                                     |
| 5:01                                 | 5:05               | 5:13                     | 5:18                      | 5:25                      | 5:33                   | 5:43                                     |
| 5:16                                 | 5:20               | 5:28                     | 5:33                      | 5:40                      | 5:48                   | 5:58                                     |
| 5:31                                 | 5:35               | 5:43                     | 5:48                      | 5:55                      | 6:03                   | 6:13                                     |
| 5:46                                 | 5:50               | 5:58                     | 6:03                      | 6:10                      | 6:18                   | 6:28                                     |
| 6:01                                 | 6:05               | 6:13                     | 6:18                      | 6:25                      | 6:33                   | 6:43                                     |
| 6:16                                 | 6:20               | 6:28                     | 6:33                      | 6:40                      | 6:48                   | 6:58                                     |
| 6:31                                 | 6:35               | 6:43                     | 6:47                      | 6:53                      | 7:01                   | 7:11                                     |
| 6:46                                 | 6:50               | 6:58                     | 7:02                      | 7:08                      | 7:16                   | 7:26                                     |
| 7:04                                 | 7:07               | 7:15                     | 7:19                      | 7:23                      | 7:31                   | 7:41                                     |
| 7:22                                 | 7:25               | 7:33                     | 7:37                      | 7:41                      | 7:49                   | 7:59                                     |
| 7:50                                 | 7:53               | 8:01                     | 8:05                      | 8:09                      | 8:17                   | 8:27                                     |
| 8:20                                 | 8:23               | 8:30                     | 8:34                      | 8:38                      | 8:46                   | 8:55                                     |
| 8:50                                 | 8:53               | 9:00                     | 9:04                      | 9:08                      | 9:16                   | 9:25                                     |
| 9:20                                 | 9:23               | 9:30                     | 9:34                      | 9:38                      | 9:46                   | 9:55                                     |
| 9:50                                 | 9:53               | 10:00                    | 10:04                     | 10:08                     | 10:16                  | 10:24                                    |
| 10:20                                | 10:23              | 10:30                    | 10:34                     | 10:38                     | 10:46                  | 10:54                                    |
| 10:50                                | 10:53              | 10:59                    | 11:02                     | 11:06                     | 11:14                  | 11:22                                    |

| Eastbound Este                           |                        |                           |                           |                          |                    |                                |
|------------------------------------------|------------------------|---------------------------|---------------------------|--------------------------|--------------------|--------------------------------|
| Venice Beach<br>Washington<br>& Overland | Washington<br>& Culver | Washington<br>& Inglewood | Washington<br>& Sepulveda | Washington<br>& Overland | Washington/<br>LUS | WATC<br>Washington<br>& Culver |
| 6:00AM                                   | 6:06AM                 | 6:13AM                    | 6:17AM                    | 6:22AM                   | 6:27AM             | 6:33AM                         |
| 6:20                                     | 6:27                   | 6:34                      | 6:38                      | 6:43                     | 6:48               | 6:54                           |
| 6:38                                     | 6:45                   | 6:52                      | 6:56                      | 7:01                     | 7:06               | 7:12                           |
| 6:56                                     | 7:03                   | 7:10                      | 7:14                      | 7:19                     | 7:25               | 7:32                           |
| 7:11                                     | 7:18                   | 7:25                      | 7:29                      | 7:34                     | 7:40               | 7:47                           |
| 7:26                                     | 7:34                   | 7:41                      | 7:45                      | 7:51                     | 7:57               | 8:04                           |
| 7:41                                     | 7:49                   | 7:56                      | 8:00                      | 8:06                     | 8:12               | 8:19                           |
| 7:56                                     | 8:04                   | 8:11                      | 8:15                      | 8:21                     | 8:27               | 8:34                           |
| 8:11                                     | 8:19                   | 8:26                      | 8:30                      | 8:37                     | 8:43               | 8:50                           |
| 8:26                                     | 8:34                   | 8:41                      | 8:45                      | 8:52                     | 8:58               | 9:05                           |
| 8:41                                     | 8:49                   | 8:56                      | 9:00                      | 9:07                     | 9:13               | 9:20                           |
| 8:56                                     | 9:04                   | 9:11                      | 9:15                      | 9:22                     | 9:28               | 9:35                           |
| 9:11                                     | 9:19                   | 9:26                      | 9:29                      | 9:35                     | 9:41               | 9:48                           |
| 9:26                                     | 9:34                   | 9:41                      | 9:44                      | 9:50                     | 9:56               | 10:03                          |
| 9:41                                     | 9:49                   | 9:56                      | 9:59                      | 10:05                    | 10:11              | 10:18                          |
| 9:56                                     | 10:04                  | 10:11                     | 10:14                     | 10:20                    | 10:26              | 10:33                          |
| 10:11                                    | 10:19                  | 10:26                     | 10:29                     | 10:35                    | 10:41              | 10:48                          |
| 10:26                                    | 10:34                  | 10:41                     | 10:44                     | 10:50                    | 10:56              | 11:03                          |
| 10:46                                    | 10:54                  | 11:01                     | 11:04                     | 11:10                    | 11:16              | 11:23                          |
| 11:06                                    | 11:14                  | 11:21                     | 11:24                     | 11:30                    | 11:36              | 11:43                          |
| 11:26                                    | 11:36                  | 11:43                     | 11:47                     | 11:53                    | 11:58              | 12:05PM                        |
| 11:46                                    | 11:56                  | 12:03PM                   | 12:07PM                   | 12:13PM                  | 12:18PM            | 12:25                          |
| 12:06PM                                  | 12:16PM                | 12:23                     | 12:27                     | 12:33                    | 12:38              | 12:45                          |
| 12:26                                    | 12:36                  | 12:43                     | 12:47                     | 12:53                    | 12:58              | 1:05                           |
| 12:46                                    | 12:56                  | 1:03                      | 1:07                      | 1:15                     | 1:21               | 1:28                           |
| 1:06                                     | 1:16                   | 1:23                      | 1:27                      | 1:35                     | 1:41               | 1:48                           |
| 1:26                                     | 1:36                   | 1:43                      | 1:47                      | 1:55                     | 2:01               | 2:08                           |
| 1:46                                     | 1:56                   | 2:03                      | 2:07                      | 2:15                     | 2:21               | 2:28                           |
| 2:03                                     | 2:13                   | 2:20                      | 2:24                      | 2:32                     | 2:38               | 2:45                           |
| 2:18                                     | 2:28                   | 2:36                      | 2:40                      | 2:48                     | 2:54               | 3:01                           |
| 2:33                                     | 2:45                   | 2:55                      | 3:01                      | 3:09                     | 3:17               | 3:26                           |
| 2:48                                     | 3:00                   | 3:11                      | 3:17                      | 3:25                     | 3:33               | 3:42                           |
| 3:03                                     | 3:15                   | 3:26                      | 3:32                      | 3:40                     | 3:48               | 3:57                           |
| 3:18                                     | 3:30                   | 3:41                      | 3:47                      | 3:55                     | 4:03               | 4:12                           |
| 3:33                                     | 3:45                   | 3:56                      | 4:02                      | 4:10                     | 4:18               | 4:27                           |
| 3:48                                     | 4:00                   | 4:11                      | 4:17                      | 4:25                     | 4:33               | 4:42                           |
| 4:03                                     | 4:17                   | 4:28                      | 4:34                      | 4:42                     | 4:50               | 4:59                           |
| 4:18                                     | 4:33                   | 4:44                      | 4:50                      | 4:58                     | 5:06               | 5:15                           |
| 4:33                                     | 4:48                   | 4:59                      | 5:05                      | 5:13                     | 5:21               | 5:30                           |
| 4:48                                     | 5:03                   | 5:14                      | 5:20                      | 5:28                     | 5:36               | 5:45                           |
| 5:03                                     | 5:18                   | 5:29                      | 5:35                      | 5:43                     | 5:51               | 6:00                           |
| 5:18                                     | 5:33                   | 5:44                      | 5:50                      | 5:58                     | 6:06               | 6:15                           |
| 5:33                                     | 5:48                   | 5:59                      | 6:05                      | 6:13                     | 6:21               | 6:30                           |
| 5:48                                     | 6:03                   | 6:14                      | 6:20                      | 6:28                     | 6:36               | 6:45                           |
| 6:03                                     | 6:17                   | 6:27                      | 6:32                      | 6:39                     | 6:47               | 6:56                           |
| 6:18                                     | 6:28                   | 6:36                      | 6:39                      | 6:44                     | 6:50               | 6:59                           |
| 6:33                                     | 6:43                   | 6:51                      | 6:54                      | 6:59                     | 7:05               | 7:14                           |
| 6:48                                     | 6:57                   | 7:04                      | 7:07                      | 7:12                     | 7:17               | 7:23                           |
| 7:03                                     | 7:12                   | 7:19                      | 7:22                      | 7:27                     | 7:32               | 7:38                           |
| 7:18                                     | 7:26                   | 7:33                      | 7:36                      | 7:41                     | 7:46               | 7:52                           |
| 7:33                                     | 7:41                   | 7:48                      | 7:51                      | 7:55                     | 8:00               | 8:06                           |
| 7:48                                     | 7:56                   | 8:03                      | 8:06                      | 8:10                     | 8:15               | 8:21                           |
| 8:03                                     | 8:11                   | 8:18                      | 8:21                      | 8:25                     | 8:30               | 8:36                           |
| 8:28                                     | 8:35                   | 8:42                      | 8:45                      | 8:49                     | 8:54               | 9:00                           |
| 8:56                                     | 9:03                   | 9:10                      | 9:13                      | 9:17                     | 9:22               | 9:28                           |
| 9:26                                     | 9:33                   | 9:39                      | 9:42                      | 9:46                     | 9:51               | 9:57                           |
| 9:56                                     | 10:03                  | 10:09                     | 10:12                     | 10:16                    | 10:21              | 10:27                          |
| 10:26                                    | 10:33                  | 10:39                     | 10:42                     | 10:46                    | 10:51              | 10:57                          |
| 10:56                                    | 11:03                  | 11:09                     | 11:12                     | 11:16                    | 11:21              | 11:27                          |

Times are approximate and may vary due to traffic and weather conditions. Times shown are subject to change without notice.  
Los tiempos son aproximados y pueden variar debido a tráfico y condiciones de clima. Los tiempos mostrados son conforme a cambio sin aviso.

\*Expo Light Rail Station

# 1 Washington Blvd.

Saturday Sábado

Sunday, Holiday Domingo, Dias Festivos

## Westbound Oeste

## Eastbound Este

## Westbound Oeste

## Eastbound Este

| WATC<br>& Fairfax | Washington<br>& ElRS* | Washington<br>& Overland | Washington<br>& Sepulveda | Washington<br>& Inglewood | Washington<br>& Lincoln | Venice Beach<br>& Miramar |
|-------------------|-----------------------|--------------------------|---------------------------|---------------------------|-------------------------|---------------------------|
| 6:00AM            | 6:03AM                | 6:09AM                   | 6:12AM                    | 6:16AM                    | 6:24AM                  | 6:31AM                    |
| 6:40              | 6:43                  | 6:50                     | 6:54                      | 6:58                      | 7:07                    | 7:14                      |
| 7:20              | 7:23                  | 7:30                     | 7:34                      | 7:38                      | 7:47                    | 7:55                      |
| 7:55              | 7:58                  | 8:05                     | 8:09                      | 8:13                      | 8:23                    | 8:31                      |
| 8:25              | 8:28                  | 8:35                     | 8:39                      | 8:43                      | 8:53                    | 9:01                      |
| 8:45              | 8:48                  | 8:55                     | 8:59                      | 9:03                      | 9:13                    | 9:21                      |
| 9:00              | 9:03                  | 9:10                     | 9:14                      | 9:18                      | 9:28                    | 9:37                      |
| 9:15              | 9:18                  | 9:25                     | 9:29                      | 9:33                      | 9:43                    | 9:52                      |
| 9:31              | 9:34                  | 9:41                     | 9:45                      | 9:49                      | 9:59                    | 10:08                     |
| 9:47              | 9:50                  | 9:57                     | 10:01                     | 10:05                     | 10:15                   | 10:24                     |
| 10:00             | 10:04                 | 10:11                    | 10:15                     | 10:20                     | 10:30                   | 10:40                     |
| 10:16             | 10:20                 | 10:27                    | 10:31                     | 10:36                     | 10:46                   | 10:56                     |
| 10:32             | 10:36                 | 10:43                    | 10:47                     | 10:52                     | 11:02                   | 11:12                     |
| 10:48             | 10:52                 | 10:59                    | 11:03                     | 11:08                     | 11:18                   | 11:28                     |
| 11:04             | 11:08                 | 11:15                    | 11:19                     | 11:24                     | 11:34                   | 11:44                     |
| 11:20             | 11:24                 | 11:31                    | 11:35                     | 11:40                     | 11:50                   | 12:00PM                   |
| 11:36             | 11:40                 | 11:47                    | 11:51                     | 11:56                     | 12:06PM                 | 12:16                     |
| 11:52             | 11:56                 | 12:03PM                  | 12:07PM                   | 12:12PM                   | 12:22                   | 12:32                     |
| 12:08PM           | 12:12PM               | 12:19                    | 12:23                     | 12:28                     | 12:38                   | 12:48                     |
| 12:24             | 12:28                 | 12:35                    | 12:39                     | 12:44                     | 12:54                   | 13:04                     |
| 12:39             | 12:43                 | 12:50                    | 12:54                     | 12:59                     | 13:09                   | 13:19                     |
| 12:54             | 12:58                 | 13:05                    | 13:09                     | 13:14                     | 13:24                   | 13:34                     |
| 13:09             | 13:13                 | 13:20                    | 13:24                     | 13:29                     | 13:39                   | 13:49                     |
| 13:25             | 13:29                 | 13:36                    | 13:40                     | 13:45                     | 13:55                   | 14:05                     |
| 13:41             | 13:45                 | 13:52                    | 13:56                     | 14:01                     | 14:11                   | 14:21                     |
| 13:57             | 14:01                 | 14:08                    | 14:12                     | 14:17                     | 14:27                   | 14:37                     |
| 14:13             | 14:17                 | 14:24                    | 14:28                     | 14:33                     | 14:43                   | 14:53                     |
| 14:29             | 14:33                 | 14:40                    | 14:44                     | 14:49                     | 14:59                   | 15:09                     |
| 14:45             | 14:49                 | 14:56                    | 15:00                     | 15:05                     | 15:15                   | 15:25                     |
| 15:01             | 15:05                 | 15:12                    | 15:16                     | 15:21                     | 15:31                   | 15:41                     |
| 15:17             | 15:21                 | 15:28                    | 15:32                     | 15:37                     | 15:47                   | 15:57                     |
| 15:33             | 15:37                 | 15:44                    | 15:48                     | 15:53                     | 16:03                   | 16:13                     |
| 15:49             | 15:53                 | 16:00                    | 16:04                     | 16:09                     | 16:19                   | 16:29                     |
| 16:05             | 16:09                 | 16:16                    | 16:20                     | 16:25                     | 16:35                   | 16:45                     |
| 16:21             | 16:25                 | 16:32                    | 16:36                     | 16:41                     | 16:51                   | 17:01                     |
| 16:37             | 16:41                 | 16:48                    | 16:52                     | 16:57                     | 17:07                   | 17:17                     |
| 16:53             | 16:57                 | 17:04                    | 17:08                     | 17:13                     | 17:23                   | 17:33                     |
| 17:09             | 17:13                 | 17:20                    | 17:24                     | 17:29                     | 17:39                   | 17:49                     |
| 17:25             | 17:29                 | 17:36                    | 17:40                     | 17:45                     | 17:55                   | 18:05                     |
| 17:41             | 17:45                 | 17:52                    | 17:56                     | 18:01                     | 18:11                   | 18:21                     |
| 17:57             | 18:01                 | 18:08                    | 18:12                     | 18:17                     | 18:27                   | 18:37                     |
| 18:13             | 18:17                 | 18:24                    | 18:28                     | 18:33                     | 18:43                   | 18:53                     |
| 18:29             | 18:33                 | 18:40                    | 18:44                     | 18:49                     | 18:59                   | 19:09                     |
| 18:45             | 18:49                 | 18:56                    | 19:00                     | 19:05                     | 19:15                   | 19:25                     |
| 19:01             | 19:05                 | 19:12                    | 19:16                     | 19:21                     | 19:31                   | 19:41                     |
| 19:17             | 19:21                 | 19:28                    | 19:32                     | 19:37                     | 19:47                   | 19:57                     |
| 19:33             | 19:37                 | 19:44                    | 19:48                     | 19:53                     | 20:03                   | 20:13                     |
| 19:49             | 19:53                 | 20:00                    | 20:04                     | 20:09                     | 20:19                   | 20:29                     |
| 20:05             | 20:09                 | 20:16                    | 20:20                     | 20:25                     | 20:35                   | 20:45                     |
| 20:21             | 20:25                 | 20:32                    | 20:36                     | 20:41                     | 20:51                   | 21:01                     |
| 20:37             | 20:41                 | 20:48                    | 20:52                     | 20:57                     | 21:07                   | 21:17                     |
| 20:53             | 20:57                 | 21:04                    | 21:08                     | 21:13                     | 21:23                   | 21:33                     |
| 21:09             | 21:13                 | 21:20                    | 21:24                     | 21:29                     | 21:39                   | 21:49                     |
| 21:25             | 21:29                 | 21:36                    | 21:40                     | 21:45                     | 21:55                   | 22:05                     |
| 21:41             | 21:45                 | 21:52                    | 21:56                     | 22:01                     | 22:11                   | 22:21                     |
| 21:57             | 22:01                 | 22:08                    | 22:12                     | 22:17                     | 22:27                   | 22:37                     |
| 22:13             | 22:17                 | 22:24                    | 22:28                     | 22:33                     | 22:43                   | 22:53                     |
| 22:29             | 22:33                 | 22:40                    | 22:44                     | 22:49                     | 22:59                   | 23:09                     |
| 22:45             | 22:49                 | 22:56                    | 23:00                     | 23:05                     | 23:15                   | 23:25                     |
| 23:01             | 23:05                 | 23:12                    | 23:16                     | 23:21                     | 23:31                   | 23:41                     |
| 23:17             | 23:21                 | 23:28                    | 23:32                     | 23:37                     | 23:47                   | 23:57                     |
| 23:33             | 23:37                 | 23:44                    | 23:48                     | 23:53                     | 24:03                   | 24:13                     |
| 23:49             | 23:53                 | 24:00                    | 24:04                     | 24:09                     | 24:19                   | 24:29                     |
| 24:05             | 24:09                 | 24:16                    | 24:21                     | 24:25                     | 24:34                   | 24:43                     |
| 24:21             | 24:26                 | 24:33                    | 24:37                     | 24:41                     | 24:50                   | 24:59                     |
| 24:38             | 24:42                 | 24:49                    | 24:53                     | 24:57                     | 25:06                   | 25:15                     |
| 24:54             | 24:58                 | 25:05                    | 25:09                     | 25:13                     | 25:22                   | 25:31                     |
| 25:10             | 25:14                 | 25:21                    | 25:25                     | 25:29                     | 25:38                   | 25:47                     |
| 25:26             | 25:30                 | 25:37                    | 25:41                     | 25:45                     | 25:54                   | 26:03                     |
| 25:42             | 25:46                 | 25:53                    | 25:57                     | 26:01                     | 26:10                   | 26:19                     |
| 25:58             | 26:02                 | 26:09                    | 26:13                     | 26:17                     | 26:26                   | 26:35                     |
| 26:19             | 26:22                 | 26:29                    | 26:33                     | 26:37                     | 26:46                   | 26:55                     |
| 26:39             | 26:42                 | 26:49                    | 26:53                     | 26:57                     | 27:06                   | 27:15                     |
| 27:20             | 27:23                 | 27:30                    | 27:34                     | 27:38                     | 27:47                   | 27:55                     |
| 28:05             | 28:08                 | 28:14                    | 28:18                     | 28:22                     | 28:30                   | 28:38                     |
| 28:45             | 28:48                 | 28:54                    | 28:58                     | 29:02                     | 29:10                   | 29:18                     |
| 29:25             | 29:28                 | 29:34                    | 29:38                     | 29:42                     | 29:50                   | 29:57                     |
| 30:05             | 30:08                 | 30:14                    | 30:17                     | 30:21                     | 30:29                   | 30:36                     |

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## Line 1 - Eastbound Stop Locations

| Stop# | Location                             | Address/Near                               | Direction | Distance |
|-------|--------------------------------------|--------------------------------------------|-----------|----------|
| 1     | WINDWARD AVE / MAIN ST               | (I/F of Post Office)                       | SW        |          |
| 2     | PACIFIC AVE / VENICE WAY             | (1611 Block)                               | NW        | 0.2      |
| 3     | PACIFIC AVE / N VENICE BLVD          | (2025 Block)                               | NW        | 0.2      |
| 4     | PACIFIC AVE / 25TH AVE               | (2500 Block)                               | I/F       | 0.2      |
| 5     | PACIFIC AVE / 28TH AVE               | (2800 Block)                               | I/F       | 0.1      |
| 6     | WASHINGTON BLVD / PACIFIC AVE        | (Arbor 150 Block)                          | SE        |          |
| 7     | WASHINGTON BLVD / VIA DOLCE          | (200 Block A/F Islands)                    | SW        | 0.1      |
| 8     | WASHINGTON BLVD / VIA MARINA         | (400 Block)                                | SW        | 0.2      |
| 9     | WASHINGTON BLVD / PALAWAN WAY        | (590 Block)                                | SW        | 0.2      |
| 10    | WASHINGTON BLVD / WILSON AVE         | (Near Lagoon 600 Block)                    | A/F       | 0.1      |
| 11    | WASHINGTON BLVD / OXFORD AVE         | (701 Block)                                | SW        | 0.2      |
| 12    | WASHINGTON BLVD / ABBOT KINNEY       | (2900 Block)                               | SE        | 0.2      |
| 13    | WASHINGTON BLVD / LINCOLN BLVD       | (Shopping Center)                          | SE        | 0.3      |
| 14    | WASHINGTON BLVD / GLENCOE AVE        | (Marina Plaza 4000 Block)                  | SW        |          |
| 15    | WASHINGTON BLVD / REDWOOD AVE        | (Foster Freeze 13300 Block)                | SW        |          |
| 16    | WASHINGTON BLVD / BEETHOVEN ST       | (El Pollo Loco 12800 Block)                | SE        | 0.3      |
| 17    | WASHINGTON BLVD / ROSABELL ST        | (12700 Block)                              | SW        | 0.1      |
| 18    | WASHINGTON BLVD / MILDRED AVE        | (12578 Block)                              | SE        | 0.2      |
| 19    | WASHINGTON BLVD / CENTINELA AVE      | (ARCO 12300 Block)                         | SE        | 0.3      |
| 20    | WASHINGTON BLVD / GRAND VIEW BLVD    | (12200 Block Culver del Rey Dental)        | SW        | 0.1      |
| 21    | WASHINGTON BLVD / INGLEWOOD BLVD     | (Wood Café 12012 Block)                    | SW        |          |
| 22    | WASHINGTON BLVD / KENSINGTON RD      | (Seventh Day Adventist Church)             | SE        | 0.2      |
| 23    | WASHINGTON BLVD / BERRYMAN AVE       | (Cameron Supplies 11500 Block)             | SW        |          |
| 24    | WASHINGTON BLVD / CORINTH AVE        | (DMV 11400 Block)                          | SW        | 0.2      |
| 25    | WASHINGTON BLVD / SEPULVEDA BLVD     | (I/F of Goodwill)                          | SW        | 0.3      |
| 26    | WASHINGTON BLVD / HARTER AVE         | (11056 Block)                              | SE        | 0.2      |
| 27    | WASHINGTON BLVD / HURON AVE          | (11004 Block)                              | SW        | 0.1      |
| 28    | WASHINGTON BLVD / GIRARD AVE         | (Dentists' Office 10870 Block)             | SE        | 0.2      |
| 29    | WASHINGTON BLVD / CULVER CENTER      | (10744 Block)                              | A/F       | 0.2      |
| 30    | WASHINGTON BLVD / OVERLAND AVE       | (Sony Studios)                             | SE        | 0.1      |
| 31    | WASHINGTON BLVD / MOTOR AVE          | (10355 Block east of Motor)                | SE        | 0.2      |
| 32    | WASHINGTON BLVD / JASMINE AVE        | (Sony Studios/Washington Gate)             | SW        | 0.1      |
| 33    | WASHINGTON BLVD / MADISON AVE        | (Sony Studios/Executive Bldg. 10003 Block) | SE        | 0.2      |
| 34    | WASHINGTON BLVD / DUQUESNE AVE       | (A/F Theatre 9900 Block)                   | SW        | 0.1      |
| 35    | CULVER BLVD / LAFAYETTE PL           | (Culver City Hall)                         | SW        | 0.2      |
| 36    | CULVER BLVD / MAIN ST                | (Vacant Lot)                               | SW        | 0.2      |
| 37    | WASHINGTON BLVD / HIGUERA ST         | (9000 Block)                               | SW        | 0.3      |
| 38    | WASHINGTON BLVD / LANDMARK ST        | (Expo Culver City Light Rail Station)      | SE        | 0.2      |
| 39    | WASHINGTON BLVD / HELMS AVE          | (8700 Block)                               | SW        | 0.2      |
| 40    | WASHINGTON BLVD / CATTARAUGUS AVE    | (8568 Block)                               | SE        | 0.2      |
| 41    | WASHINGTON BLVD / ROBERTS AVE        | (6120 Block)                               | SW        | 0.1      |
| 42    | WASHINGTON BLVD / LA CIENEGA / ADAMS | (I/F of AM/PM)                             | SE        | 0.3      |
| 43    | FAIRFAX AVE / ELECTRIC DR            | (DISCHARGE ONLY)                           | SE        | 0.3      |

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## Line 1 - Westbound Stop Locations

| Stop# | Location                                  | Address/Near                          | Direction     | Distance |
|-------|-------------------------------------------|---------------------------------------|---------------|----------|
| 1     | WASHINGTON BLVD / FAIRFAX AVE             | (A/F 5726 W. Washington)              | NE            |          |
| 2     | WASHINGTON BLVD / COMEY AVE               | (Mustangs Only)                       | NE            | 0.3      |
| 3     | WASHINGTON BLVD / LA CIENEGA BLVD         | (Davis Bros. Tires)                   | NW            | 0.1      |
| 4     | WASHINGTON BLVD / LA CIENEGA AVE          | (6125 Block)                          | NE            | 0.2      |
| 5     | WASHINGTON BLVD / CATTARAUGUS AVE         | (8592 Block)                          | NW            | 0.2      |
| 6     | WASHINGTON BLVD / HELMS AVE               | (Beacon Laundry/8695 Block)           | NE            | 0.1      |
| 7     | WASHINGTON BLVD / EXPO LIGHT RAIL STATION | (Expo Culver City Light Rail Station) | I/F           | 0.2      |
| 8     | WASHINGTON BLVD / ROBERTSON BLVD          | (Honda Dealership)                    | NW            | 0.3      |
| 9     | CULVER BLVD / MAIN ST                     | (Gregg Fleishman Studio)              | NE            | 0.3      |
| 10    | WASHINGTON BLVD / HUGHES AVE              | (Chase Parking Lot)                   | NE            | 0.2      |
| 11    | WASHINGTON BLVD / CLARINGTON AVE          | (Wells Fargo)                         | NE            | 0.1      |
| 12    | WASHINGTON BLVD / JASMINE AVE             | (St. Augustine's Church)              | NE            | 0.1      |
| 13    | WASHINGTON BLVD / MOTOR AVE               | (Masters Auto Body)                   | NE            | 0.1      |
| 14    | WASHINGTON BLVD / OVERLAND AVE            | (Coast Federal Bank)                  | NE            | 0.2      |
| 15    | WASHINGTON BLVD / CULVER CENTER           | *(Best Buy                            | 10791 Block)* | I/F      |
| 16    | WASHINGTON BLVD / ELENDA ST               | (La Ballona School 10915 Block)       | I/F           | 0.2      |
| 17    | WASHINGTON BLVD / PROSPECT AVE            | (10955 Block)                         | NE            | 0.1      |
| 18    | WASHINGTON BLVD / HARTER AVE              | (11101 Block)                         | NW            | 0.2      |
| 19    | WASHINGTON BLVD / SEPULVEDA BLVD          | (AM/PM)                               | NE            | 0.2      |
| 20    | WASHINGTON BLVD / SAWTELLE BLVD           | (UCLA Med Group 11311 Block)          | NW            | 0.3      |
| 21    | WASHINGTON BLVD / BERRYMAN AVE            | (11513 Block)                         | NW            | 0.2      |
| 22    | WASHINGTON BLVD / EAST BLVD               | (Dental Office 11725 Block)           | NW            | 0.2      |
| 23    | WASHINGTON BLVD / INGLEWOOD BLVD          | (Kaiser Permanente)                   | NW            | 0.3      |
| 24    | WASHINGTON BLVD / GRAND VIEW BLVD         | (12211 Block)                         | NW            | 0.2      |
| 25    | WASHINGTON BLVD / CENTINELA AVE           | (A/F ARCO)                            | NE            | 0.1      |
| 26    | WASHINGTON BLVD / WASHINGTON PL           | (Car Wash)                            | NE            | 0.3      |
| 27    | WASHINGTON BLVD / MEIER ST                | (Donut Shop 12753 Block)              | NE            | 0.2      |
| 28    | WASHINGTON BLVD / BEETHOVEN ST            | (Sun Bay Motel 12800 Block)           | NE            | 0.1      |
| 29    | WASHINGTON BLVD / REDWOOD AVE             |                                       | NE            | 0.3      |
| 30    | WASHINGTON BLVD / GLENCOE AVE             | (Costco/EZ Lube 13376 Block)          | NW            | 0.2      |
| 31    | WASHINGTON BLVD / LINCOLN BLVD            | (Mediterranean Café)                  | NW            | 0.2      |
| 32    | WASHINGTON BLVD / ABBOT KINNEY            | *(Gas Station                         | 800 Block)*   | NW       |
| 33    | WASHINGTON BLVD / OXFORD AVE              | *(Del Mar Cleaners                    | 700 Block)*   | NE       |
| 34    | WASHINGTON BLVD / WILSON AVE              | (600 Block)                           | NE            | 0.2      |
| 35    | WASHINGTON BLVD / OCEAN AVE               | (487 Block)                           | NW            | 0.3      |
| 36    | WASHINGTON BLVD / DELL AVE                | (Kifune Sushi 405 Block)              | NE            | 0.2      |
| 37    | WASHINGTON BLVD / STRONGS DR              | (123 Block 1 block east of Pacific)   |               | NE       |
| 38    | PACIFIC AVE / 28TH AVE                    | (2800 Block)                          | I/F           | 0.2      |
| 39    | PACIFIC AVE / 25TH AVE                    | (2500 Block)                          | I/F           | 0.1      |
| 40    | PACIFIC AVE / S VENICE BLVD               | (I/F of Venice Beach Parking)         | NE            | 0.2      |
| 41    | WINDWARD AVE / MAIN ST                    | (I/F of Post Office)                  | SW            | 0.3      |

## **Culver CityBus Line 2**

# Route Map 2 Inglewood Blvd.



## 2 Inglewood Blvd. Monday - Friday Lunes - Viernes

| Westbound Oeste            |                       |                    |
|----------------------------|-----------------------|--------------------|
| Culver City Transit Center | Washington/ Inglewood | Venice High School |
| 6:05AM                     | 6:14AM                | 6:24AM             |
| 7:05                       | 7:17                  | 7:30               |
| 8:05                       | 8:17                  | 8:30               |
| 9:05                       | 9:15                  | 9:28               |
| 10:05                      | 10:15                 | 10:28              |
| 11:05                      | 11:15                 | 11:28              |
| <b>12:05PM</b>             | <b>12:16PM</b>        | <b>12:29PM</b>     |
| <b>1:05</b>                | <b>1:16</b>           | <b>1:29</b>        |
| <b>2:05</b>                | <b>2:16</b>           | <b>2:29</b>        |
| <b>3:05</b>                | <b>3:16</b>           | <b>3:29</b>        |
| <b>4:05</b>                | <b>4:16</b>           | <b>4:29</b>        |
| <b>5:05</b>                | <b>5:16</b>           | <b>5:29</b>        |
| <b>6:05</b>                | <b>6:15</b>           | —                  |

| Eastbound Este     |                       |                            |
|--------------------|-----------------------|----------------------------|
| Venice High School | Washington/ Inglewood | Culver City Transit Center |
|                    | 5:37AM                | 5:46AM                     |
| 6:30AM             | 6:38                  | 6:47                       |
| 7:30               | 7:38                  | 7:48                       |
| 8:30               | 8:38                  | 8:48                       |
| 9:30               | 9:38                  | 9:48                       |
| 10:30              | 10:38                 | 10:48                      |
| 11:30              | 11:38                 | 11:48                      |
| <b>12:30PM</b>     | <b>12:38PM</b>        | <b>12:49PM</b>             |
| <b>1:30</b>        | <b>1:38</b>           | <b>1:49</b>                |
| <b>2:30</b>        | <b>2:38</b>           | <b>2:49</b>                |
| <b>3:30</b>        | <b>3:39</b>           | <b>3:50</b>                |
| <b>4:30</b>        | <b>4:39</b>           | <b>4:50</b>                |
| <b>5:30</b>        | <b>5:39</b>           | <b>5:50</b>                |

Sorry, no weekend or holiday service.  
No servicio fin de semana o días festivos.

Times are approximate and may vary due to traffic and weather conditions. Times shown are subject to change without notice. Los tiempos son aproximados y pueden variar debido a tráfico y condiciones de clima. Los tiempos demostrados son conforme a cambio sin aviso.

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## Line 2 - Eastbound Stop Locations

| Stop# | Location                          | Address/Near                      | Direction | Distance |
|-------|-----------------------------------|-----------------------------------|-----------|----------|
| 1     | VENICE HIGH SCHOOL / VENICE BLVD  | (I/F of school & A/F Maplewood)   | IF        |          |
| 2     | VENICE BLVD / WADE ST             | (12600 Block)                     | SE        | 0.3      |
| 3     | VENICE BLVD / CENTINELA AVE       | (12400 Block; American Flowers)   | SW        | 0.2      |
| 4     | WASHINGTON BLVD / CENTINELA AVE   | (12300 Block; ARCO)               | SE        | 0.4      |
| 5     | WASHINGTON BLVD / GRAND VIEW BLVD | (Culver Del Rey Dental)           | SW        | 0.1      |
| 6     | WASHINGTON BLVD / INGLEWOOD BLVD  | (Wood Café; 12012 Block)          | NW        | 0.2      |
| 7     | INGLEWOOD BLVD / CULVER BLVD      | (4461 Block)                      | NW        | 0.3      |
| 8     | INGLEWOOD BLVD / BRADDOCK DR      | (4711 Block - in front of school) | NW        | 0.2      |
| 9     | INGLEWOOD BLVD / ALLIN ST         | (4900 Block)                      | NW        | 0.1      |
| 10    | INGLEWOOD BLVD / BRAY ST          | (Near 90 Fwy)                     | SW        | 0.3      |
| 11    | INGLEWOOD BLVD / LUCILLE AVE      | (5423 Block)                      | SW        | 0.2      |
| 12    | INGLEWOOD BLVD / JUNIETTE ST      | (5550 Block)                      | SW        | 0.1      |
| 13    | JEFFERSON BLVD / INGLEWOOD BLVD   | (PCC Building)                    | SE        | 0.1      |
| 14    | JEFFERSON BLVD / MESMER AVE       | (Café Roberto - Wine Shop)        | SW        | 0.2      |
| 15    | CULVER CITY TRANSIT CENTER        | (Westfield Culver City Mall)      | SW        | 0.6      |



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## Line 2 - Westbound Stop Locations

| Stop# | Location                          | Address/Near                         | Direction | Distance |
|-------|-----------------------------------|--------------------------------------|-----------|----------|
| 1     | CULVER CITY TRANSIT CENTER        | (Westfield Culver City Mall)         |           | 0.6      |
| 2     | JEFFERSON BLVD / MESMER AVE       | (A/F Café Roberto - Wine Shop)       | NW        | 0.6      |
| 3     | JEFFERSON BLVD / MARGARET AVE     | (11800 Block)                        | NE        | 0.1      |
| 4     | INGLEWOOD BLVD / JUNIETTE ST      | (5500 Block)                         | SE        | 0.3      |
| 5     | INGLEWOOD BLVD / ANETA ST         | (5378 Block)                         | SE        | 0.1      |
| 6     | INGLEWOOD BLVD / BRAY ST          | (5200 Block)                         | SE        | 0.2      |
| 7     | INGLEWOOD BLVD / ALLIN ST         | (4800 Block)                         | SE        | 0.3      |
| 8     | INGLEWOOD BLVD / BRADDOCK DR      | (Shopping Center/Subway)             | NE        | 0.1      |
| 9     | INGLEWOOD BLVD / CULVER BLVD      | (4500 Block)                         | SE        | 0.2      |
| 10    | INGLEWOOD BLVD / COURTLEIGH DR    | (4300 Block)                         | SE        | 0.1      |
| 11    | WASHINGTON BLVD / INGLEWOOD BLVD  | (Kaiser Permanente)                  | NW        | 0.2      |
| 12    | WASHINGTON BLVD / GRAND VIEW BLVD | (12211 Block)                        | NW        | 0.2      |
| 13    | WASHINGTON BLVD / CENTINELA AVE   | (A/F from ARCO)                      | NE        | 0.1      |
| 14    | WASHINGTON BLVD / WASHINGTON PL   | (Car Wash)                           | NE        | 0.3      |
| 15    | WASHINGTON BLVD / MEIER ST        | (Orthodontist Office; 12753 Block)   | NE        | 0.1      |
| 16    | WASHINGTON BLVD / BEETHOVEN ST    | (Motel; 12800 Block)                 | NE        | 0.1      |
| 17    | WASHINGTON BLVD / REDWOOD AVE     | (Taco Bell)                          | NE        | 0.3      |
| 18    | WASHINGTON BLVD / GLENCOE AVE     | (Costco; 13376 Block)                | NW        | 0.2      |
| 19    | LINCOLN BLVD / WASHINGTON BLVD    | (Ortho Mattress Store)               | NE        | 0.1      |
| 20    | LINCOLN BLVD / ZANJA ST           | (Marina Animal Hosp.)                | NW        | 0.1      |
| 21    | LINCOLN BLVD / VENICE BLVD        | (Chevron)                            | NE        | 0.2      |
| 22    | VENICE BLVD / GLYNDON AVE         | (1320 Block)                         | SE        | 0.2      |
| 23    | VENICE HIGH SCHOOL / VENICE BLVD  | (I/F of school & A/F from Maplewood) | SE        | 0.3      |



**APPENDIX C**  
**INTERSECTION GEOMETRICS/CONTROLS**  
**AND TRAFFIC COUNT DATA SHEETS**

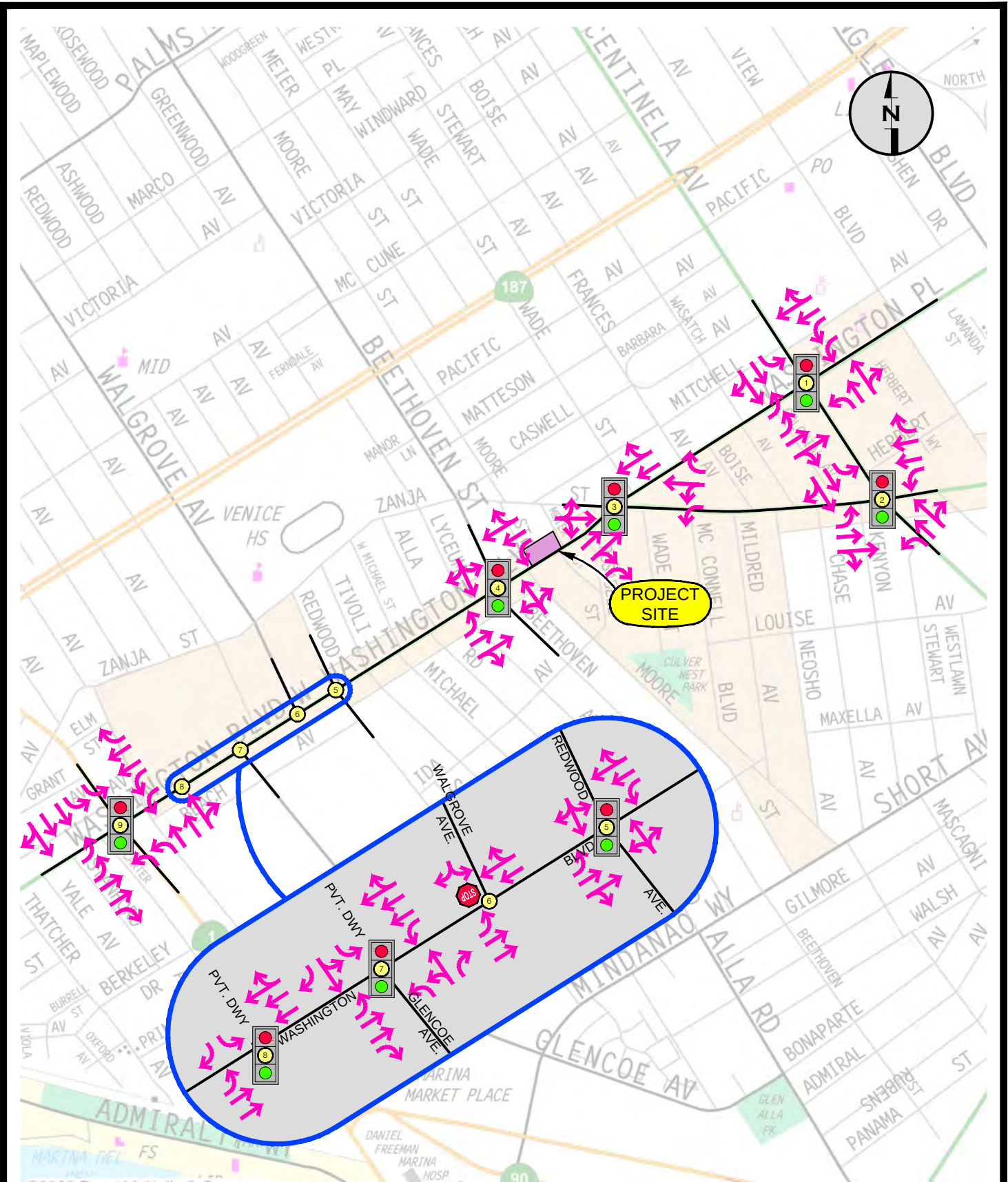


FIGURE C-1



Hirsch/Green Transportation Consulting, Inc.

STUDY INTERSECTION GEOMETRICS AND CONTROLS

## Intersection Counts

**AM Peak Hour**

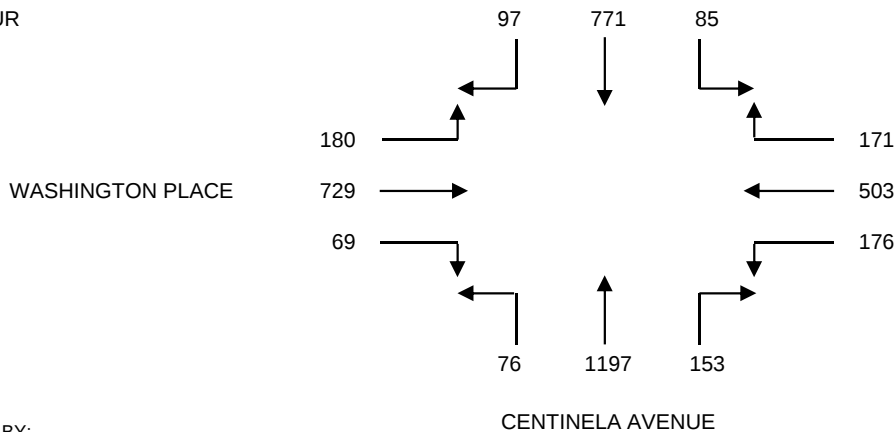
# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.  
 PROJECT: 12803 WASHINGTON BOULEVARD MIXED-USE (CULVER CITY)  
 DATE: TUESDAY, OCTOBER 27, 2015  
 PERIOD: 07:00 AM TO 10:00 AM  
 INTERSECTION N/S CENTINELA AVENUE  
 E/W WASHINGTON PLACE  
 FILE NUMBER: 1 AM

| 15 MINUTE TOTALS | 1<br>SBRT | 2<br>SBTH | 3<br>SBLT | 4<br>WBRT | 5<br>WBTH | 6<br>WBLT | 7<br>NBRT | 8<br>NBTH | 9<br>NBLT | 10<br>EBRT | 11<br>EBTH | 12<br>EBLT |
|------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|
| 0700-0715        | 11        | 103       | 12        | 14        | 80        | 13        | 23        | 333       | 11        | 17         | 106        | 33         |
| 0715-0730        | 12        | 126       | 12        | 18        | 89        | 20        | 24        | 352       | 11        | 16         | 126        | 43         |
| 0730-0745        | 17        | 144       | 9         | 20        | 108       | 22        | 28        | 326       | 12        | 12         | 151        | 37         |
| 0745-0800        | 18        | 170       | 12        | 30        | 119       | 32        | 37        | 342       | 17        | 19         | 187        | 40         |
| 0800-0815        | 22        | 199       | 19        | 39        | 123       | 47        | 36        | 300       | 20        | 22         | 179        | 52         |
| 0815-0830        | 25        | 187       | 24        | 56        | 131       | 51        | 34        | 297       | 21        | 15         | 190        | 41         |
| 0830-0845        | 32        | 215       | 30        | 46        | 130       | 46        | 46        | 258       | 18        | 13         | 173        | 47         |
| 0845-0900        | 31        | 209       | 31        | 44        | 133       | 46        | 50        | 233       | 19        | 17         | 166        | 38         |
| 0900-0915        | 29        | 201       | 33        | 47        | 132       | 39        | 53        | 252       | 21        | 20         | 150        | 30         |
| 0915-0930        | 24        | 193       | 31        | 40        | 151       | 46        | 46        | 222       | 22        | 16         | 161        | 27         |
| 0930-0945        | 22        | 187       | 27        | 36        | 130       | 40        | 45        | 270       | 19        | 15         | 138        | 23         |
| 0945-1000        | 26        | 174       | 21        | 30        | 148       | 34        | 41        | 244       | 16        | 13         | 130        | 27         |

| 1 HOUR TOTALS | 1<br>SBRT | 2<br>SBTH | 3<br>SBLT | 4<br>WBRT | 5<br>WBTH | 6<br>WBLT | 7<br>NBRT | 8<br>NBTH | 9<br>NBLT | 10<br>EBRT | 11<br>EBTH | 12<br>EBLT | TOTALS |
|---------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|--------|
| 0700-0800     | 58        | 543       | 45        | 82        | 396       | 87        | 112       | 1353      | 51        | 64         | 570        | 153        | 3514   |
| 0715-0815     | 69        | 639       | 52        | 107       | 439       | 121       | 125       | 1320      | 60        | 69         | 643        | 172        | 3816   |
| 0730-0830     | 82        | 700       | 64        | 145       | 481       | 152       | 135       | 1265      | 70        | 68         | 707        | 170        | 4039   |
| 0745-0845     | 97        | 771       | 85        | 171       | 503       | 176       | 153       | 1197      | 76        | 69         | 729        | 180        | 4207   |
| 0800-0900     | 110       | 810       | 104       | 185       | 517       | 190       | 166       | 1088      | 78        | 67         | 708        | 178        | 4201   |
| 0815-0915     | 117       | 812       | 118       | 193       | 526       | 182       | 183       | 1040      | 79        | 65         | 679        | 156        | 4150   |
| 0830-0930     | 116       | 818       | 125       | 177       | 546       | 177       | 195       | 965       | 80        | 66         | 650        | 142        | 4057   |
| 0845-0945     | 106       | 790       | 122       | 167       | 546       | 171       | 194       | 977       | 81        | 68         | 615        | 118        | 3955   |
| 0900-1000     | 101       | 755       | 112       | 153       | 561       | 159       | 185       | 988       | 78        | 64         | 579        | 107        | 3842   |

A.M. PEAK HOUR  
0745-0845



DATA PROVIDED BY:

THE TRAFFIC SOLUTION  
 329 DIAMOND STREET  
 ARCADIA, CALIFORNIA 91005  
 PH: 626-446-7978  
 FAX: 626-446-2877

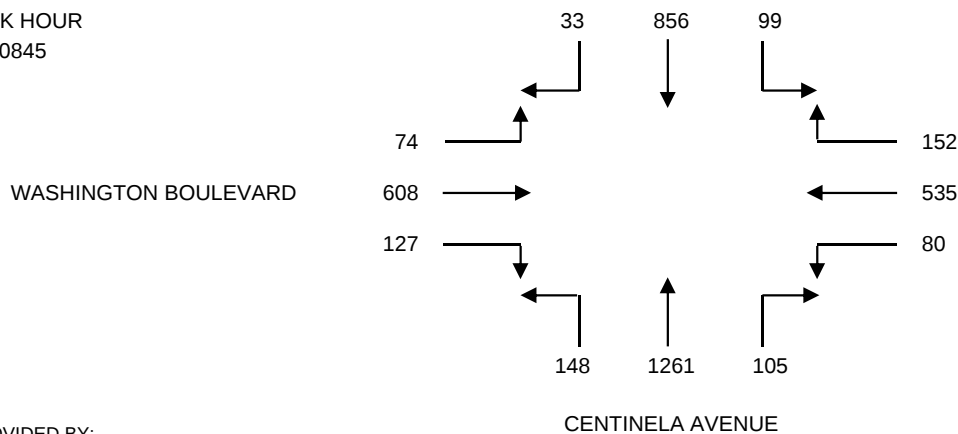
# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.  
 PROJECT: 12803 WASHINGTON BOULEVARD MIXED-USE (CULVER CITY)  
 DATE: TUESDAY, OCTOBER 27, 2015  
 PERIOD: 07:00 AM TO 10:00 AM  
 INTERSECTION N/S CENTINELA AVENUE  
 E/W WASHINGTON BOULEVARD  
 FILE NUMBER: 2 AM

| 15 MINUTE TOTALS | 1<br>SBRT | 2<br>SBTH | 3<br>SBLT | 4<br>WBRT | 5<br>WBTH | 6<br>WBLT | 7<br>NBRT | 8<br>NBTH | 9<br>NBLT | 10<br>EBRT | 11<br>EBTH | 12<br>EBLT |
|------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|
| 0700-0715        | 4         | 89        | 8         | 30        | 77        | 12        | 18        | 333       | 26        | 15         | 86         | 13         |
| 0715-0730        | 6         | 111       | 10        | 38        | 95        | 12        | 20        | 367       | 29        | 20         | 93         | 15         |
| 0730-0745        | 8         | 156       | 15        | 32        | 146       | 10        | 26        | 304       | 45        | 30         | 137        | 12         |
| 0745-0800        | 10        | 224       | 22        | 40        | 160       | 18        | 26        | 376       | 38        | 34         | 154        | 15         |
| 0800-0815        | 6         | 208       | 22        | 40        | 122       | 19        | 30        | 290       | 39        | 28         | 149        | 18         |
| 0815-0830        | 7         | 204       | 23        | 41        | 126       | 23        | 29        | 313       | 37        | 35         | 150        | 20         |
| 0830-0845        | 10        | 220       | 32        | 31        | 127       | 20        | 20        | 282       | 34        | 30         | 155        | 21         |
| 0845-0900        | 18        | 252       | 29        | 46        | 165       | 27        | 26        | 255       | 46        | 32         | 137        | 17         |
| 0900-0915        | 17        | 200       | 20        | 33        | 128       | 20        | 19        | 292       | 31        | 31         | 124        | 17         |
| 0915-0930        | 18        | 176       | 20        | 35        | 100       | 19        | 16        | 225       | 21        | 27         | 127        | 15         |
| 0930-0945        | 14        | 198       | 26        | 30        | 99        | 13        | 28        | 344       | 35        | 31         | 136        | 12         |
| 0945-1000        | 19        | 174       | 21        | 33        | 112       | 11        | 15        | 240       | 30        | 23         | 112        | 13         |

| 1 HOUR TOTALS | 1<br>SBRT | 2<br>SBTH | 3<br>SBLT | 4<br>WBRT | 5<br>WBTH | 6<br>WBLT | 7<br>NBRT | 8<br>NBTH | 9<br>NBLT | 10<br>EBRT | 11<br>EBTH | 12<br>EBLT | TOTALS |
|---------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|--------|
| 0700-0800     | 28        | 580       | 55        | 140       | 478       | 52        | 90        | 1380      | 138       | 99         | 470        | 55         | 3565   |
| 0715-0815     | 30        | 699       | 69        | 150       | 523       | 59        | 102       | 1337      | 151       | 112        | 533        | 60         | 3825   |
| 0730-0830     | 31        | 792       | 82        | 153       | 554       | 70        | 111       | 1283      | 159       | 127        | 590        | 65         | 4017   |
| 0745-0845     | 33        | 856       | 99        | 152       | 535       | 80        | 105       | 1261      | 148       | 127        | 608        | 74         | 4078   |
| 0800-0900     | 41        | 884       | 106       | 158       | 540       | 89        | 105       | 1140      | 156       | 125        | 591        | 76         | 4011   |
| 0815-0915     | 52        | 876       | 104       | 151       | 546       | 90        | 94        | 1142      | 148       | 128        | 566        | 75         | 3972   |
| 0830-0930     | 63        | 848       | 101       | 145       | 520       | 86        | 81        | 1054      | 132       | 120        | 543        | 70         | 3763   |
| 0845-0945     | 67        | 826       | 95        | 144       | 492       | 79        | 89        | 1116      | 133       | 121        | 524        | 61         | 3747   |
| 0900-1000     | 68        | 748       | 87        | 131       | 439       | 63        | 78        | 1101      | 117       | 112        | 499        | 57         | 3500   |

A.M. PEAK HOUR  
0745-0845



DATA PROVIDED BY:

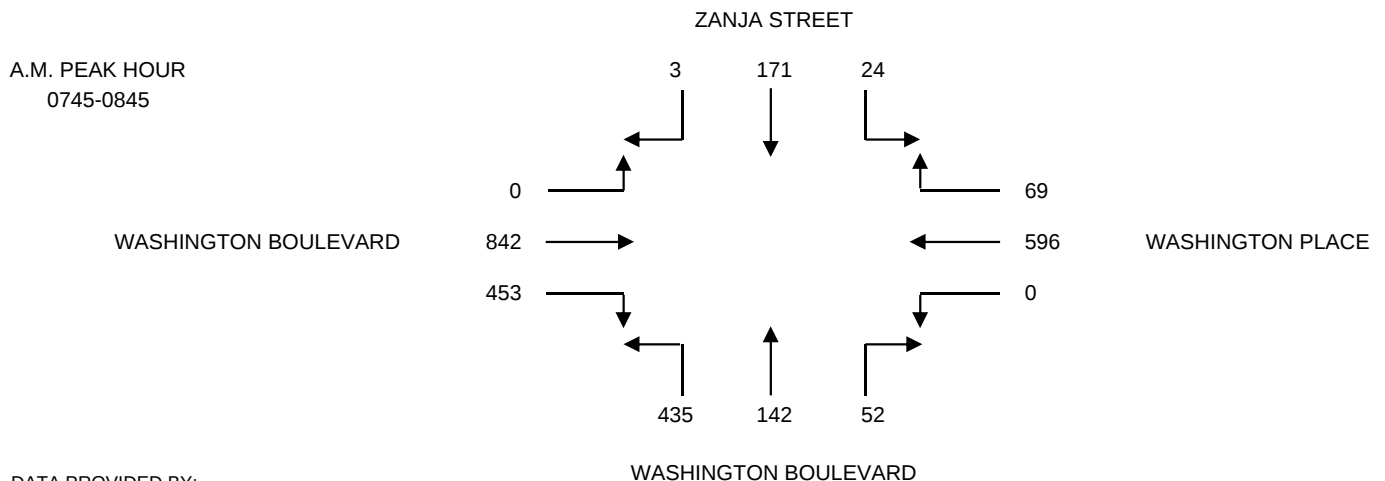
THE TRAFFIC SOLUTION  
 329 DIAMOND STREET  
 ARCADIA, CALIFORNIA 91005  
 PH: 626-446-7978  
 FAX: 626-446-2877

# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.  
 PROJECT: 12803 WASHINGTON BOULEVARD MIXED-USE (CULVER CITY)  
 DATE: TUESDAY, OCTOBER 27, 2015  
 PERIOD: 07:00 AM TO 10:00 AM  
 INTERSECTION N/S WASHINGTON BOULEVARD/ZANJA STREET  
 E/W WASHINGTON BOULEVARD/WASHINGTON PLACE  
 FILE NUMBER: 3 AM

| 15 MINUTE TOTALS | 1<br>SBRT | 2<br>SBTH | 3<br>SBLT | 4<br>WBRT | 5<br>WBTH | 6<br>WBLT | 7<br>NBRT | 8<br>NBTH | 9<br>NBLT | 10<br>EBRT | 11<br>EBTH | 12<br>EBLT |
|------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|
| 0700-0715        | 0         | 14        | 2         | 11        | 75        | 0         | 5         | 25        | 59        | 50         | 120        | 0          |
| 0715-0730        | 1         | 27        | 7         | 13        | 95        | 0         | 10        | 46        | 89        | 67         | 154        | 0          |
| 0730-0745        | 1         | 35        | 6         | 19        | 127       | 0         | 22        | 41        | 105       | 93         | 176        | 0          |
| 0745-0800        | 0         | 41        | 3         | 23        | 157       | 0         | 23        | 53        | 106       | 130        | 221        | 0          |
| 0800-0815        | 0         | 43        | 8         | 16        | 140       | 0         | 12        | 30        | 98        | 105        | 200        | 0          |
| 0815-0830        | 0         | 43        | 8         | 12        | 143       | 0         | 10        | 29        | 103       | 117        | 215        | 0          |
| 0830-0845        | 3         | 44        | 5         | 18        | 156       | 0         | 7         | 30        | 128       | 101        | 206        | 0          |
| 0845-0900        | 1         | 34        | 13        | 14        | 163       | 0         | 12        | 31        | 113       | 106        | 177        | 0          |
| 0900-0915        | 2         | 39        | 11        | 19        | 172       | 0         | 10        | 30        | 139       | 120        | 182        | 0          |
| 0915-0930        | 2         | 22        | 10        | 13        | 150       | 0         | 11        | 20        | 105       | 106        | 158        | 0          |
| 0930-0945        | 2         | 34        | 10        | 13        | 161       | 0         | 6         | 14        | 118       | 99         | 137        | 0          |
| 0945-1000        | 0         | 27        | 8         | 11        | 174       | 0         | 8         | 19        | 125       | 84         | 139        | 0          |

| 1 HOUR TOTALS | 1<br>SBRT | 2<br>SBTH | 3<br>SBLT | 4<br>WBRT | 5<br>WBTH | 6<br>WBLT | 7<br>NBRT | 8<br>NBTH | 9<br>NBLT | 10<br>EBRT | 11<br>EBTH | 12<br>EBLT | TOTALS |
|---------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|--------|
| 0700-0800     | 2         | 117       | 18        | 66        | 454       | 0         | 60        | 165       | 359       | 340        | 671        | 0          | 2252   |
| 0715-0815     | 2         | 146       | 24        | 71        | 519       | 0         | 67        | 170       | 398       | 395        | 751        | 0          | 2543   |
| 0730-0830     | 1         | 162       | 25        | 70        | 567       | 0         | 67        | 153       | 412       | 445        | 812        | 0          | 2714   |
| 0745-0845     | 3         | 171       | 24        | 69        | 596       | 0         | 52        | 142       | 435       | 453        | 842        | 0          | 2787   |
| 0800-0900     | 4         | 164       | 34        | 60        | 602       | 0         | 41        | 120       | 442       | 429        | 798        | 0          | 2694   |
| 0815-0915     | 6         | 160       | 37        | 63        | 634       | 0         | 39        | 120       | 483       | 444        | 780        | 0          | 2766   |
| 0830-0930     | 8         | 139       | 39        | 64        | 641       | 0         | 40        | 111       | 485       | 433        | 723        | 0          | 2683   |
| 0845-0945     | 7         | 129       | 44        | 59        | 646       | 0         | 39        | 95        | 475       | 431        | 654        | 0          | 2579   |
| 0900-1000     | 6         | 122       | 39        | 56        | 657       | 0         | 35        | 83        | 487       | 409        | 616        | 0          | 2510   |



DATA PROVIDED BY:

THE TRAFFIC SOLUTION  
 329 DIAMOND STREET  
 ARCADIA, CALIFORNIA 91005  
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 FAX: 626-446-2877

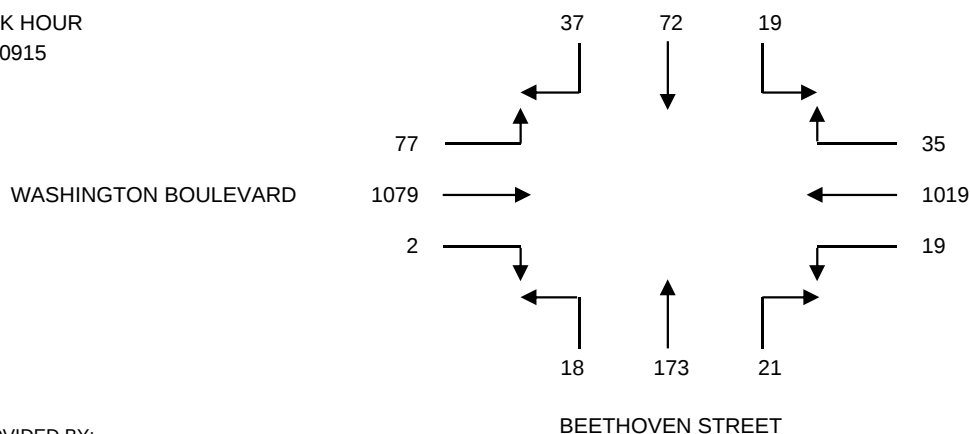
# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.  
 PROJECT: 12803 WASHINGTON BOULEVARD MIXED-USE (CULVER CITY)  
 DATE: TUESDAY, OCTOBER 27, 2015  
 PERIOD: 07:00 AM TO 10:00 AM  
 INTERSECTION N/S BEETHOVEN STREET  
 E/W WASHINGTON BOULEVARD  
 FILE NUMBER: 4 AM

| 15 MINUTE TOTALS | 1<br>SBRT | 2<br>SBTH | 3<br>SBLT | 4<br>WBRT | 5<br>WBTH | 6<br>WBLT | 7<br>NBRT | 8<br>NBTH | 9<br>NBLT | 10<br>EBRT | 11<br>EBTH | 12<br>EBLT |
|------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|
| 0700-0715        | 5         | 9         | 6         | 3         | 148       | 1         | 3         | 42        | 4         | 2          | 157        | 12         |
| 0715-0730        | 7         | 13        | 10        | 5         | 169       | 3         | 6         | 49        | 3         | 3          | 187        | 16         |
| 0730-0745        | 8         | 14        | 11        | 4         | 194       | 3         | 10        | 59        | 7         | 2          | 225        | 14         |
| 0745-0800        | 10        | 19        | 13        | 2         | 236       | 8         | 12        | 49        | 11        | 1          | 294        | 14         |
| 0800-0815        | 9         | 12        | 8         | 5         | 229       | 4         | 11        | 45        | 8         | 2          | 273        | 19         |
| 0815-0830        | 6         | 22        | 8         | 9         | 244       | 7         | 5         | 41        | 4         | 0          | 277        | 17         |
| 0830-0845        | 8         | 15        | 5         | 6         | 249       | 4         | 5         | 44        | 3         | 0          | 265        | 17         |
| 0845-0900        | 11        | 19        | 2         | 8         | 239       | 5         | 5         | 32        | 6         | 2          | 268        | 20         |
| 0900-0915        | 12        | 16        | 4         | 12        | 287       | 3         | 6         | 56        | 5         | 0          | 269        | 23         |
| 0915-0930        | 13        | 15        | 2         | 8         | 228       | 6         | 6         | 32        | 3         | 3          | 220        | 15         |
| 0930-0945        | 14        | 18        | 7         | 5         | 262       | 4         | 6         | 29        | 6         | 2          | 228        | 11         |
| 0945-1000        | 11        | 19        | 3         | 9         | 260       | 7         | 3         | 24        | 4         | 1          | 214        | 10         |

| 1 HOUR TOTALS | 1<br>SBRT | 2<br>SBTH | 3<br>SBLT | 4<br>WBRT | 5<br>WBTH | 6<br>WBLT | 7<br>NBRT | 8<br>NBTH | 9<br>NBLT | 10<br>EBRT | 11<br>EBTH | 12<br>EBLT | TOTALS |
|---------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|--------|
| 0700-0800     | 30        | 55        | 40        | 14        | 747       | 15        | 31        | 199       | 25        | 8          | 863        | 56         | 2083   |
| 0715-0815     | 34        | 58        | 42        | 16        | 828       | 18        | 39        | 202       | 29        | 8          | 979        | 63         | 2316   |
| 0730-0830     | 33        | 67        | 40        | 20        | 903       | 22        | 38        | 194       | 30        | 5          | 1069       | 64         | 2485   |
| 0745-0845     | 33        | 68        | 34        | 22        | 958       | 23        | 33        | 179       | 26        | 3          | 1109       | 67         | 2555   |
| 0800-0900     | 34        | 68        | 23        | 28        | 961       | 20        | 26        | 162       | 21        | 4          | 1083       | 73         | 2503   |
| 0815-0915     | 37        | 72        | 19        | 35        | 1019      | 19        | 21        | 173       | 18        | 2          | 1079       | 77         | 2571   |
| 0830-0930     | 44        | 65        | 13        | 34        | 1003      | 18        | 22        | 164       | 17        | 5          | 1022       | 75         | 2482   |
| 0845-0945     | 50        | 68        | 15        | 33        | 1016      | 18        | 23        | 149       | 20        | 7          | 985        | 69         | 2453   |
| 0900-1000     | 50        | 68        | 16        | 34        | 1037      | 20        | 21        | 141       | 18        | 6          | 931        | 59         | 2401   |

A.M. PEAK HOUR  
0815-0915



DATA PROVIDED BY:

THE TRAFFIC SOLUTION  
 329 DIAMOND STREET  
 ARCADIA, CALIFORNIA 91005  
 PH: 626-446-7978  
 FAX: 626-446-2877

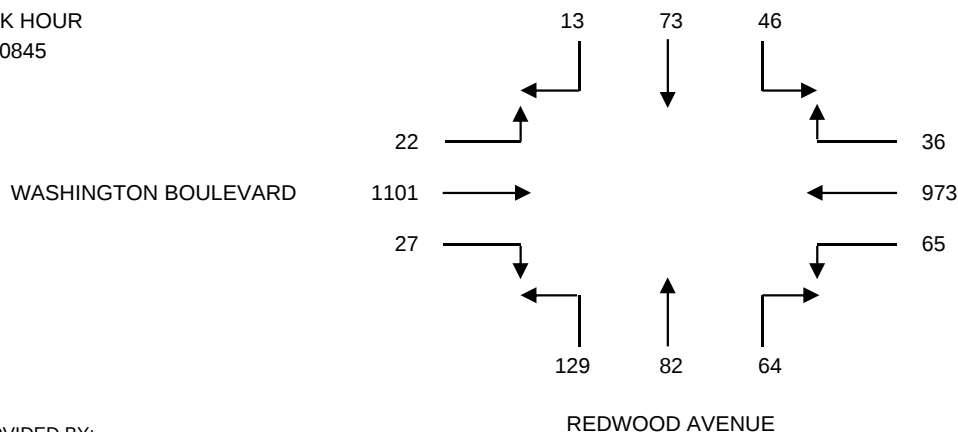
# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.  
 PROJECT: 12803 WASHINGTON BOULEVARD MIXED-USE (CULVER CITY)  
 DATE: THURSDAY, OCTOBER 22, 2015  
 PERIOD: 07:00 AM TO 10:00 AM  
 INTERSECTION N/S REDWOOD AVENUE  
 E/W WASHINGTON BOULEVARD  
 FILE NUMBER: 5 AM

| 15 MINUTE TOTALS | 1<br>SBRT | 2<br>SBTH | 3<br>SBLT | 4<br>WBRT | 5<br>WBTH | 6<br>WBLT | 7<br>NBRT | 8<br>NBTH | 9<br>NBLT | 10<br>EBRT | 11<br>EBTH | 12<br>EBLT |
|------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|
| 0700-0715        | 2         | 2         | 3         | 2         | 156       | 9         | 14        | 11        | 30        | 6          | 152        | 1          |
| 0715-0730        | 1         | 7         | 3         | 13        | 182       | 9         | 15        | 23        | 38        | 3          | 186        | 5          |
| 0730-0745        | 3         | 15        | 13        | 16        | 241       | 13        | 11        | 29        | 36        | 4          | 236        | 11         |
| 0745-0800        | 6         | 29        | 25        | 21        | 259       | 17        | 10        | 20        | 27        | 8          | 292        | 9          |
| 0800-0815        | 4         | 10        | 10        | 8         | 219       | 19        | 17        | 25        | 26        | 8          | 278        | 7          |
| 0815-0830        | 2         | 15        | 5         | 3         | 237       | 15        | 22        | 18        | 33        | 5          | 243        | 3          |
| 0830-0845        | 1         | 19        | 6         | 4         | 258       | 14        | 15        | 19        | 43        | 6          | 288        | 3          |
| 0845-0900        | 2         | 13        | 7         | 3         | 252       | 17        | 10        | 20        | 32        | 10         | 223        | 6          |
| 0900-0915        | 3         | 9         | 4         | 3         | 269       | 19        | 12        | 26        | 27        | 9          | 258        | 5          |
| 0915-0930        | 1         | 10        | 2         | 4         | 230       | 19        | 13        | 14        | 26        | 10         | 231        | 2          |
| 0930-0945        | 3         | 14        | 6         | 5         | 253       | 21        | 12        | 19        | 29        | 16         | 195        | 6          |
| 0945-1000        | 0         | 19        | 6         | 7         | 295       | 19        | 7         | 18        | 26        | 19         | 183        | 4          |

| 1 HOUR TOTALS | 1<br>SBRT | 2<br>SBTH | 3<br>SBLT | 4<br>WBRT | 5<br>WBTH | 6<br>WBLT | 7<br>NBRT | 8<br>NBTH | 9<br>NBLT | 10<br>EBRT | 11<br>EBTH | 12<br>EBLT | TOTALS |
|---------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|--------|
| 0700-0800     | 12        | 53        | 44        | 52        | 838       | 48        | 50        | 83        | 131       | 21         | 866        | 26         | 2224   |
| 0715-0815     | 14        | 61        | 51        | 58        | 901       | 58        | 53        | 97        | 127       | 23         | 992        | 32         | 2467   |
| 0730-0830     | 15        | 69        | 53        | 48        | 956       | 64        | 60        | 92        | 122       | 25         | 1049       | 30         | 2583   |
| 0745-0845     | 13        | 73        | 46        | 36        | 973       | 65        | 64        | 82        | 129       | 27         | 1101       | 22         | 2631   |
| 0800-0900     | 9         | 57        | 28        | 18        | 966       | 65        | 64        | 82        | 134       | 29         | 1032       | 19         | 2503   |
| 0815-0915     | 8         | 56        | 22        | 13        | 1016      | 65        | 59        | 83        | 135       | 30         | 1012       | 17         | 2516   |
| 0830-0930     | 7         | 51        | 19        | 14        | 1009      | 69        | 50        | 79        | 128       | 35         | 1000       | 16         | 2477   |
| 0845-0945     | 9         | 46        | 19        | 15        | 1004      | 76        | 47        | 79        | 114       | 45         | 907        | 19         | 2380   |
| 0900-1000     | 7         | 52        | 18        | 19        | 1047      | 78        | 44        | 77        | 108       | 54         | 867        | 17         | 2388   |

A.M. PEAK HOUR  
0745-0845



DATA PROVIDED BY:

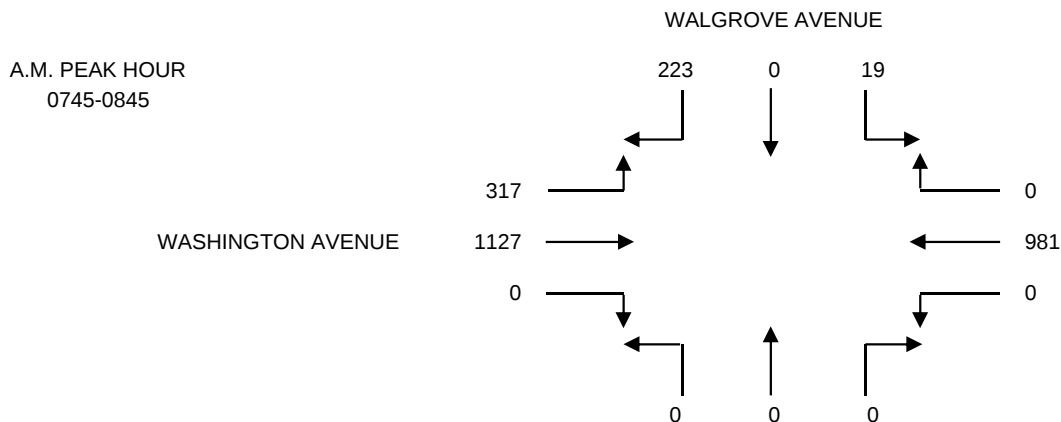
THE TRAFFIC SOLUTION  
 329 DIAMOND STREET  
 ARCADIA, CALIFORNIA 91005  
 PH: 626-446-7978  
 FAX: 626-446-2877

# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.  
 PROJECT: 12803 WASHINGTON BOULEVARD MIXED-USE (CULVER CITY)  
 DATE: THURSDAY, OCTOBER 22, 2015  
 PERIOD: 07:00 AM TO 10:00 AM  
 INTERSECTION N/S WALGROVE AVENUE  
 E/W WASHINGTON AVENUE  
 FILE NUMBER: 6 AM

| 15 MINUTE TOTALS | 1<br>SBRT | 2<br>SBTH | 3<br>SBLT | 4<br>WBRT | 5<br>WBTH | 6<br>WBLT | 7<br>NBRT | 8<br>NBTH | 9<br>NBLT | 10<br>EBRT | 11<br>EBTH | 12<br>EBLT |
|------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|
| 0700-0715        | 20        | 0         | 2         | 0         | 144       | 0         | 0         | 0         | 0         | 0          | 168        | 75         |
| 0715-0730        | 27        | 0         | 3         | 0         | 180       | 0         | 0         | 0         | 0         | 0          | 197        | 93         |
| 0730-0745        | 34        | 0         | 2         | 0         | 228       | 0         | 0         | 0         | 0         | 0          | 239        | 109        |
| 0745-0800        | 42        | 0         | 5         | 0         | 253       | 0         | 0         | 0         | 0         | 0          | 278        | 75         |
| 0800-0815        | 65        | 0         | 3         | 0         | 235       | 0         | 0         | 0         | 0         | 0          | 294        | 98         |
| 0815-0830        | 57        | 0         | 4         | 0         | 231       | 0         | 0         | 0         | 0         | 0          | 258        | 76         |
| 0830-0845        | 59        | 0         | 7         | 0         | 262       | 0         | 0         | 0         | 0         | 0          | 297        | 68         |
| 0845-0900        | 58        | 0         | 8         | 0         | 247       | 0         | 0         | 0         | 0         | 0          | 252        | 80         |
| 0900-0915        | 54        | 0         | 4         | 0         | 260       | 0         | 0         | 0         | 0         | 0          | 273        | 76         |
| 0915-0930        | 48        | 0         | 8         | 0         | 234       | 0         | 0         | 0         | 0         | 0          | 257        | 59         |
| 0930-0945        | 44        | 0         | 5         | 0         | 248       | 0         | 0         | 0         | 0         | 0          | 230        | 83         |
| 0945-1000        | 46        | 0         | 5         | 0         | 285       | 0         | 0         | 0         | 0         | 0          | 217        | 85         |

| 1 HOUR TOTALS | 1<br>SBRT | 2<br>SBTH | 3<br>SBLT | 4<br>WBRT | 5<br>WBTH | 6<br>WBLT | 7<br>NBRT | 8<br>NBTH | 9<br>NBLT | 10<br>EBRT | 11<br>EBTH | 12<br>EBLT | TOTALS |
|---------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|--------|
| 0700-0800     | 123       | 0         | 12        | 0         | 805       | 0         | 0         | 0         | 0         | 0          | 882        | 352        | 2174   |
| 0715-0815     | 168       | 0         | 13        | 0         | 896       | 0         | 0         | 0         | 0         | 0          | 1008       | 375        | 2460   |
| 0730-0830     | 198       | 0         | 14        | 0         | 947       | 0         | 0         | 0         | 0         | 0          | 1069       | 358        | 2586   |
| 0745-0845     | 223       | 0         | 19        | 0         | 981       | 0         | 0         | 0         | 0         | 0          | 1127       | 317        | 2667   |
| 0800-0900     | 239       | 0         | 22        | 0         | 975       | 0         | 0         | 0         | 0         | 0          | 1101       | 322        | 2659   |
| 0815-0915     | 228       | 0         | 23        | 0         | 1000      | 0         | 0         | 0         | 0         | 0          | 1080       | 300        | 2631   |
| 0830-0930     | 219       | 0         | 27        | 0         | 1003      | 0         | 0         | 0         | 0         | 0          | 1079       | 283        | 2611   |
| 0845-0945     | 204       | 0         | 25        | 0         | 989       | 0         | 0         | 0         | 0         | 0          | 1012       | 298        | 2528   |
| 0900-1000     | 192       | 0         | 22        | 0         | 1027      | 0         | 0         | 0         | 0         | 0          | 977        | 303        | 2521   |



DATA PROVIDED BY:

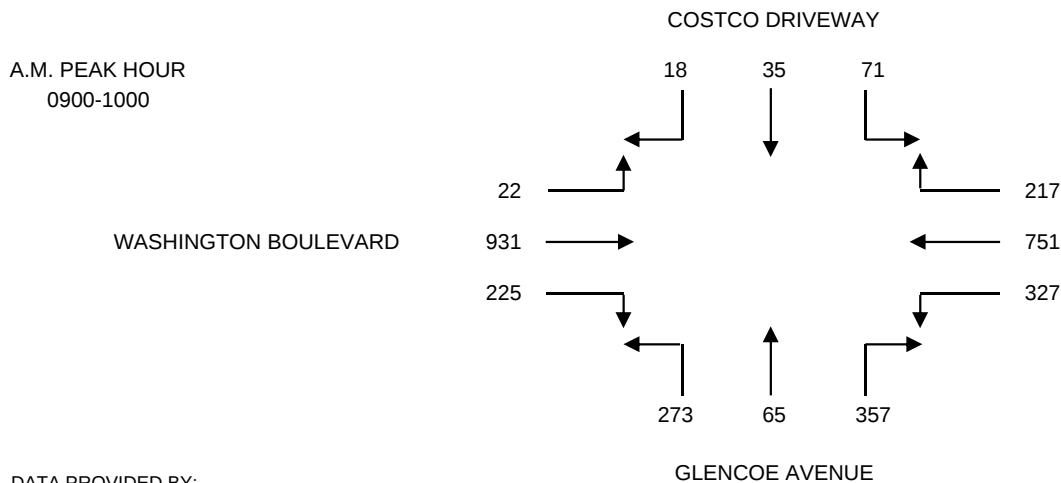
THE TRAFFIC SOLUTION  
 329 DIAMOND STREET  
 ARCADIA, CALIFORNIA 91005  
 PH: 626-446-7978  
 FAX: 626-446-2877

# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.  
 PROJECT: 12803 WASHINGTON BOULEVARD MIXED-USE (CULVER CITY)  
 DATE: THURSDAY, OCTOBER 22, 2015  
 PERIOD: 07:00 AM TO 10:00 AM  
 INTERSECTION N/S GLENCOE AVENUE/COSTCO DRIVEWAY  
 E/W WASHINGTON BOULEVARD  
 FILE NUMBER: 7 AM

| 15 MINUTE TOTALS | 1<br>SBRT | 2<br>SBTH | 3<br>SBLT | 4<br>WBRT | 5<br>WBTH | 6<br>WBLT | 7<br>NBRT | 8<br>NBTH | 9<br>NBLT | 10<br>EBRT | 11<br>EBTH | 12<br>EBLT |
|------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|
| 0700-0715        | 3         | 12        | 25        | 27        | 145       | 30        | 51        | 18        | 24        | 22         | 157        | 1          |
| 0715-0730        | 2         | 12        | 21        | 23        | 176       | 28        | 71        | 11        | 33        | 20         | 182        | 1          |
| 0730-0745        | 2         | 10        | 20        | 26        | 188       | 42        | 92        | 10        | 59        | 18         | 213        | 0          |
| 0745-0800        | 2         | 7         | 26        | 26        | 201       | 55        | 94        | 11        | 57        | 18         | 242        | 4          |
| 0800-0815        | 1         | 7         | 23        | 32        | 217       | 75        | 75        | 11        | 75        | 20         | 249        | 2          |
| 0815-0830        | 1         | 5         | 20        | 40        | 202       | 76        | 92        | 16        | 93        | 34         | 240        | 2          |
| 0830-0845        | 2         | 9         | 23        | 46        | 193       | 70        | 105       | 16        | 73        | 39         | 245        | 3          |
| 0845-0900        | 2         | 7         | 22        | 38        | 180       | 98        | 118       | 10        | 50        | 45         | 233        | 4          |
| 0900-0915        | 4         | 9         | 18        | 30        | 186       | 82        | 91        | 10        | 71        | 57         | 241        | 5          |
| 0915-0930        | 5         | 8         | 18        | 39        | 195       | 90        | 83        | 14        | 55        | 67         | 232        | 3          |
| 0930-0945        | 3         | 9         | 18        | 56        | 187       | 75        | 95        | 17        | 63        | 58         | 230        | 5          |
| 0945-1000        | 6         | 9         | 17        | 92        | 183       | 80        | 88        | 24        | 84        | 43         | 228        | 9          |

| 1 HOUR TOTALS | 1<br>SBRT | 2<br>SBTH | 3<br>SBLT | 4<br>WBRT | 5<br>WBTH | 6<br>WBLT | 7<br>NBRT | 8<br>NBTH | 9<br>NBLT | 10<br>EBRT | 11<br>EBTH | 12<br>EBLT | TOTALS |
|---------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|--------|
| 0700-0800     | 9         | 41        | 92        | 102       | 710       | 155       | 308       | 50        | 173       | 78         | 794        | 6          | 2518   |
| 0715-0815     | 7         | 36        | 90        | 107       | 782       | 200       | 332       | 43        | 224       | 76         | 886        | 7          | 2790   |
| 0730-0830     | 6         | 29        | 89        | 124       | 808       | 248       | 353       | 48        | 284       | 90         | 944        | 8          | 3031   |
| 0745-0845     | 6         | 28        | 92        | 144       | 813       | 276       | 366       | 54        | 298       | 111        | 976        | 11         | 3175   |
| 0800-0900     | 6         | 28        | 88        | 156       | 792       | 319       | 390       | 53        | 291       | 138        | 967        | 11         | 3239   |
| 0815-0915     | 9         | 30        | 83        | 154       | 761       | 326       | 406       | 52        | 287       | 175        | 959        | 14         | 3256   |
| 0830-0930     | 13        | 33        | 81        | 153       | 754       | 340       | 397       | 50        | 249       | 208        | 951        | 15         | 3244   |
| 0845-0945     | 14        | 33        | 76        | 163       | 748       | 345       | 387       | 51        | 239       | 227        | 936        | 17         | 3236   |
| 0900-1000     | 18        | 35        | 71        | 217       | 751       | 327       | 357       | 65        | 273       | 225        | 931        | 22         | 3292   |



DATA PROVIDED BY:

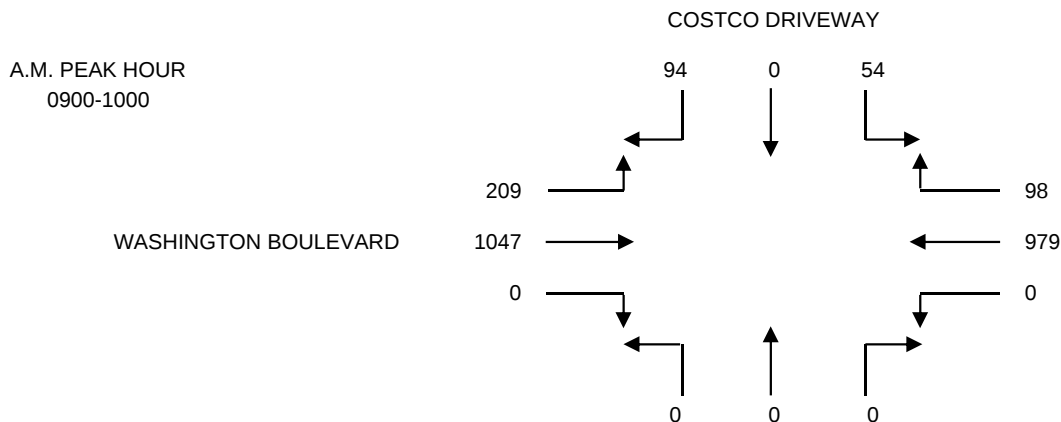
THE TRAFFIC SOLUTION  
 329 DIAMOND STREET  
 ARCADIA, CALIFORNIA 91005  
 PH: 626-446-7978  
 FAX: 626-446-2877

# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.  
 PROJECT: 12803 WASHINGTON BOULEVARD MIXED-USE (CULVER CITY)  
 DATE: THURSDAY, OCTOBER 22, 2015  
 PERIOD: 07:00 AM TO 10:00 AM  
 INTERSECTION N/S COSTCO DRIVEWAY  
 E/W WASHINGTON BOULEVARD  
 FILE NUMBER: 8 AM

| 15 MINUTE TOTALS | 1<br>SBRT | 2<br>SBTH | 3<br>SBLT | 4<br>WBRT | 5<br>WBTH | 6<br>WBLT | 7<br>NBRT | 8<br>NBTH | 9<br>NBLT | 10<br>EBRT | 11<br>EBTH | 12<br>EBLT |
|------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|
| 0700-0715        | 10        | 0         | 6         | 7         | 158       | 0         | 0         | 0         | 0         | 0          | 141        | 28         |
| 0715-0730        | 12        | 0         | 7         | 9         | 198       | 0         | 0         | 0         | 0         | 0          | 175        | 29         |
| 0730-0745        | 14        | 0         | 6         | 10        | 216       | 0         | 0         | 0         | 0         | 0          | 228        | 30         |
| 0745-0800        | 17        | 0         | 5         | 19        | 232       | 0         | 0         | 0         | 0         | 0          | 251        | 29         |
| 0800-0815        | 21        | 0         | 7         | 10        | 304       | 0         | 0         | 0         | 0         | 0          | 251        | 33         |
| 0815-0830        | 18        | 0         | 8         | 16        | 289       | 0         | 0         | 0         | 0         | 0          | 256        | 29         |
| 0830-0845        | 25        | 0         | 12        | 11        | 282       | 0         | 0         | 0         | 0         | 0          | 289        | 27         |
| 0845-0900        | 21        | 0         | 12        | 10        | 250       | 0         | 0         | 0         | 0         | 0          | 268        | 31         |
| 0900-0915        | 28        | 0         | 8         | 18        | 255       | 0         | 0         | 0         | 0         | 0          | 267        | 32         |
| 0915-0930        | 26        | 0         | 14        | 29        | 230       | 0         | 0         | 0         | 0         | 0          | 250        | 32         |
| 0930-0945        | 20        | 0         | 17        | 22        | 258       | 0         | 0         | 0         | 0         | 0          | 271        | 68         |
| 0945-1000        | 20        | 0         | 15        | 29        | 236       | 0         | 0         | 0         | 0         | 0          | 259        | 77         |

| 1 HOUR TOTALS | 1<br>SBRT | 2<br>SBTH | 3<br>SBLT | 4<br>WBRT | 5<br>WBTH | 6<br>WBLT | 7<br>NBRT | 8<br>NBTH | 9<br>NBLT | 10<br>EBRT | 11<br>EBTH | 12<br>EBLT | TOTALS |
|---------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|--------|
| 0700-0800     | 53        | 0         | 24        | 45        | 804       | 0         | 0         | 0         | 0         | 0          | 795        | 116        | 1837   |
| 0715-0815     | 64        | 0         | 25        | 48        | 950       | 0         | 0         | 0         | 0         | 0          | 905        | 121        | 2113   |
| 0730-0830     | 70        | 0         | 26        | 55        | 1041      | 0         | 0         | 0         | 0         | 0          | 986        | 121        | 2299   |
| 0745-0845     | 81        | 0         | 32        | 56        | 1107      | 0         | 0         | 0         | 0         | 0          | 1047       | 118        | 2441   |
| 0800-0900     | 85        | 0         | 39        | 47        | 1125      | 0         | 0         | 0         | 0         | 0          | 1064       | 120        | 2480   |
| 0815-0915     | 92        | 0         | 40        | 55        | 1076      | 0         | 0         | 0         | 0         | 0          | 1080       | 119        | 2462   |
| 0830-0930     | 100       | 0         | 46        | 68        | 1017      | 0         | 0         | 0         | 0         | 0          | 1074       | 122        | 2427   |
| 0845-0945     | 95        | 0         | 51        | 79        | 993       | 0         | 0         | 0         | 0         | 0          | 1056       | 163        | 2437   |
| 0900-1000     | 94        | 0         | 54        | 98        | 979       | 0         | 0         | 0         | 0         | 0          | 1047       | 209        | 2481   |



DATA PROVIDED BY:

THE TRAFFIC SOLUTION  
 329 DIAMOND STREET  
 ARCADIA, CALIFORNIA 91005  
 PH: 626-446-7978  
 FAX: 626-446-2877

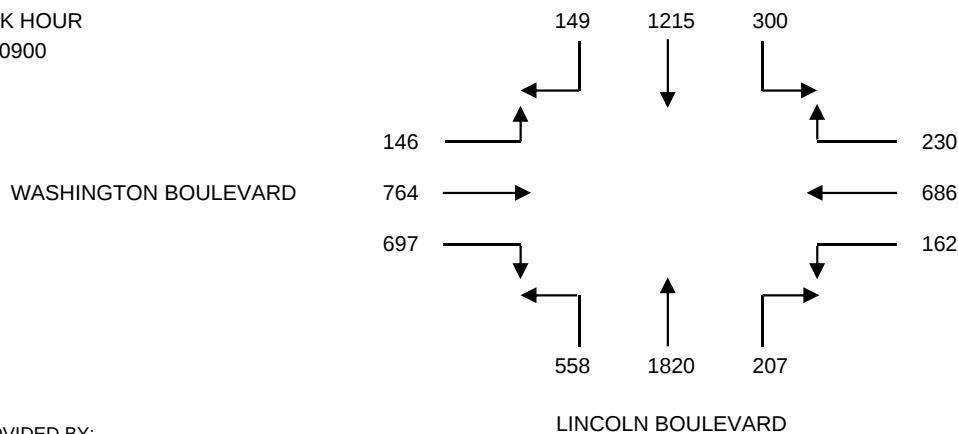
# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.  
 PROJECT: 12803 WASHINGTON BOULEVARD MIXED-USE (CULVER CITY)  
 DATE: THURSDAY, OCTOBER 22, 2015  
 PERIOD: 07:00 AM TO 10:00 AM  
 INTERSECTION N/S LINCOLN BOULEVARD  
 E/W WASHINGTON BOULEVARD  
 FILE NUMBER: 9 AM

| 15 MINUTE TOTALS | 1<br>SBRT | 2<br>SBTH | 3<br>SBLT | 4<br>WBRT | 5<br>WBTH | 6<br>WBLT | 7<br>NBRT | 8<br>NBTH | 9<br>NBLT | 10<br>EBRT | 11<br>EBTH | 12<br>EBLT |
|------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|
| 0700-0715        | 21        | 134       | 29        | 34        | 92        | 21        | 23        | 314       | 64        | 80         | 130        | 19         |
| 0715-0730        | 25        | 170       | 33        | 37        | 130       | 30        | 40        | 406       | 89        | 108        | 145        | 27         |
| 0730-0745        | 30        | 211       | 39        | 42        | 150       | 27        | 38        | 452       | 121       | 137        | 192        | 25         |
| 0745-0800        | 27        | 247       | 50        | 64        | 167       | 33        | 41        | 495       | 133       | 162        | 194        | 30         |
| 0800-0815        | 32        | 270       | 71        | 52        | 173       | 40        | 50        | 487       | 139       | 191        | 192        | 37         |
| 0815-0830        | 40        | 300       | 77        | 67        | 165       | 45        | 46        | 470       | 143       | 170        | 187        | 40         |
| 0830-0845        | 35        | 324       | 72        | 60        | 171       | 37        | 54        | 445       | 139       | 174        | 211        | 38         |
| 0845-0900        | 42        | 321       | 80        | 51        | 177       | 40        | 57        | 418       | 137       | 162        | 174        | 31         |
| 0900-0915        | 47        | 343       | 85        | 49        | 155       | 50        | 59        | 405       | 141       | 167        | 180        | 38         |
| 0915-0930        | 37        | 310       | 75        | 45        | 170       | 47        | 49        | 378       | 151       | 145        | 186        | 41         |
| 0930-0945        | 32        | 334       | 83        | 48        | 167       | 34        | 51        | 400       | 140       | 132        | 191        | 35         |
| 0945-1000        | 30        | 297       | 78        | 50        | 153       | 34        | 55        | 394       | 133       | 149        | 181        | 41         |

| 1 HOUR TOTALS | 1<br>SBRT | 2<br>SBTH | 3<br>SBLT | 4<br>WBRT | 5<br>WBTH | 6<br>WBLT | 7<br>NBRT | 8<br>NBTH | 9<br>NBLT | 10<br>EBRT | 11<br>EBTH | 12<br>EBLT | TOTALS |
|---------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|--------|
| 0700-0800     | 103       | 762       | 151       | 177       | 539       | 111       | 142       | 1667      | 407       | 487        | 661        | 101        | 5308   |
| 0715-0815     | 114       | 898       | 193       | 195       | 620       | 130       | 169       | 1840      | 482       | 598        | 723        | 119        | 6081   |
| 0730-0830     | 129       | 1028      | 237       | 225       | 655       | 145       | 175       | 1904      | 536       | 660        | 765        | 132        | 6591   |
| 0745-0845     | 134       | 1141      | 270       | 243       | 676       | 155       | 191       | 1897      | 554       | 697        | 784        | 145        | 6887   |
| 0800-0900     | 149       | 1215      | 300       | 230       | 686       | 162       | 207       | 1820      | 558       | 697        | 764        | 146        | 6934   |
| 0815-0915     | 164       | 1288      | 314       | 227       | 668       | 172       | 216       | 1738      | 560       | 673        | 752        | 147        | 6919   |
| 0830-0930     | 161       | 1298      | 312       | 205       | 673       | 174       | 219       | 1646      | 568       | 648        | 751        | 148        | 6803   |
| 0845-0945     | 158       | 1308      | 323       | 193       | 669       | 171       | 216       | 1601      | 569       | 606        | 731        | 145        | 6690   |
| 0900-1000     | 146       | 1284      | 321       | 192       | 645       | 165       | 214       | 1577      | 565       | 593        | 738        | 155        | 6595   |

A.M. PEAK HOUR  
0800-0900



DATA PROVIDED BY:

THE TRAFFIC SOLUTION  
 329 DIAMOND STREET  
 ARCADIA, CALIFORNIA 91005  
 PH: 626-446-7978  
 FAX: 626-446-2877

**PM Peak Hour**

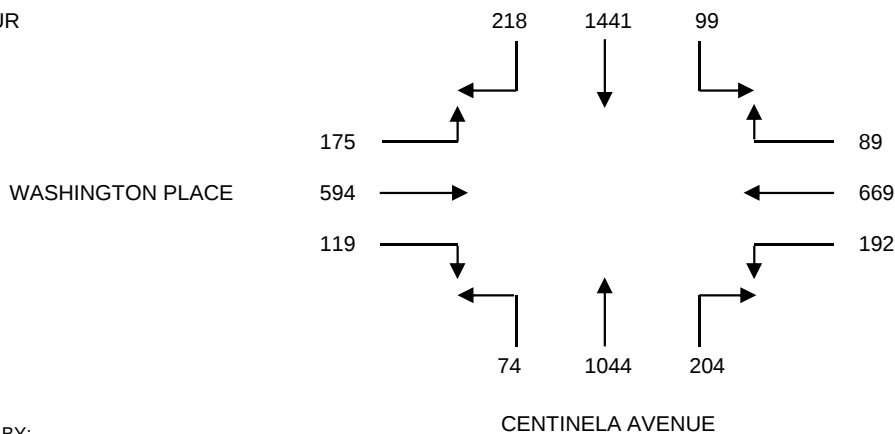
# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.  
 PROJECT: 12803 WASHINGTON BOULEVARD MIXED-USE (CULVER CITY)  
 DATE: TUESDAY, OCTOBER 27, 2015  
 PERIOD: 03:00 PM TO 06:00 PM  
 INTERSECTION N/S CENTINELA AVENUE  
 E/W WASHINGTON PLACE  
 FILE NUMBER: 1 PM

| 15 MINUTE TOTALS | 1<br>SBRT | 2<br>SBTH | 3<br>SBLT | 4<br>WBRT | 5<br>WBTH | 6<br>WBLT | 7<br>NBRT | 8<br>NBTH | 9<br>NBLT | 10<br>EBRT | 11<br>EBTH | 12<br>EBLT |
|------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|
| 0300-0315        | 26        | 254       | 23        | 39        | 125       | 39        | 47        | 221       | 17        | 21         | 130        | 38         |
| 0315-0330        | 30        | 270       | 24        | 44        | 131       | 49        | 39        | 246       | 20        | 22         | 137        | 45         |
| 0330-0345        | 32        | 275       | 22        | 38        | 141       | 54        | 41        | 243       | 21        | 26         | 149        | 42         |
| 0345-0400        | 32        | 304       | 23        | 30        | 148       | 56        | 40        | 260       | 23        | 28         | 124        | 48         |
| 0400-0415        | 37        | 286       | 24        | 27        | 150       | 41        | 47        | 256       | 21        | 25         | 142        | 50         |
| 0415-0430        | 46        | 323       | 24        | 26        | 163       | 43        | 49        | 289       | 23        | 26         | 157        | 44         |
| 0430-0445        | 48        | 342       | 17        | 23        | 156       | 40        | 44        | 270       | 15        | 26         | 144        | 53         |
| 0445-0500        | 51        | 415       | 26        | 20        | 155       | 42        | 48        | 256       | 17        | 28         | 148        | 40         |
| 0500-0515        | 55        | 364       | 29        | 24        | 164       | 51        | 51        | 260       | 15        | 32         | 145        | 48         |
| 0515-0530        | 55        | 342       | 24        | 26        | 174       | 56        | 49        | 277       | 19        | 29         | 151        | 46         |
| 0530-0545        | 57        | 320       | 20        | 19        | 176       | 43        | 56        | 251       | 23        | 30         | 150        | 41         |
| 0545-0600        | 53        | 321       | 27        | 19        | 171       | 42        | 59        | 257       | 19        | 28         | 156        | 39         |

| 1 HOUR TOTALS | 1<br>SBRT | 2<br>SBTH | 3<br>SBLT | 4<br>WBRT | 5<br>WBTH | 6<br>WBLT | 7<br>NBRT | 8<br>NBTH | 9<br>NBLT | 10<br>EBRT | 11<br>EBTH | 12<br>EBLT | TOTALS |
|---------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|--------|
| 0300-0315     | 120       | 1103      | 92        | 151       | 545       | 198       | 167       | 970       | 81        | 97         | 540        | 173        | 4237   |
| 0315-0415     | 131       | 1135      | 93        | 139       | 570       | 200       | 167       | 1005      | 85        | 101        | 552        | 185        | 4363   |
| 0330-0430     | 147       | 1188      | 93        | 121       | 602       | 194       | 177       | 1048      | 88        | 105        | 572        | 184        | 4519   |
| 0345-0445     | 163       | 1255      | 88        | 106       | 617       | 180       | 180       | 1075      | 82        | 105        | 567        | 195        | 4613   |
| 0400-0500     | 182       | 1366      | 91        | 96        | 624       | 166       | 188       | 1071      | 76        | 105        | 591        | 187        | 4743   |
| 0415-0515     | 200       | 1444      | 96        | 93        | 638       | 176       | 192       | 1075      | 70        | 112        | 594        | 185        | 4875   |
| 0430-0530     | 209       | 1463      | 96        | 93        | 649       | 189       | 192       | 1063      | 66        | 115        | 588        | 187        | 4910   |
| 0445-0545     | 218       | 1441      | 99        | 89        | 669       | 192       | 204       | 1044      | 74        | 119        | 594        | 175        | 4918   |
| 0500-0600     | 220       | 1347      | 100       | 88        | 685       | 192       | 215       | 1045      | 76        | 119        | 602        | 174        | 4863   |

P.M. PEAK HOUR  
0445-0545



DATA PROVIDED BY:

THE TRAFFIC SOLUTION  
 329 DIAMOND STREET  
 ARCADIA, CALIFORNIA 91005  
 PH: 626-446-7978  
 FAX: 626-446-2877

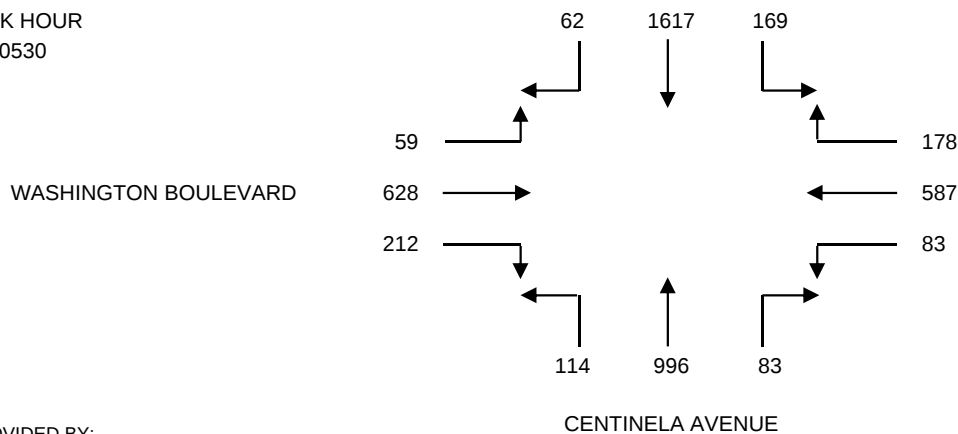
# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.  
 PROJECT: 12803 WASHINGTON BOULEVARD MIXED-USE (CULVER CITY)  
 DATE: TUESDAY, OCTOBER 27, 2015  
 PERIOD: 03:00 PM TO 06:00 PM  
 INTERSECTION N/S CENTINELA AVENUE  
 E/W WASHINGTON BOULEVARD  
 FILE NUMBER: 2 PM

| 15 MINUTE TOTALS | 1<br>SBRT | 2<br>SBTH | 3<br>SBLT | 4<br>WBRT | 5<br>WBTH | 6<br>WBLT | 7<br>NBRT | 8<br>NBTH | 9<br>NBLT | 10<br>EBRT | 11<br>EBTH | 12<br>EBLT |
|------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|
| 0300-0315        | 20        | 309       | 31        | 43        | 127       | 26        | 31        | 168       | 29        | 32         | 141        | 20         |
| 0315-0330        | 15        | 291       | 27        | 31        | 129       | 20        | 21        | 202       | 26        | 33         | 149        | 18         |
| 0330-0345        | 21        | 350       | 39        | 43        | 145       | 21        | 22        | 235       | 30        | 41         | 157        | 15         |
| 0345-0400        | 17        | 300       | 34        | 41        | 132       | 16        | 14        | 274       | 31        | 45         | 147        | 16         |
| 0400-0415        | 15        | 366       | 29        | 33        | 125       | 25        | 16        | 231       | 31        | 52         | 151        | 16         |
| 0415-0430        | 10        | 367       | 28        | 37        | 120       | 16        | 18        | 284       | 20        | 50         | 148        | 19         |
| 0430-0445        | 15        | 406       | 44        | 34        | 128       | 18        | 25        | 267       | 23        | 55         | 160        | 15         |
| 0445-0500        | 15        | 411       | 52        | 50        | 152       | 21        | 22        | 265       | 31        | 54         | 155        | 13         |
| 0500-0515        | 12        | 415       | 36        | 53        | 160       | 25        | 21        | 239       | 34        | 52         | 155        | 18         |
| 0515-0530        | 20        | 385       | 37        | 41        | 147       | 19        | 15        | 225       | 26        | 51         | 158        | 13         |
| 0530-0545        | 21        | 357       | 36        | 33        | 131       | 20        | 16        | 240       | 20        | 43         | 140        | 18         |
| 0545-0600        | 24        | 344       | 46        | 56        | 135       | 33        | 22        | 253       | 21        | 49         | 173        | 25         |

| 1 HOUR TOTALS | 1<br>SBRT | 2<br>SBTH | 3<br>SBLT | 4<br>WBRT | 5<br>WBTH | 6<br>WBLT | 7<br>NBRT | 8<br>NBTH | 9<br>NBLT | 10<br>EBRT | 11<br>EBTH | 12<br>EBLT | TOTALS |
|---------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|--------|
| 0300-0315     | 73        | 1250      | 131       | 158       | 533       | 83        | 88        | 879       | 116       | 151        | 594        | 69         | 4125   |
| 0315-0415     | 68        | 1307      | 129       | 148       | 531       | 82        | 73        | 942       | 118       | 171        | 604        | 65         | 4238   |
| 0330-0430     | 63        | 1383      | 130       | 154       | 522       | 78        | 70        | 1024      | 112       | 188        | 603        | 66         | 4393   |
| 0345-0445     | 57        | 1439      | 135       | 145       | 505       | 75        | 73        | 1056      | 105       | 202        | 606        | 66         | 4464   |
| 0400-0500     | 55        | 1550      | 153       | 154       | 525       | 80        | 81        | 1047      | 105       | 211        | 614        | 63         | 4638   |
| 0415-0515     | 52        | 1599      | 160       | 174       | 560       | 80        | 86        | 1055      | 108       | 211        | 618        | 65         | 4768   |
| 0430-0530     | 62        | 1617      | 169       | 178       | 587       | 83        | 83        | 996       | 114       | 212        | 628        | 59         | 4788   |
| 0445-0545     | 68        | 1568      | 161       | 177       | 590       | 85        | 74        | 969       | 111       | 200        | 608        | 62         | 4673   |
| 0500-0600     | 77        | 1501      | 155       | 183       | 573       | 97        | 74        | 957       | 101       | 195        | 626        | 74         | 4613   |

P.M. PEAK HOUR  
0430-0530



DATA PROVIDED BY:

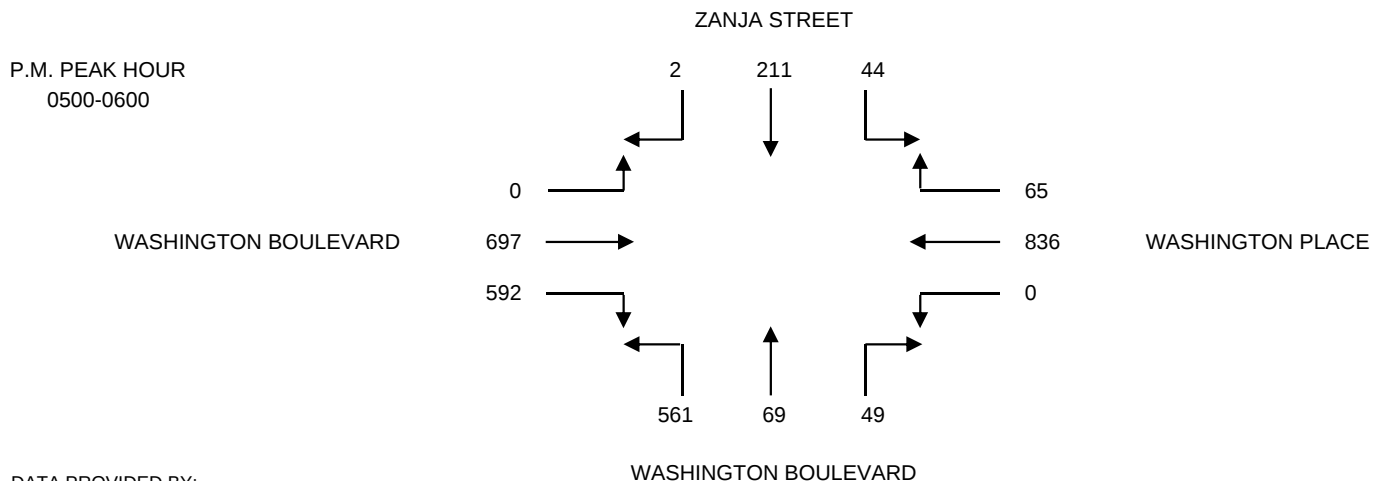
THE TRAFFIC SOLUTION  
 329 DIAMOND STREET  
 ARCADIA, CALIFORNIA 91005  
 PH: 626-446-7978  
 FAX: 626-446-2877

# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.  
 PROJECT: 12803 WASHINGTON BOULEVARD MIXED-USE (CULVER CITY)  
 DATE: TUESDAY, OCTOBER 27, 2015  
 PERIOD: 03:00 PM TO 06:00 PM  
 INTERSECTION N/S WASHINGTON BOULEVARD/ZANJA STREET  
 E/W WASHINGTON BOULEVARD/WASHINGTON PLACE  
 FILE NUMBER: 3 PM

| 15 MINUTE TOTALS | 1<br>SBRT | 2<br>SBTH | 3<br>SBLT | 4<br>WBRT | 5<br>WBTH | 6<br>WBLT | 7<br>NBRT | 8<br>NBTH | 9<br>NBLT | 10<br>EBRT | 11<br>EBTH | 12<br>EBLT |
|------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|
| 0300-0315        | 3         | 46        | 11        | 18        | 138       | 0         | 10        | 32        | 131       | 138        | 147        | 0          |
| 0315-0330        | 2         | 56        | 12        | 17        | 147       | 0         | 9         | 20        | 154       | 129        | 152        | 0          |
| 0330-0345        | 3         | 46        | 9         | 14        | 151       | 0         | 8         | 21        | 124       | 130        | 158        | 0          |
| 0345-0400        | 1         | 53        | 14        | 8         | 164       | 0         | 7         | 15        | 113       | 128        | 169        | 0          |
| 0400-0415        | 3         | 53        | 10        | 15        | 160       | 0         | 13        | 19        | 137       | 131        | 181        | 0          |
| 0415-0430        | 1         | 50        | 12        | 10        | 198       | 0         | 10        | 18        | 122       | 144        | 162        | 0          |
| 0430-0445        | 0         | 54        | 10        | 12        | 163       | 0         | 7         | 16        | 137       | 146        | 188        | 0          |
| 0445-0500        | 2         | 52        | 15        | 11        | 182       | 0         | 11        | 23        | 164       | 142        | 161        | 0          |
| 0500-0515        | 1         | 49        | 12        | 18        | 208       | 0         | 12        | 15        | 130       | 145        | 186        | 0          |
| 0515-0530        | 1         | 50        | 14        | 18        | 201       | 0         | 12        | 13        | 157       | 161        | 179        | 0          |
| 0530-0545        | 0         | 62        | 9         | 11        | 205       | 0         | 14        | 18        | 131       | 145        | 167        | 0          |
| 0545-0600        | 0         | 50        | 9         | 18        | 222       | 0         | 11        | 23        | 143       | 141        | 165        | 0          |

| 1 HOUR TOTALS | 1<br>SBRT | 2<br>SBTH | 3<br>SBLT | 4<br>WBRT | 5<br>WBTH | 6<br>WBLT | 7<br>NBRT | 8<br>NBTH | 9<br>NBLT | 10<br>EBRT | 11<br>EBTH | 12<br>EBLT | TOTALS |
|---------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|--------|
| 0300-0315     | 9         | 201       | 46        | 57        | 600       | 0         | 34        | 88        | 522       | 525        | 626        | 0          | 2708   |
| 0315-0415     | 9         | 208       | 45        | 54        | 622       | 0         | 37        | 75        | 528       | 518        | 660        | 0          | 2756   |
| 0330-0430     | 8         | 202       | 45        | 47        | 673       | 0         | 38        | 73        | 496       | 533        | 670        | 0          | 2785   |
| 0345-0445     | 5         | 210       | 46        | 45        | 685       | 0         | 37        | 68        | 509       | 549        | 700        | 0          | 2854   |
| 0400-0500     | 6         | 209       | 47        | 48        | 703       | 0         | 41        | 76        | 560       | 563        | 692        | 0          | 2945   |
| 0415-0515     | 4         | 205       | 49        | 51        | 751       | 0         | 40        | 72        | 553       | 577        | 697        | 0          | 2999   |
| 0430-0530     | 4         | 205       | 51        | 59        | 754       | 0         | 42        | 67        | 588       | 594        | 714        | 0          | 3078   |
| 0445-0545     | 4         | 213       | 50        | 58        | 796       | 0         | 49        | 69        | 582       | 593        | 693        | 0          | 3107   |
| 0500-0600     | 2         | 211       | 44        | 65        | 836       | 0         | 49        | 69        | 561       | 592        | 697        | 0          | 3126   |



DATA PROVIDED BY:

THE TRAFFIC SOLUTION  
 329 DIAMOND STREET  
 ARCADIA, CALIFORNIA 91005  
 PH: 626-446-7978  
 FAX: 626-446-2877

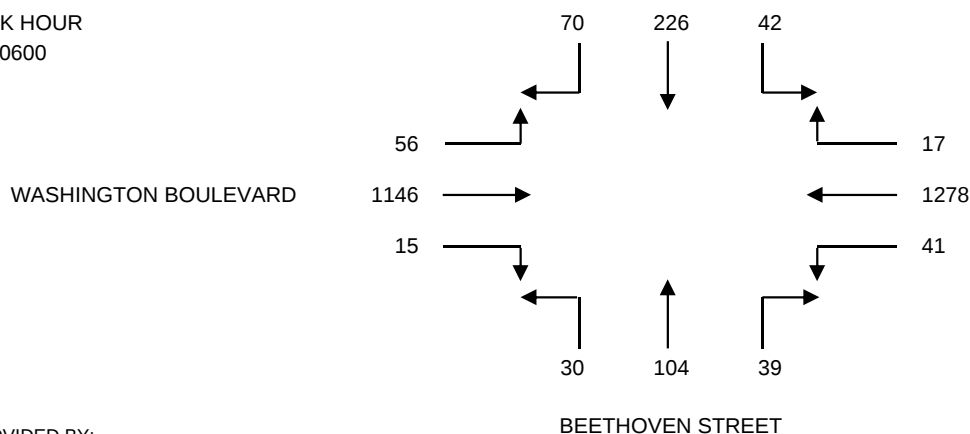
# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.  
 PROJECT: 12803 WASHINGTON BOULEVARD MIXED-USE (CULVER CITY)  
 DATE: TUESDAY, OCTOBER 27, 2015  
 PERIOD: 03:00 PM TO 06:00 PM  
 INTERSECTION N/S BEETHOVEN STREET  
 E/W WASHINGTON BOULEVARD  
 FILE NUMBER: 4 PM

| 15 MINUTE TOTALS | 1<br>SBRT | 2<br>SBTH | 3<br>SBLT | 4<br>WBRT | 5<br>WBTH | 6<br>WBLT | 7<br>NBRT | 8<br>NBTH | 9<br>NBLT | 10<br>EBRT | 11<br>EBTH | 12<br>EBLT |
|------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|
| 0300-0315        | 17        | 62        | 7         | 5         | 250       | 7         | 7         | 15        | 6         | 3          | 238        | 11         |
| 0315-0330        | 24        | 59        | 11        | 4         | 266       | 9         | 8         | 16        | 5         | 4          | 272        | 9          |
| 0330-0345        | 19        | 56        | 9         | 3         | 244       | 10        | 8         | 17        | 7         | 3          | 254        | 10         |
| 0345-0400        | 22        | 60        | 10        | 3         | 250       | 7         | 7         | 21        | 6         | 2          | 282        | 13         |
| 0400-0415        | 29        | 60        | 14        | 3         | 270       | 8         | 6         | 17        | 4         | 3          | 266        | 16         |
| 0415-0430        | 21        | 54        | 8         | 5         | 309       | 8         | 10        | 16        | 7         | 3          | 270        | 11         |
| 0430-0445        | 15        | 60        | 10        | 4         | 242       | 6         | 8         | 17        | 2         | 2          | 315        | 15         |
| 0445-0500        | 19        | 68        | 8         | 8         | 325       | 7         | 10        | 20        | 9         | 2          | 273        | 10         |
| 0500-0515        | 18        | 63        | 10        | 3         | 342       | 8         | 7         | 28        | 9         | 3          | 294        | 16         |
| 0515-0530        | 13        | 64        | 10        | 2         | 315       | 14        | 11        | 20        | 7         | 4          | 286        | 15         |
| 0530-0545        | 22        | 51        | 14        | 5         | 289       | 9         | 8         | 21        | 8         | 3          | 276        | 10         |
| 0545-0600        | 17        | 48        | 8         | 7         | 332       | 10        | 13        | 35        | 6         | 5          | 290        | 15         |

| 1 HOUR TOTALS | 1<br>SBRT | 2<br>SBTH | 3<br>SBLT | 4<br>WBRT | 5<br>WBTH | 6<br>WBLT | 7<br>NBRT | 8<br>NBTH | 9<br>NBLT | 10<br>EBRT | 11<br>EBTH | 12<br>EBLT | TOTALS |
|---------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|--------|
| 0300-0315     | 82        | 237       | 37        | 15        | 1010      | 33        | 30        | 69        | 24        | 12         | 1046       | 43         | 2638   |
| 0315-0415     | 94        | 235       | 44        | 13        | 1030      | 34        | 29        | 71        | 22        | 12         | 1074       | 48         | 2706   |
| 0330-0430     | 91        | 230       | 41        | 14        | 1073      | 33        | 31        | 71        | 24        | 11         | 1072       | 50         | 2741   |
| 0345-0445     | 87        | 234       | 42        | 15        | 1071      | 29        | 31        | 71        | 19        | 10         | 1133       | 55         | 2797   |
| 0400-0500     | 84        | 242       | 40        | 20        | 1146      | 29        | 34        | 70        | 22        | 10         | 1124       | 52         | 2873   |
| 0415-0515     | 73        | 245       | 36        | 20        | 1218      | 29        | 35        | 81        | 27        | 10         | 1152       | 52         | 2978   |
| 0430-0530     | 65        | 255       | 38        | 17        | 1224      | 35        | 36        | 85        | 27        | 11         | 1168       | 56         | 3017   |
| 0445-0545     | 72        | 246       | 42        | 18        | 1271      | 38        | 36        | 89        | 33        | 12         | 1129       | 51         | 3037   |
| 0500-0600     | 70        | 226       | 42        | 17        | 1278      | 41        | 39        | 104       | 30        | 15         | 1146       | 56         | 3064   |

P.M. PEAK HOUR  
0500-0600



DATA PROVIDED BY:

THE TRAFFIC SOLUTION  
 329 DIAMOND STREET  
 ARCADIA, CALIFORNIA 91005  
 PH: 626-446-7978  
 FAX: 626-446-2877

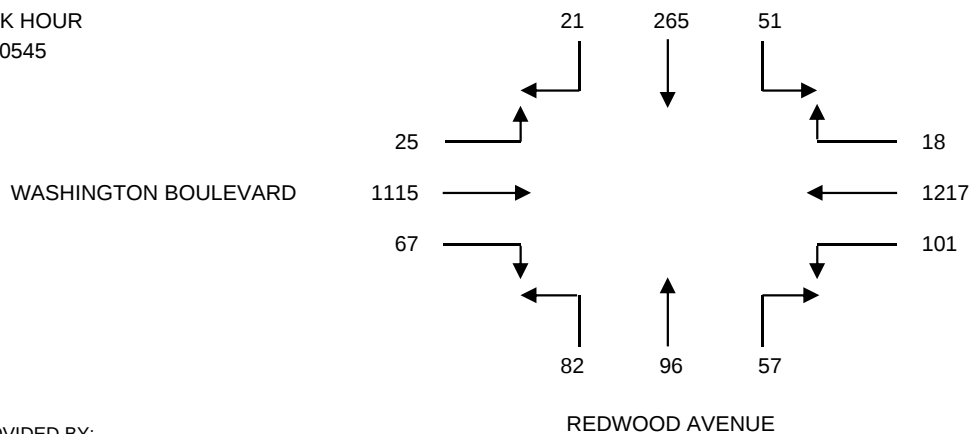
# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.  
 PROJECT: 12803 WASHINGTON BOULEVARD MIXED-USE (CULVER CITY)  
 DATE: THURSDAY, OCTOBER 22, 2015  
 PERIOD: 03:00 PM TO 06:00 PM  
 INTERSECTION N/S REDWOOD AVENUE  
 E/W WASHINGTON BOULEVARD  
 FILE NUMBER: 5 PM

| 15 MINUTE TOTALS | 1<br>SBRT | 2<br>SBTH | 3<br>SBLT | 4<br>WBRT | 5<br>WBTH | 6<br>WBLT | 7<br>NBRT | 8<br>NBTH | 9<br>NBLT | 10<br>EBRT | 11<br>EBTH | 12<br>EBLT |
|------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|
| 0300-0315        | 5         | 45        | 10        | 5         | 260       | 10        | 12        | 15        | 14        | 13         | 238        | 3          |
| 0315-0330        | 4         | 50        | 9         | 5         | 257       | 11        | 16        | 17        | 11        | 16         | 244        | 4          |
| 0330-0345        | 6         | 43        | 11        | 5         | 261       | 9         | 13        | 19        | 9         | 15         | 252        | 6          |
| 0345-0400        | 3         | 37        | 6         | 6         | 250       | 10        | 11        | 14        | 12        | 16         | 248        | 3          |
| 0400-0415        | 7         | 43        | 5         | 7         | 249       | 17        | 18        | 15        | 13        | 19         | 264        | 7          |
| 0415-0430        | 9         | 42        | 9         | 4         | 284       | 12        | 15        | 17        | 10        | 12         | 224        | 2          |
| 0430-0445        | 4         | 54        | 10        | 4         | 268       | 20        | 11        | 21        | 19        | 10         | 284        | 3          |
| 0445-0500        | 6         | 78        | 12        | 4         | 298       | 23        | 16        | 23        | 20        | 15         | 295        | 7          |
| 0500-0515        | 7         | 72        | 15        | 6         | 333       | 31        | 14        | 20        | 26        | 17         | 259        | 5          |
| 0515-0530        | 3         | 51        | 10        | 2         | 254       | 20        | 14        | 23        | 20        | 17         | 268        | 5          |
| 0530-0545        | 5         | 64        | 14        | 6         | 332       | 27        | 13        | 30        | 16        | 18         | 293        | 8          |
| 0545-0600        | 6         | 46        | 14        | 6         | 278       | 39        | 10        | 20        | 20        | 11         | 250        | 5          |

| 1 HOUR TOTALS | 1<br>SBRT | 2<br>SBTH | 3<br>SBLT | 4<br>WBRT | 5<br>WBTH | 6<br>WBLT | 7<br>NBRT | 8<br>NBTH | 9<br>NBLT | 10<br>EBRT | 11<br>EBTH | 12<br>EBLT | TOTALS |
|---------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|--------|
| 0300-0315     | 18        | 175       | 36        | 21        | 1028      | 40        | 52        | 65        | 46        | 60         | 982        | 16         | 2539   |
| 0315-0415     | 20        | 173       | 31        | 23        | 1017      | 47        | 58        | 65        | 45        | 66         | 1008       | 20         | 2573   |
| 0330-0430     | 25        | 165       | 31        | 22        | 1044      | 48        | 57        | 65        | 44        | 62         | 988        | 18         | 2569   |
| 0345-0445     | 23        | 176       | 30        | 21        | 1051      | 59        | 55        | 67        | 54        | 57         | 1020       | 15         | 2628   |
| 0400-0500     | 26        | 217       | 36        | 19        | 1099      | 72        | 60        | 76        | 62        | 56         | 1067       | 19         | 2809   |
| 0415-0515     | 26        | 246       | 46        | 18        | 1183      | 86        | 56        | 81        | 75        | 54         | 1062       | 17         | 2950   |
| 0430-0530     | 20        | 255       | 47        | 16        | 1153      | 94        | 55        | 87        | 85        | 59         | 1106       | 20         | 2997   |
| 0445-0545     | 21        | 265       | 51        | 18        | 1217      | 101       | 57        | 96        | 82        | 67         | 1115       | 25         | 3115   |
| 0500-0600     | 21        | 233       | 53        | 20        | 1197      | 117       | 51        | 93        | 82        | 63         | 1070       | 23         | 3023   |

P.M. PEAK HOUR  
0445-0545



DATA PROVIDED BY:

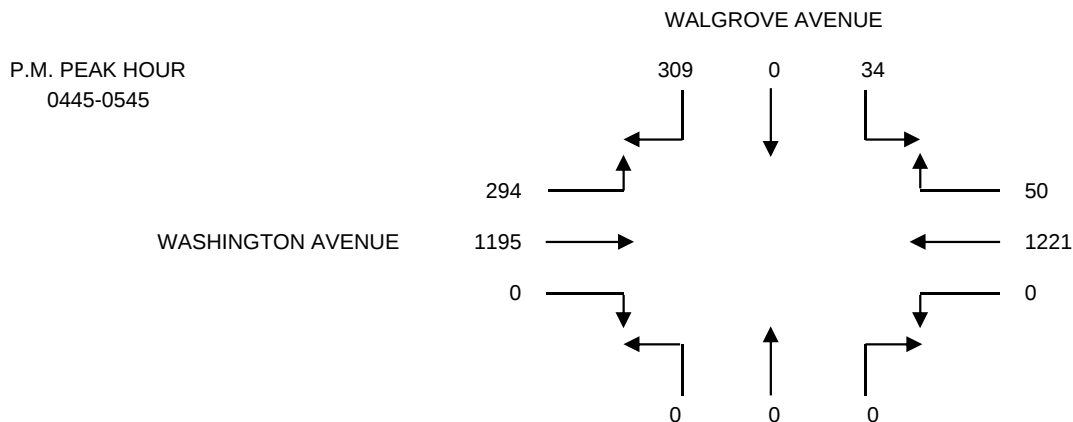
THE TRAFFIC SOLUTION  
 329 DIAMOND STREET  
 ARCADIA, CALIFORNIA 91005  
 PH: 626-446-7978  
 FAX: 626-446-2877

# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.  
 PROJECT: 12803 WASHINGTON BOULEVARD MIXED-USE (CULVER CITY)  
 DATE: THURSDAY, OCTOBER 22, 2015  
 PERIOD: 03:00 PM TO 06:00 PM  
 INTERSECTION N/S WALGROVE AVENUE  
 E/W WASHINGTON AVENUE  
 FILE NUMBER: 6 PM

| 15 MINUTE TOTALS | 1<br>SBRT | 2<br>SBTH | 3<br>SBLT | 4<br>WBRT | 5<br>WBTH | 6<br>WBLT | 7<br>NBRT | 8<br>NBTH | 9<br>NBLT | 10<br>EBRT | 11<br>EBTH | 12<br>EBLT |
|------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|
| 0300-0315        | 85        | 0         | 9         | 12        | 249       | 0         | 0         | 0         | 0         | 0          | 229        | 50         |
| 0315-0330        | 93        | 0         | 11        | 9         | 255       | 0         | 0         | 0         | 0         | 0          | 260        | 66         |
| 0330-0345        | 82        | 0         | 10        | 11        | 281       | 0         | 0         | 0         | 0         | 0          | 291        | 58         |
| 0345-0400        | 80        | 0         | 7         | 12        | 293       | 0         | 0         | 0         | 0         | 0          | 283        | 50         |
| 0400-0415        | 68        | 0         | 8         | 13        | 273       | 0         | 0         | 0         | 0         | 0          | 262        | 65         |
| 0415-0430        | 82        | 0         | 10        | 13        | 269       | 0         | 0         | 0         | 0         | 0          | 240        | 54         |
| 0430-0445        | 89        | 0         | 12        | 12        | 289       | 0         | 0         | 0         | 0         | 0          | 297        | 64         |
| 0445-0500        | 76        | 0         | 8         | 15        | 272       | 0         | 0         | 0         | 0         | 0          | 288        | 72         |
| 0500-0515        | 90        | 0         | 9         | 10        | 347       | 0         | 0         | 0         | 0         | 0          | 290        | 70         |
| 0515-0530        | 73        | 0         | 10        | 15        | 270       | 0         | 0         | 0         | 0         | 0          | 317        | 70         |
| 0530-0545        | 70        | 0         | 7         | 10        | 332       | 0         | 0         | 0         | 0         | 0          | 300        | 82         |
| 0545-0600        | 51        | 0         | 6         | 9         | 273       | 0         | 0         | 0         | 0         | 0          | 260        | 54         |

| 1 HOUR TOTALS | 1<br>SBRT | 2<br>SBTH | 3<br>SBLT | 4<br>WBRT | 5<br>WBTH | 6<br>WBLT | 7<br>NBRT | 8<br>NBTH | 9<br>NBLT | 10<br>EBRT | 11<br>EBTH | 12<br>EBLT | TOTALS |
|---------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|--------|
| 0300-0315     | 340       | 0         | 37        | 44        | 1078      | 0         | 0         | 0         | 0         | 0          | 1063       | 224        | 2786   |
| 0315-0415     | 323       | 0         | 36        | 45        | 1102      | 0         | 0         | 0         | 0         | 0          | 1096       | 239        | 2841   |
| 0330-0430     | 312       | 0         | 35        | 49        | 1116      | 0         | 0         | 0         | 0         | 0          | 1076       | 227        | 2815   |
| 0345-0445     | 319       | 0         | 37        | 50        | 1124      | 0         | 0         | 0         | 0         | 0          | 1082       | 233        | 2845   |
| 0400-0500     | 315       | 0         | 38        | 53        | 1103      | 0         | 0         | 0         | 0         | 0          | 1087       | 255        | 2851   |
| 0415-0515     | 337       | 0         | 39        | 50        | 1177      | 0         | 0         | 0         | 0         | 0          | 1115       | 260        | 2978   |
| 0430-0530     | 328       | 0         | 39        | 52        | 1178      | 0         | 0         | 0         | 0         | 0          | 1192       | 276        | 3065   |
| 0445-0545     | 309       | 0         | 34        | 50        | 1221      | 0         | 0         | 0         | 0         | 0          | 1195       | 294        | 3103   |
| 0500-0600     | 284       | 0         | 32        | 44        | 1222      | 0         | 0         | 0         | 0         | 0          | 1167       | 276        | 3025   |



DATA PROVIDED BY:

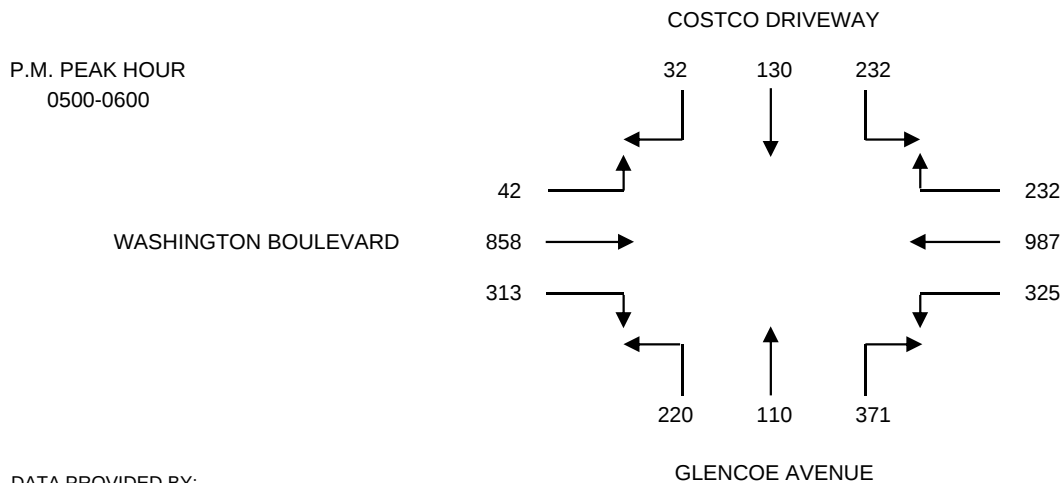
THE TRAFFIC SOLUTION  
 329 DIAMOND STREET  
 ARCADIA, CALIFORNIA 91005  
 PH: 626-446-7978  
 FAX: 626-446-2877

# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.  
 PROJECT: 12803 WASHINGTON BOULEVARD MIXED-USE (CULVER CITY)  
 DATE: THURSDAY, OCTOBER 22, 2015  
 PERIOD: 03:00 PM TO 06:00 PM  
 INTERSECTION N/S GLENCOE AVENUE/COSTCO DRIVEWAY  
 E/W WASHINGTON BOULEVARD  
 FILE NUMBER: 7 PM

| 15 MINUTE TOTALS | 1<br>SBRT | 2<br>SBTH | 3<br>SBLT | 4<br>WBRT | 5<br>WBTH | 6<br>WBLT | 7<br>NBRT | 8<br>NBTH | 9<br>NBLT | 10<br>EBRT | 11<br>EBTH | 12<br>EBLT |
|------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|
| 0300-0315        | 13        | 30        | 40        | 67        | 211       | 88        | 70        | 26        | 42        | 72         | 203        | 14         |
| 0315-0330        | 11        | 21        | 58        | 84        | 218       | 95        | 90        | 22        | 55        | 51         | 215        | 11         |
| 0330-0345        | 8         | 27        | 54        | 93        | 195       | 94        | 75        | 20        | 47        | 77         | 210        | 7          |
| 0345-0400        | 10        | 34        | 74        | 59        | 178       | 76        | 71        | 22        | 51        | 65         | 185        | 7          |
| 0400-0415        | 10        | 21        | 59        | 69        | 205       | 108       | 69        | 31        | 35        | 63         | 210        | 8          |
| 0415-0430        | 7         | 24        | 55        | 39        | 183       | 81        | 85        | 25        | 55        | 70         | 230        | 4          |
| 0430-0445        | 13        | 30        | 63        | 49        | 235       | 84        | 85        | 27        | 59        | 87         | 210        | 3          |
| 0445-0500        | 6         | 41        | 61        | 59        | 183       | 88        | 72        | 31        | 46        | 69         | 180        | 5          |
| 0500-0515        | 8         | 40        | 55        | 62        | 260       | 60        | 88        | 26        | 41        | 82         | 227        | 6          |
| 0515-0530        | 6         | 34        | 60        | 60        | 228       | 85        | 80        | 32        | 63        | 76         | 239        | 11         |
| 0530-0545        | 5         | 30        | 62        | 59        | 248       | 86        | 94        | 22        | 66        | 85         | 205        | 13         |
| 0545-0600        | 13        | 26        | 55        | 51        | 251       | 94        | 109       | 30        | 50        | 70         | 187        | 12         |

| 1 HOUR TOTALS | 1<br>SBRT | 2<br>SBTH | 3<br>SBLT | 4<br>WBRT | 5<br>WBTH | 6<br>WBLT | 7<br>NBRT | 8<br>NBTH | 9<br>NBLT | 10<br>EBRT | 11<br>EBTH | 12<br>EBLT | TOTALS |
|---------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|--------|
| 0300-0315     | 42        | 112       | 226       | 303       | 802       | 353       | 306       | 90        | 195       | 265        | 813        | 39         | 3546   |
| 0315-0415     | 39        | 103       | 245       | 305       | 796       | 373       | 305       | 95        | 188       | 256        | 820        | 33         | 3558   |
| 0330-0430     | 35        | 106       | 242       | 260       | 761       | 359       | 300       | 98        | 188       | 275        | 835        | 26         | 3485   |
| 0345-0445     | 40        | 109       | 251       | 216       | 801       | 349       | 310       | 105       | 200       | 285        | 835        | 22         | 3523   |
| 0400-0500     | 36        | 116       | 238       | 216       | 806       | 361       | 311       | 114       | 195       | 289        | 830        | 20         | 3532   |
| 0415-0515     | 34        | 135       | 234       | 209       | 861       | 313       | 330       | 109       | 201       | 308        | 847        | 18         | 3599   |
| 0430-0530     | 33        | 145       | 239       | 230       | 906       | 317       | 325       | 116       | 209       | 314        | 856        | 25         | 3715   |
| 0445-0545     | 25        | 145       | 238       | 240       | 919       | 319       | 334       | 111       | 216       | 312        | 851        | 35         | 3745   |
| 0500-0600     | 32        | 130       | 232       | 232       | 987       | 325       | 371       | 110       | 220       | 313        | 858        | 42         | 3852   |



DATA PROVIDED BY:

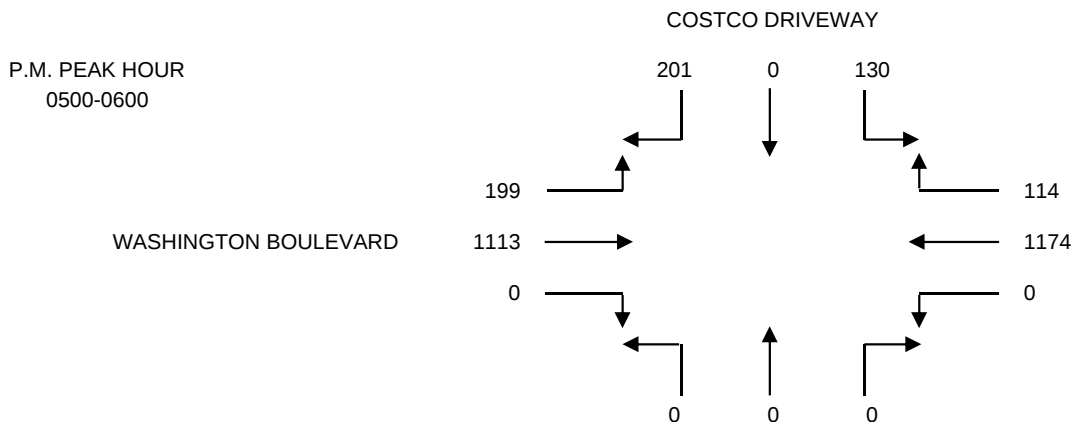
THE TRAFFIC SOLUTION  
 329 DIAMOND STREET  
 ARCADIA, CALIFORNIA 91005  
 PH: 626-446-7978  
 FAX: 626-446-2877

# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.  
 PROJECT: 12803 WASHINGTON BOULEVARD MIXED-USE (CULVER CITY)  
 DATE: THURSDAY, OCTOBER 22, 2015  
 PERIOD: 03:00 PM TO 06:00 PM  
 INTERSECTION N/S COSTCO DRIVEWAY  
 E/W WASHINGTON BOULEVARD  
 FILE NUMBER: 8 PM

| 15 MINUTE TOTALS | 1<br>SBRT | 2<br>SBTH | 3<br>SBLT | 4<br>WBRT | 5<br>WBTH | 6<br>WBLT | 7<br>NBRT | 8<br>NBTH | 9<br>NBLT | 10<br>EBRT | 11<br>EBTH | 12<br>EBLT |
|------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|
| 0300-0315        | 69        | 0         | 59        | 27        | 245       | 0         | 0         | 0         | 0         | 0          | 231        | 53         |
| 0315-0330        | 54        | 0         | 40        | 38        | 249       | 0         | 0         | 0         | 0         | 0          | 227        | 71         |
| 0330-0345        | 50        | 0         | 50        | 30        | 230       | 0         | 0         | 0         | 0         | 0          | 261        | 50         |
| 0345-0400        | 58        | 0         | 46        | 29        | 239       | 0         | 0         | 0         | 0         | 0          | 234        | 50         |
| 0400-0415        | 39        | 0         | 49        | 27        | 244       | 0         | 0         | 0         | 0         | 0          | 240        | 57         |
| 0415-0430        | 50        | 0         | 46        | 23        | 242       | 0         | 0         | 0         | 0         | 0          | 267        | 62         |
| 0430-0445        | 41        | 0         | 32        | 28        | 268       | 0         | 0         | 0         | 0         | 0          | 271        | 50         |
| 0445-0500        | 57        | 0         | 32        | 24        | 257       | 0         | 0         | 0         | 0         | 0          | 259        | 50         |
| 0500-0515        | 53        | 0         | 31        | 25        | 273       | 0         | 0         | 0         | 0         | 0          | 273        | 36         |
| 0515-0530        | 53        | 0         | 34        | 31        | 289       | 0         | 0         | 0         | 0         | 0          | 290        | 59         |
| 0530-0545        | 45        | 0         | 30        | 30        | 300       | 0         | 0         | 0         | 0         | 0          | 288        | 48         |
| 0545-0600        | 50        | 0         | 35        | 28        | 312       | 0         | 0         | 0         | 0         | 0          | 262        | 56         |

| 1 HOUR TOTALS | 1<br>SBRT | 2<br>SBTH | 3<br>SBLT | 4<br>WBRT | 5<br>WBTH | 6<br>WBLT | 7<br>NBRT | 8<br>NBTH | 9<br>NBLT | 10<br>EBRT | 11<br>EBTH | 12<br>EBLT | TOTALS |
|---------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|--------|
| 0300-0315     | 231       | 0         | 195       | 124       | 963       | 0         | 0         | 0         | 0         | 0          | 953        | 224        | 2690   |
| 0315-0415     | 201       | 0         | 185       | 124       | 962       | 0         | 0         | 0         | 0         | 0          | 962        | 228        | 2662   |
| 0330-0430     | 197       | 0         | 191       | 109       | 955       | 0         | 0         | 0         | 0         | 0          | 1002       | 219        | 2673   |
| 0345-0445     | 188       | 0         | 173       | 107       | 993       | 0         | 0         | 0         | 0         | 0          | 1012       | 219        | 2692   |
| 0400-0500     | 187       | 0         | 159       | 102       | 1011      | 0         | 0         | 0         | 0         | 0          | 1037       | 219        | 2715   |
| 0415-0515     | 201       | 0         | 141       | 100       | 1040      | 0         | 0         | 0         | 0         | 0          | 1070       | 198        | 2750   |
| 0430-0530     | 204       | 0         | 129       | 108       | 1087      | 0         | 0         | 0         | 0         | 0          | 1093       | 195        | 2816   |
| 0445-0545     | 208       | 0         | 127       | 110       | 1119      | 0         | 0         | 0         | 0         | 0          | 1110       | 193        | 2867   |
| 0500-0600     | 201       | 0         | 130       | 114       | 1174      | 0         | 0         | 0         | 0         | 0          | 1113       | 199        | 2931   |



DATA PROVIDED BY:

THE TRAFFIC SOLUTION  
 329 DIAMOND STREET  
 ARCADIA, CALIFORNIA 91005  
 PH: 626-446-7978  
 FAX: 626-446-2877

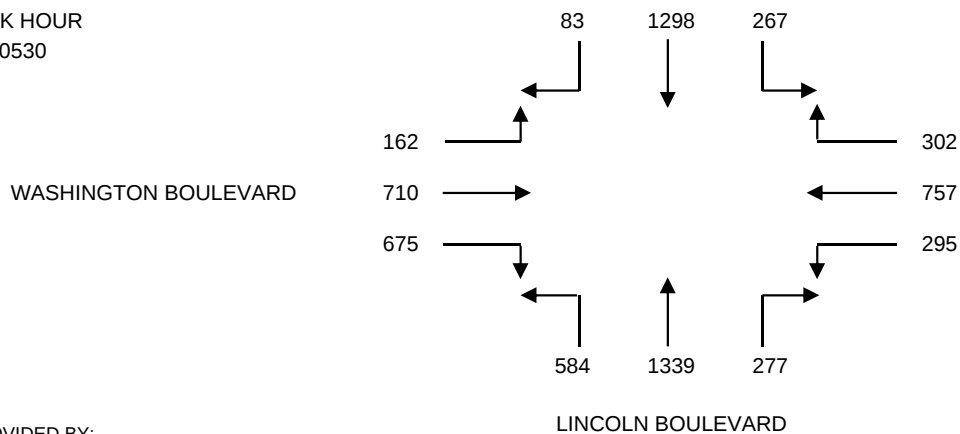
# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.  
 PROJECT: 12803 WASHINGTON BOULEVARD MIXED-USE (CULVER CITY)  
 DATE: THURSDAY, OCTOBER 22, 2015  
 PERIOD: 03:00 PM TO 06:00 PM  
 INTERSECTION N/S LINCOLN BOULEVARD  
 E/W WASHINGTON BOULEVARD  
 FILE NUMBER: 9 PM

| 15 MINUTE TOTALS | 1<br>SBRT | 2<br>SBTH | 3<br>SBLT | 4<br>WBRT | 5<br>WBTH | 6<br>WBLT | 7<br>NBRT | 8<br>NBTH | 9<br>NBLT | 10<br>EBRT | 11<br>EBTH | 12<br>EBLT |
|------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|
| 0300-0315        | 13        | 268       | 48        | 59        | 143       | 48        | 50        | 254       | 130       | 120        | 158        | 39         |
| 0315-0330        | 17        | 298       | 53        | 63        | 155       | 52        | 59        | 271       | 164       | 149        | 172        | 52         |
| 0330-0345        | 21        | 305       | 66        | 70        | 168       | 67        | 66        | 267       | 151       | 153        | 180        | 37         |
| 0345-0400        | 15        | 284       | 50        | 55        | 177       | 71        | 61        | 305       | 148       | 153        | 173        | 31         |
| 0400-0415        | 20        | 334       | 55        | 50        | 154       | 51        | 55        | 271       | 145       | 137        | 162        | 39         |
| 0415-0430        | 18        | 352       | 63        | 74        | 162       | 74        | 71        | 310       | 151       | 142        | 178        | 52         |
| 0430-0445        | 19        | 341       | 70        | 82        | 183       | 82        | 78        | 354       | 139       | 167        | 181        | 37         |
| 0445-0500        | 20        | 337       | 73        | 84        | 199       | 68        | 67        | 321       | 150       | 171        | 169        | 41         |
| 0500-0515        | 23        | 315       | 66        | 63        | 170       | 65        | 59        | 328       | 142       | 163        | 167        | 46         |
| 0515-0530        | 21        | 305       | 58        | 73        | 205       | 80        | 73        | 336       | 153       | 174        | 193        | 38         |
| 0530-0545        | 17        | 285       | 48        | 68        | 225       | 71        | 61        | 314       | 133       | 166        | 216        | 40         |
| 0545-0600        | 25        | 277       | 53        | 70        | 234       | 78        | 70        | 290       | 160       | 177        | 205        | 41         |

| 1 HOUR TOTALS | 1<br>SBRT | 2<br>SBTH | 3<br>SBLT | 4<br>WBRT | 5<br>WBTH | 6<br>WBLT | 7<br>NBRT | 8<br>NBTH | 9<br>NBLT | 10<br>EBRT | 11<br>EBTH | 12<br>EBLT | TOTALS |
|---------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|--------|
| 0300-0315     | 66        | 1155      | 217       | 247       | 643       | 238       | 236       | 1097      | 593       | 575        | 683        | 159        | 5909   |
| 0315-0415     | 73        | 1221      | 224       | 238       | 654       | 241       | 241       | 1114      | 608       | 592        | 687        | 159        | 6052   |
| 0330-0430     | 74        | 1275      | 234       | 249       | 661       | 263       | 253       | 1153      | 595       | 585        | 693        | 159        | 6194   |
| 0345-0445     | 72        | 1311      | 238       | 261       | 676       | 278       | 265       | 1240      | 583       | 599        | 694        | 159        | 6376   |
| 0400-0500     | 77        | 1364      | 261       | 290       | 698       | 275       | 271       | 1256      | 585       | 617        | 690        | 169        | 6553   |
| 0415-0515     | 80        | 1345      | 272       | 303       | 714       | 289       | 275       | 1313      | 582       | 643        | 695        | 176        | 6687   |
| 0430-0530     | 83        | 1298      | 267       | 302       | 757       | 295       | 277       | 1339      | 584       | 675        | 710        | 162        | 6749   |
| 0445-0545     | 81        | 1242      | 245       | 288       | 799       | 284       | 260       | 1299      | 578       | 674        | 745        | 165        | 6660   |
| 0500-0600     | 86        | 1182      | 225       | 274       | 834       | 294       | 263       | 1268      | 588       | 680        | 781        | 165        | 6640   |

P.M. PEAK HOUR  
0430-0530



DATA PROVIDED BY:

THE TRAFFIC SOLUTION  
 329 DIAMOND STREET  
 ARCADIA, CALIFORNIA 91005  
 PH: 626-446-7978  
 FAX: 626-446-2877

## **24-Hour Local/Residential Street Counts**

# THE TRAFFIC SOLUTION - ADT WORKSHEET

**CLIENT:** HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.

**PROJECT:** 12803 WASHINGTON BOULEVARD MIXED-USE PROJECT (CULVER CITY)

**LOCATION:** BEETHOVEN STREET NORTH OF ZANJA STREET (BETWEEN MATTESON AVENUE AND CASWELL AVENUE)

**DATE:** TUESDAY, OCTOBER 27, 2015

**FILE NO:** A-1

| DIRECTION:   |       | NORTHBOUND  |       |       |        |
|--------------|-------|-------------|-------|-------|--------|
| TIME         |       |             |       |       | HOUR   |
| BEGINNING    | 00-15 | 15-30       | 30-45 | 45-60 | TOTALS |
| 00:00        | 2     | 4           | 2     | 1     | 9      |
| 01:00        | 4     | 3           | 1     | 1     | 9      |
| 02:00        | 1     | 3           | 0     | 0     | 4      |
| 03:00        | 1     | 0           | 3     | 1     | 5      |
| 04:00        | 1     | 3           | 2     | 4     | 10     |
| 05:00        | 5     | 8           | 5     | 8     | 26     |
| 06:00        | 8     | 13          | 23    | 38    | 82     |
| 07:00        | 64    | 87          | 136   | 158   | 445    |
| 08:00        | 120   | 136         | 140   | 158   | 554    |
| 09:00        | 130   | 137         | 120   | 119   | 506    |
| 10:00        | 80    | 82          | 70    | 58    | 290    |
| 11:00        | 52    | 60          | 58    | 62    | 232    |
| 12:00        | 62    | 70          | 73    | 69    | 274    |
| 13:00        | 74    | 82          | 76    | 100   | 332    |
| 14:00        | 58    | 86          | 88    | 90    | 322    |
| 15:00        | 105   | 127         | 90    | 84    | 406    |
| 16:00        | 122   | 86          | 123   | 172   | 503    |
| 17:00        | 144   | 140         | 148   | 166   | 598    |
| 18:00        | 184   | 164         | 133   | 124   | 605    |
| 19:00        | 88    | 114         | 76    | 90    | 368    |
| 20:00        | 49    | 44          | 30    | 39    | 162    |
| 21:00        | 49    | 34          | 33    | 31    | 147    |
| 22:00        | 24    | 16          | 12    | 13    | 65     |
| 23:00        | 12    | 14          | 10    | 5     | 41     |
|              |       |             |       | TOTAL | 5,995  |
|              |       |             |       |       |        |
| AM PEAK HOUR |       | 07:45-08:45 |       |       |        |
| VOLUME       |       | 554         |       |       |        |
| PM PEAK HOUR |       | 17:30-18:30 |       |       |        |
| VOLUME       |       | 662         |       |       |        |

| DIRECTION:   |       | SOUTHBOUND  |       |       |        |
|--------------|-------|-------------|-------|-------|--------|
| TIME         |       |             |       |       | HOUR   |
| BEGINNING    | 00-15 | 15-30       | 30-45 | 45-60 | TOTALS |
| 00:00        | 7     | 4           | 4     | 0     | 15     |
| 01:00        | 0     | 3           | 2     | 1     | 6      |
| 02:00        | 0     | 1           | 1     | 0     | 2      |
| 03:00        | 2     | 0           | 1     | 2     | 5      |
| 04:00        | 1     | 3           | 3     | 4     | 11     |
| 05:00        | 1     | 6           | 3     | 5     | 15     |
| 06:00        | 3     | 7           | 12    | 20    | 42     |
| 07:00        | 16    | 30          | 41    | 80    | 167    |
| 08:00        | 82    | 75          | 68    | 67    | 292    |
| 09:00        | 62    | 57          | 48    | 54    | 221    |
| 10:00        | 58    | 42          | 54    | 41    | 195    |
| 11:00        | 50    | 45          | 37    | 66    | 198    |
| 12:00        | 53    | 60          | 62    | 52    | 227    |
| 13:00        | 66    | 67          | 60    | 81    | 274    |
| 14:00        | 68    | 70          | 90    | 89    | 317    |
| 15:00        | 90    | 112         | 102   | 106   | 410    |
| 16:00        | 126   | 92          | 140   | 152   | 510    |
| 17:00        | 148   | 143         | 154   | 156   | 601    |
| 18:00        | 154   | 150         | 141   | 132   | 577    |
| 19:00        | 119   | 108         | 98    | 92    | 417    |
| 20:00        | 50    | 36          | 31    | 34    | 151    |
| 21:00        | 36    | 28          | 26    | 27    | 117    |
| 22:00        | 28    | 8           | 10    | 12    | 58     |
| 23:00        | 10    | 15          | 4     | 2     | 31     |
|              |       |             |       | TOTAL | 4,859  |
|              |       |             |       |       |        |
| AM PEAK HOUR |       | 07:45-08:45 |       |       |        |
| VOLUME       |       | 305         |       |       |        |
| PM PEAK HOUR |       | 17:30-18:30 |       |       |        |
| VOLUME       |       | 614         |       |       |        |

|                             |        |
|-----------------------------|--------|
| TOTAL BI-DIRECTIONAL VOLUME | 10,854 |
|-----------------------------|--------|

DATA PROVIDED BY:

THE TRAFFIC SOLUTION  
 329 DIAMOND STREET  
 ARCADIA, CALIFORNIA 91005  
 PH: 626-446-7978  
 FAX: 626-446-2877

# THE TRAFFIC SOLUTION - ADT WORKSHEET

**CLIENT:** HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.  
**PROJECT:** 12803 WASHINGTON BOULEVARD MIXED-USE PROJECT (CULVER CITY)  
**LOCATION:** ZANJA STREET BETWEEN BEETHOVEN STREET AND MOORE STREET  
**DATE:** TUESDAY, OCTOBER 27, 2015  
**FILE NO:** A-2

| DIRECTION:   |       | WESTBOUND   |       |       |        |
|--------------|-------|-------------|-------|-------|--------|
| TIME         |       |             |       |       | HOUR   |
| BEGINNING    | 00-15 | 15-30       | 30-45 | 45-60 | TOTALS |
| 00:00        | 2     | 4           | 1     | 0     | 7      |
| 01:00        | 0     | 0           | 1     | 1     | 2      |
| 02:00        | 0     | 3           | 2     | 0     | 5      |
| 03:00        | 0     | 0           | 1     | 0     | 1      |
| 04:00        | 0     | 1           | 0     | 2     | 3      |
| 05:00        | 2     | 3           | 0     | 4     | 9      |
| 06:00        | 3     | 8           | 15    | 26    | 52     |
| 07:00        | 35    | 45          | 79    | 82    | 241    |
| 08:00        | 46    | 43          | 52    | 61    | 202    |
| 09:00        | 44    | 30          | 24    | 35    | 133    |
| 10:00        | 18    | 38          | 37    | 29    | 122    |
| 11:00        | 22    | 21          | 22    | 30    | 95     |
| 12:00        | 27    | 20          | 30    | 23    | 100    |
| 13:00        | 30    | 29          | 35    | 38    | 132    |
| 14:00        | 28    | 22          | 25    | 43    | 118    |
| 15:00        | 54    | 38          | 30    | 27    | 149    |
| 16:00        | 34    | 25          | 29    | 30    | 118    |
| 17:00        | 31    | 28          | 45    | 34    | 138    |
| 18:00        | 39    | 42          | 26    | 25    | 132    |
| 19:00        | 24    | 27          | 19    | 24    | 94     |
| 20:00        | 12    | 17          | 14    | 20    | 63     |
| 21:00        | 11    | 17          | 7     | 6     | 41     |
| 22:00        | 14    | 10          | 9     | 6     | 39     |
| 23:00        | 5     | 2           | 1     | 5     | 13     |
|              |       |             |       | TOTAL | 2,009  |
|              |       |             |       |       |        |
| AM PEAK HOUR |       | 07:15-08:15 |       |       |        |
| VOLUME       |       | 252         |       |       |        |
| PM PEAK HOUR |       | 14:45-15:45 |       |       |        |
| VOLUME       |       | 165         |       |       |        |

| DIRECTION:   |       | EASTBOUND   |       |       |        |
|--------------|-------|-------------|-------|-------|--------|
| TIME         |       |             |       |       | HOUR   |
| BEGINNING    | 00-15 | 15-30       | 30-45 | 45-60 | TOTALS |
| 00:00        | 6     | 4           | 4     | 3     | 17     |
| 01:00        | 0     | 3           | 2     | 1     | 6      |
| 02:00        | 0     | 1           | 1     | 0     | 2      |
| 03:00        | 2     | 0           | 1     | 1     | 4      |
| 04:00        | 1     | 0           | 2     | 2     | 5      |
| 05:00        | 2     | 1           | 2     | 2     | 7      |
| 06:00        | 4     | 5           | 5     | 12    | 26     |
| 07:00        | 18    | 31          | 52    | 85    | 186    |
| 08:00        | 54    | 60          | 37    | 41    | 192    |
| 09:00        | 40    | 32          | 36    | 27    | 135    |
| 10:00        | 20    | 32          | 23    | 24    | 99     |
| 11:00        | 32    | 26          | 22    | 30    | 110    |
| 12:00        | 29    | 34          | 34    | 32    | 129    |
| 13:00        | 35    | 42          | 34    | 38    | 149    |
| 14:00        | 46    | 34          | 37    | 42    | 159    |
| 15:00        | 54    | 71          | 58    | 53    | 236    |
| 16:00        | 66    | 53          | 50    | 57    | 226    |
| 17:00        | 60    | 56          | 55    | 55    | 226    |
| 18:00        | 63    | 64          | 53    | 52    | 232    |
| 19:00        | 44    | 46          | 36    | 40    | 166    |
| 20:00        | 18    | 20          | 16    | 17    | 71     |
| 21:00        | 18    | 34          | 12    | 14    | 78     |
| 22:00        | 16    | 9           | 5     | 9     | 39     |
| 23:00        | 4     | 7           | 2     | 9     | 22     |
|              |       |             |       | TOTAL | 2,522  |
|              |       |             |       |       |        |
| AM PEAK HOUR |       | 07:30-08:30 |       |       |        |
| VOLUME       |       | 251         |       |       |        |
| PM PEAK HOUR |       | 15:15-16:15 |       |       |        |
| VOLUME       |       | 248         |       |       |        |

|                             |       |
|-----------------------------|-------|
| TOTAL BI-DIRECTIONAL VOLUME | 4,531 |
|-----------------------------|-------|

DATA PROVIDED BY:

THE TRAFFIC SOLUTION  
 329 DIAMOND STREET  
 ARCADIA, CALIFORNIA 91005  
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# THE TRAFFIC SOLUTION - ADT WORKSHEET

**CLIENT:** HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.

**PROJECT:** 12803 WASHINGTON BOULEVARD MIXED-USE PROJECT (CULVER CITY)

**LOCATION:** ZANJA STREET BETWEEN MOORE STREET AND MEIER STREET (WEST OF MITCHELL AVENUE)

**DATE:** TUESDAY, OCTOBER 27, 2015

**FILE NO:** A-3

| DIRECTION:   |       | WESTBOUND   |       |       |        |
|--------------|-------|-------------|-------|-------|--------|
| TIME         |       |             |       |       | HOUR   |
| BEGINNING    | 00-15 | 15-30       | 30-45 | 45-60 | TOTALS |
| 00:00        | 5     | 6           | 2     | 1     | 14     |
| 01:00        | 6     | 4           | 0     | 2     | 12     |
| 02:00        | 0     | 3           | 1     | 2     | 6      |
| 03:00        | 0     | 1           | 1     | 0     | 2      |
| 04:00        | 2     | 1           | 0     | 4     | 7      |
| 05:00        | 2     | 4           | 2     | 8     | 16     |
| 06:00        | 7     | 11          | 22    | 26    | 66     |
| 07:00        | 36    | 56          | 84    | 78    | 254    |
| 08:00        | 51    | 48          | 56    | 65    | 220    |
| 09:00        | 50    | 54          | 32    | 38    | 174    |
| 10:00        | 27    | 44          | 37    | 32    | 140    |
| 11:00        | 29    | 25          | 37    | 35    | 126    |
| 12:00        | 36    | 29          | 34    | 26    | 125    |
| 13:00        | 31    | 32          | 41    | 42    | 146    |
| 14:00        | 37    | 34          | 34    | 52    | 157    |
| 15:00        | 64    | 56          | 42    | 47    | 209    |
| 16:00        | 52    | 43          | 38    | 37    | 170    |
| 17:00        | 45    | 41          | 52    | 40    | 178    |
| 18:00        | 40    | 53          | 30    | 32    | 155    |
| 19:00        | 31    | 35          | 38    | 34    | 138    |
| 20:00        | 16    | 30          | 24    | 26    | 96     |
| 21:00        | 18    | 18          | 14    | 14    | 64     |
| 22:00        | 19    | 11          | 13    | 6     | 49     |
| 23:00        | 8     | 8           | 5     | 11    | 32     |
|              |       |             |       | TOTAL | 2,556  |
|              |       |             |       |       |        |
| AM PEAK HOUR |       | 07:15-08:15 |       |       |        |
| VOLUME       |       | 269         |       |       |        |
| PM PEAK HOUR |       | 14:45-15:45 |       |       |        |
| VOLUME       |       | 214         |       |       |        |

| DIRECTION:   |       | EASTBOUND   |       |       |        |
|--------------|-------|-------------|-------|-------|--------|
| TIME         |       |             |       |       | HOUR   |
| BEGINNING    | 00-15 | 15-30       | 30-45 | 45-60 | TOTALS |
| 00:00        | 6     | 3           | 3     | 0     | 12     |
| 01:00        | 2     | 4           | 1     | 0     | 7      |
| 02:00        | 1     | 1           | 0     | 0     | 2      |
| 03:00        | 2     | 1           | 0     | 1     | 4      |
| 04:00        | 1     | 0           | 4     | 2     | 7      |
| 05:00        | 1     | 3           | 2     | 1     | 7      |
| 06:00        | 7     | 3           | 7     | 9     | 26     |
| 07:00        | 19    | 26          | 40    | 55    | 140    |
| 08:00        | 51    | 56          | 38    | 56    | 201    |
| 09:00        | 40    | 30          | 43    | 32    | 145    |
| 10:00        | 24    | 26          | 27    | 27    | 104    |
| 11:00        | 32    | 25          | 21    | 26    | 104    |
| 12:00        | 29    | 30          | 36    | 24    | 119    |
| 13:00        | 40    | 40          | 22    | 41    | 143    |
| 14:00        | 44    | 40          | 35    | 48    | 167    |
| 15:00        | 46    | 71          | 55    | 64    | 236    |
| 16:00        | 75    | 45          | 55    | 61    | 236    |
| 17:00        | 59    | 62          | 55    | 46    | 222    |
| 18:00        | 62    | 57          | 52    | 54    | 225    |
| 19:00        | 38    | 44          | 34    | 33    | 149    |
| 20:00        | 18    | 13          | 12    | 16    | 59     |
| 21:00        | 24    | 21          | 16    | 16    | 77     |
| 22:00        | 11    | 6           | 5     | 8     | 30     |
| 23:00        | 8     | 2           | 3     | 12    | 25     |
|              |       |             |       | TOTAL | 2,447  |
|              |       |             |       |       |        |
| AM PEAK HOUR |       | 08:00-09:00 |       |       |        |
| VOLUME       |       | 201         |       |       |        |
| PM PEAK HOUR |       | 15:15-16:15 |       |       |        |
| VOLUME       |       | 265         |       |       |        |

|                             |       |
|-----------------------------|-------|
| TOTAL BI-DIRECTIONAL VOLUME | 5,003 |
|-----------------------------|-------|

DATA PROVIDED BY:

THE TRAFFIC SOLUTION  
 329 DIAMOND STREET  
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# THE TRAFFIC SOLUTION - ADT WORKSHEET

**CLIENT:** HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.  
**PROJECT:** 12803 WASHINGTON BOULEVARD MIXED-USE PROJECT (CULVER CITY)  
**LOCATION:** MOORE STREET BETWEEN ZANJA STREET AND WASHINGTON BOULEVARD  
**DATE:** TUESDAY, OCTOBER 27, 2015  
**FILE NO:** A-4

| DIRECTION:   |       | NORTHBOUND  |       |       |        |
|--------------|-------|-------------|-------|-------|--------|
| TIME         |       |             |       |       | HOUR   |
| BEGINNING    | 00-15 | 15-30       | 30-45 | 45-60 | TOTALS |
| 00:00        | 1     | 0           | 1     | 0     | 2      |
| 01:00        | 0     | 0           | 1     | 0     | 1      |
| 02:00        | 0     | 0           | 0     | 1     | 1      |
| 03:00        | 0     | 1           | 0     | 0     | 1      |
| 04:00        | 0     | 2           | 1     | 1     | 4      |
| 05:00        | 0     | 0           | 2     | 0     | 2      |
| 06:00        | 4     | 3           | 1     | 2     | 10     |
| 07:00        | 7     | 6           | 11    | 10    | 34     |
| 08:00        | 7     | 7           | 6     | 8     | 28     |
| 09:00        | 8     | 4           | 7     | 6     | 25     |
| 10:00        | 8     | 2           | 5     | 7     | 22     |
| 11:00        | 9     | 3           | 4     | 3     | 19     |
| 12:00        | 9     | 12          | 10    | 10    | 41     |
| 13:00        | 9     | 9           | 6     | 8     | 32     |
| 14:00        | 8     | 4           | 7     | 10    | 29     |
| 15:00        | 10    | 8           | 5     | 6     | 29     |
| 16:00        | 10    | 9           | 9     | 8     | 36     |
| 17:00        | 6     | 5           | 10    | 11    | 32     |
| 18:00        | 10    | 13          | 8     | 10    | 41     |
| 19:00        | 11    | 11          | 5     | 8     | 35     |
| 20:00        | 8     | 6           | 7     | 5     | 26     |
| 21:00        | 5     | 4           | 4     | 3     | 16     |
| 22:00        | 3     | 2           | 4     | 2     | 11     |
| 23:00        | 3     | 0           | 2     | 0     | 5      |
|              |       |             |       | TOTAL | 482    |
|              |       |             |       |       |        |
| AM PEAK HOUR |       | 07:00-08:00 |       |       |        |
| VOLUME       |       | 34          |       |       |        |
| PM PEAK HOUR |       | 17:30-18:30 |       |       |        |
| VOLUME       |       | 44          |       |       |        |

| DIRECTION:   |       | SOUTHBOUND  |       |       |        |
|--------------|-------|-------------|-------|-------|--------|
| TIME         |       |             |       |       | HOUR   |
| BEGINNING    | 00-15 | 15-30       | 30-45 | 45-60 | TOTALS |
| 00:00        | 1     | 0           | 0     | 0     | 1      |
| 01:00        | 1     | 0           | 1     | 0     | 2      |
| 02:00        | 0     | 0           | 0     | 0     | 0      |
| 03:00        | 1     | 0           | 0     | 1     | 2      |
| 04:00        | 0     | 2           | 0     | 2     | 4      |
| 05:00        | 0     | 0           | 3     | 0     | 3      |
| 06:00        | 1     | 5           | 4     | 8     | 18     |
| 07:00        | 9     | 11          | 11    | 10    | 41     |
| 08:00        | 8     | 14          | 9     | 12    | 43     |
| 09:00        | 7     | 10          | 10    | 11    | 38     |
| 10:00        | 8     | 4           | 6     | 7     | 25     |
| 11:00        | 8     | 6           | 5     | 11    | 30     |
| 12:00        | 9     | 7           | 6     | 7     | 29     |
| 13:00        | 13    | 8           | 5     | 10    | 36     |
| 14:00        | 6     | 10          | 9     | 4     | 29     |
| 15:00        | 6     | 9           | 8     | 15    | 38     |
| 16:00        | 12    | 15          | 13    | 11    | 51     |
| 17:00        | 10    | 14          | 9     | 15    | 48     |
| 18:00        | 11    | 16          | 9     | 11    | 47     |
| 19:00        | 7     | 6           | 8     | 5     | 26     |
| 20:00        | 4     | 5           | 4     | 3     | 16     |
| 21:00        | 3     | 4           | 3     | 2     | 12     |
| 22:00        | 2     | 2           | 1     | 0     | 5      |
| 23:00        | 1     | 1           | 0     | 0     | 2      |
|              |       |             |       | TOTAL | 546    |
|              |       |             |       |       |        |
| AM PEAK HOUR |       | 07:30-08:30 |       |       |        |
| VOLUME       |       | 43          |       |       |        |
| PM PEAK HOUR |       | 15:45-16:45 |       |       |        |
| VOLUME       |       | 55          |       |       |        |

|                             |       |
|-----------------------------|-------|
| TOTAL BI-DIRECTIONAL VOLUME | 1,028 |
|-----------------------------|-------|

DATA PROVIDED BY:

THE TRAFFIC SOLUTION  
 329 DIAMOND STREET  
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# THE TRAFFIC SOLUTION - ADT WORKSHEET

**CLIENT:** HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.  
**PROJECT:** 12803 WASHINGTON BOULEVARD MIXED-USE PROJECT (CULVER CITY)  
**LOCATION:** MEIER STREET BETWEEN ZANJA STREET AND WASHINGTON BOULEVARD  
**DATE:** TUESDAY, OCTOBER 27, 2015  
**FILE NO:** A-5

| DIRECTION:   |       | NORTHBOUND  |       |       |        |
|--------------|-------|-------------|-------|-------|--------|
| TIME         |       |             |       |       | HOUR   |
| BEGINNING    | 00-15 | 15-30       | 30-45 | 45-60 | TOTALS |
| 00:00        | 0     | 1           | 0     | 0     | 1      |
| 01:00        | 0     | 0           | 0     | 0     | 0      |
| 02:00        | 0     | 0           | 0     | 0     | 0      |
| 03:00        | 1     | 0           | 0     | 0     | 1      |
| 04:00        | 1     | 0           | 0     | 1     | 2      |
| 05:00        | 0     | 1           | 0     | 0     | 1      |
| 06:00        | 1     | 0           | 3     | 2     | 6      |
| 07:00        | 2     | 1           | 3     | 6     | 12     |
| 08:00        | 7     | 5           | 1     | 11    | 24     |
| 09:00        | 5     | 6           | 13    | 7     | 31     |
| 10:00        | 11    | 10          | 10    | 8     | 39     |
| 11:00        | 6     | 5           | 10    | 9     | 30     |
| 12:00        | 13    | 12          | 17    | 7     | 49     |
| 13:00        | 8     | 9           | 9     | 12    | 38     |
| 14:00        | 10    | 8           | 10    | 5     | 33     |
| 15:00        | 7     | 7           | 11    | 6     | 31     |
| 16:00        | 14    | 4           | 9     | 11    | 38     |
| 17:00        | 7     | 7           | 4     | 7     | 25     |
| 18:00        | 3     | 5           | 2     | 4     | 14     |
| 19:00        | 2     | 1           | 1     | 4     | 8      |
| 20:00        | 5     | 4           | 3     | 1     | 13     |
| 21:00        | 1     | 4           | 1     | 1     | 7      |
| 22:00        | 2     | 3           | 1     | 2     | 8      |
| 23:00        | 0     | 0           | 0     | 1     | 1      |
|              |       |             |       | TOTAL | 412    |
|              |       |             |       |       |        |
| AM PEAK HOUR |       | 09:30-10:30 |       |       |        |
| VOLUME       |       | 41          |       |       |        |
| PM PEAK HOUR |       | 12:00-13:00 |       |       |        |
| VOLUME       |       | 49          |       |       |        |

| DIRECTION:   |       | SOUTHBOUND  |       |       |        |
|--------------|-------|-------------|-------|-------|--------|
| TIME         |       |             |       |       | HOUR   |
| BEGINNING    | 00-15 | 15-30       | 30-45 | 45-60 | TOTALS |
| 00:00        | 1     | 0           | 1     | 0     | 2      |
| 01:00        | 0     | 0           | 0     | 0     | 0      |
| 02:00        | 0     | 0           | 1     | 0     | 1      |
| 03:00        | 0     | 0           | 0     | 0     | 0      |
| 04:00        | 0     | 0           | 0     | 1     | 1      |
| 05:00        | 0     | 1           | 0     | 0     | 1      |
| 06:00        | 1     | 1           | 5     | 3     | 10     |
| 07:00        | 4     | 8           | 4     | 11    | 27     |
| 08:00        | 12    | 15          | 10    | 15    | 52     |
| 09:00        | 9     | 12          | 14    | 16    | 51     |
| 10:00        | 9     | 8           | 15    | 9     | 41     |
| 11:00        | 11    | 9           | 13    | 12    | 45     |
| 12:00        | 15    | 13          | 15    | 16    | 59     |
| 13:00        | 17    | 16          | 14    | 15    | 62     |
| 14:00        | 19    | 13          | 14    | 12    | 58     |
| 15:00        | 7     | 11          | 14    | 11    | 43     |
| 16:00        | 15    | 14          | 16    | 11    | 56     |
| 17:00        | 13    | 14          | 12    | 10    | 49     |
| 18:00        | 13    | 9           | 11    | 8     | 41     |
| 19:00        | 6     | 10          | 6     | 9     | 31     |
| 20:00        | 7     | 9           | 3     | 3     | 22     |
| 21:00        | 2     | 3           | 4     | 2     | 11     |
| 22:00        | 1     | 2           | 2     | 1     | 6      |
| 23:00        | 1     | 0           | 1     | 0     | 2      |
|              |       |             |       | TOTAL | 671    |
|              |       |             |       |       |        |
| AM PEAK HOUR |       | 08:00-09:00 |       |       |        |
| VOLUME       |       | 52          |       |       |        |
| PM PEAK HOUR |       | 13:15-14:15 |       |       |        |
| VOLUME       |       | 64          |       |       |        |

|                             |       |
|-----------------------------|-------|
| TOTAL BI-DIRECTIONAL VOLUME | 1,083 |
|-----------------------------|-------|

DATA PROVIDED BY:

THE TRAFFIC SOLUTION  
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**APPENDIX D**  
**CRITICAL MOVEMENT ANALYSIS CALCULATION WORKSHEETS**

**Existing (2015)**

**AM Peak Hour**

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 1 **Date** December 8, 2015  
**Intersection Name** North/South: Centinela Avenue  
East/West: Washington Place  
**Intersection Control** Signalized  
**Analysis Period** AM Peak Hour  
**Analysis Scenario** Existing (2015)

| Approach Direction                  | Lane Type     | No. of Lanes                   | Approach Volumes | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |  |
|-------------------------------------|---------------|--------------------------------|------------------|-------------------|-----------------------|----------------|--|
| Northbound                          | Left          | 1                              | 76               | 0                 | 76                    | 675            |  |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |  |
|                                     | Through       | 1                              | 1,197            |                   | 675                   |                |  |
|                                     | Through/Right | 1                              |                  |                   | 675                   |                |  |
|                                     | Right         | 0                              | 153              |                   |                       |                |  |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |  |
|                                     |               |                                |                  |                   |                       |                |  |
| Southbound                          | Left          | 1                              | 85               | 0                 | 85                    | 85             |  |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |  |
|                                     | Through       | 1                              | 771              |                   | 434                   |                |  |
|                                     | Through/Right | 1                              |                  |                   | 434                   |                |  |
|                                     | Right         | 0                              | 97               |                   |                       |                |  |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |  |
| Sum of North/South Critical Volumes |               |                                |                  |                   |                       | 760            |  |
|                                     |               |                                |                  |                   |                       |                |  |
| Eastbound                           | Left          | 2                              | 180              | 0                 | 99                    | 399            |  |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |  |
|                                     | Through       | 1                              | 729              |                   | 399                   |                |  |
|                                     | Through/Right | 1                              |                  |                   | 399                   |                |  |
|                                     | Right         | 0                              | 69               |                   |                       |                |  |
|                                     | Total Lanes   | 4                              |                  |                   |                       |                |  |
|                                     |               |                                |                  |                   |                       |                |  |
| Westbound                           | Left          | 2                              | 176              | 0                 | 97                    | 97             |  |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |  |
|                                     | Through       | 1                              | 503              |                   | 337                   |                |  |
|                                     | Through/Right | 1                              |                  |                   | 337                   |                |  |
|                                     | Right         | 0                              | 171              |                   |                       |                |  |
|                                     | Total Lanes   | 4                              |                  |                   |                       |                |  |
| Sum of East/West Critical Volumes   |               |                                |                  |                   |                       | 496            |  |
| Total Intersection Critical Volumes |               |                                |                  |                   |                       | 1,256          |  |
| Number of Clearance Intervals       | 4             | Intersection Capacity          |                  |                   |                       | 1,375          |  |
| Base CMA                            |               |                                |                  |                   |                       | 0.913          |  |
| Signal Coordination                 | ATSAC         | Signal Coordination Adjustment |                  |                   |                       | -0.070         |  |
| Final CMA                           |               |                                |                  |                   |                       | 0.843          |  |
| Level of Service (LOS)              |               |                                |                  |                   |                       | D              |  |

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 2 **Date** December 8, 2015  
**Intersection Name** North/South: Centinela Avenue  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** AM Peak Hour  
**Analysis Scenario** Existing (2015)

| Approach Direction                  | Lane Type     | No. of Lanes                   | Approach Volumes | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|---------------|--------------------------------|------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left          | 1                              | 148              | 0                 | 148                   | 683            |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 1                              | 1,261            |                   | 683                   |                |
|                                     | Through/Right | 1                              |                  |                   | 683                   |                |
|                                     | Right         | 0                              | 105              |                   |                       |                |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |
| Southbound                          | Left          | 1                              | 99               | 0                 | 99                    | 99             |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 1                              | 856              |                   | 444                   |                |
|                                     | Through/Right | 1                              |                  |                   | 444                   |                |
|                                     | Right         | 0                              | 33               |                   |                       |                |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |
| Sum of North/South Critical Volumes |               |                                |                  |                   |                       | 782            |
| Eastbound                           | Left          | 1                              | 74               | 0                 | 74                    | 368            |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 1                              | 608              |                   | 368                   |                |
|                                     | Through/Right | 1                              |                  |                   | 368                   |                |
|                                     | Right         | 0                              | 127              |                   |                       |                |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |
| Westbound                           | Left          | 1                              | 80               | 50                | 80                    | 80             |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 2                              | 535              |                   | 268                   |                |
|                                     | Through/Right | 0                              |                  |                   |                       |                |
|                                     | Right         | 1                              | 152              |                   | 102                   |                |
|                                     | Total Lanes   | 4                              |                  |                   |                       |                |
| Sum of East/West Critical Volumes   |               |                                |                  |                   |                       | 448            |
| Total Intersection Critical Volumes |               |                                |                  |                   |                       | 1,230          |
| Number of Clearance Intervals       | 2             | Intersection Capacity          |                  |                   |                       | 1,500          |
| Base CMA                            |               |                                |                  |                   |                       | 0.820          |
| Signal Coordination                 | ATSAC         | Signal Coordination Adjustment |                  |                   |                       | -0.070         |
| Final CMA                           |               |                                |                  |                   |                       | 0.750          |
| Level of Service (LOS)              |               |                                |                  |                   |                       | C              |

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 3 **Date** December 8, 2015  
**Intersection Name** North/South: Washington Boulevard/Zanja Street  
East/West: Washington Boulevard/Washington Place  
**Intersection Control** Signalized  
**Analysis Period** AM Peak Hour  
**Analysis Scenario** Existing (2015)

| Approach Direction                          | Lane Type          | No. of Lanes | Approach Volumes               | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|---------------------------------------------|--------------------|--------------|--------------------------------|-------------------|-----------------------|----------------|
| Northbound                                  | Left               | 1            | 435                            |                   | 288                   | 288            |
|                                             | Left/Through       | 1            |                                |                   | 288                   |                |
|                                             | Through            | 0            | 142                            |                   |                       |                |
|                                             | Through/Right      | 0            |                                |                   |                       |                |
|                                             | Right              | 1            | 52                             | 0                 | 52                    |                |
|                                             | Total Lanes        | 3            |                                |                   |                       |                |
| <hr style="border-top: 1px dashed black;"/> |                    |              |                                |                   |                       |                |
| Southbound                                  | Left               | 0            | 24                             |                   |                       | 198            |
|                                             | Left/Through       | 0            |                                |                   |                       |                |
|                                             | Left/Through/Right | 1            | 171                            |                   | 198                   |                |
|                                             | Through/Right      | 0            |                                |                   |                       |                |
|                                             | Right              | 0            | 3                              | 0                 |                       |                |
|                                             | Total Lanes        | 1            |                                |                   |                       |                |
| Sum of North/South Critical Volumes         |                    |              |                                |                   |                       | 486            |
| <hr style="border: 1px solid black;"/>      |                    |              |                                |                   |                       |                |
| Eastbound                                   | Left               | 0            | 0                              |                   |                       | 432            |
|                                             | Left/Through       | 0            |                                |                   |                       |                |
|                                             | Through            | 1            | 842                            |                   | 432                   |                |
|                                             | Through/Right      | 1            |                                |                   | 432                   |                |
|                                             | Right              | 1            | 453                            | 0                 | 432                   |                |
|                                             | Total Lanes        | 3            |                                |                   |                       |                |
| <hr style="border-top: 1px dashed black;"/> |                    |              |                                |                   |                       |                |
| Westbound                                   | Left               | 0            | 0                              |                   |                       | 332            |
|                                             | Left/Through       | 0            |                                |                   |                       |                |
|                                             | Through            | 1            | 596                            |                   | 332                   |                |
|                                             | Through/Right      | 1            |                                |                   | 332                   |                |
|                                             | Right              | 0            | 69                             | 0                 |                       |                |
|                                             | Total Lanes        | 2            |                                |                   |                       |                |
| Sum of East/West Critical Volumes           |                    |              |                                |                   |                       | 432            |
| Total Intersection Critical Volumes         |                    |              |                                |                   |                       | 918            |
| Number of Clearance Intervals               |                    | 4            | Intersection Capacity          |                   |                       | 1,375          |
| Base CMA                                    |                    |              |                                |                   |                       | 0.668          |
| Signal Coordination                         |                    | ATSAC        | Signal Coordination Adjustment |                   |                       | -0.070         |
| Final CMA                                   |                    |              |                                |                   |                       | 0.598          |
| Level of Service (LOS)                      |                    |              |                                |                   |                       | A              |

North/South Opposed Phasing

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 4 **Date** December 8, 2015  
**Intersection Name** North/South: Beethoven Street  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** AM Peak Hour  
**Analysis Scenario** Existing (2015)

| Approach Direction                  | Lane Type          | No. of Lanes                   | Approach Volumes | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|--------------------|--------------------------------|------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left               | 0                              | 18               | 0                 | 212                   | 212            |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Left/Through/Right | 1                              | 173              |                   |                       |                |
|                                     | Through/Right      | 0                              |                  |                   |                       |                |
|                                     | Right              | 0                              | 21               |                   |                       |                |
|                                     | Total Lanes        | 1                              |                  |                   |                       |                |
| Southbound                          | Left               | 0                              | 19               | 0                 | 128                   | 19             |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Left/Through/Right | 1                              | 72               |                   |                       |                |
|                                     | Through/Right      | 0                              |                  |                   |                       |                |
|                                     | Right              | 0                              | 37               |                   |                       |                |
|                                     | Total Lanes        | 1                              |                  |                   |                       |                |
| Sum of North/South Critical Volumes |                    |                                |                  |                   |                       | 231            |
| Eastbound                           | Left               | 1                              | 77               | 0                 | 77                    | 77             |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Through            | 1                              | 1,079            |                   |                       |                |
|                                     | Through/Right      | 1                              |                  |                   |                       |                |
|                                     | Right              | 0                              | 2                |                   |                       |                |
|                                     | Total Lanes        | 3                              |                  |                   |                       |                |
| Westbound                           | Left               | 1                              | 19               | 0                 | 527                   | 527            |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Through            | 1                              | 1,019            |                   |                       |                |
|                                     | Through/Right      | 1                              |                  |                   |                       |                |
|                                     | Right              | 0                              | 35               |                   |                       |                |
|                                     | Total Lanes        | 3                              |                  |                   |                       |                |
| Sum of East/West Critical Volumes   |                    |                                |                  |                   |                       | 604            |
| Total Intersection Critical Volumes |                    |                                |                  |                   |                       | 835            |
| Number of Clearance Intervals       | 2                  | Intersection Capacity          |                  |                   |                       | 1,500          |
| Base CMA                            |                    |                                |                  |                   |                       | 0.557          |
| Signal Coordination                 | ATSAC              | Signal Coordination Adjustment |                  |                   |                       | -0.070         |
| Final CMA                           |                    |                                |                  |                   |                       | 0.487          |
| Level of Service (LOS)              |                    |                                |                  |                   |                       | A              |

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 5 **Date** December 8, 2015  
**Intersection Name** North/South: Redwood Avenue  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** AM Peak Hour  
**Analysis Scenario** Existing (2015)

| Approach Direction                  | Lane Type          | No. of Lanes | Approach Volumes               | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|--------------------|--------------|--------------------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left               | 0            | 129                            | 0                 | 275                   | 275            |
|                                     | Left/Through       | 0            |                                |                   |                       |                |
|                                     | Left/Through/Right | 1            | 82                             |                   |                       |                |
|                                     | Through/Right      | 0            |                                |                   |                       |                |
|                                     | Right              | 0            | 64                             |                   |                       |                |
|                                     | Total Lanes        | 1            |                                |                   |                       |                |
| Southbound                          | Left               | 0            | 46                             | 0                 | 132                   | 46             |
|                                     | Left/Through       | 0            |                                |                   |                       |                |
|                                     | Left/Through/Right | 1            | 73                             |                   |                       |                |
|                                     | Through/Right      | 0            |                                |                   |                       |                |
|                                     | Right              | 0            | 13                             |                   |                       |                |
|                                     | Total Lanes        | 1            |                                |                   |                       |                |
| Sum of North/South Critical Volumes |                    |              |                                |                   |                       | 321            |
| Eastbound                           | Left               | 1            | 22                             | 0                 | 564                   | 564            |
|                                     | Left/Through       | 0            |                                |                   |                       |                |
|                                     | Through            | 1            | 1,101                          |                   |                       |                |
|                                     | Through/Right      | 1            |                                |                   |                       |                |
|                                     | Right              | 0            | 27                             |                   |                       |                |
|                                     | Total Lanes        | 3            |                                |                   |                       |                |
| Westbound                           | Left               | 1            | 65                             | 0                 | 504                   | 504            |
|                                     | Left/Through       | 0            |                                |                   |                       |                |
|                                     | Through            | 1            | 973                            |                   |                       |                |
|                                     | Through/Right      | 1            |                                |                   |                       |                |
|                                     | Right              | 0            | 36                             |                   |                       |                |
|                                     | Total Lanes        | 3            |                                |                   |                       |                |
| Sum of East/West Critical Volumes   |                    |              |                                |                   |                       | 629            |
| Total Intersection Critical Volumes |                    |              |                                |                   |                       | 950            |
| Number of Clearance Intervals       |                    | 2            | Intersection Capacity          |                   |                       | 1,500          |
|                                     |                    |              | Base CMA                       |                   |                       | 0.633          |
| Signal Coordination                 |                    | ATSAC        | Signal Coordination Adjustment |                   |                       | -0.070         |
|                                     |                    |              | Final CMA                      |                   |                       | 0.563          |
|                                     |                    |              | Level of Service (LOS)         |                   |                       | A              |

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 6 **Date** December 8, 2015  
**Intersection Name** North/South: Walgrove Avenue  
East/West: Washington Boulevard  
**Intersection Control** Two-Way STOP  
**Analysis Period** AM Peak Hour  
**Analysis Scenario** Existing (2015)

| Approach Direction                  | Lane Type          | No. of Lanes                   | Approach Volumes | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|--------------------|--------------------------------|------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left               | 0                              | 0                |                   |                       |                |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Through            | 0                              | 0                |                   |                       |                |
|                                     | Through/Right      | 0                              |                  |                   |                       |                |
|                                     | Right              | 0                              | 0                | 0                 |                       |                |
|                                     | Total Lanes        | 0                              |                  |                   |                       |                |
|                                     |                    |                                |                  |                   |                       |                |
| Southbound                          | Left               | 0                              | 19               |                   |                       |                |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Left/Through/Right | 1                              | 0                |                   | 242                   | 242            |
|                                     | Through/Right      | 0                              |                  |                   |                       |                |
|                                     | Right              | 0                              | 223              | 0                 |                       |                |
|                                     | Total Lanes        | 1                              |                  |                   |                       |                |
| Sum of North/South Critical Volumes |                    |                                |                  |                   |                       | 242            |
| Eastbound                           | Left               | 1                              | 317              |                   | 317                   | 317            |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Through            | 1                              | 1,127            |                   | 564                   |                |
|                                     | Through/Right      | 1                              |                  |                   | 564                   |                |
|                                     | Right              | 0                              | 0                | 0                 |                       |                |
|                                     | Total Lanes        | 3                              |                  |                   |                       |                |
|                                     |                    |                                |                  |                   |                       |                |
| Westbound                           | Left               | 0                              | 0                |                   |                       |                |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Through            | 1                              | 981              |                   | 490                   | 490            |
|                                     | Through/Right      | 1                              |                  |                   | 490                   |                |
|                                     | Right              | 0                              | 0                | 0                 |                       |                |
|                                     | Total Lanes        | 2                              |                  |                   |                       |                |
| Sum of East/West Critical Volumes   |                    |                                |                  |                   |                       | 807            |
| Total Intersection Critical Volumes |                    |                                |                  |                   |                       | 1,049          |
| Number of Clearance Intervals       | 0                  | Intersection Capacity          |                  |                   |                       | 1,200          |
| Base CMA                            |                    |                                |                  |                   |                       | 0.874          |
| Signal Coordination                 | None               | Signal Coordination Adjustment |                  |                   |                       | 0.000          |
| Final CMA                           |                    |                                |                  |                   |                       | 0.874          |
| Level of Service (LOS)              |                    |                                |                  |                   |                       | D              |

12803 Washington Blvd. (2015) Project  
Existing (2015)  
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #6 Washington Blvd. & Walgrove Ave.

\*\*\*\*\*

Average Delay (sec/veh): 15.6 Worst Case Level Of Service: F[153.1]

\*\*\*\*\*

| Street Name:             | Walgrove Avenue |       |       |             |       |       | Washington Boulevard |       |       |              |       |       |
|--------------------------|-----------------|-------|-------|-------------|-------|-------|----------------------|-------|-------|--------------|-------|-------|
| Approach:                | North Bound     |       |       | South Bound |       |       | East Bound           |       |       | West Bound   |       |       |
| Movement:                | L               | - T   | - R   | L           | - T   | - R   | L                    | - T   | - R   | L            | - T   | - R   |
| Control:                 | Stop Sign       |       |       | Stop Sign   |       |       | Uncontrolled         |       |       | Uncontrolled |       |       |
| Rights:                  | Include         |       |       | Include     |       |       | Include              |       |       | Include      |       |       |
| Lanes:                   | 0               | 0     | 0     | 0           | 0     | 1     | 1                    | 0     | 2     | 0            | 0     | 1     |
| Volume Module:           |                 |       |       |             |       |       |                      |       |       |              |       |       |
| Base Vol:                | 0               | 0     | 0     | 19          | 0     | 223   | 317                  | 1127  | 0     | 0            | 981   | 0     |
| 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:             | 0               | 0     | 0     | 19          | 0     | 223   | 317                  | 1127  | 0     | 0            | 981   | 0     |
| 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:                 | 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 Volume:              | 0               | 0     | 0     | 19          | 0     | 223   | 317                  | 1127  | 0     | 0            | 981   | 0     |
| Reduct Vol:              | 0               | 0     | 0     | 0           | 0     | 0     | 0                    | 0     | 0     | 0            | 0     | 0     |
| Final Vol.:              | 0               | 0     | 0     | 19          | 0     | 223   | 317                  | 1127  | 0     | 0            | 981   | 0     |
| Critical Gap Module:     |                 |       |       |             |       |       |                      |       |       |              |       |       |
| Critical Gp:             | xxxxx           | xxxx  | xxxxx | 6.8         | xxxx  | 6.9   | 4.1                  | xxxx  | xxxxx | xxxxx        | xxxx  | xxxxx |
| FollowUpTim:             | xxxxx           | xxxx  | xxxxx | 3.5         | xxxx  | 3.3   | 2.2                  | xxxx  | xxxxx | xxxxx        | xxxx  | xxxxx |
| Capacity Module:         |                 |       |       |             |       |       |                      |       |       |              |       |       |
| Cnflct Vol:              | xxxx            | xxxx  | xxxxx | 2179        | xxxx  | 491   | 981                  | xxxx  | xxxxx | xxxx         | xxxx  | xxxxx |
| Potent Cap.:             | xxxx            | xxxx  | xxxxx | 40          | xxxx  | 529   | 712                  | xxxx  | xxxxx | xxxx         | xxxx  | xxxxx |
| Move Cap.:               | xxxx            | xxxx  | xxxxx | 26          | xxxx  | 529   | 712                  | xxxx  | xxxxx | xxxx         | xxxx  | xxxxx |
| Volume/Cap:              | xxxx            | xxxx  | xxxx  | 0.72        | xxxx  | 0.42  | 0.45                 | xxxx  | xxxx  | xxxx         | xxxx  | xxxx  |
| Level Of Service Module: |                 |       |       |             |       |       |                      |       |       |              |       |       |
| Queue:                   | xxxxx           | xxxx  | xxxxx | xxxxx       | xxxx  | xxxxx | 2.3                  | xxxx  | xxxxx | xxxxx        | xxxx  | xxxxx |
| Stopped Del:             | xxxxx           | xxxx  | xxxxx | xxxxx       | xxxx  | xxxxx | 14.1                 | xxxx  | xxxxx | xxxxx        | xxxx  | xxxxx |
| LOS by Move:             | *               | *     | *     | *           | *     | *     | B                    | *     | *     | *            | *     | *     |
| Movement:                | LT              | - LTR | - RT  | LT          | - LTR | - RT  | LT                   | - LTR | - RT  | LT           | - LTR | - RT  |
| Shared Cap.:             | xxxx            | xxxx  | xxxxx | xxxx        | 212   | xxxxx | xxxx                 | xxxx  | xxxxx | xxxx         | xxxx  | xxxxx |
| SharedQueue:             | xxxxx           | xxxx  | xxxxx | xxxxx       | 11.6  | xxxxx | xxxxx                | xxxx  | xxxxx | xxxxx        | xxxx  | xxxxx |
| Shrd StpDel:             | xxxxx           | xxxx  | xxxxx | xxxxx       | 153   | xxxxx | xxxxx                | xxxx  | xxxxx | xxxxx        | xxxx  | xxxxx |
| Shared LOS:              | *               | *     | *     | *           | F     | *     | *                    | *     | *     | *            | *     | *     |
| ApproachDel:             | xxxxxxx         |       |       |             |       |       | 153.1                |       |       |              |       |       |
| ApproachLOS:             | *               |       |       |             |       |       | F                    |       |       |              |       |       |

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 7 **Date** December 8, 2015  
**Intersection Name** North/South: Glencoe Avenue/Costco Driveway  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** AM Peak Hour  
**Analysis Scenario** Existing (2015)

| Approach Direction                  | Lane Type     | No. of Lanes | Approach Volumes | Right-Turn on Red              | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|---------------|--------------|------------------|--------------------------------|-----------------------|----------------|
| Northbound                          | Left          | 1            | 273              |                                | 169                   |                |
|                                     | Left/Through  | 1            |                  |                                | 169                   | 169            |
|                                     | Through       | 0            | 65               |                                |                       |                |
|                                     | Through/Right | 0            |                  |                                |                       |                |
|                                     | Right         | 1            | 357              | 327                            | 30                    |                |
|                                     | Total Lanes   | 3            |                  |                                |                       |                |
| Southbound                          | Left          | 1            | 71               |                                | 53                    | 53             |
|                                     | Left/Through  | 1            |                  |                                | 53                    |                |
|                                     | Through       | 0            | 35               |                                |                       |                |
|                                     | Through/Right | 0            |                  |                                |                       |                |
|                                     | Right         | 1            | 18               | 18                             | 0                     |                |
|                                     | Total Lanes   | 3            |                  |                                |                       |                |
| Sum of North/South Critical Volumes |               |              |                  |                                |                       | 222            |
| Eastbound                           | Left          | 1            | 22               |                                | 22                    |                |
|                                     | Left/Through  | 0            |                  |                                |                       |                |
|                                     | Through       | 2            | 931              |                                | 466                   | 466            |
|                                     | Through/Right | 0            |                  |                                |                       |                |
|                                     | Right         | 1            | 225              | 169                            | 56                    |                |
|                                     | Total Lanes   | 4            |                  |                                |                       |                |
| Westbound                           | Left          | 1            | 327              |                                | 327                   | 327            |
|                                     | Left/Through  | 0            |                  |                                |                       |                |
|                                     | Through       | 2            | 751              |                                | 323                   |                |
|                                     | Through/Right | 1            |                  |                                | 323                   |                |
|                                     | Right         | 0            | 217              | 0                              |                       |                |
|                                     | Total Lanes   | 4            |                  |                                |                       |                |
| Sum of East/West Critical Volumes   |               |              |                  |                                |                       | 793            |
| Total Intersection Critical Volumes |               |              |                  |                                |                       | 1,015          |
| Number of Clearance Intervals       | 4             |              |                  |                                | Intersection Capacity | 1,375          |
| Base CMA                            |               |              |                  |                                |                       | 0.738          |
| Signal Coordination                 | ATSAC         |              |                  | Signal Coordination Adjustment |                       | -0.070         |
| Final CMA                           |               |              |                  |                                |                       | 0.668          |
| Level of Service (LOS)              |               |              |                  |                                |                       | B              |

North/South Opposed Phasing  
NB/SB Rt. Turn Overlap With WB/EB Lefts

EB Rt. Turn Overlap with NB Left

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 8 **Date** December 8, 2015  
**Intersection Name** North/South: Costco Driveway  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** AM Peak Hour  
**Analysis Scenario** Existing (2015)

| Approach Direction                  | Lane Type     | No. of Lanes                   | Approach Volumes | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|---------------|--------------------------------|------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left          | 0                              | 0                |                   |                       |                |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 0                              | 0                |                   |                       |                |
|                                     | Through/Right | 0                              |                  |                   |                       |                |
|                                     | Right         | 0                              | 0                | 0                 |                       |                |
|                                     | Total Lanes   | 0                              |                  |                   |                       |                |
|                                     |               |                                |                  |                   |                       |                |
| Southbound                          | Left          | 1                              | 54               |                   | 54                    | 54             |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 0                              | 0                |                   |                       |                |
|                                     | Through/Right | 0                              |                  |                   |                       |                |
|                                     | Right         | 1                              | 94               | 94                | 0                     |                |
|                                     | Total Lanes   | 2                              |                  |                   |                       |                |
| Sum of North/South Critical Volumes |               |                                |                  |                   |                       | 54             |
|                                     |               |                                |                  |                   |                       |                |
| Eastbound                           | Left          | 1                              | 209              |                   | 209                   | 209            |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 2                              | 1,047            |                   | 524                   |                |
|                                     | Through/Right | 0                              |                  |                   |                       |                |
|                                     | Right         | 0                              | 0                | 0                 |                       |                |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |
|                                     |               |                                |                  |                   |                       |                |
| Westbound                           | Left          | 0                              | 0                |                   |                       |                |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 2                              | 979              |                   | 359                   | 359            |
|                                     | Through/Right | 1                              |                  |                   | 359                   |                |
|                                     | Right         | 0                              | 98               | 0                 |                       |                |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |
| Sum of East/West Critical Volumes   |               |                                |                  |                   |                       | 568            |
| Total Intersection Critical Volumes |               |                                |                  |                   |                       | 622            |
| Number of Clearance Intervals       | 3             | Intersection Capacity          |                  |                   |                       | 1,425          |
| Base CMA                            |               |                                |                  |                   |                       | 0.436          |
| Signal Coordination                 | ATSAC         | Signal Coordination Adjustment |                  |                   |                       | -0.070         |
| Final CMA                           |               |                                |                  |                   |                       | 0.366          |
| Level of Service (LOS)              |               |                                |                  |                   |                       | A              |

SB Rt. Turn Overlap with EB Left

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 9 **Date** December 8, 2015  
**Intersection Name** North/South: Lincoln Boulevard  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** AM Peak Hour  
**Analysis Scenario** Existing (2015)

| Approach Direction                  | Lane Type     | No. of Lanes | Approach Volumes               | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|---------------|--------------|--------------------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left          | 2            | 558                            | 0                 | 307                   | 676            |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 2            | 1,820                          |                   | 676                   |                |
|                                     | Through/Right | 1            |                                |                   | 676                   |                |
|                                     | Right         | 0            | 207                            |                   |                       |                |
|                                     | Total Lanes   | 5            |                                |                   |                       |                |
| Southbound                          | Left          | 2            | 300                            | 0                 | 165                   | 165            |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 2            | 1,215                          |                   | 455                   |                |
|                                     | Through/Right | 1            |                                |                   | 455                   |                |
|                                     | Right         | 0            | 149                            |                   |                       |                |
|                                     | Total Lanes   | 5            |                                |                   |                       |                |
| Sum of North/South Critical Volumes |               |              |                                |                   |                       | 841            |
| Eastbound                           | Left          | 2            | 146                            | 307               | 80                    | 390            |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 2            | 764                            |                   | 382                   |                |
|                                     | Through/Right | 0            |                                |                   |                       |                |
|                                     | Right         | 1            | 697                            |                   | 390                   |                |
|                                     | Total Lanes   | 5            |                                |                   |                       |                |
| Westbound                           | Left          | 2            | 162                            | 165               | 89                    | 89             |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 2            | 686                            |                   | 343                   |                |
|                                     | Through/Right | 0            |                                |                   |                       |                |
|                                     | Right         | 1            | 230                            |                   | 65                    |                |
|                                     | Total Lanes   | 5            |                                |                   |                       |                |
| Sum of East/West Critical Volumes   |               |              |                                |                   |                       | 479            |
| Total Intersection Critical Volumes |               |              |                                |                   |                       | 1,320          |
| Number of Clearance Intervals       |               | 4            | Intersection Capacity          |                   |                       | 1,375          |
|                                     |               |              | Base CMA                       |                   |                       | 0.960          |
| Signal Coordination                 |               | ATSAC + ATCS | Signal Coordination Adjustment |                   |                       | -0.100         |
|                                     |               |              | Final CMA                      |                   |                       | 0.860          |
| Level of Service (LOS)              |               |              |                                |                   |                       | D              |

EB/WB Rt. Turn Overlap With NB/SB Lefts

**PM Peak Hour**

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 1 **Date** December 8, 2015  
**Intersection Name** North/South: Centinela Avenue  
East/West: Washington Place  
**Intersection Control** Signalized  
**Analysis Period** PM Peak Hour  
**Analysis Scenario** Existing (2015)

| Approach Direction                  | Lane Type     | No. of Lanes                   | Approach Volumes | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|---------------|--------------------------------|------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left          | 1                              | 74               | 0                 | 74                    | 74             |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 1                              | 1,044            |                   | 624                   |                |
|                                     | Through/Right | 1                              |                  |                   | 624                   |                |
|                                     | Right         | 0                              | 204              |                   |                       |                |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |
| Southbound                          | Left          | 1                              | 99               | 0                 | 99                    | 830            |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 1                              | 1,441            |                   | 830                   |                |
|                                     | Through/Right | 1                              |                  |                   | 830                   |                |
|                                     | Right         | 0                              | 218              |                   |                       |                |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |
| Sum of North/South Critical Volumes |               |                                |                  |                   |                       | 904            |
| Eastbound                           | Left          | 2                              | 175              | 0                 | 96                    | 96             |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 1                              | 594              |                   | 356                   |                |
|                                     | Through/Right | 1                              |                  |                   | 356                   |                |
|                                     | Right         | 0                              | 119              |                   |                       |                |
|                                     | Total Lanes   | 4                              |                  |                   |                       |                |
| Westbound                           | Left          | 2                              | 192              | 0                 | 106                   | 379            |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 1                              | 669              |                   | 379                   |                |
|                                     | Through/Right | 1                              |                  |                   | 379                   |                |
|                                     | Right         | 0                              | 89               |                   |                       |                |
|                                     | Total Lanes   | 4                              |                  |                   |                       |                |
| Sum of East/West Critical Volumes   |               |                                |                  |                   |                       | 475            |
| Total Intersection Critical Volumes |               |                                |                  |                   |                       | 1,379          |
| Number of Clearance Intervals       | 4             | Intersection Capacity          |                  |                   |                       | 1,375          |
| Base CMA                            |               |                                |                  |                   |                       | 1.003          |
| Signal Coordination                 | ATSAC         | Signal Coordination Adjustment |                  |                   |                       | -0.070         |
| Final CMA                           |               |                                |                  |                   |                       | 0.933          |
| Level of Service (LOS)              |               |                                |                  |                   |                       | E              |

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 2 **Date** December 8, 2015  
**Intersection Name** North/South: Centinela Avenue  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** PM Peak Hour  
**Analysis Scenario** Existing (2015)

| Approach Direction                  | Lane Type     | No. of Lanes                   | Approach Volumes | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|---------------|--------------------------------|------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left          | 1                              | 114              | 0                 | 114                   | 114            |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 1                              | 996              |                   | 540                   |                |
|                                     | Through/Right | 1                              |                  |                   | 540                   |                |
|                                     | Right         | 0                              | 83               |                   |                       |                |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |
| Southbound                          | Left          | 1                              | 169              | 0                 | 169                   |                |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 1                              | 1,617            |                   | 840                   | 840            |
|                                     | Through/Right | 1                              |                  |                   | 840                   |                |
|                                     | Right         | 0                              | 62               |                   |                       |                |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |
| Sum of North/South Critical Volumes |               |                                |                  |                   |                       | 954            |
| Eastbound                           | Left          | 1                              | 59               | 0                 | 59                    |                |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 1                              | 628              |                   | 420                   | 420            |
|                                     | Through/Right | 1                              |                  |                   | 420                   |                |
|                                     | Right         | 0                              | 212              |                   |                       |                |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |
| Westbound                           | Left          | 1                              | 83               | 178               | 83                    | 83             |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 2                              | 587              |                   | 294                   |                |
|                                     | Through/Right | 0                              |                  |                   |                       |                |
|                                     | Right         | 1                              | 178              |                   | 0                     |                |
|                                     | Total Lanes   | 4                              |                  |                   |                       |                |
| Sum of East/West Critical Volumes   |               |                                |                  |                   |                       | 503            |
| Total Intersection Critical Volumes |               |                                |                  |                   |                       | 1,457          |
| Number of Clearance Intervals       | 2             | Intersection Capacity          |                  |                   |                       | 1,500          |
| Base CMA                            |               |                                |                  |                   |                       | 0.971          |
| Signal Coordination                 | ATSAC         | Signal Coordination Adjustment |                  |                   |                       | -0.070         |
| Final CMA                           |               |                                |                  |                   |                       | 0.901          |
| Level of Service (LOS)              |               |                                |                  |                   |                       | E              |

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 3 **Date** December 8, 2015  
**Intersection Name** North/South: Washington Boulevard/Zanja Street  
East/West: Washington Boulevard/Washington Place  
**Intersection Control** Signalized  
**Analysis Period** PM Peak Hour  
**Analysis Scenario** Existing (2015)

| Approach Direction                          | Lane Type          | No. of Lanes                   | Approach Volumes | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|---------------------------------------------|--------------------|--------------------------------|------------------|-------------------|-----------------------|----------------|
| Northbound                                  | Left               | 1                              | 561              |                   | 315                   |                |
|                                             | Left/Through       | 1                              |                  |                   | 315                   | 315            |
|                                             | Through            | 0                              | 69               |                   |                       |                |
|                                             | Through/Right      | 0                              |                  |                   |                       |                |
|                                             | Right              | 1                              | 49               | 10                | 39                    |                |
|                                             | Total Lanes        | 3                              |                  |                   |                       |                |
| <hr style="border-top: 1px dashed black;"/> |                    |                                |                  |                   |                       |                |
| Southbound                                  | Left               | 0                              | 44               |                   |                       |                |
|                                             | Left/Through       | 0                              |                  |                   |                       |                |
|                                             | Left/Through/Right | 1                              | 211              |                   | 257                   | 257            |
|                                             | Through/Right      | 0                              |                  |                   |                       |                |
|                                             | Right              | 0                              | 2                | 0                 |                       |                |
|                                             | Total Lanes        | 1                              |                  |                   |                       |                |
| Sum of North/South Critical Volumes         |                    |                                |                  |                   |                       | 572            |
| <hr style="border: 1px solid black;"/>      |                    |                                |                  |                   |                       |                |
| Eastbound                                   | Left               | 0                              | 0                |                   |                       |                |
|                                             | Left/Through       | 0                              |                  |                   |                       |                |
|                                             | Through            | 1                              | 697              |                   | 430                   |                |
|                                             | Through/Right      | 1                              |                  |                   | 430                   |                |
|                                             | Right              | 1                              | 592              | 0                 | 430                   |                |
|                                             | Total Lanes        | 3                              |                  |                   |                       |                |
| <hr style="border-top: 1px dashed black;"/> |                    |                                |                  |                   |                       |                |
| Westbound                                   | Left               | 0                              | 0                |                   |                       |                |
|                                             | Left/Through       | 0                              |                  |                   |                       |                |
|                                             | Through            | 1                              | 836              |                   | 450                   | 450            |
|                                             | Through/Right      | 1                              |                  |                   | 450                   |                |
|                                             | Right              | 0                              | 65               | 0                 |                       |                |
|                                             | Total Lanes        | 2                              |                  |                   |                       |                |
| Sum of East/West Critical Volumes           |                    |                                |                  |                   |                       | 450            |
| Total Intersection Critical Volumes         |                    |                                |                  |                   |                       | 1,022          |
| Number of Clearance Intervals               | 4                  | Intersection Capacity          |                  |                   |                       | 1,375          |
| Base CMA                                    |                    |                                |                  |                   |                       | 0.743          |
| Signal Coordination                         | ATSAC              | Signal Coordination Adjustment |                  |                   |                       | -0.070         |
| Final CMA                                   |                    |                                |                  |                   |                       | 0.673          |
| Level of Service (LOS)                      |                    |                                |                  |                   |                       | B              |

North/South Opposed Phasing

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 4 **Date** December 8, 2015  
**Intersection Name** North/South: Beethoven Street  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** PM Peak Hour  
**Analysis Scenario** Existing (2015)

| Approach Direction                  | Lane Type          | No. of Lanes                   | Approach Volumes | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|--------------------|--------------------------------|------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left               | 0                              | 30               | 0                 | 173                   | 30             |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Left/Through/Right | 1                              | 104              |                   |                       |                |
|                                     | Through/Right      | 0                              |                  |                   |                       |                |
|                                     | Right              | 0                              | 39               |                   |                       |                |
|                                     | Total Lanes        | 1                              |                  |                   |                       |                |
| Southbound                          | Left               | 0                              | 42               | 0                 | 338                   | 338            |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Left/Through/Right | 1                              | 226              |                   |                       |                |
|                                     | Through/Right      | 0                              |                  |                   |                       |                |
|                                     | Right              | 0                              | 70               |                   |                       |                |
|                                     | Total Lanes        | 1                              |                  |                   |                       |                |
| Sum of North/South Critical Volumes |                    |                                |                  |                   |                       | 368            |
| Eastbound                           | Left               | 1                              | 56               | 0                 | 580                   | 56             |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Through            | 1                              | 1,146            |                   |                       |                |
|                                     | Through/Right      | 1                              |                  |                   |                       |                |
|                                     | Right              | 0                              | 15               |                   |                       |                |
|                                     | Total Lanes        | 3                              |                  |                   |                       |                |
| Westbound                           | Left               | 1                              | 41               | 0                 | 648                   | 648            |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Through            | 1                              | 1,278            |                   |                       |                |
|                                     | Through/Right      | 1                              |                  |                   |                       |                |
|                                     | Right              | 0                              | 17               |                   |                       |                |
|                                     | Total Lanes        | 3                              |                  |                   |                       |                |
| Sum of East/West Critical Volumes   |                    |                                |                  |                   |                       | 704            |
| Total Intersection Critical Volumes |                    |                                |                  |                   |                       | 1,072          |
| Number of Clearance Intervals       | 2                  | Intersection Capacity          |                  |                   |                       | 1,500          |
| Base CMA                            |                    |                                |                  |                   |                       | 0.715          |
| Signal Coordination                 | ATSAC              | Signal Coordination Adjustment |                  |                   |                       | -0.070         |
| Final CMA                           |                    |                                |                  |                   |                       | 0.645          |
| Level of Service (LOS)              |                    |                                |                  |                   |                       | B              |

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 5 **Date** December 8, 2015  
**Intersection Name** North/South: Redwood Avenue  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** PM Peak Hour  
**Analysis Scenario** Existing (2015)

| Approach Direction                  | Lane Type          | No. of Lanes                   | Approach Volumes | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|--------------------|--------------------------------|------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left               | 0                              | 82               | 0                 | 235                   | 82             |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Left/Through/Right | 1                              | 96               |                   |                       |                |
|                                     | Through/Right      | 0                              |                  |                   |                       |                |
|                                     | Right              | 0                              | 57               |                   |                       |                |
|                                     | Total Lanes        | 1                              |                  |                   |                       |                |
| Southbound                          | Left               | 0                              | 51               | 0                 | 337                   | 337            |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Left/Through/Right | 1                              | 265              |                   |                       |                |
|                                     | Through/Right      | 0                              |                  |                   |                       |                |
|                                     | Right              | 0                              | 21               |                   |                       |                |
|                                     | Total Lanes        | 1                              |                  |                   |                       |                |
| Sum of North/South Critical Volumes |                    |                                |                  |                   |                       | 419            |
| Eastbound                           | Left               | 1                              | 25               | 0                 | 591                   | 591            |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Through            | 1                              | 1,115            |                   |                       |                |
|                                     | Through/Right      | 1                              |                  |                   |                       |                |
|                                     | Right              | 0                              | 67               |                   |                       |                |
|                                     | Total Lanes        | 3                              |                  |                   |                       |                |
| Westbound                           | Left               | 1                              | 101              | 0                 | 618                   | 618            |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Through            | 1                              | 1,217            |                   |                       |                |
|                                     | Through/Right      | 1                              |                  |                   |                       |                |
|                                     | Right              | 0                              | 18               |                   |                       |                |
|                                     | Total Lanes        | 3                              |                  |                   |                       |                |
| Sum of East/West Critical Volumes   |                    |                                |                  |                   |                       | 692            |
| Total Intersection Critical Volumes |                    |                                |                  |                   |                       | 1,111          |
| Number of Clearance Intervals       | 2                  | Intersection Capacity          |                  |                   |                       | 1,500          |
| Base CMA                            |                    |                                |                  |                   |                       | 0.741          |
| Signal Coordination                 | ATSAC              | Signal Coordination Adjustment |                  |                   |                       | -0.070         |
| Final CMA                           |                    |                                |                  |                   |                       | 0.671          |
| Level of Service (LOS)              |                    |                                |                  |                   |                       | B              |

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 6 **Date** December 8, 2015  
**Intersection Name** North/South: Walgrove Avenue  
East/West: Washington Boulevard  
**Intersection Control** Two-Way STOP  
**Analysis Period** PM Peak Hour  
**Analysis Scenario** Existing (2015)

| Approach Direction                  | Lane Type          | No. of Lanes                   | Approach Volumes | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|--------------------|--------------------------------|------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left               | 0                              | 0                |                   |                       |                |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Through            | 0                              | 0                |                   |                       |                |
|                                     | Through/Right      | 0                              |                  |                   |                       |                |
|                                     | Right              | 0                              | 0                | 0                 |                       |                |
|                                     | Total Lanes        | 0                              |                  |                   |                       |                |
|                                     |                    |                                |                  |                   |                       |                |
| Southbound                          | Left               | 0                              | 34               |                   |                       |                |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Left/Through/Right | 1                              | 0                |                   | 343                   | 343            |
|                                     | Through/Right      | 0                              |                  |                   |                       |                |
|                                     | Right              | 0                              | 309              | 0                 |                       |                |
|                                     | Total Lanes        | 1                              |                  |                   |                       |                |
| Sum of North/South Critical Volumes |                    |                                |                  |                   |                       | 343            |
| Eastbound                           | Left               | 1                              | 294              |                   | 294                   | 294            |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Through            | 1                              | 1,195            |                   | 598                   |                |
|                                     | Through/Right      | 1                              |                  |                   | 598                   |                |
|                                     | Right              | 0                              | 0                | 0                 |                       |                |
|                                     | Total Lanes        | 3                              |                  |                   |                       |                |
|                                     |                    |                                |                  |                   |                       |                |
| Westbound                           | Left               | 0                              | 0                |                   |                       |                |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Through            | 1                              | 1,221            |                   | 636                   | 636            |
|                                     | Through/Right      | 1                              |                  |                   | 636                   |                |
|                                     | Right              | 0                              | 50               | 0                 |                       |                |
|                                     | Total Lanes        | 2                              |                  |                   |                       |                |
| Sum of East/West Critical Volumes   |                    |                                |                  |                   |                       | 930            |
| Total Intersection Critical Volumes |                    |                                |                  |                   |                       | 1,273          |
| Number of Clearance Intervals       | 0                  | Intersection Capacity          |                  |                   |                       | 1,200          |
| Base CMA                            |                    |                                |                  |                   |                       | 1.061          |
| Signal Coordination                 | None               | Signal Coordination Adjustment |                  |                   |                       | 0.000          |
| Final CMA                           |                    |                                |                  |                   |                       | 1.061          |
| Level of Service (LOS)              |                    |                                |                  |                   |                       | F              |

12803 Washington Blvd. (2015) Project  
Existing (2015)  
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #6 Washington Blvd. & Walgrove Ave.

\*\*\*\*\*

Average Delay (sec/veh): 104.1 Worst Case Level Of Service: F[926.1]

\*\*\*\*\*

| Street Name:             | Walgrove Avenue |      |       |             |      |       | Washington Boulevard |      |       |              |      |       |
|--------------------------|-----------------|------|-------|-------------|------|-------|----------------------|------|-------|--------------|------|-------|
| Approach:                | North Bound     |      |       | South Bound |      |       | East Bound           |      |       | West Bound   |      |       |
| Movement:                | L               | T    | R     | L           | T    | R     | L                    | T    | R     | L            | T    | R     |
| Control:                 | Stop Sign       |      |       | Stop Sign   |      |       | Uncontrolled         |      |       | Uncontrolled |      |       |
| Rights:                  | Include         |      |       | Include     |      |       | Include              |      |       | Include      |      |       |
| Lanes:                   | 0               | 0    | 0     | 0           | 0    | 1     | 0                    | 0    | 0     | 0            | 1    | 0     |
| Volume Module:           |                 |      |       |             |      |       |                      |      |       |              |      |       |
| Base Vol:                | 0               | 0    | 0     | 34          | 0    | 309   | 294                  | 1195 | 0     | 0            | 1221 | 50    |
| 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:             | 0               | 0    | 0     | 34          | 0    | 309   | 294                  | 1195 | 0     | 0            | 1221 | 50    |
| 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:                 | 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 Volume:              | 0               | 0    | 0     | 34          | 0    | 309   | 294                  | 1195 | 0     | 0            | 1221 | 50    |
| Reduct Vol:              | 0               | 0    | 0     | 0           | 0    | 0     | 0                    | 0    | 0     | 0            | 0    | 0     |
| Final Vol.:              | 0               | 0    | 0     | 34          | 0    | 309   | 294                  | 1195 | 0     | 0            | 1221 | 50    |
| Critical Gap Module:     |                 |      |       |             |      |       |                      |      |       |              |      |       |
| Critical Gp:             | xxxxx           | xxxx | xxxxx | 6.8         | xxxx | 6.9   | 4.1                  | xxxx | xxxxx | xxxxx        | xxxx | xxxxx |
| FollowUpTim:             | xxxxx           | xxxx | xxxxx | 3.5         | xxxx | 3.3   | 2.2                  | xxxx | xxxxx | xxxxx        | xxxx | xxxxx |
| Capacity Module:         |                 |      |       |             |      |       |                      |      |       |              |      |       |
| Cnflct Vol:              | xxxx            | xxxx | xxxxx | 2432        | xxxx | 636   | 1271                 | xxxx | xxxxx | xxxx         | xxxx | xxxxx |
| Potent Cap.:             | xxxx            | xxxx | xxxxx | 27          | xxxx | 426   | 553                  | xxxx | xxxxx | xxxx         | xxxx | xxxxx |
| Move Cap.:               | xxxx            | xxxx | xxxxx | 16          | xxxx | 426   | 553                  | xxxx | xxxxx | xxxx         | xxxx | xxxxx |
| Volume/Cap:              | xxxx            | xxxx | xxxx  | 2.16        | xxxx | 0.73  | 0.53                 | xxxx | xxxx  | xxxx         | xxxx | xxxx  |
| Level Of Service Module: |                 |      |       |             |      |       |                      |      |       |              |      |       |
| Queue:                   | xxxxx           | xxxx | xxxxx | xxxxx       | xxxx | xxxxx | 3.1                  | xxxx | xxxxx | xxxxx        | xxxx | xxxxx |
| Stopped Del:             | xxxxx           | xxxx | xxxxx | xxxxx       | xxxx | xxxxx | 18.6                 | xxxx | xxxxx | xxxxx        | xxxx | xxxxx |
| LOS by Move:             | *               | *    | *     | *           | *    | *     | C                    | *    | *     | *            | *    | *     |
| Movement:                | LT              | LTR  | RT    | LT          | LTR  | RT    | LT                   | LTR  | RT    | LT           | LTR  | RT    |
| Shared Cap.:             | xxxx            | xxxx | xxxxx | xxxx        | 119  | xxxxx | xxxx                 | xxxx | xxxxx | xxxx         | xxxx | xxxxx |
| SharedQueue:             | xxxxx           | xxxx | xxxxx | xxxxx       | 32.0 | xxxxx | xxxxx                | xxxx | xxxxx | xxxxx        | xxxx | xxxxx |
| Shrd StpDel:             | xxxxx           | xxxx | xxxxx | xxxxx       | 926  | xxxxx | xxxxx                | xxxx | xxxxx | xxxxx        | xxxx | xxxxx |
| Shared LOS:              | *               | *    | *     | *           | F    | *     | *                    | *    | *     | *            | *    | *     |
| ApproachDel:             | xxxxxx          |      |       | 926.1       |      |       | xxxxxx               |      |       | xxxxxx       |      |       |
| ApproachLOS:             | *               |      |       | F           |      |       | *                    |      |       | *            |      |       |

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 7 **Date** December 8, 2015  
**Intersection Name** North/South: Glencoe Avenue/Costco Driveway  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** PM Peak Hour  
**Analysis Scenario** Existing (2015)

| Approach Direction                  | Lane Type     | No. of Lanes | Approach Volumes | Right-Turn on Red              | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|---------------|--------------|------------------|--------------------------------|-----------------------|----------------|
| Northbound                          | Left          | 1            | 220              |                                | 165                   |                |
|                                     | Left/Through  | 1            |                  |                                | 165                   | 165            |
|                                     | Through       | 0            | 110              |                                |                       |                |
|                                     | Through/Right | 0            |                  |                                |                       |                |
|                                     | Right         | 1            | 371              | 325                            | 46                    |                |
|                                     | Total Lanes   | 3            |                  |                                |                       |                |
| Southbound                          | Left          | 1            | 232              |                                | 181                   | 181            |
|                                     | Left/Through  | 1            |                  |                                | 181                   |                |
|                                     | Through       | 0            | 130              |                                |                       |                |
|                                     | Through/Right | 0            |                  |                                |                       |                |
|                                     | Right         | 1            | 32               | 32                             | 0                     |                |
|                                     | Total Lanes   | 3            |                  |                                |                       |                |
| Sum of North/South Critical Volumes |               |              |                  |                                |                       | 346            |
| Eastbound                           | Left          | 1            | 42               |                                | 42                    |                |
|                                     | Left/Through  | 0            |                  |                                |                       |                |
|                                     | Through       | 2            | 858              |                                | 429                   | 429            |
|                                     | Through/Right | 0            |                  |                                |                       |                |
|                                     | Right         | 1            | 313              | 165                            | 148                   |                |
|                                     | Total Lanes   | 4            |                  |                                |                       |                |
| Westbound                           | Left          | 1            | 325              |                                | 325                   | 325            |
|                                     | Left/Through  | 0            |                  |                                |                       |                |
|                                     | Through       | 2            | 987              |                                | 406                   |                |
|                                     | Through/Right | 1            |                  |                                | 406                   |                |
|                                     | Right         | 0            | 232              | 0                              |                       |                |
|                                     | Total Lanes   | 4            |                  |                                |                       |                |
| Sum of East/West Critical Volumes   |               |              |                  |                                |                       | 754            |
| Total Intersection Critical Volumes |               |              |                  |                                |                       | 1,100          |
| Number of Clearance Intervals       | 4             |              |                  |                                | Intersection Capacity | 1,375          |
| Base CMA                            |               |              |                  |                                |                       | 0.800          |
| Signal Coordination                 | ATSAC         |              |                  | Signal Coordination Adjustment |                       | -0.070         |
| Final CMA                           |               |              |                  |                                |                       | 0.730          |
| Level of Service (LOS)              |               |              |                  |                                |                       | C              |

North/South Opposed Phasing  
NB/SB Rt. Turn Overlap With WB/EB Lefts

EB Rt. Turn Overlap with NB Left

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 8 **Date** December 8, 2015  
**Intersection Name** North/South: Costco Driveway  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** PM Peak Hour  
**Analysis Scenario** Existing (2015)

| Approach Direction                  | Lane Type     | No. of Lanes                   | Approach Volumes | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|---------------|--------------------------------|------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left          | 0                              | 0                |                   |                       |                |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 0                              | 0                |                   |                       |                |
|                                     | Through/Right | 0                              |                  |                   |                       |                |
|                                     | Right         | 0                              | 0                | 0                 |                       |                |
|                                     | Total Lanes   | 0                              |                  |                   |                       |                |
|                                     |               |                                |                  |                   |                       |                |
| Southbound                          | Left          | 1                              | 130              |                   | 130                   | 130            |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 0                              | 0                |                   |                       |                |
|                                     | Through/Right | 0                              |                  |                   |                       |                |
|                                     | Right         | 1                              | 201              | 199               | 2                     |                |
|                                     | Total Lanes   | 2                              |                  |                   |                       |                |
| Sum of North/South Critical Volumes |               |                                |                  |                   |                       | 130            |
|                                     |               |                                |                  |                   |                       |                |
| Eastbound                           | Left          | 1                              | 199              |                   | 199                   | 199            |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 2                              | 1,113            |                   | 556                   |                |
|                                     | Through/Right | 0                              |                  |                   |                       |                |
|                                     | Right         | 0                              | 0                | 0                 |                       |                |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |
|                                     |               |                                |                  |                   |                       |                |
| Westbound                           | Left          | 0                              | 0                |                   |                       |                |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 2                              | 1,174            |                   | 429                   | 429            |
|                                     | Through/Right | 1                              |                  |                   | 429                   |                |
|                                     | Right         | 0                              | 114              | 0                 |                       |                |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |
| Sum of East/West Critical Volumes   |               |                                |                  |                   |                       | 628            |
| Total Intersection Critical Volumes |               |                                |                  |                   |                       | 758            |
| Number of Clearance Intervals       | 3             | Intersection Capacity          |                  |                   |                       | 1,425          |
| Base CMA                            |               |                                |                  |                   |                       | 0.532          |
| Signal Coordination                 | ATSAC         | Signal Coordination Adjustment |                  |                   |                       | -0.070         |
| Final CMA                           |               |                                |                  |                   |                       | 0.462          |
| Level of Service (LOS)              |               |                                |                  |                   |                       | A              |

SB Rt. Turn Overlap with EB Left

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 9 **Date** December 8, 2015  
**Intersection Name** North/South: Lincoln Boulevard  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** PM Peak Hour  
**Analysis Scenario** Existing (2015)

| Approach Direction                  | Lane Type     | No. of Lanes | Approach Volumes               | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|---------------|--------------|--------------------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left          | 2            | 584                            | 0                 | 321                   | 321            |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 2            | 1,339                          |                   | 539                   |                |
|                                     | Through/Right | 1            |                                |                   | 539                   |                |
|                                     | Right         | 0            | 277                            |                   |                       |                |
|                                     | Total Lanes   | 5            |                                |                   |                       |                |
| Southbound                          | Left          | 2            | 267                            | 0                 | 147                   |                |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 2            | 1,298                          |                   | 460                   | 460            |
|                                     | Through/Right | 1            |                                |                   | 460                   |                |
|                                     | Right         | 0            | 83                             |                   |                       |                |
|                                     | Total Lanes   | 5            |                                |                   |                       |                |
| Sum of North/South Critical Volumes |               |              |                                |                   |                       | 781            |
| Eastbound                           | Left          | 2            | 162                            | 321               | 89                    |                |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 2            | 710                            |                   | 355                   | 355            |
|                                     | Through/Right | 0            |                                |                   |                       |                |
|                                     | Right         | 1            | 675                            |                   | 354                   |                |
|                                     | Total Lanes   | 5            |                                |                   |                       |                |
| Westbound                           | Left          | 2            | 295                            | 147               | 162                   | 162            |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 2            | 757                            |                   | 378                   |                |
|                                     | Through/Right | 0            |                                |                   |                       |                |
|                                     | Right         | 1            | 302                            |                   | 155                   |                |
|                                     | Total Lanes   | 5            |                                |                   |                       |                |
| Sum of East/West Critical Volumes   |               |              |                                |                   |                       | 517            |
| Total Intersection Critical Volumes |               |              |                                |                   |                       | 1,298          |
| Number of Clearance Intervals       |               | 4            | Intersection Capacity          |                   |                       | 1,375          |
| Base CMA                            |               |              |                                |                   |                       | 0.944          |
| Signal Coordination                 |               | ATSAC + ATCS | Signal Coordination Adjustment |                   |                       | -0.100         |
| Final CMA                           |               |              |                                |                   |                       | 0.844          |
| Level of Service (LOS)              |               |              |                                |                   |                       | D              |

EB/WB Rt. Turn Overlap With NB/SB Lefts

**Existing (2015) With Project**

**AM Peak Hour**

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 1 **Date** December 8, 2015  
**Intersection Name** North/South: Centinela Avenue  
East/West: Washington Place  
**Intersection Control** Signalized  
**Analysis Period** AM Peak Hour  
**Analysis Scenario** Existing (2015) With Project

| Approach Direction                  | Lane Type     | No. of Lanes                   | Approach Volumes | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|---------------|--------------------------------|------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left          | 1                              | 76               | 0                 | 76                    | 675            |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 1                              | 1,197            |                   | 675                   |                |
|                                     | Through/Right | 1                              |                  |                   | 675                   |                |
|                                     | Right         | 0                              | 153              |                   |                       |                |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |
|                                     |               |                                |                  |                   |                       |                |
| Southbound                          | Left          | 1                              | 85               | 0                 | 85                    | 85             |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 1                              | 771              |                   | 434                   |                |
|                                     | Through/Right | 1                              |                  |                   | 434                   |                |
|                                     | Right         | 0                              | 98               |                   |                       |                |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |
| Sum of North/South Critical Volumes |               |                                |                  |                   |                       | 760            |
|                                     |               |                                |                  |                   |                       |                |
| Eastbound                           | Left          | 2                              | 181              | 0                 | 100                   | 401            |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 1                              | 733              |                   | 401                   |                |
|                                     | Through/Right | 1                              |                  |                   | 401                   |                |
|                                     | Right         | 0                              | 69               |                   |                       |                |
|                                     | Total Lanes   | 4                              |                  |                   |                       |                |
|                                     |               |                                |                  |                   |                       |                |
| Westbound                           | Left          | 2                              | 176              | 0                 | 97                    | 97             |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 1                              | 505              |                   | 338                   |                |
|                                     | Through/Right | 1                              |                  |                   | 338                   |                |
|                                     | Right         | 0                              | 171              |                   |                       |                |
|                                     | Total Lanes   | 4                              |                  |                   |                       |                |
| Sum of East/West Critical Volumes   |               |                                |                  |                   |                       | 498            |
| Total Intersection Critical Volumes |               |                                |                  |                   |                       | 1,258          |
| Number of Clearance Intervals       | 4             | Intersection Capacity          |                  |                   |                       | 1,375          |
| Base CMA                            |               |                                |                  |                   |                       | 0.915          |
| Signal Coordination                 | ATSAC         | Signal Coordination Adjustment |                  |                   |                       | -0.070         |
| Final CMA                           |               |                                |                  |                   |                       | 0.845          |
| Level of Service (LOS)              |               |                                |                  |                   |                       | D              |

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 2 **Date** December 8, 2015  
**Intersection Name** North/South: Centinela Avenue  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** AM Peak Hour  
**Analysis Scenario** Existing (2015) With Project

| Approach Direction                  | Lane Type     | No. of Lanes                   | Approach Volumes | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|---------------|--------------------------------|------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left          | 1                              | 150              | 0                 | 150                   | 683            |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 1                              | 1,261            |                   | 683                   |                |
|                                     | Through/Right | 1                              |                  |                   | 683                   |                |
|                                     | Right         | 0                              | 105              |                   |                       |                |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |
| Southbound                          | Left          | 1                              | 99               | 0                 | 99                    | 99             |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 1                              | 856              |                   | 444                   |                |
|                                     | Through/Right | 1                              |                  |                   | 444                   |                |
|                                     | Right         | 0                              | 33               |                   |                       |                |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |
| Sum of North/South Critical Volumes |               |                                |                  |                   |                       | 782            |
| Eastbound                           | Left          | 1                              | 74               | 0                 | 74                    | 369            |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 1                              | 609              |                   | 369                   |                |
|                                     | Through/Right | 1                              |                  |                   | 369                   |                |
|                                     | Right         | 0                              | 129              |                   |                       |                |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |
| Westbound                           | Left          | 1                              | 80               | 50                | 80                    | 80             |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 2                              | 535              |                   | 268                   |                |
|                                     | Through/Right | 0                              |                  |                   |                       |                |
|                                     | Right         | 1                              | 152              |                   | 102                   |                |
|                                     | Total Lanes   | 4                              |                  |                   |                       |                |
| Sum of East/West Critical Volumes   |               |                                |                  |                   |                       | 449            |
| Total Intersection Critical Volumes |               |                                |                  |                   |                       | 1,231          |
| Number of Clearance Intervals       | 2             | Intersection Capacity          |                  |                   |                       | 1,500          |
| Base CMA                            |               |                                |                  |                   |                       | 0.821          |
| Signal Coordination                 | ATSAC         | Signal Coordination Adjustment |                  |                   |                       | -0.070         |
| Final CMA                           |               |                                |                  |                   |                       | 0.751          |
| Level of Service (LOS)              |               |                                |                  |                   |                       | C              |

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 3 **Date** December 8, 2015  
**Intersection Name** North/South: Washington Boulevard/Zanja Street  
East/West: Washington Boulevard/Washington Place  
**Intersection Control** Signalized  
**Analysis Period** AM Peak Hour  
**Analysis Scenario** Existing (2015) With Project

| Approach Direction                          | Lane Type          | No. of Lanes | Approach Volumes               | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|---------------------------------------------|--------------------|--------------|--------------------------------|-------------------|-----------------------|----------------|
| Northbound                                  | Left               | 1            | 437                            |                   | 290                   |                |
|                                             | Left/Through       | 1            |                                |                   | 290                   | 290            |
|                                             | Through            | 0            | 142                            |                   |                       |                |
|                                             | Through/Right      | 0            |                                |                   |                       |                |
|                                             | Right              | 1            | 52                             | 0                 | 52                    |                |
|                                             | Total Lanes        | 3            |                                |                   |                       |                |
| <hr style="border-top: 1px dashed black;"/> |                    |              |                                |                   |                       |                |
| Southbound                                  | Left               | 0            | 26                             |                   |                       |                |
|                                             | Left/Through       | 0            |                                |                   |                       |                |
|                                             | Left/Through/Right | 1            | 172                            |                   | 201                   | 201            |
|                                             | Through/Right      | 0            |                                |                   |                       |                |
|                                             | Right              | 0            | 3                              | 0                 |                       |                |
|                                             | Total Lanes        | 1            |                                |                   |                       |                |
| Sum of North/South Critical Volumes         |                    |              |                                |                   |                       | 491            |
| <hr style="border: 1px solid black;"/>      |                    |              |                                |                   |                       |                |
| Eastbound                                   | Left               | 0            | 0                              |                   |                       |                |
|                                             | Left/Through       | 0            |                                |                   |                       |                |
|                                             | Through            | 1            | 845                            |                   | 433                   | 433            |
|                                             | Through/Right      | 1            |                                |                   | 433                   |                |
|                                             | Right              | 1            | 455                            | 0                 | 433                   |                |
|                                             | Total Lanes        | 3            |                                |                   |                       |                |
| <hr style="border-top: 1px dashed black;"/> |                    |              |                                |                   |                       |                |
| Westbound                                   | Left               | 0            | 0                              |                   |                       |                |
|                                             | Left/Through       | 0            |                                |                   |                       |                |
|                                             | Through            | 1            | 599                            |                   | 334                   |                |
|                                             | Through/Right      | 1            |                                |                   | 334                   |                |
|                                             | Right              | 0            | 69                             | 0                 |                       |                |
|                                             | Total Lanes        | 2            |                                |                   |                       |                |
| Sum of East/West Critical Volumes           |                    |              |                                |                   |                       | 433            |
| Total Intersection Critical Volumes         |                    |              |                                |                   |                       | 924            |
| Number of Clearance Intervals               |                    | 4            | Intersection Capacity          |                   |                       | 1,375          |
| Base CMA                                    |                    |              |                                |                   |                       | 0.672          |
| Signal Coordination                         |                    | ATSAC        | Signal Coordination Adjustment |                   |                       | -0.070         |
| Final CMA                                   |                    |              |                                |                   |                       | 0.602          |
| Level of Service (LOS)                      |                    |              |                                |                   |                       | B              |

North/South Opposed Phasing

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 4 **Date** December 8, 2015  
**Intersection Name** North/South: Beethoven Street  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** AM Peak Hour  
**Analysis Scenario** Existing (2015) With Project

| Approach Direction                  | Lane Type          | No. of Lanes | Approach Volumes               | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|--------------------|--------------|--------------------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left               | 0            | 18                             | 0                 | 212                   | 212            |
|                                     | Left/Through       | 0            |                                |                   |                       |                |
|                                     | Left/Through/Right | 1            | 173                            |                   |                       |                |
|                                     | Through/Right      | 0            |                                |                   |                       |                |
|                                     | Right              | 0            | 21                             |                   |                       |                |
|                                     | Total Lanes        | 1            |                                |                   |                       |                |
| Southbound                          | Left               | 0            | 19                             | 0                 | 128                   | 19             |
|                                     | Left/Through       | 0            |                                |                   |                       |                |
|                                     | Left/Through/Right | 1            | 72                             |                   |                       |                |
|                                     | Through/Right      | 0            |                                |                   |                       |                |
|                                     | Right              | 0            | 37                             |                   |                       |                |
|                                     | Total Lanes        | 1            |                                |                   |                       |                |
| Sum of North/South Critical Volumes |                    |              |                                |                   |                       | 231            |
| Eastbound                           | Left               | 1            | 77                             | 0                 | 77                    | 77             |
|                                     | Left/Through       | 0            |                                |                   |                       |                |
|                                     | Through            | 1            | 1,084                          |                   |                       |                |
|                                     | Through/Right      | 1            |                                |                   |                       |                |
|                                     | Right              | 0            | 2                              |                   |                       |                |
|                                     | Total Lanes        | 3            |                                |                   |                       |                |
| Westbound                           | Left               | 1            | 19                             | 0                 | 532                   | 532            |
|                                     | Left/Through       | 0            |                                |                   |                       |                |
|                                     | Through            | 1            | 1,028                          |                   |                       |                |
|                                     | Through/Right      | 1            |                                |                   |                       |                |
|                                     | Right              | 0            | 35                             |                   |                       |                |
|                                     | Total Lanes        | 3            |                                |                   |                       |                |
| Sum of East/West Critical Volumes   |                    |              |                                |                   |                       | 609            |
| Total Intersection Critical Volumes |                    |              |                                |                   |                       | 840            |
| Number of Clearance Intervals       |                    | 2            | Intersection Capacity          |                   |                       | 1,500          |
|                                     |                    |              | Base CMA                       |                   |                       | 0.560          |
| Signal Coordination                 |                    | ATSAC        | Signal Coordination Adjustment |                   |                       | -0.070         |
|                                     |                    |              | Final CMA                      |                   |                       | 0.490          |
|                                     |                    |              | Level of Service (LOS)         |                   |                       | A              |

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 5 **Date** December 8, 2015  
**Intersection Name** North/South: Redwood Avenue  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** AM Peak Hour  
**Analysis Scenario** Existing (2015) With Project

| Approach Direction                  | Lane Type          | No. of Lanes                   | Approach Volumes | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|--------------------|--------------------------------|------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left               | 0                              | 129              | 0                 | 275                   | 275            |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Left/Through/Right | 1                              | 82               |                   |                       |                |
|                                     | Through/Right      | 0                              |                  |                   |                       |                |
|                                     | Right              | 0                              | 64               |                   |                       |                |
|                                     | Total Lanes        | 1                              |                  |                   |                       |                |
| Southbound                          | Left               | 0                              | 46               | 0                 | 132                   | 46             |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Left/Through/Right | 1                              | 73               |                   |                       |                |
|                                     | Through/Right      | 0                              |                  |                   |                       |                |
|                                     | Right              | 0                              | 13               |                   |                       |                |
|                                     | Total Lanes        | 1                              |                  |                   |                       |                |
| Sum of North/South Critical Volumes |                    |                                |                  |                   |                       | 321            |
| Eastbound                           | Left               | 1                              | 22               | 0                 | 566                   | 566            |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Through            | 1                              | 1,106            |                   |                       |                |
|                                     | Through/Right      | 1                              |                  |                   |                       |                |
|                                     | Right              | 0                              | 27               |                   |                       |                |
|                                     | Total Lanes        | 3                              |                  |                   |                       |                |
| Westbound                           | Left               | 1                              | 65               | 0                 | 509                   | 509            |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Through            | 1                              | 982              |                   |                       |                |
|                                     | Through/Right      | 1                              |                  |                   |                       |                |
|                                     | Right              | 0                              | 36               |                   |                       |                |
|                                     | Total Lanes        | 3                              |                  |                   |                       |                |
| Sum of East/West Critical Volumes   |                    |                                |                  |                   |                       | 631            |
| Total Intersection Critical Volumes |                    |                                |                  |                   |                       | 952            |
| Number of Clearance Intervals       | 2                  | Intersection Capacity          |                  |                   |                       | 1,500          |
| Base CMA                            |                    |                                |                  |                   |                       | 0.635          |
| Signal Coordination                 | ATSAC              | Signal Coordination Adjustment |                  |                   |                       | -0.070         |
| Final CMA                           |                    |                                |                  |                   |                       | 0.565          |
| Level of Service (LOS)              |                    |                                |                  |                   |                       | A              |

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 6 **Date** December 8, 2015  
**Intersection Name** North/South: Walgrove Avenue  
East/West: Washington Boulevard  
**Intersection Control** Two-Way STOP  
**Analysis Period** AM Peak Hour  
**Analysis Scenario** Existing (2015) With Project

| Approach Direction                  | Lane Type          | No. of Lanes | Approach Volumes | Right-Turn on Red | Assigned Lane Volumes          | Critical Moves |
|-------------------------------------|--------------------|--------------|------------------|-------------------|--------------------------------|----------------|
| Northbound                          | Left               | 0            | 0                |                   |                                |                |
|                                     | Left/Through       | 0            |                  |                   |                                |                |
|                                     | Through            | 0            | 0                |                   |                                |                |
|                                     | Through/Right      | 0            |                  |                   |                                |                |
|                                     | Right              | 0            | 0                | 0                 |                                |                |
|                                     | Total Lanes        | 0            |                  |                   |                                |                |
| Southbound                          | Left               | 0            | 20               |                   |                                |                |
|                                     | Left/Through       | 0            |                  |                   |                                |                |
|                                     | Left/Through/Right | 1            | 0                |                   | 243                            | 243            |
|                                     | Through/Right      | 0            |                  |                   |                                |                |
|                                     | Right              | 0            | 223              | 0                 |                                |                |
|                                     | Total Lanes        | 1            |                  |                   |                                |                |
| Sum of North/South Critical Volumes |                    |              |                  |                   |                                | 243            |
| Eastbound                           | Left               | 1            | 317              |                   | 317                            | 317            |
|                                     | Left/Through       | 0            |                  |                   |                                |                |
|                                     | Through            | 1            | 1,131            |                   | 566                            |                |
|                                     | Through/Right      | 1            |                  |                   | 566                            |                |
|                                     | Right              | 0            | 0                | 0                 |                                |                |
|                                     | Total Lanes        | 3            |                  |                   |                                |                |
| Westbound                           | Left               | 0            | 0                |                   |                                |                |
|                                     | Left/Through       | 0            |                  |                   |                                |                |
|                                     | Through            | 1            | 989              |                   | 495                            | 495            |
|                                     | Through/Right      | 1            |                  |                   | 495                            |                |
|                                     | Right              | 0            | 1                | 0                 |                                |                |
|                                     | Total Lanes        | 2            |                  |                   |                                |                |
| Sum of East/West Critical Volumes   |                    |              |                  |                   |                                | 812            |
| Total Intersection Critical Volumes |                    |              |                  |                   |                                | 1,055          |
| Number of Clearance Intervals       | 0                  |              |                  |                   | Intersection Capacity          | 1,200          |
| Base CMA                            |                    |              |                  |                   |                                | 0.879          |
| Signal Coordination                 | None               |              |                  |                   | Signal Coordination Adjustment | 0.000          |
| Final CMA                           |                    |              |                  |                   |                                | 0.879          |
| Level of Service (LOS)              |                    |              |                  |                   |                                | D              |

12803 Washington Blvd. (2015) Project  
Existing (2015)  
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #6 Washington Blvd. & Walgrove Ave.

\*\*\*\*\*

Average Delay (sec/veh): 17.6 Worst Case Level Of Service: F[175.5]

\*\*\*\*\*

| Walgrove Avenue          |           |      |             |           |      | Washington Boulevard |              |      |            |              |      |       |
|--------------------------|-----------|------|-------------|-----------|------|----------------------|--------------|------|------------|--------------|------|-------|
| North Bound              |           |      | South Bound |           |      | East Bound           |              |      | West Bound |              |      |       |
| Movement:                | L         | T    | R           | L         | T    | R                    | L            | T    | R          | L            | T    | R     |
| Control:                 | Stop Sign |      |             | Stop Sign |      |                      | Uncontrolled |      |            | Uncontrolled |      |       |
| Rights:                  | Include   |      |             | Include   |      |                      | Include      |      |            | Include      |      |       |
| Lanes:                   | 0         | 0    | 0           | 0         | 0    | 1                    | 0            | 2    | 0          | 0            | 0    | 1     |
| Volume Module:           |           |      |             |           |      |                      |              |      |            |              |      |       |
| Base Vol:                | 0         | 0    | 0           | 19        | 0    | 223                  | 317          | 1127 | 0          | 0            | 981  | 0     |
| 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:             | 0         | 0    | 0           | 19        | 0    | 223                  | 317          | 1127 | 0          | 0            | 981  | 0     |
| Added Vol:               | 0         | 0    | 0           | 0         | 0    | 0                    | 0            | 0    | 0          | 0            | 0    | 0     |
| Proj Vols:               | 0         | 0    | 0           | 1         | 0    | 0                    | 0            | 4    | 0          | 0            | 8    | 1     |
| Initial Fut:             | 0         | 0    | 0           | 20        | 0    | 223                  | 317          | 1131 | 0          | 0            | 989  | 1     |
| 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:                 | 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 Volume:              | 0         | 0    | 0           | 20        | 0    | 223                  | 317          | 1131 | 0          | 0            | 989  | 1     |
| Reduct Vol:              | 0         | 0    | 0           | 0         | 0    | 0                    | 0            | 0    | 0          | 0            | 0    | 0     |
| Final Vol.:              | 0         | 0    | 0           | 20        | 0    | 223                  | 317          | 1131 | 0          | 0            | 989  | 1     |
| Critical Gap Module:     |           |      |             |           |      |                      |              |      |            |              |      |       |
| Critical Gp:             | xxxxx     | xxxx | xxxxx       | 6.8       | xxxx | 6.9                  | 4.1          | xxxx | xxxxx      | xxxxx        | xxxx | xxxxx |
| FollowUpTim:             | xxxxx     | xxxx | xxxxx       | 3.5       | xxxx | 3.3                  | 2.2          | xxxx | xxxxx      | xxxxx        | xxxx | xxxxx |
| Capacity Module:         |           |      |             |           |      |                      |              |      |            |              |      |       |
| Cnflct Vol:              | xxxx      | xxxx | xxxxx       | 2189      | xxxx | 495                  | 990          | xxxx | xxxxx      | xxxxx        | xxxx | xxxxx |
| Potent Cap.:             | xxxx      | xxxx | xxxxx       | 40        | xxxx | 525                  | 706          | xxxx | xxxxx      | xxxxx        | xxxx | xxxxx |
| Move Cap.:               | xxxx      | xxxx | xxxxx       | 26        | xxxx | 525                  | 706          | xxxx | xxxxx      | xxxxx        | xxxx | xxxxx |
| Volume/Cap:              | xxxx      | xxxx | xxxx        | 0.78      | xxxx | 0.42                 | 0.45         | xxxx | xxxx       | xxxx         | xxxx | xxxx  |
| Level Of Service Module: |           |      |             |           |      |                      |              |      |            |              |      |       |
| Queue:                   | xxxxx     | xxxx | xxxxx       | xxxxx     | xxxx | xxxxx                | 2.3          | xxxx | xxxxx      | xxxxx        | xxxx | xxxxx |
| Stopped Del:             | xxxxx     | xxxx | xxxxx       | xxxxx     | xxxx | xxxxx                | 14.2         | xxxx | xxxxx      | xxxxx        | xxxx | xxxxx |
| LOS by Move:             | *         | *    | *           | *         | *    | *                    | B            | *    | *          | *            | *    | *     |
| Movement:                | LT        | LTR  | RT          | LT        | LTR  | RT                   | LT           | LTR  | RT         | LT           | LTR  | RT    |
| Shared Cap.:             | xxxx      | xxxx | xxxxx       | xxxx      | 203  | xxxxx                | xxxx         | xxxx | xxxxx      | xxxx         | xxxx | xxxxx |
| Shared Queue:            | xxxxx     | xxxx | xxxxx       | xxxxx     | 12.4 | xxxxx                | xxxxx        | xxxx | xxxxx      | xxxxx        | xxxx | xxxxx |
| Shrd StpDel:             | xxxxx     | xxxx | xxxxx       | xxxxx     | 176  | xxxxx                | xxxxx        | xxxx | xxxxx      | xxxxx        | xxxx | xxxxx |
| Shared LOS:              | *         | *    | *           | *         | F    | *                    | *            | *    | *          | *            | *    | *     |
| ApproachDel:             | xxxxxx    |      |             | 175.5     |      |                      | xxxxxx       |      |            | xxxxxx       |      |       |
| ApproachLOS:             | *         |      |             | F         |      |                      | *            |      |            | *            |      |       |

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 7 **Date** December 8, 2015  
**Intersection Name** North/South: Glencoe Avenue/Costco Driveway  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** AM Peak Hour  
**Analysis Scenario** Existing (2015) With Project

| Approach Direction                  | Lane Type     | No. of Lanes                   | Approach Volumes | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|---------------|--------------------------------|------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left          | 1                              | 273              |                   | 169                   |                |
|                                     | Left/Through  | 1                              |                  |                   | 169                   | 169            |
|                                     | Through       | 0                              | 65               |                   |                       |                |
|                                     | Through/Right | 0                              |                  |                   |                       |                |
|                                     | Right         | 1                              | 357              | 328               | 29                    |                |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |
|                                     |               |                                |                  |                   |                       |                |
| Southbound                          | Left          | 1                              | 71               |                   | 53                    | 53             |
|                                     | Left/Through  | 1                              |                  |                   | 53                    |                |
|                                     | Through       | 0                              | 35               |                   |                       |                |
|                                     | Through/Right | 0                              |                  |                   |                       |                |
|                                     | Right         | 1                              | 18               | 18                | 0                     |                |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |
| Sum of North/South Critical Volumes |               |                                |                  |                   |                       | 222            |
|                                     |               |                                |                  |                   |                       |                |
| Eastbound                           | Left          | 1                              | 22               |                   | 22                    |                |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 2                              | 935              |                   | 468                   | 468            |
|                                     | Through/Right | 0                              |                  |                   |                       |                |
|                                     | Right         | 1                              | 225              | 169               | 56                    |                |
|                                     | Total Lanes   | 4                              |                  |                   |                       |                |
|                                     |               |                                |                  |                   |                       |                |
| Westbound                           | Left          | 1                              | 328              |                   | 328                   | 328            |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 2                              | 758              |                   | 325                   |                |
|                                     | Through/Right | 1                              |                  |                   | 325                   |                |
|                                     | Right         | 0                              | 217              | 0                 |                       |                |
|                                     | Total Lanes   | 4                              |                  |                   |                       |                |
| Sum of East/West Critical Volumes   |               |                                |                  |                   |                       | 796            |
| Total Intersection Critical Volumes |               |                                |                  |                   |                       | 1,018          |
| Number of Clearance Intervals       | 4             | Intersection Capacity          |                  |                   |                       | 1,375          |
| Base CMA                            |               |                                |                  |                   |                       | 0.740          |
| Signal Coordination                 | ATSAC         | Signal Coordination Adjustment |                  |                   |                       | -0.070         |
| Final CMA                           |               |                                |                  |                   |                       | 0.670          |
| Level of Service (LOS)              |               |                                |                  |                   |                       | B              |

North/South Opposed Phasing  
NB/SB Rt. Turn Overlap With WB/EB Lefts

EB Rt. Turn Overlap with NB Left

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 8 **Date** December 8, 2015  
**Intersection Name** North/South: Costco Driveway  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** AM Peak Hour  
**Analysis Scenario** Existing (2015) With Project

| Approach Direction                  | Lane Type     | No. of Lanes                   | Approach Volumes | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|---------------|--------------------------------|------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left          | 0                              | 0                |                   |                       |                |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 0                              | 0                |                   |                       |                |
|                                     | Through/Right | 0                              |                  |                   |                       |                |
|                                     | Right         | 0                              | 0                | 0                 |                       |                |
|                                     | Total Lanes   | 0                              |                  |                   |                       |                |
|                                     |               |                                |                  |                   |                       |                |
| Southbound                          | Left          | 1                              | 54               |                   | 54                    | 54             |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 0                              | 0                |                   |                       |                |
|                                     | Through/Right | 0                              |                  |                   |                       |                |
|                                     | Right         | 1                              | 94               | 94                | 0                     |                |
|                                     | Total Lanes   | 2                              |                  |                   |                       |                |
| Sum of North/South Critical Volumes |               |                                |                  |                   |                       | 54             |
|                                     |               |                                |                  |                   |                       |                |
| Eastbound                           | Left          | 1                              | 209              |                   | 209                   | 209            |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 2                              | 1,051            |                   | 526                   |                |
|                                     | Through/Right | 0                              |                  |                   |                       |                |
|                                     | Right         | 0                              | 0                | 0                 |                       |                |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |
|                                     |               |                                |                  |                   |                       |                |
| Westbound                           | Left          | 0                              | 0                |                   |                       |                |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 2                              | 986              |                   | 361                   | 361            |
|                                     | Through/Right | 1                              |                  |                   | 361                   |                |
|                                     | Right         | 0                              | 98               | 0                 |                       |                |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |
| Sum of East/West Critical Volumes   |               |                                |                  |                   |                       | 570            |
| Total Intersection Critical Volumes |               |                                |                  |                   |                       | 624            |
| Number of Clearance Intervals       | 3             | Intersection Capacity          |                  |                   |                       | 1,425          |
| Base CMA                            |               |                                |                  |                   |                       | 0.438          |
| Signal Coordination                 | ATSAC         | Signal Coordination Adjustment |                  |                   |                       | -0.070         |
| Final CMA                           |               |                                |                  |                   |                       | 0.368          |
| Level of Service (LOS)              |               |                                |                  |                   |                       | A              |

SB Rt. Turn Overlap with EB Left

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 9 **Date** December 8, 2015  
**Intersection Name** North/South: Lincoln Boulevard  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** AM Peak Hour  
**Analysis Scenario** Existing (2015) With Project

| Approach Direction                  | Lane Type     | No. of Lanes | Approach Volumes               | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|---------------|--------------|--------------------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left          | 2            | 558                            | 0                 | 307                   | 676            |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 2            | 1,820                          |                   | 676                   |                |
|                                     | Through/Right | 1            |                                |                   | 676                   |                |
|                                     | Right         | 0            | 209                            |                   |                       |                |
|                                     | Total Lanes   | 5            |                                |                   |                       |                |
| Southbound                          | Left          | 2            | 302                            | 0                 | 166                   | 166            |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 2            | 1,215                          |                   | 455                   |                |
|                                     | Through/Right | 1            |                                |                   | 455                   |                |
|                                     | Right         | 0            | 149                            |                   |                       |                |
|                                     | Total Lanes   | 5            |                                |                   |                       |                |
| Sum of North/South Critical Volumes |               |              |                                |                   |                       | 842            |
| Eastbound                           | Left          | 2            | 146                            | 307               | 80                    | 390            |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 2            | 764                            |                   | 382                   |                |
|                                     | Through/Right | 0            |                                |                   |                       |                |
|                                     | Right         | 1            | 697                            |                   | 390                   |                |
|                                     | Total Lanes   | 5            |                                |                   |                       |                |
| Westbound                           | Left          | 2            | 165                            | 166               | 91                    | 91             |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 2            | 687                            |                   | 344                   |                |
|                                     | Through/Right | 0            |                                |                   |                       |                |
|                                     | Right         | 1            | 233                            |                   | 67                    |                |
|                                     | Total Lanes   | 5            |                                |                   |                       |                |
| Sum of East/West Critical Volumes   |               |              |                                |                   |                       | 481            |
| Total Intersection Critical Volumes |               |              |                                |                   |                       | 1,323          |
| Number of Clearance Intervals       |               | 4            | Intersection Capacity          |                   |                       | 1,375          |
| Base CMA                            |               |              |                                |                   |                       | 0.962          |
| Signal Coordination                 |               | ATSAC + ATCS | Signal Coordination Adjustment |                   |                       | -0.100         |
| Final CMA                           |               |              |                                |                   |                       | 0.862          |
| Level of Service (LOS)              |               |              |                                |                   |                       | D              |

EB/WB Rt. Turn Overlap With NB/SB Lefts

**PM Peak Hour**

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 1 **Date** December 8, 2015  
**Intersection Name** North/South: Centinela Avenue  
East/West: Washington Place  
**Intersection Control** Signalized  
**Analysis Period** PM Peak Hour  
**Analysis Scenario** Existing (2015) With Project

| Approach Direction                  | Lane Type     | No. of Lanes                   | Approach Volumes | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|---------------|--------------------------------|------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left          | 1                              | 74               | 0                 | 74                    | 74             |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 1                              | 1,044            |                   | 624                   |                |
|                                     | Through/Right | 1                              |                  |                   | 624                   |                |
|                                     | Right         | 0                              | 204              |                   |                       |                |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |
| Southbound                          | Left          | 1                              | 99               | 0                 | 99                    | 831            |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 1                              | 1,441            |                   | 831                   |                |
|                                     | Through/Right | 1                              |                  |                   | 831                   |                |
|                                     | Right         | 0                              | 221              |                   |                       |                |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |
| Sum of North/South Critical Volumes |               |                                |                  |                   |                       | 905            |
| Eastbound                           | Left          | 2                              | 176              | 0                 | 97                    | 97             |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 1                              | 598              |                   | 358                   |                |
|                                     | Through/Right | 1                              |                  |                   | 358                   |                |
|                                     | Right         | 0                              | 119              |                   |                       |                |
|                                     | Total Lanes   | 4                              |                  |                   |                       |                |
| Westbound                           | Left          | 2                              | 192              | 0                 | 106                   | 381            |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 1                              | 673              |                   | 381                   |                |
|                                     | Through/Right | 1                              |                  |                   | 381                   |                |
|                                     | Right         | 0                              | 89               |                   |                       |                |
|                                     | Total Lanes   | 4                              |                  |                   |                       |                |
| Sum of East/West Critical Volumes   |               |                                |                  |                   |                       | 478            |
| Total Intersection Critical Volumes |               |                                |                  |                   |                       | 1,383          |
| Number of Clearance Intervals       | 4             | Intersection Capacity          |                  |                   |                       | 1,375          |
| Base CMA                            |               |                                |                  |                   |                       | 1.006          |
| Signal Coordination                 | ATSAC         | Signal Coordination Adjustment |                  |                   |                       | -0.070         |
| Final CMA                           |               |                                |                  |                   |                       | 0.936          |
| Level of Service (LOS)              |               |                                |                  |                   |                       | E              |

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 2 **Date** December 8, 2015  
**Intersection Name** North/South: Centinela Avenue  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** PM Peak Hour  
**Analysis Scenario** Existing (2015) With Project

| Approach Direction                  | Lane Type     | No. of Lanes                   | Approach Volumes | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|---------------|--------------------------------|------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left          | 1                              | 117              | 0                 | 117                   | 117            |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 1                              | 996              |                   | 540                   |                |
|                                     | Through/Right | 1                              |                  |                   | 540                   |                |
|                                     | Right         | 0                              | 83               |                   |                       |                |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |
| Southbound                          | Left          | 1                              | 169              | 0                 | 169                   |                |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 1                              | 1,617            |                   | 840                   | 840            |
|                                     | Through/Right | 1                              |                  |                   | 840                   |                |
|                                     | Right         | 0                              | 62               |                   |                       |                |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |
| Sum of North/South Critical Volumes |               |                                |                  |                   |                       | 957            |
| Eastbound                           | Left          | 1                              | 59               | 0                 | 59                    |                |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 1                              | 629              |                   | 422                   | 422            |
|                                     | Through/Right | 1                              |                  |                   | 422                   |                |
|                                     | Right         | 0                              | 214              |                   |                       |                |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |
| Westbound                           | Left          | 1                              | 83               | 178               | 83                    | 83             |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 2                              | 588              |                   | 294                   |                |
|                                     | Through/Right | 0                              |                  |                   |                       |                |
|                                     | Right         | 1                              | 178              |                   | 0                     |                |
|                                     | Total Lanes   | 4                              |                  |                   |                       |                |
| Sum of East/West Critical Volumes   |               |                                |                  |                   |                       | 505            |
| Total Intersection Critical Volumes |               |                                |                  |                   |                       | 1,462          |
| Number of Clearance Intervals       | 2             | Intersection Capacity          |                  |                   |                       | 1,500          |
| Base CMA                            |               |                                |                  |                   |                       | 0.975          |
| Signal Coordination                 | ATSAC         | Signal Coordination Adjustment |                  |                   |                       | -0.070         |
| Final CMA                           |               |                                |                  |                   |                       | 0.905          |
| Level of Service (LOS)              |               |                                |                  |                   |                       | E              |

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 3 **Date** December 8, 2015  
**Intersection Name** North/South: Washington Boulevard/Zanja Street  
East/West: Washington Boulevard/Washington Place  
**Intersection Control** Signalized  
**Analysis Period** PM Peak Hour  
**Analysis Scenario** Existing (2015) With Project

| Approach Direction                  | Lane Type          | No. of Lanes | Approach Volumes | Right-Turn on Red | Assigned Lane Volumes          | Critical Moves |
|-------------------------------------|--------------------|--------------|------------------|-------------------|--------------------------------|----------------|
| Northbound                          | Left               | 1            | 565              |                   | 317                            | 317            |
|                                     | Left/Through       | 1            |                  |                   | 317                            |                |
|                                     | Through            | 0            | 69               |                   |                                |                |
|                                     | Through/Right      | 0            |                  |                   |                                |                |
|                                     | Right              | 1            | 49               | 12                | 37                             |                |
|                                     | Total Lanes        | 3            |                  |                   |                                |                |
| Southbound                          | Left               | 0            | 45               |                   |                                | 260            |
|                                     | Left/Through       | 0            |                  |                   |                                |                |
|                                     | Left/Through/Right | 1            | 213              |                   | 260                            |                |
|                                     | Through/Right      | 0            |                  |                   |                                |                |
|                                     | Right              | 0            | 2                | 0                 |                                |                |
|                                     | Total Lanes        | 1            |                  |                   |                                |                |
| Sum of North/South Critical Volumes |                    |              |                  |                   |                                | 577            |
| Eastbound                           | Left               | 0            | 0                |                   |                                | 431            |
|                                     | Left/Through       | 0            |                  |                   |                                |                |
|                                     | Through            | 1            | 701              |                   | 431                            |                |
|                                     | Through/Right      | 1            |                  |                   | 431                            |                |
|                                     | Right              | 1            | 593              | 0                 | 431                            |                |
|                                     | Total Lanes        | 3            |                  |                   |                                |                |
| Westbound                           | Left               | 0            | 0                |                   |                                | 454            |
|                                     | Left/Through       | 0            |                  |                   |                                |                |
|                                     | Through            | 1            | 843              |                   | 454                            |                |
|                                     | Through/Right      | 1            |                  |                   | 454                            |                |
|                                     | Right              | 0            | 65               | 0                 |                                |                |
|                                     | Total Lanes        | 2            |                  |                   |                                |                |
| Sum of East/West Critical Volumes   |                    |              |                  |                   |                                | 454            |
| Total Intersection Critical Volumes |                    |              |                  |                   |                                | 1,031          |
| Number of Clearance Intervals       | 4                  |              |                  |                   | Intersection Capacity          | 1,375          |
| Base CMA                            |                    |              |                  |                   |                                | 0.750          |
| Signal Coordination                 | ATSAC              |              |                  |                   | Signal Coordination Adjustment | -0.070         |
| Final CMA                           |                    |              |                  |                   |                                | 0.680          |
| Level of Service (LOS)              |                    |              |                  |                   |                                | B              |

North/South Opposed Phasing

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 4 **Date** December 8, 2015  
**Intersection Name** North/South: Beethoven Street  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** PM Peak Hour  
**Analysis Scenario** Existing (2015) With Project

| Approach Direction                  | Lane Type          | No. of Lanes                   | Approach Volumes | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|--------------------|--------------------------------|------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left               | 0                              | 30               | 0                 | 173                   | 30             |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Left/Through/Right | 1                              | 104              |                   |                       |                |
|                                     | Through/Right      | 0                              |                  |                   |                       |                |
|                                     | Right              | 0                              | 39               |                   |                       |                |
|                                     | Total Lanes        | 1                              |                  |                   |                       |                |
|                                     |                    |                                |                  |                   |                       |                |
| Southbound                          | Left               | 0                              | 42               | 0                 | 338                   | 338            |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Left/Through/Right | 1                              | 226              |                   |                       |                |
|                                     | Through/Right      | 0                              |                  |                   |                       |                |
|                                     | Right              | 0                              | 70               |                   |                       |                |
|                                     | Total Lanes        | 1                              |                  |                   |                       |                |
| Sum of North/South Critical Volumes |                    |                                |                  |                   |                       | 368            |
| Eastbound                           | Left               | 1                              | 56               | 0                 | 586                   | 56             |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Through            | 1                              | 1,157            |                   |                       |                |
|                                     | Through/Right      | 1                              |                  |                   |                       |                |
|                                     | Right              | 0                              | 15               |                   |                       |                |
|                                     | Total Lanes        | 3                              |                  |                   |                       |                |
|                                     |                    |                                |                  |                   |                       |                |
| Westbound                           | Left               | 1                              | 42               | 0                 | 652                   | 652            |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Through            | 1                              | 1,287            |                   |                       |                |
|                                     | Through/Right      | 1                              |                  |                   |                       |                |
|                                     | Right              | 0                              | 17               |                   |                       |                |
|                                     | Total Lanes        | 3                              |                  |                   |                       |                |
| Sum of East/West Critical Volumes   |                    |                                |                  |                   |                       | 708            |
| Total Intersection Critical Volumes |                    |                                |                  |                   |                       | 1,076          |
| Number of Clearance Intervals       | 2                  | Intersection Capacity          |                  |                   |                       | 1,500          |
| Base CMA                            |                    |                                |                  |                   |                       | 0.717          |
| Signal Coordination                 | ATSAC              | Signal Coordination Adjustment |                  |                   |                       | -0.070         |
| Final CMA                           |                    |                                |                  |                   |                       | 0.647          |
| Level of Service (LOS)              |                    |                                |                  |                   |                       | B              |

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 5 **Date** December 8, 2015  
**Intersection Name** North/South: Redwood Avenue  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** PM Peak Hour  
**Analysis Scenario** Existing (2015) With Project

| Approach Direction                  | Lane Type          | No. of Lanes | Approach Volumes               | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|--------------------|--------------|--------------------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left               | 0            | 82                             | 0                 | 235                   | 82             |
|                                     | Left/Through       | 0            |                                |                   |                       |                |
|                                     | Left/Through/Right | 1            | 96                             |                   |                       |                |
|                                     | Through/Right      | 0            |                                |                   |                       |                |
|                                     | Right              | 0            | 57                             |                   |                       |                |
|                                     | Total Lanes        | 1            |                                |                   |                       |                |
| Southbound                          | Left               | 0            | 51                             | 0                 | 337                   | 337            |
|                                     | Left/Through       | 0            |                                |                   |                       |                |
|                                     | Left/Through/Right | 1            | 265                            |                   |                       |                |
|                                     | Through/Right      | 0            |                                |                   |                       |                |
|                                     | Right              | 0            | 21                             |                   |                       |                |
|                                     | Total Lanes        | 1            |                                |                   |                       |                |
| Sum of North/South Critical Volumes |                    |              |                                |                   |                       | 419            |
| Eastbound                           | Left               | 1            | 25                             | 0                 | 596                   | 596            |
|                                     | Left/Through       | 0            |                                |                   |                       |                |
|                                     | Through            | 1            | 1,126                          |                   |                       |                |
|                                     | Through/Right      | 1            |                                |                   |                       |                |
|                                     | Right              | 0            | 67                             |                   |                       |                |
|                                     | Total Lanes        | 3            |                                |                   |                       |                |
| Westbound                           | Left               | 1            | 101                            | 0                 | 622                   | 101            |
|                                     | Left/Through       | 0            |                                |                   |                       |                |
|                                     | Through            | 1            | 1,226                          |                   |                       |                |
|                                     | Through/Right      | 1            |                                |                   |                       |                |
|                                     | Right              | 0            | 18                             |                   |                       |                |
|                                     | Total Lanes        | 3            |                                |                   |                       |                |
| Sum of East/West Critical Volumes   |                    |              |                                |                   |                       | 697            |
| Total Intersection Critical Volumes |                    |              |                                |                   |                       | 1,116          |
| Number of Clearance Intervals       |                    | 2            | Intersection Capacity          |                   |                       | 1,500          |
|                                     |                    |              | Base CMA                       |                   |                       | 0.744          |
| Signal Coordination                 |                    | ATSAC        | Signal Coordination Adjustment |                   |                       | -0.070         |
|                                     |                    |              | Final CMA                      |                   |                       | 0.674          |
| Level of Service (LOS)              |                    |              |                                |                   |                       | B              |

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 6 **Date** December 8, 2015  
**Intersection Name** North/South: Walgrove Avenue  
East/West: Washington Boulevard  
**Intersection Control** Two-Way STOP  
**Analysis Period** PM Peak Hour  
**Analysis Scenario** Existing (2015) With Project

| Approach Direction                  | Lane Type          | No. of Lanes                   | Approach Volumes | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|--------------------|--------------------------------|------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left               | 0                              | 0                |                   |                       |                |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Through            | 0                              | 0                |                   |                       |                |
|                                     | Through/Right      | 0                              |                  |                   |                       |                |
|                                     | Right              | 0                              | 0                | 0                 |                       |                |
|                                     | Total Lanes        | 0                              |                  |                   |                       |                |
|                                     |                    |                                |                  |                   |                       |                |
| Southbound                          | Left               | 0                              | 36               |                   |                       |                |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Left/Through/Right | 1                              | 0                |                   | 345                   | 345            |
|                                     | Through/Right      | 0                              |                  |                   |                       |                |
|                                     | Right              | 0                              | 309              | 0                 |                       |                |
|                                     | Total Lanes        | 1                              |                  |                   |                       |                |
| Sum of North/South Critical Volumes |                    |                                |                  |                   |                       | 345            |
| Eastbound                           | Left               | 1                              | 294              |                   | 294                   | 294            |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Through            | 1                              | 1,204            |                   | 602                   |                |
|                                     | Through/Right      | 1                              |                  |                   | 602                   |                |
|                                     | Right              | 0                              | 0                | 0                 |                       |                |
|                                     | Total Lanes        | 3                              |                  |                   |                       |                |
|                                     |                    |                                |                  |                   |                       |                |
| Westbound                           | Left               | 0                              | 0                |                   |                       |                |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Through            | 1                              | 1,228            |                   | 640                   | 640            |
|                                     | Through/Right      | 1                              |                  |                   | 640                   |                |
|                                     | Right              | 0                              | 52               | 0                 |                       |                |
|                                     | Total Lanes        | 2                              |                  |                   |                       |                |
| Sum of East/West Critical Volumes   |                    |                                |                  |                   |                       | 934            |
| Total Intersection Critical Volumes |                    |                                |                  |                   |                       | 1,279          |
| Number of Clearance Intervals       | 0                  | Intersection Capacity          |                  |                   |                       | 1,200          |
| Base CMA                            |                    |                                |                  |                   |                       | 1.066          |
| Signal Coordination                 | None               | Signal Coordination Adjustment |                  |                   |                       | 0.000          |
| Final CMA                           |                    |                                |                  |                   |                       | 1.066          |
| Level of Service (LOS)              |                    |                                |                  |                   |                       | F              |

12803 Washington Blvd. (2015) Project  
Existing (2015)  
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #6 Washington Blvd. & Walgrove Ave.

\*\*\*\*\*

Average Delay (sec/veh): 114.0 Worst Case Level Of Service: F[1015.4]

\*\*\*\*\*

| Street Name:             | Walgrove Avenue |      |       |             |      |       | Washington Boulevard |      |       |              |      |       |
|--------------------------|-----------------|------|-------|-------------|------|-------|----------------------|------|-------|--------------|------|-------|
| Approach:                | North Bound     |      |       | South Bound |      |       | East Bound           |      |       | West Bound   |      |       |
| Movement:                | L               | T    | R     | L           | T    | R     | L                    | T    | R     | L            | T    | R     |
| Control:                 | Stop Sign       |      |       | Stop Sign   |      |       | Uncontrolled         |      |       | Uncontrolled |      |       |
| Rights:                  | Include         |      |       | Include     |      |       | Include              |      |       | Include      |      |       |
| Lanes:                   | 0               | 0    | 0     | 0           | 0    | 1     | 1                    | 0    | 2     | 0            | 0    | 1     |
| Volume Module:           |                 |      |       |             |      |       |                      |      |       |              |      |       |
| Base Vol:                | 0               | 0    | 0     | 34          | 0    | 309   | 294                  | 1195 | 0     | 0            | 1221 | 50    |
| 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:             | 0               | 0    | 0     | 34          | 0    | 309   | 294                  | 1195 | 0     | 0            | 1221 | 50    |
| Added Vol:               | 0               | 0    | 0     | 0           | 0    | 0     | 0                    | 0    | 0     | 0            | 0    | 0     |
| Proj Vols:               | 0               | 0    | 0     | 2           | 0    | 0     | 0                    | 9    | 0     | 0            | 7    | 2     |
| Initial Fut:             | 0               | 0    | 0     | 36          | 0    | 309   | 294                  | 1204 | 0     | 0            | 1228 | 52    |
| 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:                 | 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 Volume:              | 0               | 0    | 0     | 36          | 0    | 309   | 294                  | 1204 | 0     | 0            | 1228 | 52    |
| Reduct Vol:              | 0               | 0    | 0     | 0           | 0    | 0     | 0                    | 0    | 0     | 0            | 0    | 0     |
| Final Vol.:              | 0               | 0    | 0     | 36          | 0    | 309   | 294                  | 1204 | 0     | 0            | 1228 | 52    |
| Critical Gap Module:     |                 |      |       |             |      |       |                      |      |       |              |      |       |
| Critical Gp:             | xxxxx           | xxxx | xxxxx | 6.8         | xxxx | 6.9   | 4.1                  | xxxx | xxxxx | xxxxx        | xxxx | xxxxx |
| FollowUpTim:             | xxxxx           | xxxx | xxxxx | 3.5         | xxxx | 3.3   | 2.2                  | xxxx | xxxxx | xxxxx        | xxxx | xxxxx |
| Capacity Module:         |                 |      |       |             |      |       |                      |      |       |              |      |       |
| Cnflct Vol:              | xxxx            | xxxx | xxxxx | 2444        | xxxx | 640   | 1280                 | xxxx | xxxxx | xxxx         | xxxx | xxxxx |
| Potent Cap.:             | xxxx            | xxxx | xxxxx | 27          | xxxx | 423   | 549                  | xxxx | xxxxx | xxxx         | xxxx | xxxxx |
| Move Cap.:               | xxxx            | xxxx | xxxxx | 15          | xxxx | 423   | 549                  | xxxx | xxxxx | xxxx         | xxxx | xxxxx |
| Volume/Cap:              | xxxx            | xxxx | xxxx  | 2.34        | xxxx | 0.73  | 0.54                 | xxxx | xxxx  | xxxx         | xxxx | xxxx  |
| Level Of Service Module: |                 |      |       |             |      |       |                      |      |       |              |      |       |
| Queue:                   | xxxxx           | xxxx | xxxxx | xxxxx       | xxxx | xxxxx | 3.1                  | xxxx | xxxxx | xxxxx        | xxxx | xxxxx |
| Stopped Del:             | xxxxx           | xxxx | xxxxx | xxxxx       | xxxx | xxxxx | 18.9                 | xxxx | xxxxx | xxxxx        | xxxx | xxxxx |
| LOS by Move:             | *               | *    | *     | *           | *    | *     | C                    | *    | *     | *            | *    | *     |
| Movement:                | LT              | LTR  | RT    | LT          | LTR  | RT    | LT                   | LTR  | RT    | LT           | LTR  | RT    |
| Shared Cap.:             | xxxx            | xxxx | xxxxx | xxxx        | 112  | xxxxx | xxxx                 | xxxx | xxxxx | xxxx         | xxxx | xxxxx |
| Shared Queue:            | xxxxx           | xxxx | xxxxx | xxxxx       | 33.0 | xxxxx | xxxxx                | xxxx | xxxxx | xxxxx        | xxxx | xxxxx |
| Shrd StpDel:             | xxxxx           | xxxx | xxxxx | xxxxx       | 1015 | xxxxx | xxxxx                | xxxx | xxxxx | xxxxx        | xxxx | xxxxx |
| Shared LOS:              | *               | *    | *     | *           | F    | *     | *                    | *    | *     | *            | *    | *     |
| ApproachDel:             | xxxxxx          |      |       | 1015.4      |      |       | xxxxxx               |      |       | xxxxxx       |      |       |
| ApproachLOS:             | *               |      |       | F           |      |       | *                    |      |       | *            |      |       |

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 7 **Date** December 8, 2015  
**Intersection Name** North/South: Glencoe Avenue/Costco Driveway  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** PM Peak Hour  
**Analysis Scenario** Existing (2015) With Project

| Approach Direction                  | Lane Type     | No. of Lanes                   | Approach Volumes | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|---------------|--------------------------------|------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left          | 1                              | 220              |                   | 165                   |                |
|                                     | Left/Through  | 1                              |                  |                   | 165                   | 165            |
|                                     | Through       | 0                              | 110              |                   |                       |                |
|                                     | Through/Right | 0                              |                  |                   |                       |                |
|                                     | Right         | 1                              | 372              | 327               | 45                    |                |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |
|                                     |               |                                |                  |                   |                       |                |
| Southbound                          | Left          | 1                              | 232              |                   | 181                   | 181            |
|                                     | Left/Through  | 1                              |                  |                   | 181                   |                |
|                                     | Through       | 0                              | 130              |                   |                       |                |
|                                     | Through/Right | 0                              |                  |                   |                       |                |
|                                     | Right         | 1                              | 32               | 32                | 0                     |                |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |
| Sum of North/South Critical Volumes |               |                                |                  |                   |                       | 346            |
| Eastbound                           | Left          | 1                              | 42               |                   | 42                    |                |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 2                              | 866              |                   | 433                   | 433            |
|                                     | Through/Right | 0                              |                  |                   |                       |                |
|                                     | Right         | 1                              | 313              | 165               | 148                   |                |
|                                     | Total Lanes   | 4                              |                  |                   |                       |                |
|                                     |               |                                |                  |                   |                       |                |
| Westbound                           | Left          | 1                              | 327              |                   | 327                   | 327            |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 2                              | 992              |                   | 408                   |                |
|                                     | Through/Right | 1                              |                  |                   | 408                   |                |
|                                     | Right         | 0                              | 232              | 0                 |                       |                |
|                                     | Total Lanes   | 4                              |                  |                   |                       |                |
| Sum of East/West Critical Volumes   |               |                                |                  |                   |                       | 760            |
| Total Intersection Critical Volumes |               |                                |                  |                   |                       | 1,106          |
| Number of Clearance Intervals       | 4             | Intersection Capacity          |                  |                   |                       | 1,375          |
| Base CMA                            |               |                                |                  |                   |                       | 0.804          |
| Signal Coordination                 | ATSAC         | Signal Coordination Adjustment |                  |                   |                       | -0.070         |
| Final CMA                           |               |                                |                  |                   |                       | 0.734          |
| Level of Service (LOS)              |               |                                |                  |                   |                       | C              |

North/South Opposed Phasing  
NB/SB Rt. Turn Overlap With WB/EB Lefts

EB Rt. Turn Overlap with NB Left

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 8 **Date** December 8, 2015  
**Intersection Name** North/South: Costco Driveway  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** PM Peak Hour  
**Analysis Scenario** Existing (2015) With Project

| Approach Direction                  | Lane Type     | No. of Lanes                   | Approach Volumes | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|---------------|--------------------------------|------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left          | 0                              | 0                |                   |                       |                |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 0                              | 0                |                   |                       |                |
|                                     | Through/Right | 0                              |                  |                   |                       |                |
|                                     | Right         | 0                              | 0                | 0                 |                       |                |
|                                     | Total Lanes   | 0                              |                  |                   |                       |                |
|                                     |               |                                |                  |                   |                       |                |
| Southbound                          | Left          | 1                              | 130              |                   | 130                   | 130            |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 0                              | 0                |                   |                       |                |
|                                     | Through/Right | 0                              |                  |                   |                       |                |
|                                     | Right         | 1                              | 201              | 199               | 2                     |                |
|                                     | Total Lanes   | 2                              |                  |                   |                       |                |
| Sum of North/South Critical Volumes |               |                                |                  |                   |                       | 130            |
|                                     |               |                                |                  |                   |                       |                |
| Eastbound                           | Left          | 1                              | 199              |                   | 199                   | 199            |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 2                              | 1,121            |                   | 560                   |                |
|                                     | Through/Right | 0                              |                  |                   |                       |                |
|                                     | Right         | 0                              | 0                | 0                 |                       |                |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |
|                                     |               |                                |                  |                   |                       |                |
| Westbound                           | Left          | 0                              | 0                |                   |                       |                |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 2                              | 1,179            |                   | 431                   | 431            |
|                                     | Through/Right | 1                              |                  |                   | 431                   |                |
|                                     | Right         | 0                              | 114              | 0                 |                       |                |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |
| Sum of East/West Critical Volumes   |               |                                |                  |                   |                       | 630            |
| Total Intersection Critical Volumes |               |                                |                  |                   |                       | 760            |
| Number of Clearance Intervals       | 3             | Intersection Capacity          |                  |                   |                       | 1,425          |
| Base CMA                            |               |                                |                  |                   |                       | 0.533          |
| Signal Coordination                 | ATSAC         | Signal Coordination Adjustment |                  |                   |                       | -0.070         |
| Final CMA                           |               |                                |                  |                   |                       | 0.463          |
| Level of Service (LOS)              |               |                                |                  |                   |                       | A              |

SB Rt. Turn Overlap with EB Left

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 9 **Date** December 8, 2015  
**Intersection Name** North/South: Lincoln Boulevard  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** PM Peak Hour  
**Analysis Scenario** Existing (2015) With Project

| Approach Direction                  | Lane Type     | No. of Lanes | Approach Volumes               | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|---------------|--------------|--------------------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left          | 2            | 584                            | 0                 | 321                   | 321            |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 2            | 1,339                          |                   | 540                   |                |
|                                     | Through/Right | 1            |                                |                   | 540                   |                |
|                                     | Right         | 0            | 281                            |                   |                       |                |
|                                     | Total Lanes   | 5            |                                |                   |                       |                |
|                                     |               |              |                                |                   |                       |                |
| Southbound                          | Left          | 2            | 270                            | 0                 | 148                   |                |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 2            | 1,298                          |                   | 460                   | 460            |
|                                     | Through/Right | 1            |                                |                   | 460                   |                |
|                                     | Right         | 0            | 83                             |                   |                       |                |
|                                     | Total Lanes   | 5            |                                |                   |                       |                |
| Sum of North/South Critical Volumes |               |              |                                |                   |                       | 781            |
|                                     |               |              |                                |                   |                       |                |
| Eastbound                           | Left          | 2            | 162                            | 321               | 89                    |                |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 2            | 711                            |                   | 356                   | 356            |
|                                     | Through/Right | 0            |                                |                   |                       |                |
|                                     | Right         | 1            | 675                            |                   | 354                   |                |
|                                     | Total Lanes   | 5            |                                |                   |                       |                |
|                                     |               |              |                                |                   |                       |                |
| Westbound                           | Left          | 2            | 298                            | 148               | 164                   | 164            |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 2            | 757                            |                   | 378                   |                |
|                                     | Through/Right | 0            |                                |                   |                       |                |
|                                     | Right         | 1            | 304                            |                   | 156                   |                |
|                                     | Total Lanes   | 5            |                                |                   |                       |                |
| Sum of East/West Critical Volumes   |               |              |                                |                   |                       | 520            |
| Total Intersection Critical Volumes |               |              |                                |                   |                       | 1,301          |
| Number of Clearance Intervals       |               | 4            | Intersection Capacity          |                   |                       | 1,375          |
| Base CMA                            |               |              |                                |                   |                       | 0.946          |
| Signal Coordination                 |               | ATSAC + ATCS | Signal Coordination Adjustment |                   |                       | -0.100         |
| Final CMA                           |               |              |                                |                   |                       | 0.846          |
| Level of Service (LOS)              |               |              |                                |                   |                       | D              |

EB/WB Rt. Turn Overlap With NB/SB Lefts

**Future (2017) Without Project**

**AM Peak Hour**

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 1 **Date** December 8, 2015  
**Intersection Name** North/South: Centinela Avenue  
East/West: Washington Place  
**Intersection Control** Signalized  
**Analysis Period** AM Peak Hour  
**Analysis Scenario** Future (2017) Without Project

| Approach Direction                  | Lane Type     | No. of Lanes | Approach Volumes               | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|---------------|--------------|--------------------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left          | 1            | 78                             | 0                 | 78                    | 835            |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 1            | 1,393                          |                   | 835                   |                |
|                                     | Through/Right | 1            |                                |                   | 835                   |                |
|                                     | Right         | 0            | 277                            |                   |                       |                |
|                                     | Total Lanes   | 3            |                                |                   |                       |                |
| Southbound                          | Left          | 1            | 87                             | 0                 | 87                    | 87             |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 1            | 1,195                          |                   | 654                   |                |
|                                     | Through/Right | 1            |                                |                   | 654                   |                |
|                                     | Right         | 0            | 114                            |                   |                       |                |
|                                     | Total Lanes   | 3            |                                |                   |                       |                |
| Sum of North/South Critical Volumes |               |              |                                |                   |                       | 922            |
| Eastbound                           | Left          | 2            | 234                            | 0                 | 129                   | 456            |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 1            | 843                            |                   | 456                   |                |
|                                     | Through/Right | 1            |                                |                   | 456                   |                |
|                                     | Right         | 0            | 70                             |                   |                       |                |
|                                     | Total Lanes   | 4            |                                |                   |                       |                |
| Westbound                           | Left          | 2            | 466                            | 0                 | 256                   | 256            |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 1            | 575                            |                   | 374                   |                |
|                                     | Through/Right | 1            |                                |                   | 374                   |                |
|                                     | Right         | 0            | 174                            |                   |                       |                |
|                                     | Total Lanes   | 4            |                                |                   |                       |                |
| Sum of East/West Critical Volumes   |               |              |                                |                   |                       | 712            |
| Total Intersection Critical Volumes |               |              |                                |                   |                       | 1,634          |
| Number of Clearance Intervals       |               | 4            | Intersection Capacity          |                   |                       | 1,375          |
| Base CMA                            |               |              |                                |                   |                       | 1.188          |
| Signal Coordination                 |               | ATSAC + ATCS | Signal Coordination Adjustment |                   |                       | -0.100         |
| Final CMA                           |               |              |                                |                   |                       | 1.088          |
| Level of Service (LOS)              |               |              |                                |                   |                       | F              |

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 2 **Date** December 8, 2015  
**Intersection Name** North/South: Centinela Avenue  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** AM Peak Hour  
**Analysis Scenario** Future (2017) Without Project

| Approach Direction                  | Lane Type     | No. of Lanes | Approach Volumes               | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|---------------|--------------|--------------------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left          | 1            | 112                            | 0                 | 112                   | 894            |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 1            | 1,579                          |                   | 894                   |                |
|                                     | Through/Right | 1            |                                |                   | 894                   |                |
|                                     | Right         | 0            | 209                            |                   |                       |                |
|                                     | Total Lanes   | 3            |                                |                   |                       |                |
| Southbound                          | Left          | 1            | 101                            | 0                 | 101                   | 101            |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 1            | 1,568                          |                   | 801                   |                |
|                                     | Through/Right | 1            |                                |                   | 801                   |                |
|                                     | Right         | 0            | 34                             |                   |                       |                |
|                                     | Total Lanes   | 3            |                                |                   |                       |                |
| Sum of North/South Critical Volumes |               |              |                                |                   |                       | 995            |
| Eastbound                           | Left          | 1            | 75                             | 0                 | 75                    | 416            |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 1            | 720                            |                   | 416                   |                |
|                                     | Through/Right | 1            |                                |                   | 416                   |                |
|                                     | Right         | 0            | 113                            |                   |                       |                |
|                                     | Total Lanes   | 3            |                                |                   |                       |                |
| Westbound                           | Left          | 1            | 331                            | 50                | 331                   | 331            |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 2            | 617                            |                   | 308                   |                |
|                                     | Through/Right | 0            |                                |                   |                       |                |
|                                     | Right         | 1            | 157                            |                   | 107                   |                |
|                                     | Total Lanes   | 4            |                                |                   |                       |                |
| Sum of East/West Critical Volumes   |               |              |                                |                   |                       | 747            |
| Total Intersection Critical Volumes |               |              |                                |                   |                       | 1,742          |
| Number of Clearance Intervals       |               | 2            | Intersection Capacity          |                   |                       | 1,500          |
| Base CMA                            |               |              |                                |                   |                       | 1.161          |
| Signal Coordination                 |               | ATSAC + ATCS | Signal Coordination Adjustment |                   |                       | -0.100         |
| Final CMA                           |               |              |                                |                   |                       | 1.061          |
| Level of Service (LOS)              |               |              |                                |                   |                       | F              |

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 3 **Date** December 8, 2015  
**Intersection Name** North/South: Washington Boulevard/Zanja Street  
East/West: Washington Boulevard/Washington Place  
**Intersection Control** Signalized  
**Analysis Period** AM Peak Hour  
**Analysis Scenario** Future (2017) Without Project

| Approach Direction                          | Lane Type          | No. of Lanes | Approach Volumes               | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|---------------------------------------------|--------------------|--------------|--------------------------------|-------------------|-----------------------|----------------|
| Northbound                                  | Left               | 1            | 474                            |                   | 310                   | 310            |
|                                             | Left/Through       | 1            |                                |                   | 310                   |                |
|                                             | Through            | 0            | 145                            |                   |                       |                |
|                                             | Through/Right      | 0            |                                |                   |                       |                |
|                                             | Right              | 1            | 53                             | 0                 | 53                    |                |
|                                             | Total Lanes        | 3            |                                |                   |                       |                |
| <hr style="border-top: 1px dashed black;"/> |                    |              |                                |                   |                       |                |
| Southbound                                  | Left               | 0            | 24                             |                   |                       | 201            |
|                                             | Left/Through       | 0            |                                |                   |                       |                |
|                                             | Left/Through/Right | 1            | 174                            |                   | 201                   |                |
|                                             | Through/Right      | 0            |                                |                   |                       |                |
|                                             | Right              | 0            | 3                              | 0                 |                       |                |
|                                             | Total Lanes        | 1            |                                |                   |                       |                |
| Sum of North/South Critical Volumes         |                    |              |                                |                   |                       | 511            |
| <hr style="border: 1px solid black;"/>      |                    |              |                                |                   |                       |                |
| Eastbound                                   | Left               | 0            | 0                              |                   |                       | 517            |
|                                             | Left/Through       | 0            |                                |                   |                       |                |
|                                             | Through            | 1            | 1,008                          |                   | 517                   |                |
|                                             | Through/Right      | 1            |                                |                   | 517                   |                |
|                                             | Right              | 1            | 543                            | 0                 | 517                   |                |
|                                             | Total Lanes        | 3            |                                |                   |                       |                |
| <hr style="border-top: 1px dashed black;"/> |                    |              |                                |                   |                       |                |
| Westbound                                   | Left               | 0            | 0                              |                   |                       | 378            |
|                                             | Left/Through       | 0            |                                |                   |                       |                |
|                                             | Through            | 1            | 685                            |                   | 378                   |                |
|                                             | Through/Right      | 1            |                                |                   | 378                   |                |
|                                             | Right              | 0            | 70                             | 0                 |                       |                |
|                                             | Total Lanes        | 2            |                                |                   |                       |                |
| Sum of East/West Critical Volumes           |                    |              |                                |                   |                       | 517            |
| Total Intersection Critical Volumes         |                    |              |                                |                   |                       | 1,028          |
| Number of Clearance Intervals               |                    | 4            | Intersection Capacity          |                   |                       | 1,375          |
| Base CMA                                    |                    |              |                                |                   |                       | 0.748          |
| Signal Coordination                         |                    | ATSAC + ATCS | Signal Coordination Adjustment |                   |                       | -0.100         |
| Final CMA                                   |                    |              |                                |                   |                       | 0.648          |
| Level of Service (LOS)                      |                    |              |                                |                   |                       | B              |

North/South Opposed Phasing

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 4 **Date** December 8, 2015  
**Intersection Name** North/South: Beethoven Street  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** AM Peak Hour  
**Analysis Scenario** Future (2017) Without Project

| Approach Direction                  | Lane Type          | No. of Lanes                   | Approach Volumes | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|--------------------|--------------------------------|------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left               | 0                              | 18               |                   |                       |                |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Left/Through/Right | 1                              | 176              |                   | 215                   | 215            |
|                                     | Through/Right      | 0                              |                  |                   |                       |                |
|                                     | Right              | 0                              | 21               | 0                 |                       |                |
|                                     | Total Lanes        | 1                              |                  |                   |                       |                |
|                                     |                    |                                |                  |                   |                       |                |
| Southbound                          | Left               | 0                              | 19               |                   |                       | 19             |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Left/Through/Right | 1                              | 73               |                   | 130                   |                |
|                                     | Through/Right      | 0                              |                  |                   |                       |                |
|                                     | Right              | 0                              | 38               | 0                 |                       |                |
|                                     | Total Lanes        | 1                              |                  |                   |                       |                |
| Sum of North/South Critical Volumes |                    |                                |                  |                   |                       | 234            |
|                                     |                    |                                |                  |                   |                       |                |
| Eastbound                           | Left               | 1                              | 79               |                   | 79                    |                |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Through            | 1                              | 1,331            |                   | 666                   | 666            |
|                                     | Through/Right      | 1                              |                  |                   | 666                   |                |
|                                     | Right              | 0                              | 2                | 0                 |                       |                |
|                                     | Total Lanes        | 3                              |                  |                   |                       |                |
|                                     |                    |                                |                  |                   |                       |                |
| Westbound                           | Left               | 1                              | 19               |                   | 19                    | 19             |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Through            | 1                              | 1,147            |                   | 592                   |                |
|                                     | Through/Right      | 1                              |                  |                   | 592                   |                |
|                                     | Right              | 0                              | 36               | 0                 |                       |                |
|                                     | Total Lanes        | 3                              |                  |                   |                       |                |
| Sum of East/West Critical Volumes   |                    |                                |                  |                   |                       | 685            |
| Total Intersection Critical Volumes |                    |                                |                  |                   |                       | 919            |
| Number of Clearance Intervals       | 2                  | Intersection Capacity          |                  |                   |                       | 1,500          |
| Base CMA                            |                    |                                |                  |                   |                       | 0.613          |
| Signal Coordination                 | ATSAC + ATCS       | Signal Coordination Adjustment |                  |                   |                       | -0.100         |
| Final CMA                           |                    |                                |                  |                   |                       | 0.513          |
| Level of Service (LOS)              |                    |                                |                  |                   |                       | A              |

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 5 **Date** December 8, 2015  
**Intersection Name** North/South: Redwood Avenue  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** AM Peak Hour  
**Analysis Scenario** Future (2017) Without Project

| Approach Direction                  | Lane Type          | No. of Lanes | Approach Volumes               | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|--------------------|--------------|--------------------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left               | 0            | 135                            | 0                 | 289                   | 289            |
|                                     | Left/Through       | 0            |                                |                   |                       |                |
|                                     | Left/Through/Right | 1            | 84                             |                   |                       |                |
|                                     | Through/Right      | 0            |                                |                   |                       |                |
|                                     | Right              | 0            | 70                             |                   |                       |                |
|                                     | Total Lanes        | 1            |                                |                   |                       |                |
| Southbound                          | Left               | 0            | 47                             | 0                 | 134                   | 47             |
|                                     | Left/Through       | 0            |                                |                   |                       |                |
|                                     | Left/Through/Right | 1            | 74                             |                   |                       |                |
|                                     | Through/Right      | 0            |                                |                   |                       |                |
|                                     | Right              | 0            | 13                             |                   |                       |                |
|                                     | Total Lanes        | 1            |                                |                   |                       |                |
| Sum of North/South Critical Volumes |                    |              |                                |                   |                       | 336            |
| Eastbound                           | Left               | 1            | 22                             | 0                 | 686                   | 686            |
|                                     | Left/Through       | 0            |                                |                   |                       |                |
|                                     | Through            | 1            | 1,344                          |                   |                       |                |
|                                     | Through/Right      | 1            |                                |                   |                       |                |
|                                     | Right              | 0            | 29                             |                   |                       |                |
|                                     | Total Lanes        | 3            |                                |                   |                       |                |
| Westbound                           | Left               | 1            | 67                             | 0                 | 564                   | 67             |
|                                     | Left/Through       | 0            |                                |                   |                       |                |
|                                     | Through            | 1            | 1,092                          |                   |                       |                |
|                                     | Through/Right      | 1            |                                |                   |                       |                |
|                                     | Right              | 0            | 37                             |                   |                       |                |
|                                     | Total Lanes        | 3            |                                |                   |                       |                |
| Sum of East/West Critical Volumes   |                    |              |                                |                   |                       | 753            |
| Total Intersection Critical Volumes |                    |              |                                |                   |                       | 1,089          |
| Number of Clearance Intervals       |                    | 2            | Intersection Capacity          |                   |                       | 1,500          |
|                                     |                    |              | Base CMA                       |                   |                       | 0.726          |
| Signal Coordination                 |                    | ATSAC + ATCS | Signal Coordination Adjustment |                   |                       | -0.100         |
|                                     |                    |              | Final CMA                      |                   |                       | 0.626          |
| Level of Service (LOS)              |                    |              |                                |                   |                       | B              |

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 6 **Date** December 8, 2015  
**Intersection Name** North/South: Walgrove Avenue  
East/West: Washington Boulevard  
**Intersection Control** Two-Way STOP  
**Analysis Period** AM Peak Hour  
**Analysis Scenario** Future (2017) Without Project

| Approach Direction                  | Lane Type          | No. of Lanes | Approach Volumes | Right-Turn on Red | Assigned Lane Volumes          | Critical Moves |
|-------------------------------------|--------------------|--------------|------------------|-------------------|--------------------------------|----------------|
| Northbound                          | Left               | 0            | 0                |                   |                                |                |
|                                     | Left/Through       | 0            |                  |                   |                                |                |
|                                     | Through            | 0            | 0                |                   |                                |                |
|                                     | Through/Right      | 0            |                  |                   |                                |                |
|                                     | Right              | 0            | 0                | 0                 |                                |                |
|                                     | Total Lanes        | 0            |                  |                   |                                |                |
| Southbound                          | Left               | 0            | 48               |                   |                                |                |
|                                     | Left/Through       | 0            |                  |                   |                                |                |
|                                     | Left/Through/Right | 1            | 0                |                   | 275                            | 275            |
|                                     | Through/Right      | 0            |                  |                   |                                |                |
|                                     | Right              | 0            | 227              | 0                 |                                |                |
|                                     | Total Lanes        | 1            |                  |                   |                                |                |
| Sum of North/South Critical Volumes |                    |              |                  |                   |                                | 275            |
| Eastbound                           | Left               | 1            | 323              |                   | 323                            | 323            |
|                                     | Left/Through       | 0            |                  |                   |                                |                |
|                                     | Through            | 1            | 1,343            |                   | 672                            |                |
|                                     | Through/Right      | 1            |                  |                   | 672                            |                |
|                                     | Right              | 0            | 0                | 0                 |                                |                |
|                                     | Total Lanes        | 3            |                  |                   |                                |                |
| Westbound                           | Left               | 0            | 0                |                   |                                |                |
|                                     | Left/Through       | 0            |                  |                   |                                |                |
|                                     | Through            | 1            | 1,066            |                   | 552                            | 552            |
|                                     | Through/Right      | 1            |                  |                   | 552                            |                |
|                                     | Right              | 0            | 37               | 0                 |                                |                |
|                                     | Total Lanes        | 2            |                  |                   |                                |                |
| Sum of East/West Critical Volumes   |                    |              |                  |                   |                                | 875            |
| Total Intersection Critical Volumes |                    |              |                  |                   |                                | 1,150          |
| Number of Clearance Intervals       | 0                  |              |                  |                   | Intersection Capacity          | 1,200          |
| Base CMA                            |                    |              |                  |                   |                                | 0.958          |
| Signal Coordination                 | None               |              |                  |                   | Signal Coordination Adjustment | 0.000          |
| Final CMA                           |                    |              |                  |                   |                                | 0.958          |
| Level of Service (LOS)              |                    |              |                  |                   |                                | E              |

12803 Washington Blvd. (2015) Project  
Future (2017)  
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #6 Washington Blvd. & Walgrove Ave.

\*\*\*\*\*

Average Delay (sec/veh): 103.5 Worst Case Level Of Service: F[1126.3]

\*\*\*\*\*

| Street Name:             | Walgrove Avenue |      |       |             |      |       | Washington Boulevard |      |       |              |      |       |
|--------------------------|-----------------|------|-------|-------------|------|-------|----------------------|------|-------|--------------|------|-------|
| Approach:                | North Bound     |      |       | South Bound |      |       | East Bound           |      |       | West Bound   |      |       |
| Movement:                | L               | T    | R     | L           | T    | R     | L                    | T    | R     | L            | T    | R     |
| Control:                 | Stop Sign       |      |       | Stop Sign   |      |       | Uncontrolled         |      |       | Uncontrolled |      |       |
| Rights:                  | Include         |      |       | Include     |      |       | Include              |      |       | Include      |      |       |
| Lanes:                   | 0               | 0    | 0     | 0           | 0    | 1     | 0                    | 0    | 1     | 0            | 2    | 0     |
| Volume Module:           |                 |      |       |             |      |       |                      |      |       |              |      |       |
| Base Vol:                | 0               | 0    | 0     | 48          | 0    | 227   | 323                  | 1343 | 0     | 0            | 1066 | 37    |
| 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:             | 0               | 0    | 0     | 48          | 0    | 227   | 323                  | 1343 | 0     | 0            | 1066 | 37    |
| 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:                 | 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 Volume:              | 0               | 0    | 0     | 48          | 0    | 227   | 323                  | 1343 | 0     | 0            | 1066 | 37    |
| Reduct Vol:              | 0               | 0    | 0     | 0           | 0    | 0     | 0                    | 0    | 0     | 0            | 0    | 0     |
| Final Vol.:              | 0               | 0    | 0     | 48          | 0    | 227   | 323                  | 1343 | 0     | 0            | 1066 | 37    |
| Critical Gap Module:     |                 |      |       |             |      |       |                      |      |       |              |      |       |
| Critical Gp:             | xxxxx           | xxxx | xxxxx | 6.8         | xxxx | 6.9   | 4.1                  | xxxx | xxxxx | xxxxx        | xxxx | xxxxx |
| FollowUpTim:             | xxxxx           | xxxx | xxxxx | 3.5         | xxxx | 3.3   | 2.2                  | xxxx | xxxxx | xxxxx        | xxxx | xxxxx |
| Capacity Module:         |                 |      |       |             |      |       |                      |      |       |              |      |       |
| Cnflct Vol:              | xxxx            | xxxx | xxxxx | 2402        | xxxx | 552   | 1103                 | xxxx | xxxxx | xxxx         | xxxx | xxxxx |
| Potent Cap.:             | xxxx            | xxxx | xxxxx | 28          | xxxx | 483   | 640                  | xxxx | xxxxx | xxxx         | xxxx | xxxxx |
| Move Cap.:               | xxxx            | xxxx | xxxxx | 17          | xxxx | 483   | 640                  | xxxx | xxxxx | xxxx         | xxxx | xxxxx |
| Volume/Cap:              | xxxx            | xxxx | xxxx  | 2.80        | xxxx | 0.47  | 0.50                 | xxxx | xxxx  | xxxx         | xxxx | xxxx  |
| Level Of Service Module: |                 |      |       |             |      |       |                      |      |       |              |      |       |
| Queue:                   | xxxxx           | xxxx | xxxxx | xxxxx       | xxxx | xxxxx | 2.8                  | xxxx | xxxxx | xxxxx        | xxxx | xxxxx |
| Stopped Del:             | xxxxx           | xxxx | xxxxx | xxxxx       | xxxx | xxxxx | 16.2                 | xxxx | xxxxx | xxxxx        | xxxx | xxxxx |
| LOS by Move:             | *               | *    | *     | *           | *    | *     | C                    | *    | *     | *            | *    | *     |
| Movement:                | LT              | LTR  | RT    | LT          | LTR  | RT    | LT                   | LTR  | RT    | LT           | LTR  | RT    |
| Shared Cap.:             | xxxx            | xxxx | xxxxx | xxxx        | 84   | xxxxx | xxxx                 | xxxx | xxxxx | xxxx         | xxxx | xxxxx |
| SharedQueue:             | xxxxx           | xxxx | xxxxx | xxxxx       | 27.6 | xxxxx | xxxxx                | xxxx | xxxxx | xxxxx        | xxxx | xxxxx |
| Shrd StpDel:             | xxxxx           | xxxx | xxxxx | xxxxx       | 1126 | xxxxx | xxxxx                | xxxx | xxxxx | xxxxx        | xxxx | xxxxx |
| Shared LOS:              | *               | *    | *     | *           | F    | *     | *                    | *    | *     | *            | *    | *     |
| ApproachDel:             | xxxxxx          |      |       | 1126.3      |      |       | xxxxxx               |      |       | xxxxxx       |      |       |
| ApproachLOS:             | *               |      |       | F           |      |       | *                    |      |       | *            |      |       |

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 7 **Date** December 8, 2015  
**Intersection Name** North/South: Glencoe Avenue/Costco Driveway  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** AM Peak Hour  
**Analysis Scenario** Future (2017) Without Project

| Approach Direction                  | Lane Type     | No. of Lanes                   | Approach Volumes | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|---------------|--------------------------------|------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left          | 1                              | 290              |                   | 178                   |                |
|                                     | Left/Through  | 1                              |                  |                   | 178                   | 178            |
|                                     | Through       | 0                              | 66               |                   |                       |                |
|                                     | Through/Right | 0                              |                  |                   |                       |                |
|                                     | Right         | 1                              | 373              | 343               | 30                    |                |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |
|                                     |               |                                |                  |                   |                       |                |
| Southbound                          | Left          | 1                              | 49               |                   | 42                    | 42             |
|                                     | Left/Through  | 1                              |                  |                   | 42                    |                |
|                                     | Through       | 0                              | 36               |                   |                       |                |
|                                     | Through/Right | 0                              |                  |                   |                       |                |
|                                     | Right         | 1                              | 13               | 12                | 1                     |                |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |
| Sum of North/South Critical Volumes |               |                                |                  |                   |                       | 220            |
|                                     |               |                                |                  |                   |                       |                |
| Eastbound                           | Left          | 1                              | 12               |                   | 12                    |                |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 2                              | 1,172            |                   | 586                   | 586            |
|                                     | Through/Right | 0                              |                  |                   |                       |                |
|                                     | Right         | 1                              | 233              | 178               | 55                    |                |
|                                     | Total Lanes   | 4                              |                  |                   |                       |                |
|                                     |               |                                |                  |                   |                       |                |
| Westbound                           | Left          | 1                              | 343              |                   | 343                   | 343            |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 2                              | 865              |                   | 348                   |                |
|                                     | Through/Right | 1                              |                  |                   | 348                   |                |
|                                     | Right         | 0                              | 178              | 0                 |                       |                |
|                                     | Total Lanes   | 4                              |                  |                   |                       |                |
| Sum of East/West Critical Volumes   |               |                                |                  |                   |                       | 929            |
| Total Intersection Critical Volumes |               |                                |                  |                   |                       | 1,149          |
| Number of Clearance Intervals       | 4             | Intersection Capacity          |                  |                   |                       | 1,375          |
| Base CMA                            |               |                                |                  |                   |                       | 0.836          |
| Signal Coordination                 | ATSAC         | Signal Coordination Adjustment |                  |                   |                       | -0.070         |
| Final CMA                           |               |                                |                  |                   |                       | 0.766          |
| Level of Service (LOS)              |               |                                |                  |                   |                       | C              |

North/South Opposed Phasing  
NB/SB Rt. Turn Overlap With WB/EB Lefts

EB Rt. Turn Overlap with NB Left

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 8 **Date** December 8, 2015  
**Intersection Name** North/South: Costco Driveway  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** AM Peak Hour  
**Analysis Scenario** Future (2017) Without Project

| Approach Direction                  | Lane Type     | No. of Lanes                   | Approach Volumes | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|---------------|--------------------------------|------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left          | 0                              | 0                |                   |                       |                |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 0                              | 0                |                   |                       |                |
|                                     | Through/Right | 0                              |                  |                   |                       |                |
|                                     | Right         | 0                              | 0                | 0                 |                       |                |
|                                     | Total Lanes   | 0                              |                  |                   |                       |                |
|                                     |               |                                |                  |                   |                       |                |
| Southbound                          | Left          | 1                              | 40               |                   | 40                    | 40             |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 0                              | 0                |                   |                       |                |
|                                     | Through/Right | 0                              |                  |                   |                       |                |
|                                     | Right         | 1                              | 88               | 88                | 0                     |                |
|                                     | Total Lanes   | 2                              |                  |                   |                       |                |
| Sum of North/South Critical Volumes |               |                                |                  |                   |                       | 40             |
|                                     |               |                                |                  |                   |                       |                |
| Eastbound                           | Left          | 1                              | 199              |                   | 199                   |                |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 2                              | 1,284            |                   | 642                   | 642            |
|                                     | Through/Right | 0                              |                  |                   |                       |                |
|                                     | Right         | 0                              | 0                | 0                 |                       |                |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |
|                                     |               |                                |                  |                   |                       |                |
| Westbound                           | Left          | 0                              | 0                |                   |                       |                |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 2                              | 1,133            |                   | 402                   |                |
|                                     | Through/Right | 1                              |                  |                   | 402                   |                |
|                                     | Right         | 0                              | 72               | 0                 |                       |                |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |
| Sum of East/West Critical Volumes   |               |                                |                  |                   |                       | 642            |
| Total Intersection Critical Volumes |               |                                |                  |                   |                       | 682            |
| Number of Clearance Intervals       | 3             | Intersection Capacity          |                  |                   |                       | 1,425          |
| Base CMA                            |               |                                |                  |                   |                       | 0.479          |
| Signal Coordination                 | ATSAC         | Signal Coordination Adjustment |                  |                   |                       | -0.070         |
| Final CMA                           |               |                                |                  |                   |                       | 0.409          |
| Level of Service (LOS)              |               |                                |                  |                   |                       | A              |

SB Rt. Turn Overlap with EB Left

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 9 **Date** December 8, 2015  
**Intersection Name** North/South: Lincoln Boulevard  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** AM Peak Hour  
**Analysis Scenario** Future (2017) Without Project

| Approach Direction                  | Lane Type     | No. of Lanes                   | Approach Volumes | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|---------------|--------------------------------|------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left          | 2                              | 574              | 0                 | 316                   | 316            |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 2                              | 2,329            |                   | 858                   |                |
|                                     | Through/Right | 1                              |                  |                   | 858                   |                |
|                                     | Right         | 0                              | 246              |                   |                       |                |
|                                     | Total Lanes   | 5                              |                  |                   |                       |                |
|                                     |               |                                |                  |                   |                       |                |
| Southbound                          | Left          | 2                              | 331              | 0                 | 182                   |                |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 2                              | 2,028            |                   | 734                   | 734            |
|                                     | Through/Right | 1                              |                  |                   | 734                   |                |
|                                     | Right         | 0                              | 175              |                   |                       |                |
|                                     | Total Lanes   | 5                              |                  |                   |                       |                |
| Sum of North/South Critical Volumes |               |                                |                  |                   |                       | 1,050          |
|                                     |               |                                |                  |                   |                       |                |
| Eastbound                           | Left          | 2                              | 203              | 316               | 112                   |                |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 2                              | 910              |                   | 455                   | 455            |
|                                     | Through/Right | 0                              |                  |                   |                       |                |
|                                     | Right         | 1                              | 716              |                   | 400                   |                |
|                                     | Total Lanes   | 5                              |                  |                   |                       |                |
|                                     |               |                                |                  |                   |                       |                |
| Westbound                           | Left          | 2                              | 200              | 182               | 110                   | 110            |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 2                              | 761              |                   | 380                   |                |
|                                     | Through/Right | 0                              |                  |                   |                       |                |
|                                     | Right         | 1                              | 264              |                   | 82                    |                |
|                                     | Total Lanes   | 5                              |                  |                   |                       |                |
| Sum of East/West Critical Volumes   |               |                                |                  |                   |                       | 565            |
| Total Intersection Critical Volumes |               |                                |                  |                   |                       | 1,615          |
| Number of Clearance Intervals       | 4             | Intersection Capacity          |                  |                   |                       | 1,375          |
| Base CMA                            |               |                                |                  |                   |                       | 1.175          |
| Signal Coordination                 | ATSAC + ATCS  | Signal Coordination Adjustment |                  |                   |                       | -0.100         |
| Final CMA                           |               |                                |                  |                   |                       | 1.075          |
| Level of Service (LOS)              |               |                                |                  |                   |                       | F              |

EB/WB Rt. Turn Overlap With NB/SB Lefts

**PM Peak Hour**

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 1 **Date** December 8, 2015  
**Intersection Name** North/South: Centinela Avenue  
East/West: Washington Place  
**Intersection Control** Signalized  
**Analysis Period** PM Peak Hour  
**Analysis Scenario** Future (2017) Without Project

| Approach Direction                  | Lane Type     | No. of Lanes | Approach Volumes               | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|---------------|--------------|--------------------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left          | 1            | 75                             | 0                 | 75                    | 1,027          |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 1            | 1,525                          |                   | 1,027                 |                |
|                                     | Through/Right | 1            |                                |                   | 1,027                 |                |
|                                     | Right         | 0            | 529                            |                   |                       |                |
|                                     | Total Lanes   | 3            |                                |                   |                       |                |
| Southbound                          | Left          | 1            | 101                            | 0                 | 101                   | 101            |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 1            | 1,710                          |                   | 980                   |                |
|                                     | Through/Right | 1            |                                |                   | 980                   |                |
|                                     | Right         | 0            | 249                            |                   |                       |                |
|                                     | Total Lanes   | 3            |                                |                   |                       |                |
| Sum of North/South Critical Volumes |               |              |                                |                   |                       | 1,128          |
| Eastbound                           | Left          | 2            | 195                            | 0                 | 107                   | 413            |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 1            | 705                            |                   | 413                   |                |
|                                     | Through/Right | 1            |                                |                   | 413                   |                |
|                                     | Right         | 0            | 121                            |                   |                       |                |
|                                     | Total Lanes   | 4            |                                |                   |                       |                |
| Westbound                           | Left          | 2            | 362                            | 0                 | 199                   | 199            |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 1            | 798                            |                   | 444                   |                |
|                                     | Through/Right | 1            |                                |                   | 444                   |                |
|                                     | Right         | 0            | 91                             |                   |                       |                |
|                                     | Total Lanes   | 4            |                                |                   |                       |                |
| Sum of East/West Critical Volumes   |               |              |                                |                   |                       | 612            |
| Total Intersection Critical Volumes |               |              |                                |                   |                       | 1,740          |
| Number of Clearance Intervals       |               | 4            | Intersection Capacity          |                   |                       | 1,375          |
| Base CMA                            |               |              |                                |                   |                       | 1.265          |
| Signal Coordination                 |               | ATSAC + ATCS | Signal Coordination Adjustment |                   |                       | -0.100         |
| Final CMA                           |               |              |                                |                   |                       | 1.165          |
| Level of Service (LOS)              |               |              |                                |                   |                       | F              |

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 2 **Date** December 8, 2015  
**Intersection Name** North/South: Centinela Avenue  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** PM Peak Hour  
**Analysis Scenario** Future (2017) Without Project

| Approach Direction                  | Lane Type     | No. of Lanes                   | Approach Volumes | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|---------------|--------------------------------|------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left          | 1                              | 22               |                   | 22                    |                |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 1                              | 1,795            |                   | 1,080                 | 1,080          |
|                                     | Through/Right | 1                              |                  |                   | 1,080                 |                |
|                                     | Right         | 0                              | 364              | 0                 |                       |                |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |
|                                     |               |                                |                  |                   |                       |                |
| Southbound                          | Left          | 1                              | 175              |                   | 175                   | 175            |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 1                              | 2,052            |                   | 1,058                 |                |
|                                     | Through/Right | 1                              |                  |                   | 1,058                 |                |
|                                     | Right         | 0                              | 63               | 0                 |                       |                |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |
| Sum of North/South Critical Volumes |               |                                |                  |                   |                       | 1,255          |
|                                     |               |                                |                  |                   |                       |                |
| Eastbound                           | Left          | 1                              | 60               |                   | 60                    |                |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 1                              | 745              |                   | 436                   | 436            |
|                                     | Through/Right | 1                              |                  |                   | 436                   |                |
|                                     | Right         | 0                              | 128              | 0                 |                       |                |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |
|                                     |               |                                |                  |                   |                       |                |
| Westbound                           | Left          | 1                              | 228              |                   | 228                   | 228            |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 2                              | 708              |                   | 354                   |                |
|                                     | Through/Right | 0                              |                  |                   |                       |                |
|                                     | Right         | 1                              | 184              | 88                | 96                    |                |
|                                     | Total Lanes   | 4                              |                  |                   |                       |                |
| Sum of East/West Critical Volumes   |               |                                |                  |                   |                       | 664            |
| Total Intersection Critical Volumes |               |                                |                  |                   |                       | 1,919          |
| Number of Clearance Intervals       | 2             | Intersection Capacity          |                  |                   |                       | 1,500          |
| Base CMA                            |               |                                |                  |                   |                       | 1.279          |
| Signal Coordination                 | ATSAC + ATCS  | Signal Coordination Adjustment |                  |                   |                       | -0.100         |
| Final CMA                           |               |                                |                  |                   |                       | 1.179          |
| Level of Service (LOS)              |               |                                |                  |                   |                       | F              |

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 3 **Date** December 8, 2015  
**Intersection Name** North/South: Washington Boulevard/Zanja Street  
East/West: Washington Boulevard/Washington Place  
**Intersection Control** Signalized  
**Analysis Period** PM Peak Hour  
**Analysis Scenario** Future (2017) Without Project

| Approach Direction                          | Lane Type          | No. of Lanes | Approach Volumes               | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|---------------------------------------------|--------------------|--------------|--------------------------------|-------------------|-----------------------|----------------|
| Northbound                                  | Left               | 1            | 584                            |                   | 327                   |                |
|                                             | Left/Through       | 1            |                                |                   | 327                   | 327            |
|                                             | Through            | 0            | 70                             |                   |                       |                |
|                                             | Through/Right      | 0            |                                |                   |                       |                |
|                                             | Right              | 1            | 50                             | 24                | 26                    |                |
|                                             | Total Lanes        | 3            |                                |                   |                       |                |
| <hr style="border-top: 1px dashed black;"/> |                    |              |                                |                   |                       |                |
| Southbound                                  | Left               | 0            | 45                             |                   |                       |                |
|                                             | Left/Through       | 0            |                                |                   |                       |                |
|                                             | Left/Through/Right | 1            | 215                            |                   | 262                   | 262            |
|                                             | Through/Right      | 0            |                                |                   |                       |                |
|                                             | Right              | 0            | 2                              | 0                 |                       |                |
|                                             | Total Lanes        | 1            |                                |                   |                       |                |
| Sum of North/South Critical Volumes         |                    |              |                                |                   |                       | 589            |
| <hr style="border: 1px solid black;"/>      |                    |              |                                |                   |                       |                |
| Eastbound                                   | Left               | 0            | 0                              |                   |                       |                |
|                                             | Left/Through       | 0            |                                |                   |                       |                |
|                                             | Through            | 1            | 826                            |                   | 481                   |                |
|                                             | Through/Right      | 1            |                                |                   | 481                   |                |
|                                             | Right              | 1            | 617                            | 0                 | 481                   |                |
|                                             | Total Lanes        | 3            |                                |                   |                       |                |
| <hr style="border-top: 1px dashed black;"/> |                    |              |                                |                   |                       |                |
| Westbound                                   | Left               | 0            | 0                              |                   |                       |                |
|                                             | Left/Through       | 0            |                                |                   |                       |                |
|                                             | Through            | 1            | 996                            |                   | 531                   | 531            |
|                                             | Through/Right      | 1            |                                |                   | 531                   |                |
|                                             | Right              | 0            | 66                             | 0                 |                       |                |
|                                             | Total Lanes        | 2            |                                |                   |                       |                |
| Sum of East/West Critical Volumes           |                    |              |                                |                   |                       | 530            |
| Total Intersection Critical Volumes         |                    |              |                                |                   |                       | 1,119          |
| Number of Clearance Intervals               |                    | 4            | Intersection Capacity          |                   |                       | 1,375          |
| Base CMA                                    |                    |              |                                |                   |                       | 0.814          |
| Signal Coordination                         |                    | ATSAC + ATCS | Signal Coordination Adjustment |                   |                       | -0.100         |
| Final CMA                                   |                    |              |                                |                   |                       | 0.714          |
| Level of Service (LOS)                      |                    |              |                                |                   |                       | C              |

North/South Opposed Phasing

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 4 **Date** December 8, 2015  
**Intersection Name** North/South: Beethoven Street  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** PM Peak Hour  
**Analysis Scenario** Future (2017) Without Project

| Approach Direction                  | Lane Type          | No. of Lanes | Approach Volumes               | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|--------------------|--------------|--------------------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left               | 0            | 31                             | 0                 | 177                   | 31             |
|                                     | Left/Through       | 0            |                                |                   |                       |                |
|                                     | Left/Through/Right | 1            | 106                            |                   |                       |                |
|                                     | Through/Right      | 0            |                                |                   |                       |                |
|                                     | Right              | 0            | 40                             |                   |                       |                |
|                                     | Total Lanes        | 1            |                                |                   |                       |                |
| Southbound                          | Left               | 0            | 43                             | 0                 | 345                   | 345            |
|                                     | Left/Through       | 0            |                                |                   |                       |                |
|                                     | Left/Through/Right | 1            | 231                            |                   |                       |                |
|                                     | Through/Right      | 0            |                                |                   |                       |                |
|                                     | Right              | 0            | 71                             |                   |                       |                |
|                                     | Total Lanes        | 1            |                                |                   |                       |                |
| Sum of North/South Critical Volumes |                    |              |                                |                   |                       | 376            |
| Eastbound                           | Left               | 1            | 57                             | 0                 | 57                    | 57             |
|                                     | Left/Through       | 0            |                                |                   |                       |                |
|                                     | Through            | 1            | 1,298                          |                   | 656                   |                |
|                                     | Through/Right      | 1            |                                |                   | 656                   |                |
|                                     | Right              | 0            | 15                             |                   |                       |                |
|                                     | Total Lanes        | 3            |                                |                   |                       |                |
| Westbound                           | Left               | 1            | 42                             | 0                 | 42                    | 788            |
|                                     | Left/Through       | 0            |                                |                   |                       |                |
|                                     | Through            | 1            | 1,559                          |                   | 788                   |                |
|                                     | Through/Right      | 1            |                                |                   | 788                   |                |
|                                     | Right              | 0            | 17                             |                   |                       |                |
|                                     | Total Lanes        | 3            |                                |                   |                       |                |
| Sum of East/West Critical Volumes   |                    |              |                                |                   |                       | 845            |
| Total Intersection Critical Volumes |                    |              |                                |                   |                       | 1,221          |
| Number of Clearance Intervals       |                    | 2            | Intersection Capacity          |                   |                       | 1,500          |
| Base CMA                            |                    |              |                                |                   |                       | 0.814          |
| Signal Coordination                 |                    | ATSAC + ATCS | Signal Coordination Adjustment |                   |                       | -0.100         |
| Final CMA                           |                    |              |                                |                   |                       | 0.714          |
| Level of Service (LOS)              |                    |              |                                |                   |                       | C              |

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 5 **Date** December 8, 2015  
**Intersection Name** North/South: Redwood Avenue  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** PM Peak Hour  
**Analysis Scenario** Future (2017) Without Project

| Approach Direction                  | Lane Type          | No. of Lanes | Approach Volumes               | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|--------------------|--------------|--------------------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left               | 0            | 87                             | 0                 | 248                   | 87             |
|                                     | Left/Through       | 0            |                                |                   |                       |                |
|                                     | Left/Through/Right | 1            | 98                             |                   |                       |                |
|                                     | Through/Right      | 0            |                                |                   |                       |                |
|                                     | Right              | 0            | 63                             |                   |                       |                |
|                                     | Total Lanes        | 1            |                                |                   |                       |                |
| Southbound                          | Left               | 0            | 52                             | 0                 | 343                   | 343            |
|                                     | Left/Through       | 0            |                                |                   |                       |                |
|                                     | Left/Through/Right | 1            | 270                            |                   |                       |                |
|                                     | Through/Right      | 0            |                                |                   |                       |                |
|                                     | Right              | 0            | 21                             |                   |                       |                |
|                                     | Total Lanes        | 1            |                                |                   |                       |                |
| Sum of North/South Critical Volumes |                    |              |                                |                   |                       | 430            |
| Eastbound                           | Left               | 1            | 26                             | 0                 | 26                    | 664            |
|                                     | Left/Through       | 0            |                                |                   |                       |                |
|                                     | Through            | 1            | 1,256                          |                   | 664                   |                |
|                                     | Through/Right      | 1            |                                |                   | 664                   |                |
|                                     | Right              | 0            | 72                             |                   |                       |                |
|                                     | Total Lanes        | 3            |                                |                   |                       |                |
| Westbound                           | Left               | 1            | 110                            | 0                 | 110                   | 110            |
|                                     | Left/Through       | 0            |                                |                   |                       |                |
|                                     | Through            | 1            | 1,384                          |                   | 701                   |                |
|                                     | Through/Right      | 1            |                                |                   | 701                   |                |
|                                     | Right              | 0            | 18                             |                   |                       |                |
|                                     | Total Lanes        | 3            |                                |                   |                       |                |
| Sum of East/West Critical Volumes   |                    |              |                                |                   |                       | 774            |
| Total Intersection Critical Volumes |                    |              |                                |                   |                       | 1,204          |
| Number of Clearance Intervals       |                    | 2            | Intersection Capacity          |                   |                       | 1,500          |
| Base CMA                            |                    |              |                                |                   |                       | 0.803          |
| Signal Coordination                 |                    | ATSAC + ATCS | Signal Coordination Adjustment |                   |                       | -0.100         |
| Final CMA                           |                    |              |                                |                   |                       | 0.703          |
| Level of Service (LOS)              |                    |              |                                |                   |                       | C              |

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 6 **Date** December 8, 2015  
**Intersection Name** North/South: Walgrove Avenue  
East/West: Washington Boulevard  
**Intersection Control** Two-Way STOP  
**Analysis Period** PM Peak Hour  
**Analysis Scenario** Future (2017) Without Project

| Approach Direction                  | Lane Type          | No. of Lanes                   | Approach Volumes | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|--------------------|--------------------------------|------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left               | 0                              | 0                |                   |                       |                |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Through            | 0                              | 0                |                   |                       |                |
|                                     | Through/Right      | 0                              |                  |                   |                       |                |
|                                     | Right              | 0                              | 0                | 0                 |                       |                |
|                                     | Total Lanes        | 0                              |                  |                   |                       |                |
|                                     |                    |                                |                  |                   |                       |                |
| Southbound                          | Left               | 0                              | 59               |                   |                       |                |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Left/Through/Right | 1                              | 0                |                   | 374                   | 374            |
|                                     | Through/Right      | 0                              |                  |                   |                       |                |
|                                     | Right              | 0                              | 315              | 0                 |                       |                |
|                                     | Total Lanes        | 1                              |                  |                   |                       |                |
| Sum of North/South Critical Volumes |                    |                                |                  |                   |                       | 374            |
| Eastbound                           | Left               | 1                              | 300              |                   | 300                   | 300            |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Through            | 1                              | 1,318            |                   | 659                   |                |
|                                     | Through/Right      | 1                              |                  |                   | 659                   |                |
|                                     | Right              | 0                              | 0                | 0                 |                       |                |
|                                     | Total Lanes        | 3                              |                  |                   |                       |                |
|                                     |                    |                                |                  |                   |                       |                |
| Westbound                           | Left               | 0                              | 0                |                   |                       |                |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Through            | 1                              | 1,372            |                   | 722                   | 722            |
|                                     | Through/Right      | 1                              |                  |                   | 722                   |                |
|                                     | Right              | 0                              | 71               | 0                 |                       |                |
|                                     | Total Lanes        | 2                              |                  |                   |                       |                |
| Sum of East/West Critical Volumes   |                    |                                |                  |                   |                       | 1,022          |
| Total Intersection Critical Volumes |                    |                                |                  |                   |                       | 1,396          |
| Number of Clearance Intervals       | 0                  | Intersection Capacity          |                  |                   |                       | 1,200          |
| Base CMA                            |                    |                                |                  |                   |                       | 1.163          |
| Signal Coordination                 | None               | Signal Coordination Adjustment |                  |                   |                       | 0.000          |
| Final CMA                           |                    |                                |                  |                   |                       | 1.163          |
| Level of Service (LOS)              |                    |                                |                  |                   |                       | F              |

12803 Washington Blvd. (2015) Project  
Future (2017)  
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #6 Washington Blvd. & Walgrove Ave.

\*\*\*\*\*

Average Delay (sec/veh): 322.7 Worst Case Level Of Service: F[2943.8]

\*\*\*\*\*

| Street Name:             |  | Walgrove Avenue |      |       |             |      |       | Washington Boulevard |      |       |              |      |       |
|--------------------------|--|-----------------|------|-------|-------------|------|-------|----------------------|------|-------|--------------|------|-------|
| Approach:                |  | North Bound     |      |       | South Bound |      |       | East Bound           |      |       | West Bound   |      |       |
| Movement:                |  | L               | T    | R     | L           | T    | R     | L                    | T    | R     | L            | T    | R     |
| Control:                 |  | Stop Sign       |      |       | Stop Sign   |      |       | Uncontrolled         |      |       | Uncontrolled |      |       |
| Rights:                  |  | Include         |      |       | Include     |      |       | Include              |      |       | Include      |      |       |
| Lanes:                   |  | 0               | 0    | 0     | 0           | 0    | 1     | 1                    | 0    | 2     | 0            | 0    | 1     |
| Volume Module:           |  |                 |      |       |             |      |       |                      |      |       |              |      |       |
| Base Vol:                |  | 0               | 0    | 0     | 59          | 0    | 315   | 300                  | 1318 | 0     | 0            | 1372 | 71    |
| 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:             |  | 0               | 0    | 0     | 59          | 0    | 315   | 300                  | 1318 | 0     | 0            | 1372 | 71    |
| 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:                 |  | 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 Volume:              |  | 0               | 0    | 0     | 59          | 0    | 315   | 300                  | 1318 | 0     | 0            | 1372 | 71    |
| Reduct Vol:              |  | 0               | 0    | 0     | 0           | 0    | 0     | 0                    | 0    | 0     | 0            | 0    | 0     |
| Final Vol.:              |  | 0               | 0    | 0     | 59          | 0    | 315   | 300                  | 1318 | 0     | 0            | 1372 | 71    |
| Critical Gap Module:     |  |                 |      |       |             |      |       |                      |      |       |              |      |       |
| Critical Gp:             |  | xxxxx           | xxxx | xxxxx | 6.8         | xxxx | 6.9   | 4.1                  | xxxx | xxxxx | xxxxx        | xxxx | xxxxx |
| FollowUpTim:             |  | xxxxx           | xxxx | xxxxx | 3.5         | xxxx | 3.3   | 2.2                  | xxxx | xxxxx | xxxxx        | xxxx | xxxxx |
| Capacity Module:         |  |                 |      |       |             |      |       |                      |      |       |              |      |       |
| Cnflct Vol:              |  | xxxx            | xxxx | xxxxx | 2667        | xxxx | 722   | 1443                 | xxxx | xxxxx | xxxx         | xxxx | xxxxx |
| Potent Cap.:             |  | xxxx            | xxxx | xxxxx | 19          | xxxx | 374   | 476                  | xxxx | xxxxx | xxxx         | xxxx | xxxxx |
| Move Cap.:               |  | xxxx            | xxxx | xxxxx | 9           | xxxx | 374   | 476                  | xxxx | xxxxx | xxxx         | xxxx | xxxxx |
| Volume/Cap:              |  | xxxx            | xxxx | xxxx  | 6.36        | xxxx | 0.84  | 0.63                 | xxxx | xxxx  | xxxx         | xxxx | xxxx  |
| Level Of Service Module: |  |                 |      |       |             |      |       |                      |      |       |              |      |       |
| Queue:                   |  | xxxxx           | xxxx | xxxxx | xxxxx       | xxxx | xxxxx | 4.3                  | xxxx | xxxxx | xxxxx        | xxxx | xxxxx |
| Stopped Del:             |  | xxxxx           | xxxx | xxxxx | xxxxx       | xxxx | xxxxx | 24.6                 | xxxx | xxxxx | xxxxx        | xxxx | xxxxx |
| LOS by Move:             |  | *               | *    | *     | *           | *    | *     | C                    | *    | *     | *            | *    | *     |
| Movement:                |  | LT              | LTR  | RT    | LT          | LTR  | RT    | LT                   | LTR  | RT    | LT           | LTR  | RT    |
| Shared Cap.:             |  | xxxx            | xxxx | xxxxx | xxxx        | 52   | xxxxx | xxxx                 | xxxx | xxxxx | xxxx         | xxxx | xxxxx |
| SharedQueue:             |  | xxxxx           | xxxx | xxxxx | xxxxx       | 43.5 | xxxxx | xxxxx                | xxxx | xxxxx | xxxxx        | xxxx | xxxxx |
| Shrd StpDel:             |  | xxxxx           | xxxx | xxxxx | xxxxx       | 2944 | xxxxx | xxxxx                | xxxx | xxxxx | xxxxx        | xxxx | xxxxx |
| Shared LOS:              |  | *               | *    | *     | *           | F    | *     | *                    | *    | *     | *            | *    | *     |
| ApproachDel:             |  | xxxxxx          |      |       | 2943.8      |      |       | xxxxxx               |      |       | xxxxxx       |      |       |
| ApproachLOS:             |  | *               |      |       | F           |      |       | *                    |      |       | *            |      |       |

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 7 **Date** December 8, 2015  
**Intersection Name** North/South: Glencoe Avenue/Costco Driveway  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** PM Peak Hour  
**Analysis Scenario** Future (2017) Without Project

| Approach Direction                  | Lane Type     | No. of Lanes | Approach Volumes               | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|---------------|--------------|--------------------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left          | 1            | 234                            |                   | 173                   |                |
|                                     | Left/Through  | 1            |                                |                   | 173                   | 173            |
|                                     | Through       | 0            | 112                            |                   |                       |                |
|                                     | Through/Right | 0            |                                |                   |                       |                |
|                                     | Right         | 1            | 390                            | 358               | 32                    |                |
|                                     | Total Lanes   | 3            |                                |                   |                       |                |
|                                     |               |              |                                |                   |                       |                |
| Southbound                          | Left          | 1            | 153                            |                   | 143                   | 143            |
|                                     | Left/Through  | 1            |                                |                   | 143                   |                |
|                                     | Through       | 0            | 133                            |                   |                       |                |
|                                     | Through/Right | 0            |                                |                   |                       |                |
|                                     | Right         | 1            | 33                             | 23                | 10                    |                |
|                                     | Total Lanes   | 3            |                                |                   |                       |                |
| Sum of North/South Critical Volumes |               |              |                                |                   |                       | 316            |
|                                     |               |              |                                |                   |                       |                |
| Eastbound                           | Left          | 1            | 23                             |                   | 23                    |                |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 2            | 1,046                          |                   | 523                   | 523            |
|                                     | Through/Right | 0            |                                |                   |                       |                |
|                                     | Right         | 1            | 327                            | 173               | 154                   |                |
|                                     | Total Lanes   | 4            |                                |                   |                       |                |
|                                     |               |              |                                |                   |                       |                |
| Westbound                           | Left          | 1            | 358                            |                   | 358                   | 358            |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 2            | 1,199                          |                   | 448                   |                |
|                                     | Through/Right | 1            |                                |                   | 448                   |                |
|                                     | Right         | 0            | 145                            | 0                 |                       |                |
|                                     | Total Lanes   | 4            |                                |                   |                       |                |
| Sum of East/West Critical Volumes   |               |              |                                |                   |                       | 881            |
| Total Intersection Critical Volumes |               |              |                                |                   |                       | 1,197          |
| Number of Clearance Intervals       |               | 4            | Intersection Capacity          |                   |                       | 1,375          |
| Base CMA                            |               |              |                                |                   |                       | 0.871          |
| Signal Coordination                 |               | ATSAC        | Signal Coordination Adjustment |                   |                       | -0.070         |
| Final CMA                           |               |              |                                |                   |                       | 0.801          |
| Level of Service (LOS)              |               |              |                                |                   |                       | D              |

North/South Opposed Phasing  
NB/SB Rt. Turn Overlap With WB/EB Lefts

EB Rt. Turn Overlap with NB Left

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 8 **Date** December 8, 2015  
**Intersection Name** North/South: Costco Driveway  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** PM Peak Hour  
**Analysis Scenario** Future (2017) Without Project

| Approach Direction                  | Lane Type     | No. of Lanes                   | Approach Volumes | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|---------------|--------------------------------|------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left          | 0                              | 0                |                   |                       |                |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 0                              | 0                |                   |                       |                |
|                                     | Through/Right | 0                              |                  |                   |                       |                |
|                                     | Right         | 0                              | 0                | 0                 |                       |                |
|                                     | Total Lanes   | 0                              |                  |                   |                       |                |
|                                     |               |                                |                  |                   |                       |                |
| Southbound                          | Left          | 1                              | 77               |                   | 77                    | 77             |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 0                              | 0                |                   |                       |                |
|                                     | Through/Right | 0                              |                  |                   |                       |                |
|                                     | Right         | 1                              | 177              | 172               | 5                     |                |
|                                     | Total Lanes   | 2                              |                  |                   |                       |                |
| Sum of North/South Critical Volumes |               |                                |                  |                   |                       | 77             |
|                                     |               |                                |                  |                   |                       |                |
| Eastbound                           | Left          | 1                              | 172              |                   | 172                   |                |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 2                              | 1,350            |                   | 675                   | 675            |
|                                     | Through/Right | 0                              |                  |                   |                       |                |
|                                     | Right         | 0                              | 0                | 0                 |                       |                |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |
|                                     |               |                                |                  |                   |                       |                |
| Westbound                           | Left          | 0                              | 0                |                   |                       |                |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 2                              | 1,444            |                   | 499                   |                |
|                                     | Through/Right | 1                              |                  |                   | 499                   |                |
|                                     | Right         | 0                              | 54               | 0                 |                       |                |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |
| Sum of East/West Critical Volumes   |               |                                |                  |                   |                       | 675            |
| Total Intersection Critical Volumes |               |                                |                  |                   |                       | 752            |
| Number of Clearance Intervals       | 3             | Intersection Capacity          |                  |                   |                       | 1,425          |
| Base CMA                            |               |                                |                  |                   |                       | 0.528          |
| Signal Coordination                 | ATSAC         | Signal Coordination Adjustment |                  |                   |                       | -0.070         |
| Final CMA                           |               |                                |                  |                   |                       | 0.458          |
| Level of Service (LOS)              |               |                                |                  |                   |                       | A              |

SB Rt. Turn Overlap with EB Left

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 9 **Date** December 8, 2015  
**Intersection Name** North/South: Lincoln Boulevard  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** PM Peak Hour  
**Analysis Scenario** Future (2017) Without Project

| Approach Direction                  | Lane Type     | No. of Lanes | Approach Volumes               | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|---------------|--------------|--------------------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left          | 2            | 611                            | 0                 | 336                   | 879            |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 2            | 2,282                          |                   | 879                   |                |
|                                     | Through/Right | 1            |                                |                   | 879                   |                |
|                                     | Right         | 0            | 356                            |                   |                       |                |
|                                     | Total Lanes   | 5            |                                |                   |                       |                |
| Southbound                          | Left          | 2            | 295                            | 0                 | 162                   | 162            |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 2            | 1,928                          |                   | 687                   |                |
|                                     | Through/Right | 1            |                                |                   | 687                   |                |
|                                     | Right         | 0            | 132                            |                   |                       |                |
|                                     | Total Lanes   | 5            |                                |                   |                       |                |
| Sum of North/South Critical Volumes |               |              |                                |                   |                       | 1,041          |
| Eastbound                           | Left          | 2            | 198                            | 336               | 109                   | 404            |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 2            | 807                            |                   | 404                   |                |
|                                     | Through/Right | 0            |                                |                   |                       |                |
|                                     | Right         | 1            | 705                            |                   | 369                   |                |
|                                     | Total Lanes   | 5            |                                |                   |                       |                |
| Westbound                           | Left          | 2            | 380                            | 162               | 209                   | 209            |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 2            | 883                            |                   | 442                   |                |
|                                     | Through/Right | 0            |                                |                   |                       |                |
|                                     | Right         | 1            | 331                            |                   | 169                   |                |
|                                     | Total Lanes   | 5            |                                |                   |                       |                |
| Sum of East/West Critical Volumes   |               |              |                                |                   |                       | 613            |
| Total Intersection Critical Volumes |               |              |                                |                   |                       | 1,654          |
| Number of Clearance Intervals       |               | 4            | Intersection Capacity          |                   |                       | 1,375          |
| Base CMA                            |               |              |                                |                   |                       | 1.203          |
| Signal Coordination                 |               | ATSAC + ATCS | Signal Coordination Adjustment |                   |                       | -0.100         |
| Final CMA                           |               |              |                                |                   |                       | 1.103          |
| Level of Service (LOS)              |               |              |                                |                   |                       | F              |

EB/WB Rt. Turn Overlap With NB/SB Lefts

**Future (2017) With Project**

**AM Peak Hour**

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 1 **Date** December 8, 2015  
**Intersection Name** North/South: Centinela Avenue  
East/West: Washington Place  
**Intersection Control** Signalized  
**Analysis Period** AM Peak Hour  
**Analysis Scenario** Future (2017) With Project

| Approach Direction                  | Lane Type     | No. of Lanes                   | Approach Volumes | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |  |
|-------------------------------------|---------------|--------------------------------|------------------|-------------------|-----------------------|----------------|--|
| Northbound                          | Left          | 1                              | 78               | 0                 | 78                    | 835            |  |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |  |
|                                     | Through       | 1                              | 1,393            |                   | 835                   |                |  |
|                                     | Through/Right | 1                              |                  |                   | 835                   |                |  |
|                                     | Right         | 0                              | 277              |                   |                       |                |  |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |  |
|                                     |               |                                |                  |                   |                       |                |  |
| Southbound                          | Left          | 1                              | 87               | 0                 | 87                    | 87             |  |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |  |
|                                     | Through       | 1                              | 1,195            |                   | 655                   |                |  |
|                                     | Through/Right | 1                              |                  |                   | 655                   |                |  |
|                                     | Right         | 0                              | 115              |                   |                       |                |  |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |  |
| Sum of North/South Critical Volumes |               |                                |                  |                   |                       | 922            |  |
|                                     |               |                                |                  |                   |                       |                |  |
| Eastbound                           | Left          | 2                              | 235              | 0                 | 129                   | 458            |  |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |  |
|                                     | Through       | 1                              | 847              |                   | 458                   |                |  |
|                                     | Through/Right | 1                              |                  |                   | 458                   |                |  |
|                                     | Right         | 0                              | 70               |                   |                       |                |  |
|                                     | Total Lanes   | 4                              |                  |                   |                       |                |  |
|                                     |               |                                |                  |                   |                       |                |  |
| Westbound                           | Left          | 2                              | 466              | 0                 | 256                   | 256            |  |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |  |
|                                     | Through       | 1                              | 577              |                   | 376                   |                |  |
|                                     | Through/Right | 1                              |                  |                   | 376                   |                |  |
|                                     | Right         | 0                              | 174              |                   |                       |                |  |
|                                     | Total Lanes   | 4                              |                  |                   |                       |                |  |
| Sum of East/West Critical Volumes   |               |                                |                  |                   |                       | 714            |  |
| Total Intersection Critical Volumes |               |                                |                  |                   |                       | 1,636          |  |
| Number of Clearance Intervals       | 4             | Intersection Capacity          |                  |                   |                       | 1,375          |  |
| Base CMA                            |               |                                |                  |                   |                       | 1.190          |  |
| Signal Coordination                 | ATSAC + ATCS  | Signal Coordination Adjustment |                  |                   |                       | -0.100         |  |
| Final CMA                           |               |                                |                  |                   |                       | 1.090          |  |
| Level of Service (LOS)              |               |                                |                  |                   |                       | F              |  |

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 2 **Date** December 8, 2015  
**Intersection Name** North/South: Centinela Avenue  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** AM Peak Hour  
**Analysis Scenario** Future (2017) With Project

| Approach Direction                  | Lane Type     | No. of Lanes | Approach Volumes               | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|---------------|--------------|--------------------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left          | 1            | 114                            | 0                 | 114                   | 894            |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 1            | 1,579                          |                   | 894                   |                |
|                                     | Through/Right | 1            |                                |                   | 894                   |                |
|                                     | Right         | 0            | 209                            |                   |                       |                |
|                                     | Total Lanes   | 3            |                                |                   |                       |                |
| Southbound                          | Left          | 1            | 101                            | 0                 | 101                   | 101            |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 1            | 1,568                          |                   | 801                   |                |
|                                     | Through/Right | 1            |                                |                   | 801                   |                |
|                                     | Right         | 0            | 34                             |                   |                       |                |
|                                     | Total Lanes   | 3            |                                |                   |                       |                |
| Sum of North/South Critical Volumes |               |              |                                |                   |                       | 995            |
| Eastbound                           | Left          | 1            | 75                             | 0                 | 75                    | 418            |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 1            | 721                            |                   | 418                   |                |
|                                     | Through/Right | 1            |                                |                   | 418                   |                |
|                                     | Right         | 0            | 115                            |                   |                       |                |
|                                     | Total Lanes   | 3            |                                |                   |                       |                |
| Westbound                           | Left          | 1            | 331                            | 50                | 331                   | 331            |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 2            | 617                            |                   | 308                   |                |
|                                     | Through/Right | 0            |                                |                   |                       |                |
|                                     | Right         | 1            | 157                            |                   | 107                   |                |
|                                     | Total Lanes   | 4            |                                |                   |                       |                |
| Sum of East/West Critical Volumes   |               |              |                                |                   |                       | 749            |
| Total Intersection Critical Volumes |               |              |                                |                   |                       | 1,744          |
| Number of Clearance Intervals       |               | 2            | Intersection Capacity          |                   |                       | 1,500          |
| Base CMA                            |               |              |                                |                   |                       | 1.163          |
| Signal Coordination                 |               | ATSAC + ATCS | Signal Coordination Adjustment |                   |                       | -0.100         |
| Final CMA                           |               |              |                                |                   |                       | 1.063          |
| Level of Service (LOS)              |               |              |                                |                   |                       | F              |

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 3 **Date** December 8, 2015  
**Intersection Name** North/South: Washington Boulevard/Zanja Street  
East/West: Washington Boulevard/Washington Place  
**Intersection Control** Signalized  
**Analysis Period** AM Peak Hour  
**Analysis Scenario** Future (2017) With Project

| Approach Direction                          | Lane Type          | No. of Lanes                   | Approach Volumes | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|---------------------------------------------|--------------------|--------------------------------|------------------|-------------------|-----------------------|----------------|
| Northbound                                  | Left               | 1                              | 476              |                   | 310                   | 310            |
|                                             | Left/Through       | 1                              |                  |                   | 310                   |                |
|                                             | Through            | 0                              | 145              |                   |                       |                |
|                                             | Through/Right      | 0                              |                  |                   |                       |                |
|                                             | Right              | 1                              | 53               | 0                 | 53                    |                |
|                                             | Total Lanes        | 3                              |                  |                   |                       |                |
| <hr style="border-top: 1px dashed black;"/> |                    |                                |                  |                   |                       |                |
| Southbound                                  | Left               | 0                              | 26               |                   |                       | 204            |
|                                             | Left/Through       | 0                              |                  |                   |                       |                |
|                                             | Left/Through/Right | 1                              | 175              |                   | 204                   |                |
|                                             | Through/Right      | 0                              |                  |                   |                       |                |
|                                             | Right              | 0                              | 3                | 0                 |                       |                |
|                                             | Total Lanes        | 1                              |                  |                   |                       |                |
| Sum of North/South Critical Volumes         |                    |                                |                  |                   |                       | 514            |
| <hr style="border: 1px solid black;"/>      |                    |                                |                  |                   |                       |                |
| Eastbound                                   | Left               | 0                              | 0                |                   |                       | 519            |
|                                             | Left/Through       | 0                              |                  |                   |                       |                |
|                                             | Through            | 1                              | 1,011            |                   | 519                   |                |
|                                             | Through/Right      | 1                              |                  |                   | 519                   |                |
|                                             | Right              | 1                              | 545              | 0                 | 519                   |                |
|                                             | Total Lanes        | 3                              |                  |                   |                       |                |
| <hr style="border-top: 1px dashed black;"/> |                    |                                |                  |                   |                       |                |
| Westbound                                   | Left               | 0                              | 0                |                   |                       | 379            |
|                                             | Left/Through       | 0                              |                  |                   |                       |                |
|                                             | Through            | 1                              | 688              |                   | 379                   |                |
|                                             | Through/Right      | 1                              |                  |                   | 379                   |                |
|                                             | Right              | 0                              | 70               | 0                 |                       |                |
|                                             | Total Lanes        | 2                              |                  |                   |                       |                |
| Sum of East/West Critical Volumes           |                    |                                |                  |                   |                       | 519            |
| Total Intersection Critical Volumes         |                    |                                |                  |                   |                       | 1,033          |
| Number of Clearance Intervals               | 4                  | Intersection Capacity          |                  |                   |                       | 1,375          |
| Base CMA                                    |                    |                                |                  |                   |                       | 0.751          |
| Signal Coordination                         | ATSAC + ATCS       | Signal Coordination Adjustment |                  |                   |                       | -0.100         |
| Final CMA                                   |                    |                                |                  |                   |                       | 0.651          |
| Level of Service (LOS)                      |                    |                                |                  |                   |                       | B              |

North/South Opposed Phasing

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 4 **Date** December 8, 2015  
**Intersection Name** North/South: Beethoven Street  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** AM Peak Hour  
**Analysis Scenario** Future (2017) With Project

| Approach Direction                  | Lane Type          | No. of Lanes                   | Approach Volumes | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|--------------------|--------------------------------|------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left               | 0                              | 18               |                   |                       |                |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Left/Through/Right | 1                              | 176              |                   | 215                   | 215            |
|                                     | Through/Right      | 0                              |                  |                   |                       |                |
|                                     | Right              | 0                              | 21               | 0                 |                       |                |
|                                     | Total Lanes        | 1                              |                  |                   |                       |                |
|                                     |                    |                                |                  |                   |                       |                |
| Southbound                          | Left               | 0                              | 19               |                   |                       | 19             |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Left/Through/Right | 1                              | 73               |                   | 130                   |                |
|                                     | Through/Right      | 0                              |                  |                   |                       |                |
|                                     | Right              | 0                              | 38               | 0                 |                       |                |
|                                     | Total Lanes        | 1                              |                  |                   |                       |                |
| Sum of North/South Critical Volumes |                    |                                |                  |                   |                       | 234            |
| Eastbound                           | Left               | 1                              | 79               |                   | 79                    |                |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Through            | 1                              | 1,336            |                   | 669                   | 669            |
|                                     | Through/Right      | 1                              |                  |                   | 669                   |                |
|                                     | Right              | 0                              | 2                | 0                 |                       |                |
|                                     | Total Lanes        | 3                              |                  |                   |                       |                |
|                                     |                    |                                |                  |                   |                       |                |
| Westbound                           | Left               | 1                              | 19               |                   | 19                    | 19             |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Through            | 1                              | 1,156            |                   | 596                   |                |
|                                     | Through/Right      | 1                              |                  |                   | 596                   |                |
|                                     | Right              | 0                              | 36               | 0                 |                       |                |
|                                     | Total Lanes        | 3                              |                  |                   |                       |                |
| Sum of East/West Critical Volumes   |                    |                                |                  |                   |                       | 688            |
| Total Intersection Critical Volumes |                    |                                |                  |                   |                       | 922            |
| Number of Clearance Intervals       | 2                  | Intersection Capacity          |                  |                   |                       | 1,500          |
| Base CMA                            |                    |                                |                  |                   |                       | 0.615          |
| Signal Coordination                 | ATSAC + ATCS       | Signal Coordination Adjustment |                  |                   |                       | -0.100         |
| Final CMA                           |                    |                                |                  |                   |                       | 0.515          |
| Level of Service (LOS)              |                    |                                |                  |                   |                       | A              |

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 5 **Date** December 8, 2015  
**Intersection Name** North/South: Redwood Avenue  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** AM Peak Hour  
**Analysis Scenario** Future (2017) With Project

| Approach Direction                  | Lane Type          | No. of Lanes                   | Approach Volumes | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|--------------------|--------------------------------|------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left               | 0                              | 135              |                   |                       |                |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Left/Through/Right | 1                              | 84               |                   | 289                   | 289            |
|                                     | Through/Right      | 0                              |                  |                   |                       |                |
|                                     | Right              | 0                              | 70               | 0                 |                       |                |
|                                     | Total Lanes        | 1                              |                  |                   |                       |                |
|                                     |                    |                                |                  |                   |                       |                |
| Southbound                          | Left               | 0                              | 47               |                   |                       | 47             |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Left/Through/Right | 1                              | 74               |                   | 134                   |                |
|                                     | Through/Right      | 0                              |                  |                   |                       |                |
|                                     | Right              | 0                              | 13               | 0                 |                       |                |
|                                     | Total Lanes        | 1                              |                  |                   |                       |                |
| Sum of North/South Critical Volumes |                    |                                |                  |                   |                       | 336            |
| Eastbound                           | Left               | 1                              | 22               |                   | 22                    |                |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Through            | 1                              | 1,349            |                   | 689                   | 689            |
|                                     | Through/Right      | 1                              |                  |                   | 689                   |                |
|                                     | Right              | 0                              | 29               | 0                 |                       |                |
|                                     | Total Lanes        | 3                              |                  |                   |                       |                |
|                                     |                    |                                |                  |                   |                       |                |
| Westbound                           | Left               | 1                              | 67               |                   | 67                    | 67             |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Through            | 1                              | 1,101            |                   | 569                   |                |
|                                     | Through/Right      | 1                              |                  |                   | 569                   |                |
|                                     | Right              | 0                              | 37               | 0                 |                       |                |
|                                     | Total Lanes        | 3                              |                  |                   |                       |                |
| Sum of East/West Critical Volumes   |                    |                                |                  |                   |                       | 756            |
| Total Intersection Critical Volumes |                    |                                |                  |                   |                       | 1,092          |
| Number of Clearance Intervals       | 2                  | Intersection Capacity          |                  |                   |                       | 1,500          |
| Base CMA                            |                    |                                |                  |                   |                       | 0.728          |
| Signal Coordination                 | ATSAC + ATCS       | Signal Coordination Adjustment |                  |                   |                       | -0.100         |
| Final CMA                           |                    |                                |                  |                   |                       | 0.628          |
| Level of Service (LOS)              |                    |                                |                  |                   |                       | B              |

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 6 **Date** December 8, 2015  
**Intersection Name** North/South: Walgrove Avenue  
East/West: Washington Boulevard  
**Intersection Control** Two-Way STOP  
**Analysis Period** AM Peak Hour  
**Analysis Scenario** Future (2017) With Project

| Approach Direction                  | Lane Type          | No. of Lanes                   | Approach Volumes | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|--------------------|--------------------------------|------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left               | 0                              | 0                |                   |                       |                |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Through            | 0                              | 0                |                   |                       |                |
|                                     | Through/Right      | 0                              |                  |                   |                       |                |
|                                     | Right              | 0                              | 0                | 0                 |                       |                |
|                                     | Total Lanes        | 0                              |                  |                   |                       |                |
|                                     |                    |                                |                  |                   |                       |                |
| Southbound                          | Left               | 0                              | 49               |                   |                       |                |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Left/Through/Right | 1                              | 0                |                   | 276                   | 276            |
|                                     | Through/Right      | 0                              |                  |                   |                       |                |
|                                     | Right              | 0                              | 227              | 0                 |                       |                |
|                                     | Total Lanes        | 1                              |                  |                   |                       |                |
| Sum of North/South Critical Volumes |                    |                                |                  |                   |                       | 276            |
| Eastbound                           | Left               | 1                              | 323              |                   | 323                   | 323            |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Through            | 1                              | 1,347            |                   | 674                   |                |
|                                     | Through/Right      | 1                              |                  |                   | 674                   |                |
|                                     | Right              | 0                              | 0                | 0                 |                       |                |
|                                     | Total Lanes        | 3                              |                  |                   |                       |                |
|                                     |                    |                                |                  |                   |                       |                |
| Westbound                           | Left               | 0                              | 0                |                   |                       |                |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Through            | 1                              | 1,074            |                   | 556                   | 556            |
|                                     | Through/Right      | 1                              |                  |                   | 556                   |                |
|                                     | Right              | 0                              | 38               | 0                 |                       |                |
|                                     | Total Lanes        | 2                              |                  |                   |                       |                |
| Sum of East/West Critical Volumes   |                    |                                |                  |                   |                       | 879            |
| Total Intersection Critical Volumes |                    |                                |                  |                   |                       | 1,155          |
| Number of Clearance Intervals       | 0                  | Intersection Capacity          |                  |                   |                       | 1,200          |
| Base CMA                            |                    |                                |                  |                   |                       | 0.963          |
| Signal Coordination                 | None               | Signal Coordination Adjustment |                  |                   |                       | 0.000          |
| Final CMA                           |                    |                                |                  |                   |                       | 0.963          |
| Level of Service (LOS)              |                    |                                |                  |                   |                       | E              |

12803 Washington Blvd. (2015) Project  
Future (2017)  
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #6 Washington Blvd. & Walgrove Ave.

\*\*\*\*\*

Average Delay (sec/veh): 108.7 Worst Case Level Of Service: F[1185.2]

\*\*\*\*\*

| Street Name:             | Walgrove Avenue |      |       |             |      |       | Washington Boulevard |      |       |              |      |       |
|--------------------------|-----------------|------|-------|-------------|------|-------|----------------------|------|-------|--------------|------|-------|
| Approach:                | North Bound     |      |       | South Bound |      |       | East Bound           |      |       | West Bound   |      |       |
| Movement:                | L               | T    | R     | L           | T    | R     | L                    | T    | R     | L            | T    | R     |
| Control:                 | Stop Sign       |      |       | Stop Sign   |      |       | Uncontrolled         |      |       | Uncontrolled |      |       |
| Rights:                  | Include         |      |       | Include     |      |       | Include              |      |       | Include      |      |       |
| Lanes:                   | 0               | 0    | 0     | 0           | 0    | 1     | 1                    | 0    | 2     | 0            | 0    | 1     |
| Volume Module:           |                 |      |       |             |      |       |                      |      |       |              |      |       |
| Base Vol:                | 0               | 0    | 0     | 48          | 0    | 227   | 323                  | 1343 | 0     | 0            | 1066 | 37    |
| 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:             | 0               | 0    | 0     | 48          | 0    | 227   | 323                  | 1343 | 0     | 0            | 1066 | 37    |
| Added Vol:               | 0               | 0    | 0     | 0           | 0    | 0     | 0                    | 0    | 0     | 0            | 0    | 0     |
| Proj Vols:               | 0               | 0    | 0     | 1           | 0    | 0     | 0                    | 4    | 0     | 0            | 8    | 1     |
| Initial Fut:             | 0               | 0    | 0     | 49          | 0    | 227   | 323                  | 1347 | 0     | 0            | 1074 | 38    |
| 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:                 | 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 Volume:              | 0               | 0    | 0     | 49          | 0    | 227   | 323                  | 1347 | 0     | 0            | 1074 | 38    |
| Reduct Vol:              | 0               | 0    | 0     | 0           | 0    | 0     | 0                    | 0    | 0     | 0            | 0    | 0     |
| Final Vol.:              | 0               | 0    | 0     | 49          | 0    | 227   | 323                  | 1347 | 0     | 0            | 1074 | 38    |
| Critical Gap Module:     |                 |      |       |             |      |       |                      |      |       |              |      |       |
| Critical Gp:             | xxxxx           | xxxx | xxxxx | 6.8         | xxxx | 6.9   | 4.1                  | xxxx | xxxxx | xxxxx        | xxxx | xxxxx |
| FollowUpTim:             | xxxxx           | xxxx | xxxxx | 3.5         | xxxx | 3.3   | 2.2                  | xxxx | xxxxx | xxxxx        | xxxx | xxxxx |
| Capacity Module:         |                 |      |       |             |      |       |                      |      |       |              |      |       |
| Cnflct Vol:              | xxxx            | xxxx | xxxxx | 2413        | xxxx | 556   | 1112                 | xxxx | xxxxx | xxxx         | xxxx | xxxxx |
| Potent Cap.:             | xxxx            | xxxx | xxxxx | 28          | xxxx | 480   | 635                  | xxxx | xxxxx | xxxx         | xxxx | xxxxx |
| Move Cap.:               | xxxx            | xxxx | xxxxx | 17          | xxxx | 480   | 635                  | xxxx | xxxxx | xxxx         | xxxx | xxxxx |
| Volume/Cap:              | xxxx            | xxxx | xxxx  | 2.92        | xxxx | 0.47  | 0.51                 | xxxx | xxxx  | xxxx         | xxxx | xxxx  |
| Level Of Service Module: |                 |      |       |             |      |       |                      |      |       |              |      |       |
| Queue:                   | xxxxx           | xxxx | xxxxx | xxxxx       | xxxx | xxxxx | 2.9                  | xxxx | xxxxx | xxxxx        | xxxx | xxxxx |
| Stopped Del:             | xxxxx           | xxxx | xxxxx | xxxxx       | xxxx | xxxxx | 16.4                 | xxxx | xxxxx | xxxxx        | xxxx | xxxxx |
| LOS by Move:             | *               | *    | *     | *           | *    | *     | C                    | *    | *     | *            | *    | *     |
| Movement:                | LT              | LTR  | RT    | LT          | LTR  | RT    | LT                   | LTR  | RT    | LT           | LTR  | RT    |
| Shared Cap.:             | xxxx            | xxxx | xxxxx | xxxx        | 81   | xxxxx | xxxx                 | xxxx | xxxxx | xxxx         | xxxx | xxxxx |
| Shared Queue:            | xxxxx           | xxxx | xxxxx | xxxxx       | 28.0 | xxxxx | xxxxx                | xxxx | xxxxx | xxxxx        | xxxx | xxxxx |
| Shrd StpDel:             | xxxxx           | xxxx | xxxxx | xxxxx       | 1185 | xxxxx | xxxxx                | xxxx | xxxxx | xxxxx        | xxxx | xxxxx |
| Shared LOS:              | *               | *    | *     | *           | F    | *     | *                    | *    | *     | *            | *    | *     |
| ApproachDel:             | xxxxxx          |      |       | 1185.2      |      |       | xxxxxx               |      |       | xxxxxx       |      |       |
| ApproachLOS:             | *               |      |       | F           |      |       | *                    |      |       | *            |      |       |

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 7 **Date** December 8, 2015  
**Intersection Name** North/South: Glencoe Avenue/Costco Driveway  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** AM Peak Hour  
**Analysis Scenario** Future (2017) With Project

| Approach Direction                          | Lane Type     | No. of Lanes | Approach Volumes               | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|---------------------------------------------|---------------|--------------|--------------------------------|-------------------|-----------------------|----------------|
| Northbound                                  | Left          | 1            | 290                            |                   | 178                   |                |
|                                             | Left/Through  | 1            |                                |                   | 178                   | 178            |
|                                             | Through       | 0            | 66                             |                   |                       |                |
|                                             | Through/Right | 0            |                                |                   |                       |                |
|                                             | Right         | 1            | 373                            | 344               | 29                    |                |
|                                             | Total Lanes   | 3            |                                |                   |                       |                |
| <hr style="border-top: 1px dashed black;"/> |               |              |                                |                   |                       |                |
| Southbound                                  | Left          | 1            | 49                             |                   | 42                    | 42             |
|                                             | Left/Through  | 1            |                                |                   | 42                    |                |
|                                             | Through       | 0            | 36                             |                   |                       |                |
|                                             | Through/Right | 0            |                                |                   |                       |                |
|                                             | Right         | 1            | 13                             | 12                | 1                     |                |
|                                             | Total Lanes   | 3            |                                |                   |                       |                |
| Sum of North/South Critical Volumes         |               |              |                                |                   |                       | 220            |
| <hr style="border: 1px solid black;"/>      |               |              |                                |                   |                       |                |
| Eastbound                                   | Left          | 1            | 12                             |                   | 12                    |                |
|                                             | Left/Through  | 0            |                                |                   |                       |                |
|                                             | Through       | 2            | 1,176                          |                   | 588                   | 588            |
|                                             | Through/Right | 0            |                                |                   |                       |                |
|                                             | Right         | 1            | 233                            | 178               | 55                    |                |
|                                             | Total Lanes   | 4            |                                |                   |                       |                |
| <hr style="border-top: 1px dashed black;"/> |               |              |                                |                   |                       |                |
| Westbound                                   | Left          | 1            | 344                            |                   | 344                   | 344            |
|                                             | Left/Through  | 0            |                                |                   |                       |                |
|                                             | Through       | 2            | 872                            |                   | 350                   |                |
|                                             | Through/Right | 1            |                                |                   | 350                   |                |
|                                             | Right         | 0            | 178                            | 0                 |                       |                |
|                                             | Total Lanes   | 4            |                                |                   |                       |                |
| Sum of East/West Critical Volumes           |               |              |                                |                   |                       | 932            |
| Total Intersection Critical Volumes         |               |              |                                |                   |                       | 1,152          |
| Number of Clearance Intervals               |               | 4            | Intersection Capacity          |                   |                       | 1,375          |
| Base CMA                                    |               |              |                                |                   |                       | 0.838          |
| Signal Coordination                         |               | ATSAC        | Signal Coordination Adjustment |                   |                       | -0.070         |
| Final CMA                                   |               |              |                                |                   |                       | 0.768          |
| Level of Service (LOS)                      |               |              |                                |                   |                       | C              |

North/South Opposed Phasing  
NB/SB Rt. Turn Overlap With WB/EB Lefts

EB Rt. Turn Overlap with NB Left

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 8 **Date** December 8, 2015  
**Intersection Name** North/South: Costco Driveway  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** AM Peak Hour  
**Analysis Scenario** Future (2017) With Project

| Approach Direction                  | Lane Type     | No. of Lanes                   | Approach Volumes | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|---------------|--------------------------------|------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left          | 0                              | 0                |                   |                       |                |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 0                              | 0                |                   |                       |                |
|                                     | Through/Right | 0                              |                  |                   |                       |                |
|                                     | Right         | 0                              | 0                | 0                 |                       |                |
|                                     | Total Lanes   | 0                              |                  |                   |                       |                |
|                                     |               |                                |                  |                   |                       |                |
| Southbound                          | Left          | 1                              | 40               |                   | 40                    | 40             |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 0                              | 0                |                   |                       |                |
|                                     | Through/Right | 0                              |                  |                   |                       |                |
|                                     | Right         | 1                              | 88               | 88                | 0                     |                |
|                                     | Total Lanes   | 2                              |                  |                   |                       |                |
| Sum of North/South Critical Volumes |               |                                |                  |                   |                       | 40             |
|                                     |               |                                |                  |                   |                       |                |
| Eastbound                           | Left          | 1                              | 199              |                   | 199                   |                |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 2                              | 1,288            |                   | 644                   | 644            |
|                                     | Through/Right | 0                              |                  |                   |                       |                |
|                                     | Right         | 0                              | 0                | 0                 |                       |                |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |
|                                     |               |                                |                  |                   |                       |                |
| Westbound                           | Left          | 0                              | 0                |                   |                       |                |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 2                              | 1,140            |                   | 404                   |                |
|                                     | Through/Right | 1                              |                  |                   | 404                   |                |
|                                     | Right         | 0                              | 72               | 0                 |                       |                |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |
| Sum of East/West Critical Volumes   |               |                                |                  |                   |                       | 644            |
| Total Intersection Critical Volumes |               |                                |                  |                   |                       | 684            |
| Number of Clearance Intervals       | 3             | Intersection Capacity          |                  |                   |                       | 1,425          |
| Base CMA                            |               |                                |                  |                   |                       | 0.480          |
| Signal Coordination                 | ATSAC         | Signal Coordination Adjustment |                  |                   |                       | -0.070         |
| Final CMA                           |               |                                |                  |                   |                       | 0.410          |
| Level of Service (LOS)              |               |                                |                  |                   |                       | A              |

SB Rt. Turn Overlap with EB Left

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 9 **Date** December 8, 2015  
**Intersection Name** North/South: Lincoln Boulevard  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** AM Peak Hour  
**Analysis Scenario** Future (2017) With Project

| Approach Direction                  | Lane Type     | No. of Lanes | Approach Volumes | Right-Turn on Red              | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|---------------|--------------|------------------|--------------------------------|-----------------------|----------------|
| Northbound                          | Left          | 2            | 574              |                                | 316                   | 316            |
|                                     | Left/Through  | 0            |                  |                                |                       |                |
|                                     | Through       | 2            | 2,329            |                                | 859                   |                |
|                                     | Through/Right | 1            |                  |                                | 859                   |                |
|                                     | Right         | 0            | 248              | 0                              |                       |                |
|                                     | Total Lanes   | 5            |                  |                                |                       |                |
| Southbound                          | Left          | 2            | 333              |                                | 183                   |                |
|                                     | Left/Through  | 0            |                  |                                |                       |                |
|                                     | Through       | 2            | 2,028            |                                | 734                   | 734            |
|                                     | Through/Right | 1            |                  |                                | 734                   |                |
|                                     | Right         | 0            | 175              | 0                              |                       |                |
|                                     | Total Lanes   | 5            |                  |                                |                       |                |
| Sum of North/South Critical Volumes |               |              |                  |                                |                       | 1,050          |
| Eastbound                           | Left          | 2            | 203              |                                | 112                   |                |
|                                     | Left/Through  | 0            |                  |                                |                       |                |
|                                     | Through       | 2            | 910              |                                | 455                   | 455            |
|                                     | Through/Right | 0            |                  |                                |                       |                |
|                                     | Right         | 1            | 716              | 316                            | 400                   |                |
|                                     | Total Lanes   | 5            |                  |                                |                       |                |
| Westbound                           | Left          | 2            | 203              |                                | 112                   | 112            |
|                                     | Left/Through  | 0            |                  |                                |                       |                |
|                                     | Through       | 2            | 762              |                                | 381                   |                |
|                                     | Through/Right | 0            |                  |                                |                       |                |
|                                     | Right         | 1            | 267              | 183                            | 84                    |                |
|                                     | Total Lanes   | 5            |                  |                                |                       |                |
| Sum of East/West Critical Volumes   |               |              |                  |                                |                       | 567            |
| Total Intersection Critical Volumes |               |              |                  |                                |                       | 1,617          |
| Number of Clearance Intervals       | 4             |              |                  |                                | Intersection Capacity | 1,375          |
|                                     |               |              |                  |                                | Base CMA              | 1.176          |
| Signal Coordination                 | ATSAC + ATCS  |              |                  | Signal Coordination Adjustment |                       | -0.100         |
|                                     |               |              |                  | Final CMA                      |                       | 1.076          |
|                                     |               |              |                  | Level of Service (LOS)         |                       | F              |

EB/WB Rt. Turn Overlap With NB/SB Lefts

**PM Peak Hour**

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 1 **Date** December 8, 2015  
**Intersection Name** North/South: Centinela Avenue  
East/West: Washington Place  
**Intersection Control** Signalized  
**Analysis Period** PM Peak Hour  
**Analysis Scenario** Future (2017) With Project

| Approach Direction                  | Lane Type     | No. of Lanes | Approach Volumes | Right-Turn on Red              | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|---------------|--------------|------------------|--------------------------------|-----------------------|----------------|
| Northbound                          | Left          | 1            | 75               |                                | 75                    |                |
|                                     | Left/Through  | 0            |                  |                                |                       |                |
|                                     | Through       | 1            | 1,525            |                                | 1,027                 | 1,027          |
|                                     | Through/Right | 1            |                  |                                | 1,027                 |                |
|                                     | Right         | 0            | 529              | 0                              |                       |                |
|                                     | Total Lanes   | 3            |                  |                                |                       |                |
| Southbound                          | Left          | 1            | 101              |                                | 101                   | 101            |
|                                     | Left/Through  | 0            |                  |                                |                       |                |
|                                     | Through       | 1            | 1,710            |                                | 981                   |                |
|                                     | Through/Right | 1            |                  |                                | 981                   |                |
|                                     | Right         | 0            | 252              | 0                              |                       |                |
|                                     | Total Lanes   | 3            |                  |                                |                       |                |
| Sum of North/South Critical Volumes |               |              |                  |                                |                       | 1,128          |
| Eastbound                           | Left          | 2            | 196              |                                | 108                   |                |
|                                     | Left/Through  | 0            |                  |                                |                       |                |
|                                     | Through       | 1            | 709              |                                | 415                   | 415            |
|                                     | Through/Right | 1            |                  |                                | 415                   |                |
|                                     | Right         | 0            | 121              | 0                              |                       |                |
|                                     | Total Lanes   | 4            |                  |                                |                       |                |
| Westbound                           | Left          | 2            | 362              |                                | 199                   | 199            |
|                                     | Left/Through  | 0            |                  |                                |                       |                |
|                                     | Through       | 1            | 802              |                                | 446                   |                |
|                                     | Through/Right | 1            |                  |                                | 446                   |                |
|                                     | Right         | 0            | 91               | 0                              |                       |                |
|                                     | Total Lanes   | 4            |                  |                                |                       |                |
| Sum of East/West Critical Volumes   |               |              |                  |                                |                       | 614            |
| Total Intersection Critical Volumes |               |              |                  |                                |                       | 1,742          |
| Number of Clearance Intervals       | 4             |              |                  |                                | Intersection Capacity | 1,375          |
|                                     |               |              |                  |                                | Base CMA              | 1.267          |
| Signal Coordination                 | ATSAC + ATCS  |              |                  | Signal Coordination Adjustment |                       | -0.100         |
|                                     |               |              |                  | Final CMA                      |                       | 1.167          |
|                                     |               |              |                  | Level of Service (LOS)         |                       | F              |

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 2 **Date** December 8, 2015  
**Intersection Name** North/South: Centinela Avenue  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** PM Peak Hour  
**Analysis Scenario** Future (2017) With Project

| Approach Direction                  | Lane Type     | No. of Lanes | Approach Volumes               | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|---------------|--------------|--------------------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left          | 1            | 25                             | 0                 | 25                    | 1,080          |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 1            | 1,795                          |                   | 1,080                 |                |
|                                     | Through/Right | 1            |                                |                   | 1,080                 |                |
|                                     | Right         | 0            | 364                            |                   |                       |                |
|                                     | Total Lanes   | 3            |                                |                   |                       |                |
| Southbound                          | Left          | 1            | 175                            | 0                 | 175                   | 175            |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 1            | 2,052                          |                   | 1,058                 |                |
|                                     | Through/Right | 1            |                                |                   | 1,058                 |                |
|                                     | Right         | 0            | 63                             |                   |                       |                |
|                                     | Total Lanes   | 3            |                                |                   |                       |                |
| Sum of North/South Critical Volumes |               |              |                                |                   |                       | 1,255          |
| Eastbound                           | Left          | 1            | 60                             | 0                 | 60                    | 438            |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 1            | 746                            |                   | 438                   |                |
|                                     | Through/Right | 1            |                                |                   | 438                   |                |
|                                     | Right         | 0            | 130                            |                   |                       |                |
|                                     | Total Lanes   | 3            |                                |                   |                       |                |
| Westbound                           | Left          | 1            | 228                            | 88                | 228                   | 228            |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 2            | 709                            |                   | 354                   |                |
|                                     | Through/Right | 0            |                                |                   |                       |                |
|                                     | Right         | 1            | 184                            |                   | 96                    |                |
|                                     | Total Lanes   | 4            |                                |                   |                       |                |
| Sum of East/West Critical Volumes   |               |              |                                |                   |                       | 666            |
| Total Intersection Critical Volumes |               |              |                                |                   |                       | 1,921          |
| Number of Clearance Intervals       |               | 2            | Intersection Capacity          |                   |                       | 1,500          |
| Base CMA                            |               |              |                                |                   |                       | 1.281          |
| Signal Coordination                 |               | ATSAC + ATCS | Signal Coordination Adjustment |                   |                       | -0.100         |
| Final CMA                           |               |              |                                |                   |                       | 1.181          |
| Level of Service (LOS)              |               |              |                                |                   |                       | F              |

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 3 **Date** December 8, 2015  
**Intersection Name** North/South: Washington Boulevard/Zanja Street  
East/West: Washington Boulevard/Washington Place  
**Intersection Control** Signalized  
**Analysis Period** PM Peak Hour  
**Analysis Scenario** Future (2017) With Project

| Approach Direction                          | Lane Type          | No. of Lanes | Approach Volumes               | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|---------------------------------------------|--------------------|--------------|--------------------------------|-------------------|-----------------------|----------------|
| Northbound                                  | Left               | 1            | 588                            |                   | 329                   |                |
|                                             | Left/Through       | 1            |                                |                   | 329                   | 329            |
|                                             | Through            | 0            | 70                             |                   |                       |                |
|                                             | Through/Right      | 0            |                                |                   |                       |                |
|                                             | Right              | 1            | 50                             | 26                | 24                    |                |
|                                             | Total Lanes        | 3            |                                |                   |                       |                |
| <hr style="border-top: 1px dashed black;"/> |                    |              |                                |                   |                       |                |
| Southbound                                  | Left               | 0            | 46                             |                   |                       |                |
|                                             | Left/Through       | 0            |                                |                   |                       |                |
|                                             | Left/Through/Right | 1            | 217                            |                   | 265                   | 265            |
|                                             | Through/Right      | 0            |                                |                   |                       |                |
|                                             | Right              | 0            | 2                              | 0                 |                       |                |
|                                             | Total Lanes        | 1            |                                |                   |                       |                |
| Sum of North/South Critical Volumes         |                    |              |                                |                   |                       | 594            |
| <hr style="border: 1px solid black;"/>      |                    |              |                                |                   |                       |                |
| Eastbound                                   | Left               | 0            | 0                              |                   |                       |                |
|                                             | Left/Through       | 0            |                                |                   |                       |                |
|                                             | Through            | 1            | 830                            |                   | 483                   |                |
|                                             | Through/Right      | 1            |                                |                   | 483                   |                |
|                                             | Right              | 1            | 618                            | 0                 | 483                   |                |
|                                             | Total Lanes        | 3            |                                |                   |                       |                |
| <hr style="border-top: 1px dashed black;"/> |                    |              |                                |                   |                       |                |
| Westbound                                   | Left               | 0            | 0                              |                   |                       |                |
|                                             | Left/Through       | 0            |                                |                   |                       |                |
|                                             | Through            | 1            | 1,003                          |                   | 534                   | 534            |
|                                             | Through/Right      | 1            |                                |                   | 534                   |                |
|                                             | Right              | 0            | 66                             | 0                 |                       |                |
|                                             | Total Lanes        | 2            |                                |                   |                       |                |
| Sum of East/West Critical Volumes           |                    |              |                                |                   |                       | 534            |
| Total Intersection Critical Volumes         |                    |              |                                |                   |                       | 1,128          |
| Number of Clearance Intervals               |                    | 4            | Intersection Capacity          |                   |                       | 1,375          |
| Base CMA                                    |                    |              |                                |                   |                       | 0.820          |
| Signal Coordination                         |                    | ATSAC + ATCS | Signal Coordination Adjustment |                   |                       | -0.100         |
| Final CMA                                   |                    |              |                                |                   |                       | 0.720          |
| Level of Service (LOS)                      |                    |              |                                |                   |                       | C              |

North/South Opposed Phasing

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 4 **Date** December 8, 2015  
**Intersection Name** North/South: Beethoven Street  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** PM Peak Hour  
**Analysis Scenario** Future (2017) With Project

| Approach Direction                  | Lane Type          | No. of Lanes | Approach Volumes               | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |  |
|-------------------------------------|--------------------|--------------|--------------------------------|-------------------|-----------------------|----------------|--|
| Northbound                          | Left               | 0            | 31                             | 0                 | 177                   | 31             |  |
|                                     | Left/Through       | 0            |                                |                   |                       |                |  |
|                                     | Left/Through/Right | 1            | 106                            |                   |                       |                |  |
|                                     | Through/Right      | 0            |                                |                   |                       |                |  |
|                                     | Right              | 0            | 40                             |                   |                       |                |  |
|                                     | Total Lanes        | 1            |                                |                   |                       |                |  |
| Southbound                          | Left               | 0            | 43                             | 0                 | 345                   | 345            |  |
|                                     | Left/Through       | 0            |                                |                   |                       |                |  |
|                                     | Left/Through/Right | 1            | 231                            |                   |                       |                |  |
|                                     | Through/Right      | 0            |                                |                   |                       |                |  |
|                                     | Right              | 0            | 71                             |                   |                       |                |  |
|                                     | Total Lanes        | 1            |                                |                   |                       |                |  |
| Sum of North/South Critical Volumes |                    |              |                                |                   |                       | 376            |  |
| Eastbound                           | Left               | 1            | 57                             | 0                 | 57                    | 57             |  |
|                                     | Left/Through       | 0            |                                |                   |                       |                |  |
|                                     | Through            | 1            | 1,309                          |                   | 662                   |                |  |
|                                     | Through/Right      | 1            |                                |                   | 662                   |                |  |
|                                     | Right              | 0            | 15                             |                   |                       |                |  |
|                                     | Total Lanes        | 3            |                                |                   |                       |                |  |
| Westbound                           | Left               | 1            | 43                             | 0                 | 43                    | 792            |  |
|                                     | Left/Through       | 0            |                                |                   |                       |                |  |
|                                     | Through            | 1            | 1,568                          |                   | 792                   |                |  |
|                                     | Through/Right      | 1            |                                |                   | 792                   |                |  |
|                                     | Right              | 0            | 17                             |                   |                       |                |  |
|                                     | Total Lanes        | 3            |                                |                   |                       |                |  |
| Sum of East/West Critical Volumes   |                    |              |                                |                   |                       | 849            |  |
| Total Intersection Critical Volumes |                    |              |                                |                   |                       | 1,225          |  |
| Number of Clearance Intervals       |                    | 2            | Intersection Capacity          |                   |                       | 1,500          |  |
| Base CMA                            |                    |              |                                |                   |                       | 0.817          |  |
| Signal Coordination                 |                    | ATSAC + ATCS | Signal Coordination Adjustment |                   |                       | -0.100         |  |
| Final CMA                           |                    |              |                                |                   |                       | 0.717          |  |
| Level of Service (LOS)              |                    |              |                                |                   |                       | C              |  |

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 5 **Date** December 8, 2015  
**Intersection Name** North/South: Redwood Avenue  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** PM Peak Hour  
**Analysis Scenario** Future (2017) With Project

| Approach Direction                  | Lane Type          | No. of Lanes | Approach Volumes               | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|--------------------|--------------|--------------------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left               | 0            | 87                             | 0                 | 248                   | 87             |
|                                     | Left/Through       | 0            |                                |                   |                       |                |
|                                     | Left/Through/Right | 1            | 98                             |                   |                       |                |
|                                     | Through/Right      | 0            |                                |                   |                       |                |
|                                     | Right              | 0            | 63                             |                   |                       |                |
|                                     | Total Lanes        | 1            |                                |                   |                       |                |
| Southbound                          | Left               | 0            | 52                             | 0                 | 343                   | 343            |
|                                     | Left/Through       | 0            |                                |                   |                       |                |
|                                     | Left/Through/Right | 1            | 270                            |                   |                       |                |
|                                     | Through/Right      | 0            |                                |                   |                       |                |
|                                     | Right              | 0            | 21                             |                   |                       |                |
|                                     | Total Lanes        | 1            |                                |                   |                       |                |
| Sum of North/South Critical Volumes |                    |              |                                |                   |                       | 430            |
| Eastbound                           | Left               | 1            | 26                             | 0                 | 26                    | 670            |
|                                     | Left/Through       | 0            |                                |                   |                       |                |
|                                     | Through            | 1            | 1,267                          |                   | 670                   |                |
|                                     | Through/Right      | 1            |                                |                   | 670                   |                |
|                                     | Right              | 0            | 72                             |                   |                       |                |
|                                     | Total Lanes        | 3            |                                |                   |                       |                |
| Westbound                           | Left               | 1            | 110                            | 0                 | 110                   | 110            |
|                                     | Left/Through       | 0            |                                |                   |                       |                |
|                                     | Through            | 1            | 1,393                          |                   | 706                   |                |
|                                     | Through/Right      | 1            |                                |                   | 706                   |                |
|                                     | Right              | 0            | 18                             |                   |                       |                |
|                                     | Total Lanes        | 3            |                                |                   |                       |                |
| Sum of East/West Critical Volumes   |                    |              |                                |                   |                       | 780            |
| Total Intersection Critical Volumes |                    |              |                                |                   |                       | 1,210          |
| Number of Clearance Intervals       |                    | 2            | Intersection Capacity          |                   |                       | 1,500          |
|                                     |                    |              | Base CMA                       |                   |                       | 0.807          |
| Signal Coordination                 |                    | ATSAC + ATCS | Signal Coordination Adjustment |                   |                       | -0.100         |
|                                     |                    |              | Final CMA                      |                   |                       | 0.707          |
|                                     |                    |              | Level of Service (LOS)         |                   |                       | C              |

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 6 **Date** December 8, 2015  
**Intersection Name** North/South: Walgrove Avenue  
East/West: Washington Boulevard  
**Intersection Control** Two-Way STOP  
**Analysis Period** PM Peak Hour  
**Analysis Scenario** Future (2017) With Project

| Approach Direction                  | Lane Type          | No. of Lanes                   | Approach Volumes | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|--------------------|--------------------------------|------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left               | 0                              | 0                |                   |                       |                |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Through            | 0                              | 0                |                   |                       |                |
|                                     | Through/Right      | 0                              |                  |                   |                       |                |
|                                     | Right              | 0                              | 0                | 0                 |                       |                |
|                                     | Total Lanes        | 0                              |                  |                   |                       |                |
|                                     |                    |                                |                  |                   |                       |                |
| Southbound                          | Left               | 0                              | 61               |                   |                       |                |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Left/Through/Right | 1                              | 0                |                   | 376                   | 376            |
|                                     | Through/Right      | 0                              |                  |                   |                       |                |
|                                     | Right              | 0                              | 315              | 0                 |                       |                |
|                                     | Total Lanes        | 1                              |                  |                   |                       |                |
| Sum of North/South Critical Volumes |                    |                                |                  |                   |                       | 376            |
| Eastbound                           | Left               | 1                              | 300              |                   | 300                   | 300            |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Through            | 1                              | 1,327            |                   | 664                   |                |
|                                     | Through/Right      | 1                              |                  |                   | 664                   |                |
|                                     | Right              | 0                              | 0                | 0                 |                       |                |
|                                     | Total Lanes        | 3                              |                  |                   |                       |                |
|                                     |                    |                                |                  |                   |                       |                |
| Westbound                           | Left               | 0                              | 0                |                   |                       |                |
|                                     | Left/Through       | 0                              |                  |                   |                       |                |
|                                     | Through            | 1                              | 1,379            |                   | 726                   | 726            |
|                                     | Through/Right      | 1                              |                  |                   | 726                   |                |
|                                     | Right              | 0                              | 73               | 0                 |                       |                |
|                                     | Total Lanes        | 2                              |                  |                   |                       |                |
| Sum of East/West Critical Volumes   |                    |                                |                  |                   |                       | 1,026          |
| Total Intersection Critical Volumes |                    |                                |                  |                   |                       | 1,402          |
| Number of Clearance Intervals       | 0                  | Intersection Capacity          |                  |                   |                       | 1,200          |
| Base CMA                            |                    |                                |                  |                   |                       | 1.168          |
| Signal Coordination                 | None               | Signal Coordination Adjustment |                  |                   |                       | 0.000          |
| Final CMA                           |                    |                                |                  |                   |                       | 1.168          |
| Level of Service (LOS)              |                    |                                |                  |                   |                       | F              |

12803 Washington Blvd. (2015) Project  
Future (2017)  
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #6 Washington Blvd. & Walgrove Ave.

\*\*\*\*\*

Average Delay (sec/veh): 343.6 Worst Case Level Of Service: F[3136.9]

\*\*\*\*\*

| Street Name:             | Walgrove Avenue |      |       |             |      |       | Washington Boulevard |      |       |              |      |       |
|--------------------------|-----------------|------|-------|-------------|------|-------|----------------------|------|-------|--------------|------|-------|
| Approach:                | North Bound     |      |       | South Bound |      |       | East Bound           |      |       | West Bound   |      |       |
| Movement:                | L               | T    | R     | L           | T    | R     | L                    | T    | R     | L            | T    | R     |
| Control:                 | Stop Sign       |      |       | Stop Sign   |      |       | Uncontrolled         |      |       | Uncontrolled |      |       |
| Rights:                  | Include         |      |       | Include     |      |       | Include              |      |       | Include      |      |       |
| Lanes:                   | 0               | 0    | 0     | 0           | 0    | 1     | 1                    | 0    | 2     | 0            | 0    | 1     |
| Volume Module:           |                 |      |       |             |      |       |                      |      |       |              |      |       |
| Base Vol:                | 0               | 0    | 0     | 59          | 0    | 315   | 300                  | 1318 | 0     | 0            | 1372 | 71    |
| 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:             | 0               | 0    | 0     | 59          | 0    | 315   | 300                  | 1318 | 0     | 0            | 1372 | 71    |
| Added Vol:               | 0               | 0    | 0     | 0           | 0    | 0     | 0                    | 0    | 0     | 0            | 0    | 0     |
| Proj Vols:               | 0               | 0    | 0     | 2           | 0    | 0     | 0                    | 9    | 0     | 0            | 7    | 2     |
| Initial Fut:             | 0               | 0    | 0     | 61          | 0    | 315   | 300                  | 1327 | 0     | 0            | 1379 | 73    |
| 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:                 | 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 Volume:              | 0               | 0    | 0     | 61          | 0    | 315   | 300                  | 1327 | 0     | 0            | 1379 | 73    |
| Reduct Vol:              | 0               | 0    | 0     | 0           | 0    | 0     | 0                    | 0    | 0     | 0            | 0    | 0     |
| Final Vol.:              | 0               | 0    | 0     | 61          | 0    | 315   | 300                  | 1327 | 0     | 0            | 1379 | 73    |
| Critical Gap Module:     |                 |      |       |             |      |       |                      |      |       |              |      |       |
| Critical Gp:             | xxxxx           | xxxx | xxxxx | 6.8         | xxxx | 6.9   | 4.1                  | xxxx | xxxxx | xxxxx        | xxxx | xxxxx |
| FollowUpTim:             | xxxxx           | xxxx | xxxxx | 3.5         | xxxx | 3.3   | 2.2                  | xxxx | xxxxx | xxxxx        | xxxx | xxxxx |
| Capacity Module:         |                 |      |       |             |      |       |                      |      |       |              |      |       |
| Cnflct Vol:              | xxxx            | xxxx | xxxxx | 2679        | xxxx | 726   | 1452                 | xxxx | xxxxx | xxxx         | xxxx | xxxxx |
| Potent Cap.:             | xxxx            | xxxx | xxxxx | 18          | xxxx | 372   | 472                  | xxxx | xxxxx | xxxx         | xxxx | xxxxx |
| Move Cap.:               | xxxx            | xxxx | xxxxx | 9           | xxxx | 372   | 472                  | xxxx | xxxxx | xxxx         | xxxx | xxxxx |
| Volume/Cap:              | xxxx            | xxxx | xxxx  | 6.77        | xxxx | 0.85  | 0.64                 | xxxx | xxxx  | xxxx         | xxxx | xxxx  |
| Level Of Service Module: |                 |      |       |             |      |       |                      |      |       |              |      |       |
| Queue:                   | xxxxx           | xxxx | xxxxx | xxxxx       | xxxx | xxxxx | 4.3                  | xxxx | xxxxx | xxxxx        | xxxx | xxxxx |
| Stopped Del:             | xxxxx           | xxxx | xxxxx | xxxxx       | xxxx | xxxxx | 25.0                 | xxxx | xxxxx | xxxxx        | xxxx | xxxxx |
| LOS by Move:             | *               | *    | *     | *           | *    | *     | C                    | *    | *     | *            | *    | *     |
| Movement:                | LT              | LTR  | RT    | LT          | LTR  | RT    | LT                   | LTR  | RT    | LT           | LTR  | RT    |
| Shared Cap.:             | xxxx            | xxxx | xxxxx | xxxx        | 49   | xxxxx | xxxx                 | xxxx | xxxxx | xxxx         | xxxx | xxxxx |
| Shared Queue:            | xxxxx           | xxxx | xxxxx | xxxxx       | 44.0 | xxxxx | xxxxx                | xxxx | xxxxx | xxxxx        | xxxx | xxxxx |
| Shrd StpDel:             | xxxxx           | xxxx | xxxxx | xxxxx       | 3137 | xxxxx | xxxxx                | xxxx | xxxxx | xxxxx        | xxxx | xxxxx |
| Shared LOS:              | *               | *    | *     | *           | F    | *     | *                    | *    | *     | *            | *    | *     |
| ApproachDel:             | xxxxxx          |      |       | 3136.9      |      |       | xxxxxx               |      |       | xxxxxx       |      |       |
| ApproachLOS:             | *               |      |       | F           |      |       | *                    |      |       | *            |      |       |

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 7 **Date** December 8, 2015  
**Intersection Name** North/South: Glencoe Avenue/Costco Driveway  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** PM Peak Hour  
**Analysis Scenario** Future (2017) With Project

| Approach Direction                  | Lane Type     | No. of Lanes | Approach Volumes | Right-Turn on Red              | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|---------------|--------------|------------------|--------------------------------|-----------------------|----------------|
| Northbound                          | Left          | 1            | 234              |                                | 173                   |                |
|                                     | Left/Through  | 1            |                  |                                | 173                   | 173            |
|                                     | Through       | 0            | 112              |                                |                       |                |
|                                     | Through/Right | 0            |                  |                                |                       |                |
|                                     | Right         | 1            | 391              | 360                            | 31                    |                |
|                                     | Total Lanes   | 3            |                  |                                |                       |                |
| Southbound                          | Left          | 1            | 153              |                                | 143                   | 143            |
|                                     | Left/Through  | 1            |                  |                                | 143                   |                |
|                                     | Through       | 0            | 133              |                                |                       |                |
|                                     | Through/Right | 0            |                  |                                |                       |                |
|                                     | Right         | 1            | 33               | 23                             | 10                    |                |
|                                     | Total Lanes   | 3            |                  |                                |                       |                |
| Sum of North/South Critical Volumes |               |              |                  |                                |                       | 316            |
| Eastbound                           | Left          | 1            | 23               |                                | 23                    |                |
|                                     | Left/Through  | 0            |                  |                                |                       |                |
|                                     | Through       | 2            | 1,054            |                                | 527                   | 527            |
|                                     | Through/Right | 0            |                  |                                |                       |                |
|                                     | Right         | 1            | 327              | 173                            | 154                   |                |
|                                     | Total Lanes   | 4            |                  |                                |                       |                |
| Westbound                           | Left          | 1            | 360              |                                | 360                   | 360            |
|                                     | Left/Through  | 0            |                  |                                |                       |                |
|                                     | Through       | 2            | 1,204            |                                | 450                   |                |
|                                     | Through/Right | 1            |                  |                                | 450                   |                |
|                                     | Right         | 0            | 145              | 0                              |                       |                |
|                                     | Total Lanes   | 4            |                  |                                |                       |                |
| Sum of East/West Critical Volumes   |               |              |                  |                                |                       | 887            |
| Total Intersection Critical Volumes |               |              |                  |                                |                       | 1,203          |
| Number of Clearance Intervals       | 4             |              |                  |                                | Intersection Capacity | 1,375          |
| Base CMA                            |               |              |                  |                                |                       | 0.875          |
| Signal Coordination                 | ATSAC         |              |                  | Signal Coordination Adjustment |                       | -0.070         |
| Final CMA                           |               |              |                  |                                |                       | 0.805          |
| Level of Service (LOS)              |               |              |                  |                                |                       | D              |

North/South Opposed Phasing  
NB/SB Rt. Turn Overlap With WB/EB Lefts

EB Rt. Turn Overlap with NB Left

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 8 **Date** December 8, 2015  
**Intersection Name** North/South: Costco Driveway  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** PM Peak Hour  
**Analysis Scenario** Future (2017) With Project

| Approach Direction                  | Lane Type     | No. of Lanes                   | Approach Volumes | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|---------------|--------------------------------|------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left          | 0                              | 0                |                   |                       |                |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 0                              | 0                |                   |                       |                |
|                                     | Through/Right | 0                              |                  |                   |                       |                |
|                                     | Right         | 0                              | 0                | 0                 |                       |                |
|                                     | Total Lanes   | 0                              |                  |                   |                       |                |
|                                     |               |                                |                  |                   |                       |                |
| Southbound                          | Left          | 1                              | 77               |                   | 77                    | 77             |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 0                              | 0                |                   |                       |                |
|                                     | Through/Right | 0                              |                  |                   |                       |                |
|                                     | Right         | 1                              | 177              | 172               | 5                     |                |
|                                     | Total Lanes   | 2                              |                  |                   |                       |                |
| Sum of North/South Critical Volumes |               |                                |                  |                   |                       | 77             |
|                                     |               |                                |                  |                   |                       |                |
| Eastbound                           | Left          | 1                              | 172              |                   | 172                   |                |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 2                              | 1,358            |                   | 679                   | 679            |
|                                     | Through/Right | 0                              |                  |                   |                       |                |
|                                     | Right         | 0                              | 0                | 0                 |                       |                |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |
|                                     |               |                                |                  |                   |                       |                |
| Westbound                           | Left          | 0                              | 0                |                   |                       |                |
|                                     | Left/Through  | 0                              |                  |                   |                       |                |
|                                     | Through       | 2                              | 1,449            |                   | 501                   |                |
|                                     | Through/Right | 1                              |                  |                   | 501                   |                |
|                                     | Right         | 0                              | 54               | 0                 |                       |                |
|                                     | Total Lanes   | 3                              |                  |                   |                       |                |
| Sum of East/West Critical Volumes   |               |                                |                  |                   |                       | 679            |
| Total Intersection Critical Volumes |               |                                |                  |                   |                       | 756            |
| Number of Clearance Intervals       | 3             | Intersection Capacity          |                  |                   |                       | 1,425          |
| Base CMA                            |               |                                |                  |                   |                       | 0.531          |
| Signal Coordination                 | ATSAC         | Signal Coordination Adjustment |                  |                   |                       | -0.070         |
| Final CMA                           |               |                                |                  |                   |                       | 0.461          |
| Level of Service (LOS)              |               |                                |                  |                   |                       | A              |

SB Rt. Turn Overlap with EB Left

**Hirsch/Green Transportation Consulting, Inc.**  
**Critical Movement Analysis (CMA) Worksheet**

**Project Name** 12803 Washington Mixed-Use (Culver City)  
**Intersection Number** 9 **Date** December 8, 2015  
**Intersection Name** North/South: Lincoln Boulevard  
East/West: Washington Boulevard  
**Intersection Control** Signalized  
**Analysis Period** PM Peak Hour  
**Analysis Scenario** Future (2017) With Project

| Approach Direction                  | Lane Type     | No. of Lanes | Approach Volumes               | Right-Turn on Red | Assigned Lane Volumes | Critical Moves |
|-------------------------------------|---------------|--------------|--------------------------------|-------------------|-----------------------|----------------|
| Northbound                          | Left          | 2            | 611                            | 0                 | 336                   | 881            |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 2            | 2,282                          |                   | 881                   |                |
|                                     | Through/Right | 1            |                                |                   | 881                   |                |
|                                     | Right         | 0            | 360                            |                   |                       |                |
|                                     | Total Lanes   | 5            |                                |                   |                       |                |
| Southbound                          | Left          | 2            | 298                            | 0                 | 164                   | 164            |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 2            | 1,928                          |                   | 687                   |                |
|                                     | Through/Right | 1            |                                |                   | 687                   |                |
|                                     | Right         | 0            | 132                            |                   |                       |                |
|                                     | Total Lanes   | 5            |                                |                   |                       |                |
| Sum of North/South Critical Volumes |               |              |                                |                   |                       | 1,045          |
| Eastbound                           | Left          | 2            | 198                            | 336               | 109                   | 404            |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 2            | 808                            |                   | 404                   |                |
|                                     | Through/Right | 0            |                                |                   |                       |                |
|                                     | Right         | 1            | 705                            |                   | 369                   |                |
|                                     | Total Lanes   | 5            |                                |                   |                       |                |
| Westbound                           | Left          | 2            | 383                            | 164               | 211                   | 211            |
|                                     | Left/Through  | 0            |                                |                   |                       |                |
|                                     | Through       | 2            | 883                            |                   | 442                   |                |
|                                     | Through/Right | 0            |                                |                   |                       |                |
|                                     | Right         | 1            | 333                            |                   | 169                   |                |
|                                     | Total Lanes   | 5            |                                |                   |                       |                |
| Sum of East/West Critical Volumes   |               |              |                                |                   |                       | 615            |
| Total Intersection Critical Volumes |               |              |                                |                   |                       | 1,660          |
| Number of Clearance Intervals       |               | 4            | Intersection Capacity          |                   |                       | 1,375          |
| Base CMA                            |               |              |                                |                   |                       | 1.207          |
| Signal Coordination                 |               | ATSAC + ATCS | Signal Coordination Adjustment |                   |                       | -0.100         |
| Final CMA                           |               |              |                                |                   |                       | 1.107          |
| Level of Service (LOS)              |               |              |                                |                   |                       | F              |

EB/WB Rt. Turn Overlap With NB/SB Lefts