

TRAFFIC REPORT

Date: May 28, 2021
To: Craig Fajnor, EcoTierra Consulting
From: Ribeka Toda and Tom Gaul, Fehr & Peers
Subject: **Average Daily Traffic Volumes Development for 9925 Jefferson Project**

LA20-3226

This memorandum documents how Fehr & Peers developed average daily traffic (ADT) estimates for a new creative office project to be constructed at 9925 Jefferson Boulevard in the City of Culver City, California (Project). Fehr & Peers developed ADT estimates for eastbound and westbound Jefferson Boulevard for Existing (2021) Baseline, Future (2023) Base, and Future (2023) Base plus Project scenarios.

Existing (2021) Baseline

Fehr & Peers had access to traffic counts collected throughout Culver City in 2019 for the development of the Culver City travel demand forecast model (Culver City model). The traffic counts closest to the Project site were on Jefferson Boulevard, east of Duquesne Avenue and east of Overland Avenue. Traffic counts on Jefferson Boulevard, east of Duquesne, informed the ADT estimates for this project because they were higher than traffic counts on Jefferson Boulevard, east of Overland Avenue, and would reflect conservative ADT estimates.

To estimate existing volumes for a 2021 base year, we grew the 2019 traffic counts along Jefferson Boulevard, east of Duquesne, by an ambient growth rate of 0.14% per year, which was derived from the Culver City model. Table 1 shows the existing ADT estimates for 2021 along Jefferson Boulevard are approximately 20,290 vehicles traveling eastbound and 17,200 vehicles traveling westbound.

Future (2023) Base

The Future (2023) Base volumes reflect ADT estimates without Project traffic at the anticipated Project opening year of 2023 and serve as a baseline against which to evaluate the potential effects of Project-generated traffic. The Future (2023) Base volumes include the Existing (2021)



Baseline volumes grown an additional two years using the same growth rate of 0.14% per year and the vehicle trips estimated to be generated by related projects. Related projects are proposed developments expected to be implemented within the vicinity of the Project site prior to the buildout date of the Project. Per direction from EcoTierra Consulting, Fehr & Peers gathered related project information from the Culver City Planning Division to compile a list of related projects within a half mile radius of the Project site. We distributed the related project volumes using trip distribution patterns derived from the Culver City model. Table 2 lists the four related projects expected to be in place by 2023 when the Project is expected to be complete.

Table 1 shows the Future (2023) Base ADT estimates along Jefferson Boulevard are approximately 20,630 vehicles traveling eastbound and 17,530 vehicles traveling westbound, east of the Project site. The Future (2023) Base ADT estimates are lower west of the Project site with approximately 20,420 vehicles traveling eastbound and 17,320 vehicles traveling westbound because the related project at 9919 Jefferson Boulevard is located directly east of the Project site and contributes to higher traffic volumes east of the Project site.

Future (2023) Base Plus Project

The Future (2023) Base plus Project ADT estimates include the Future (2023) Base ADT and the Project-generated ADT, which we distributed using trip distribution patterns derived from the Culver City model. Fehr & Peers used trip generation rates from *Trip Generation, 10th Edition* (Institute of Transportation Engineers [ITE], 2017) to estimate Project traffic volumes; the methodology and estimates are described in detail in a draft memorandum submitted in April 2021¹.

Table 1 shows the estimated Future (2023) Base Plus Project ADT estimates along Jefferson Boulevard, east of the Project site, are approximately 20,690 vehicles traveling eastbound and 17,590 vehicles traveling westbound. As described for Future (2023) Base volumes, the Future (2023) Base Plus Project volume estimates along Jefferson Boulevard, west of the Project site are lower with approximately 20,440 vehicles traveling eastbound and 17,340 vehicles traveling westbound.

¹ Fehr & Peers, *Trip Generation Assessment for 9925 Jefferson Project*, April 22, 2021.



Table 1: Average Daily Traffic Volumes Estimates – 9925 Jefferson Project

Project Scenario	East of Project Site		West of Project Site	
	Eastbound	Westbound	Eastbound	Westbound
Existing (2021) Baseline	20,293	17,200	20,293	17,200
Future (2023) Base	20,627	17,525	20,424	17,322
Project Only	65	65	16	16
Future (2023) Base Plus Project	20,692	17,590	20,440	17,338

Table 2: Related Projects - 9925 Jefferson Project

No.	Project Location	Land Use	Size	Daily Trips
1	9919 Jefferson Blvd	Office	62,558 ksf	673
2	4227 Ince Blvd	Housing Complex	5 du	37
3	4180 Duquesne Ave	Condominium	3 du	22
4	4225 La Salle Ave	Condominium	1 du	15

TRAFFIC REPORT

Date: December 1, 2021
To: Robert Herscu, HQ Development, LLC
From: Ribeka Toda, Ryan Caro, and Tom Gaul, Fehr & Peers
Subject: **Non-CEQA Transportation Assessment for 9925 Jefferson Project**

LA21-3226

This memorandum documents the transportation analyses conducted for a new creative office project to be constructed at 9925 Jefferson Boulevard in the City of Culver City, California (Project).

Transportation Study Screening

Culver City's *Transportation Study Criteria and Guidelines* (TSCG) (City of Culver City, July 2020) establishes criteria to determine whether a transportation study is required. The guidelines state that the City shall require a transportation study if a project is estimated to add 250 or more new daily trips. Because the Project would generate less than 250 net new daily trips, as documented later in this memorandum, a transportation study is not required per the City's *Guidelines*. This includes the vehicle miles traveled (VMT) analysis, from which small projects that result in less than 250 daily trips are exempt.

However, the Public Works Department may also require a transportation study or submittal of certain components of the study, even if the threshold criteria are not met to address other traffic or parking related concerns. Therefore, this memorandum was developed to respond to concerns as requested by the City. The analyses include the trip generation, a description of the existing transportation facilities in the study area, the Project's potential effect on pedestrian and bicycle facilities in the vicinity of the project, project features that would encourage sustainable modes of travel, a site plan review, and construction analysis. These analyses are part of the non-CEQA assessment following the most current TSDG, as well as comments from City staff on the Project Review Committee (PRC) received in May and September 2021. A traffic operations study (Level-of-service [LOS]) was not requested by the City and therefore not included in this non-CEQA study.



Project Description

The Project is located at 9925 Jefferson Boulevard, located in the east side of Culver City (Project Site). The Project Site is bound by existing buildings to the north and south, Jefferson Boulevard to the east, and Ballona Creek to the west. Jefferson Boulevard provides primary access to the site and provides connections to regional freeways such as I-405 to the south and I-10 to the north.

The Project will involve the partial demolition of, and an addition to, an existing office building on the site, the full demolition of a smaller warehouse building in the rear, and the construction of a 182-space parking structure on the rear portion of the site. The Project would result in a net increase of about 9,253 square feet of floor area (41,925 square feet existing, 51,178 square feet proposed). The Project site plan is shown in Figure 1. The anticipated opening year for the Project is 2023.





Environmental Setting

Existing Street System

The Project Site is accessible only from Jefferson Boulevard, which connects to Overland Boulevard, Sepulveda Boulevard and Interstate 405 (San Diego Freeway) to the south and to Obama Boulevard, La Cienega Boulevard, and National Boulevard to the north. The following is a brief description of the streets that serve the site and its immediate vicinity:

- Jefferson Boulevard – Jefferson Boulevard is a major north/south arterial that provides two travel lanes in each direction as well as a center turning lane. There is street parking in the vicinity of the Project Site in front of 9909 and 9937 Jefferson Boulevard only. The posted speed limit is 40 miles per hour.
- Duquesne Avenue – Duquesne Avenue is a short east/west street that connects downtown Culver City to Culver City Park. It has one lane of traffic westbound and one to two lanes of traffic eastbound with turning lanes. There is street parking east of Jefferson Boulevard but not immediately west. The posted speed limit is 35 miles per hour. It provides a connection across Ballona Creek between downtown Culver City and the Jefferson Boulevard corridor.
- College Boulevard – College Boulevard is a short east/west street that connects Jefferson Boulevard to West Los Angeles College. It has two lanes of traffic in each direction. There is street parking on both sides of the street. The posted speed limit is 25 miles per hour.

Existing Transit Facilities

One public bus route (Culver CityBus Line 4) currently provides service along Jefferson Boulevard in the immediate vicinity of the Project Site and two more provide service within one mile of the Project Site. These transit lines are detailed in Table 1 and shown in Figure 2. The bus service as described below pertains to conditions as of October 2021.

- Culver CityBus Line 3 – Line 3 is a local north/south route travel from Culver City Fox Hills to Century City. It runs mainly along Overland Avenue on both weekdays and weekends. Line 3 also provide connection to Culver City Transit Center, the Culver Center, and the Palms neighborhood. The closest stop at Jefferson Boulevard and Overland Boulevard is approximately 0.8 miles from the Project Site.
- Culver CityBus Line 4 – Line 4 is a local east/west route traveling from Playa Vista to the West LA Transit Center on weekdays and Saturdays. The route travels along Jefferson Boulevard and Slauson Avenue in the study area. This line provides service to the Culver City Mall Transit Center, West Los Angeles College, the Metro E (Expo) Line light rail at La Cienega/Jefferson Station, and the West Los Angeles Transit Center. The ridership of Bus Line 4 was 235,098 annual trips in Fiscal Year 2019. The closest stop is at Jefferson Boulevard and College Boulevard approximately 300 feet from the Project Site.



- Culver CityBus Line 7 – Line 7 is a north/south route traveling from Culver City E (Expo) Line light rail station to the Fisherman’s Village in Marina Del Rey. It runs mainly on Culver Boulevard on weekdays. The closest stop at Culver Boulevard and Duquesne Avenue is approximately 0.8 miles from the Project Site.

As part of the Project, the southbound bus stop for Culver CityBus Line 4, which is currently located approximately 300 feet south of the Project Site, would be moved to the Project frontage.

Table 1: Existing Transit Service

Line Number	Operator	Service from	Via	Weekday Headways	
				AM	PM
3 – Crosstown	Culver CityBus	Century City to Westfield Culver City Mall Transit Center	Overland Ave.	20 – 35 min.	25 – 35 min.
4 – Jefferson Blvd	Culver CityBus	West LA Transit Center to Playa Vista	Jefferson Blvd	55 – 60 min.	55 – 60 min.
7 – Culver Blvd	Culver CityBus	Downtown Culver City to Marina del Rey	Culver Blvd	40 – 45 min.	40 – 45 min.

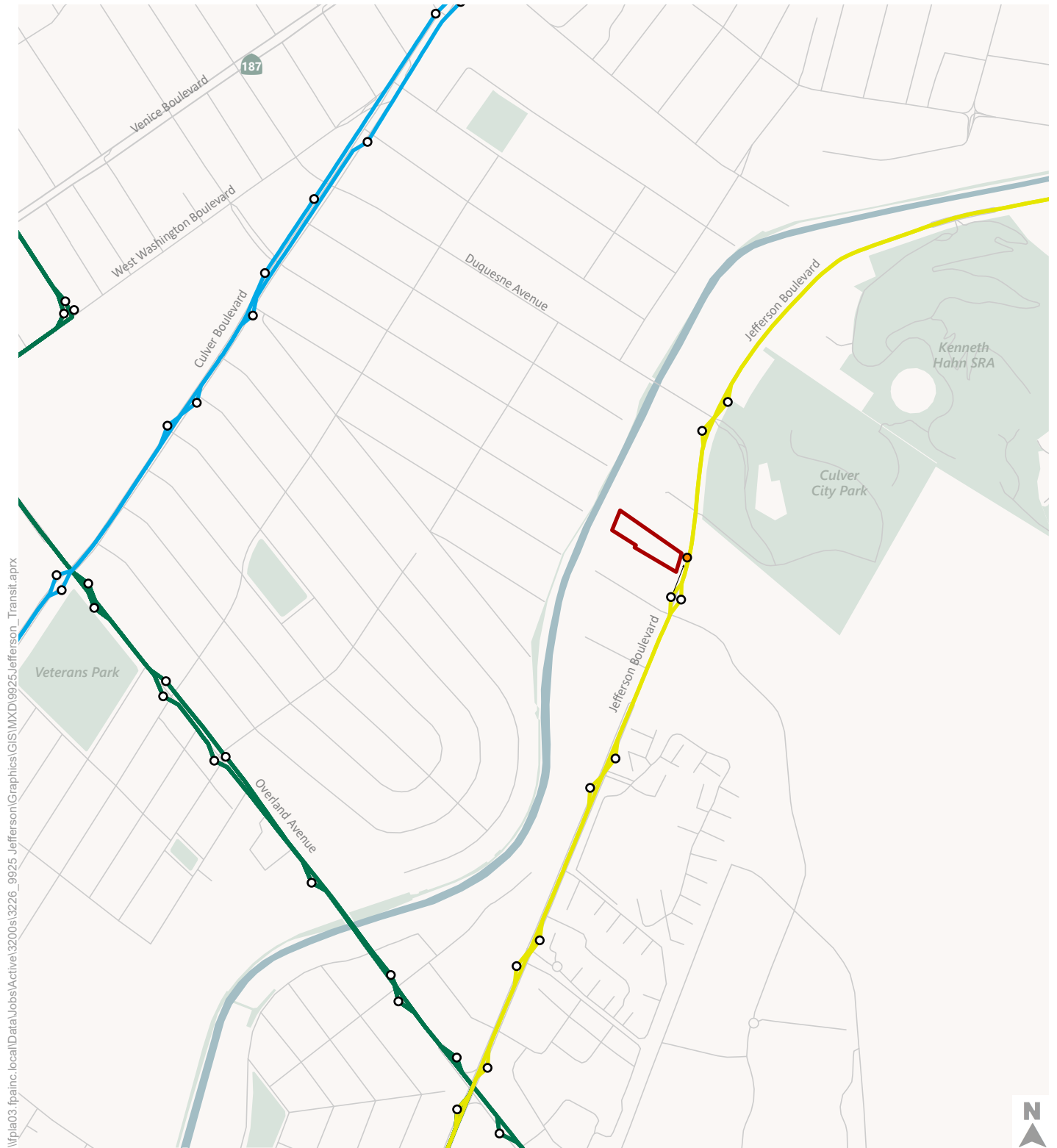
Source: Culver City Bus

Existing and Planned Pedestrian and Bicycle Facilities

Jefferson Boulevard, the street immediately bordering the Project Site, includes sidewalks on both sides of the street along the Project frontage, facilitating pedestrian movement. There is a segment of Jefferson Boulevard, immediately north of the College Boulevard intersection, where there is only a narrow sidewalk on the west side of the street. Marked crosswalks are present at signalized intersections in the vicinity of the Project. There is no curb cut on the eastern leg of the crosswalk crossing Jefferson Boulevard at the existing traffic signal immediately north of the Project Site.

While Jefferson Boulevard does not have bike lanes south of Duquesne Avenue, there are Class II bike lanes without buffers in both directions north of Duquesne Avenue. Duquesne Avenue itself has Class II bike lanes without buffers east of Jefferson Boulevard and west of Ballona Creek. It does not have a bike lane between Jefferson Boulevard and Ballona Creek, except for a left turn lane for bikes onto the Ballona Creek Bike Path. The Ballona Creek Bike Path itself is a Class I bike path completely separated from automobile traffic. It extends from Syd Kronenthal Park south to Playa Del Rey, where it continues south along the Pacific coast.

A map of the existing and planned bike facilities per the Culver City Bicycle & Pedestrian Action Plan (Action Plan) adopted by City Council in June 2020, is illustrated in Figure 3. According to the Action Plan, Class IV separated bikeways are recommended along Jefferson Boulevard along the Project Site frontage.



Culver City Bus

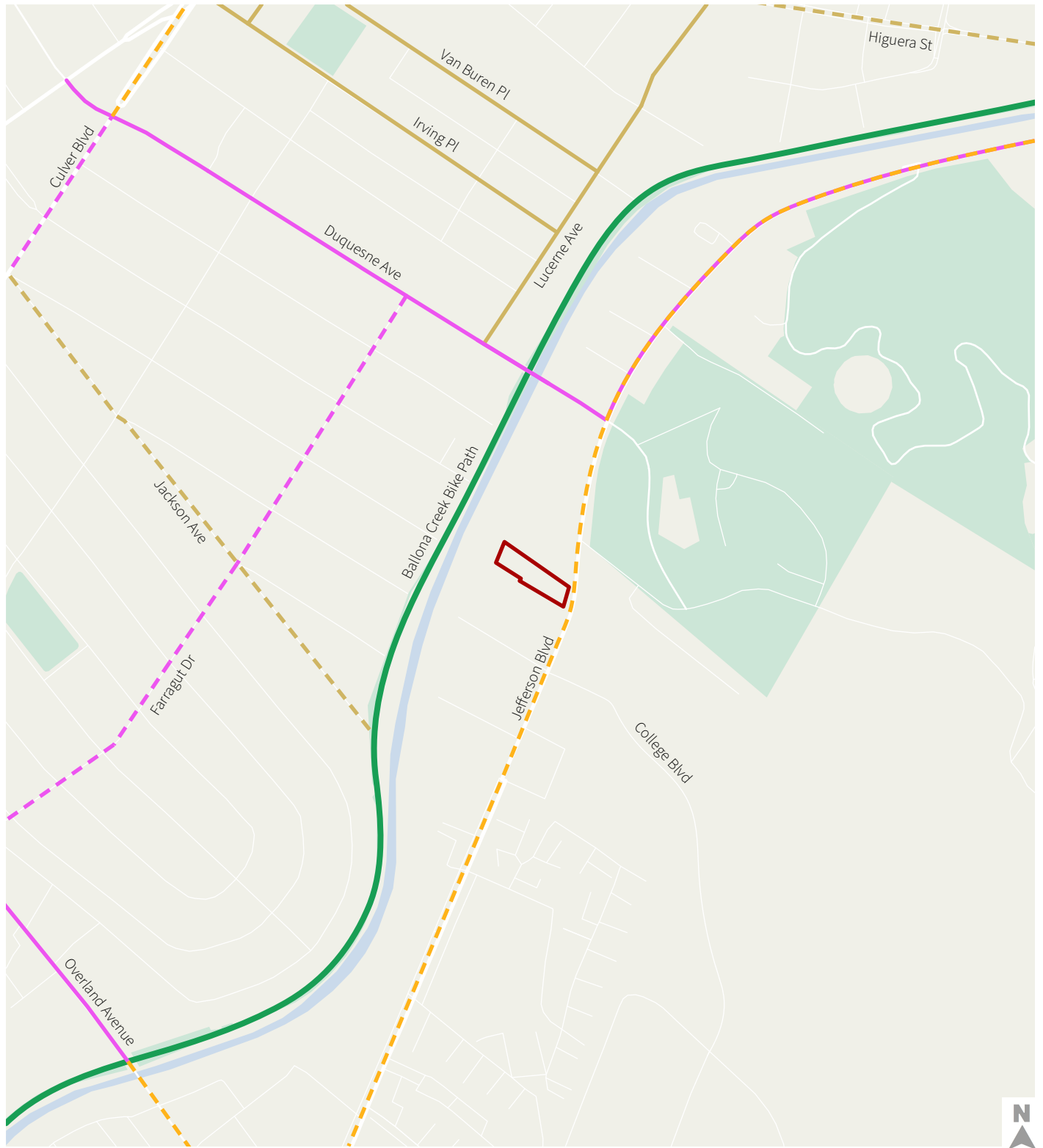
- Line 3 - Crosstown
- Line 4 - Jefferson Blvd
- Line 7 - Culver Blvd

- Existing Culver City Bus Stops
- Proposed Culver City Bus Stop
- ▭ Project Site

Figure 2

Existing and Proposed Transit Facilities





 **Project Site**

Existing Bikeways

-  **Class I** Shared Use Path
-  **Class II** Bicycle Lane
-  **Class III** Neighborhood Greenway

Recommended Bikeways

-  **Class I** Shared Use Path
-  **Class II** Bicycle Lane
-  **Class III** Neighborhood Greenway
-  **Class IV** Separated Bikeway



Figure 3

Existing & Recommended Bike Facilities Map

Source: Culver City Bicycle & Pedestrian Action Plan, Draft June 2020



Project Trip Generation

Trip generation estimates for the Project were determined using trip generation rates from *Trip Generation, 11th Edition* (Institute of Transportation Engineers [ITE], 2021). ITE trip generation rates for General Office (ITE Code 710) were used to estimate trips for both the proposed Project and part of the existing use (front building), while the ITE trip generation rates for Warehouse (ITE Code 150) were used to estimate trips for the remaining part of the existing use (back building).

Table 1 presents the estimated trip generation for the Project. An existing use credit was taken for the existing office and warehouse spaces, which will be replaced with the Project. As presented in Table 1, the Project is estimated to generate approximately 135 daily net external trips, including 2 trips (5 inbound/-3 outbound) during the AM peak hour and -1 trips (-4 inbound/3 outbound) during the PM peak hour.

Table 1
Trip Generation Estimate for 9925 Jefferson Boulevard Project

Land Use	Size	Daily	AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
Proposed Project									
Office	51.178 ksf	648	83	11	94	16	79	95	
Existing Use									
Office	34.834 ksf	(464)	(60)	(8)	(68)	(12)	(57)	(69)	
Warehouse	7.091 ksf	(49)	(18)	(6)	(24)	(8)	(19)	(27)	
Net New Trips		135	5	-3	2	-4	3	-1	

Note:

Trip generation estimates based on rates for General Office Building (710) and Warehouse (150) in ITE's *Trip Generation, 11th Edition*, 2021.

Effects on Pedestrian and Bicycle Facilities

The Project would have an overall positive effect on pedestrian and bicycle facilities on Jefferson Boulevard.

Pedestrian Facilities

The current curb cut in front of 9927 Jefferson Boulevard will be filled in as there will no longer be a driveway there. The existing curb cut between 9925 and 9937 Jefferson Boulevard will also be narrowed to approximately half its current width. These changes would improve the pedestrian experience on the west side of Jefferson Boulevard. Planned landscaping along the façade of the building will also increase the visual appeal for pedestrians. There would be no changes that would negatively affect pedestrian facilities in the area.



Bicycle Facilities

There would be six new bike racks installed in an area on the south side of the building, with signage directing people riding bikes from the sidewalk. This area would also serve as parking for other micromobility modes, such as scooters. This would improve access to the Project Site for people riding bikes. In addition, there are no proposed changes to Jefferson Boulevard that would preclude the future build-out of the planned Class IV separated bikeway along this segment of Jefferson Boulevard. There would be no changes that would negatively affect bicycle facilities in the area.

Sustainable Modes of Travel

Culver City Municipal Code (CCMC) Section 7.05.015 outlines the transportation demand and trip reduction measures that are required of new developments. The requirements apply to any new development that results in a net increase of twenty-five thousand (25,000) or more gross square feet of area. The Project results in a net increase of approximately only 9,253 square feet of area, and therefore these requirements do not apply. However, the Project includes design features that would implement transportation demand strategies to reduce vehicle trips to the site and to encourage sustainable modes of travel.

- The Project would have a bulletin board displaying transportation information on-site.
- The Project would provide 16 new long-term bike spaces in the parking structure and six new short-term bike parking spaces on Jefferson Boulevard along the side of the building adjacent to the driveway.
- The Project would provide a pedestrian entrance along the Project frontage that connects to the sidewalk on Jefferson Boulevard.
- The Project would provide designated parking for low-emission/zero-emission vehicles on-site.

In addition to the transportation demand strategies listed above, the southbound bus stop for Culver CityBus Line 4, which is currently located approximately 300 feet south of the Project Site, would be moved to the Project frontage as part of the Project. This would further support the use of transit as an alternative to driving for tenants and visitors to the Project Site.

Vehicular Site Access

Vehicular access to the Project Site would be provided via the existing driveway on Jefferson Boulevard serving the 9925 and 9937 Jefferson properties. The Project would eliminate the existing driveway at 9927 Jefferson Boulevard. The Project driveway is proposed to be unsignalized with full access. One eastbound shared left-through-right lane would be provided on the Project driveway approach to Jefferson Boulevard.



Pick-up and drop-off activity would occur near the back of the building, in the space between the building and the parking structure. There is sufficient space for vehicles to maneuver in and out of this area as they pick-up and drop-off passengers. As this activity would occur on-site, it would not interfere with traffic operations along Jefferson Boulevard.

A turning movement analysis was performed using a standard passenger vehicle as well as an SU-40 truck, which is anticipated to be the largest vehicle to access the Project Site. Inbound and outbound turning maneuvers for the passenger vehicle are provided in Figures 4 and 5. Inbound and outbound turning maneuvers for the SU-40 vehicle into the loading space behind the building are provided in Figures 6 through 9. It was determined that turning maneuvers would be able to maneuver the site and would not conflict with existing and proposed roadway curbs, and no corrective actions are proposed.

Within the proposed parking structure, the parking spaces are designed with a depth of 18 feet and width of 8 feet 6 inches. The drive aisles are designed to be 24 feet wide. These dimensions are compliant with CCMC Section 17.320.035 for 90-degree parking spaces.

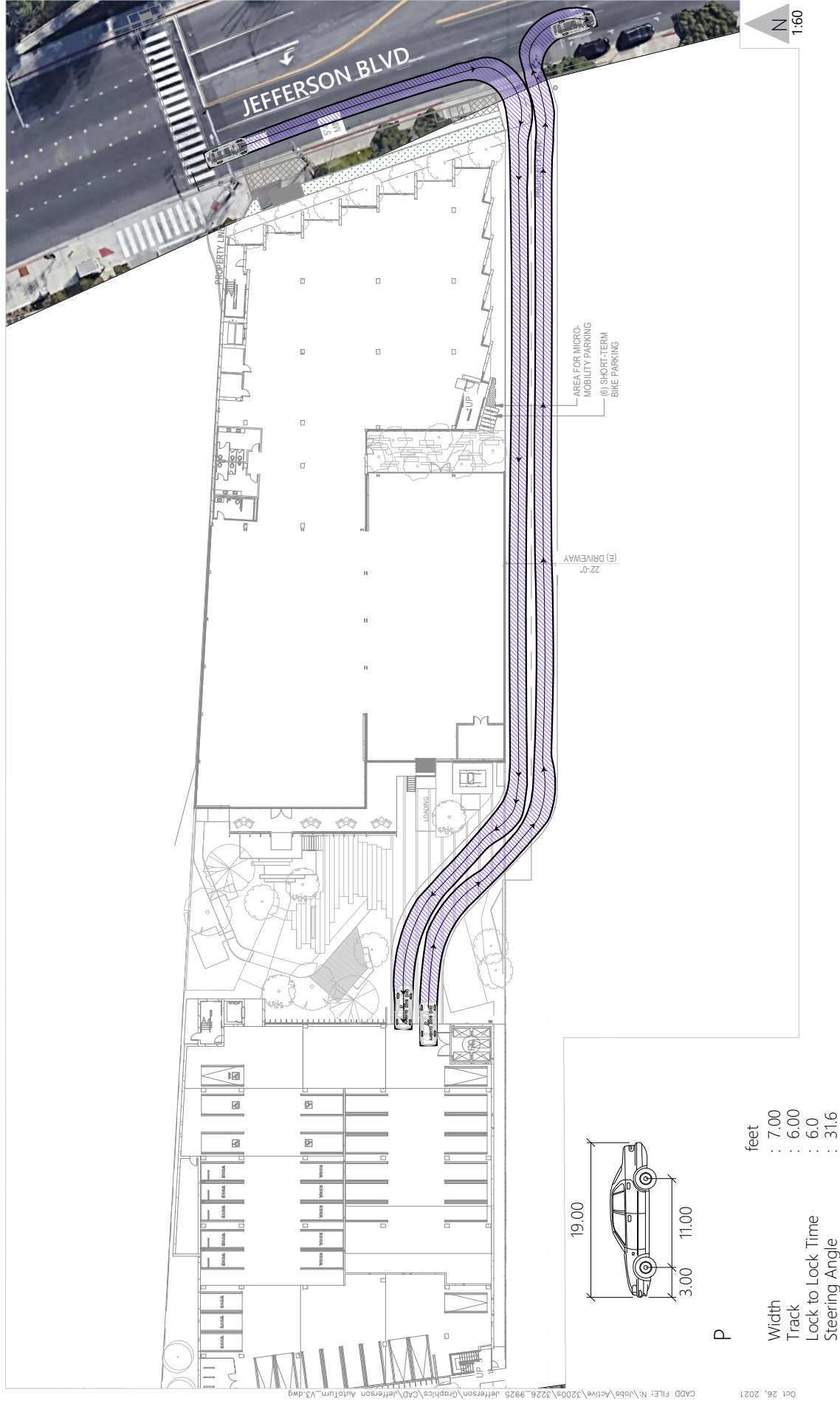


Figure 4

9925 Jefferson Blvd

Right-in & Right-out AutoTurn Template for Passenger Vehicle

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.



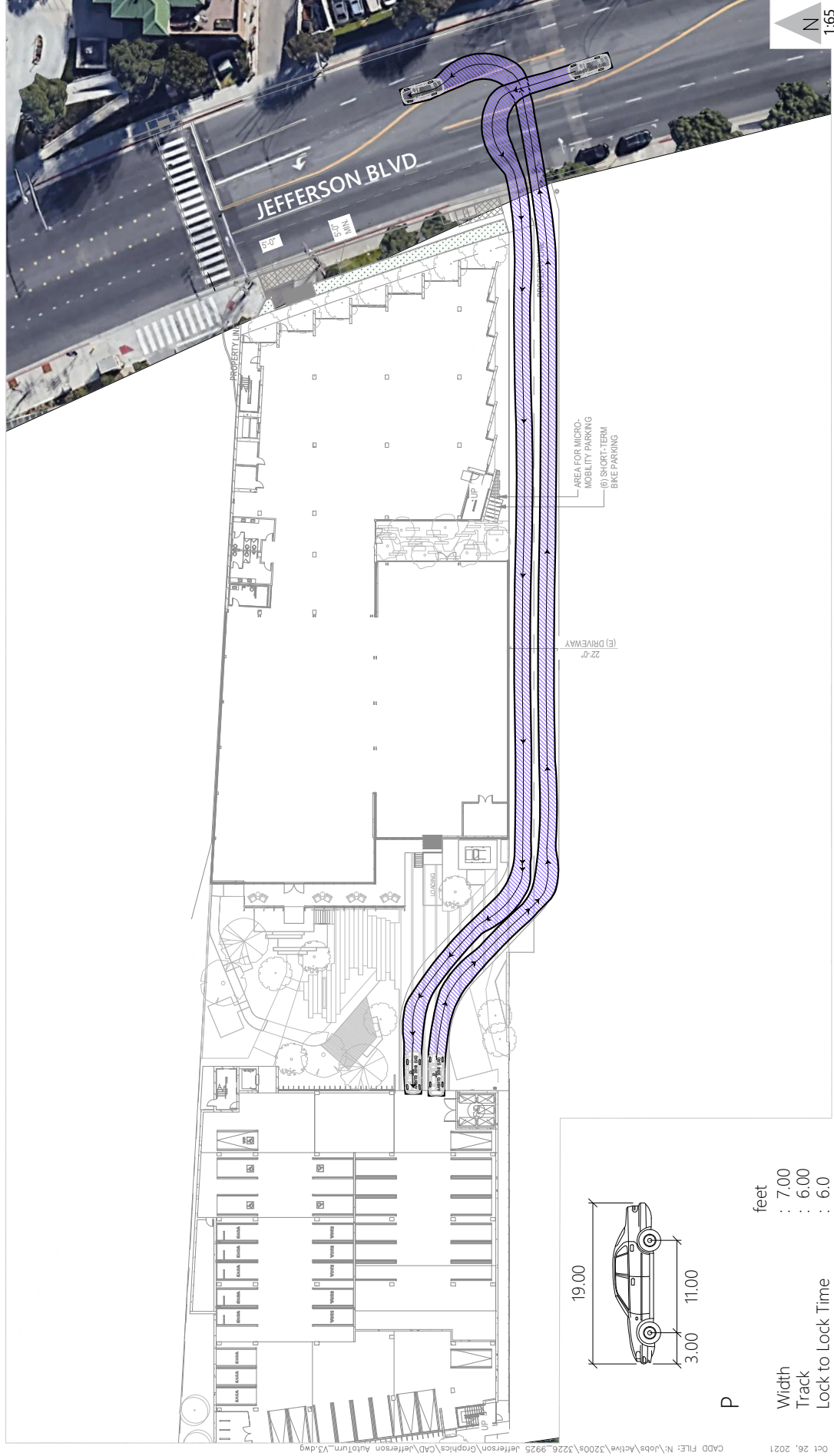


Figure 5

9925 Jefferson Blvd

Left-in & Left-out AutoTurn Template for Passenger Vehicle

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.



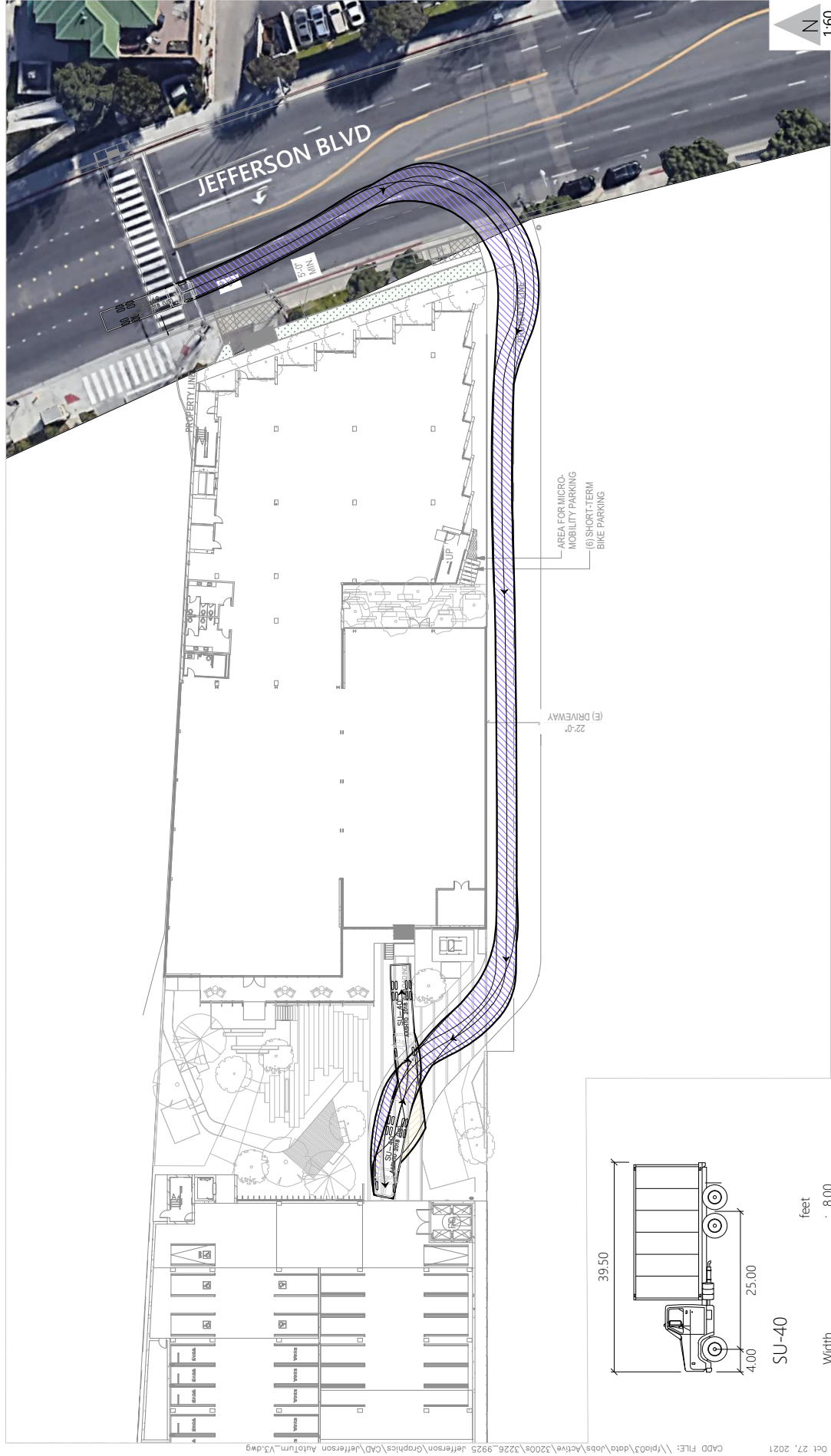


Figure 6
9925 Jefferson Blvd
Right-in AutoTurn Template for SU-40



CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

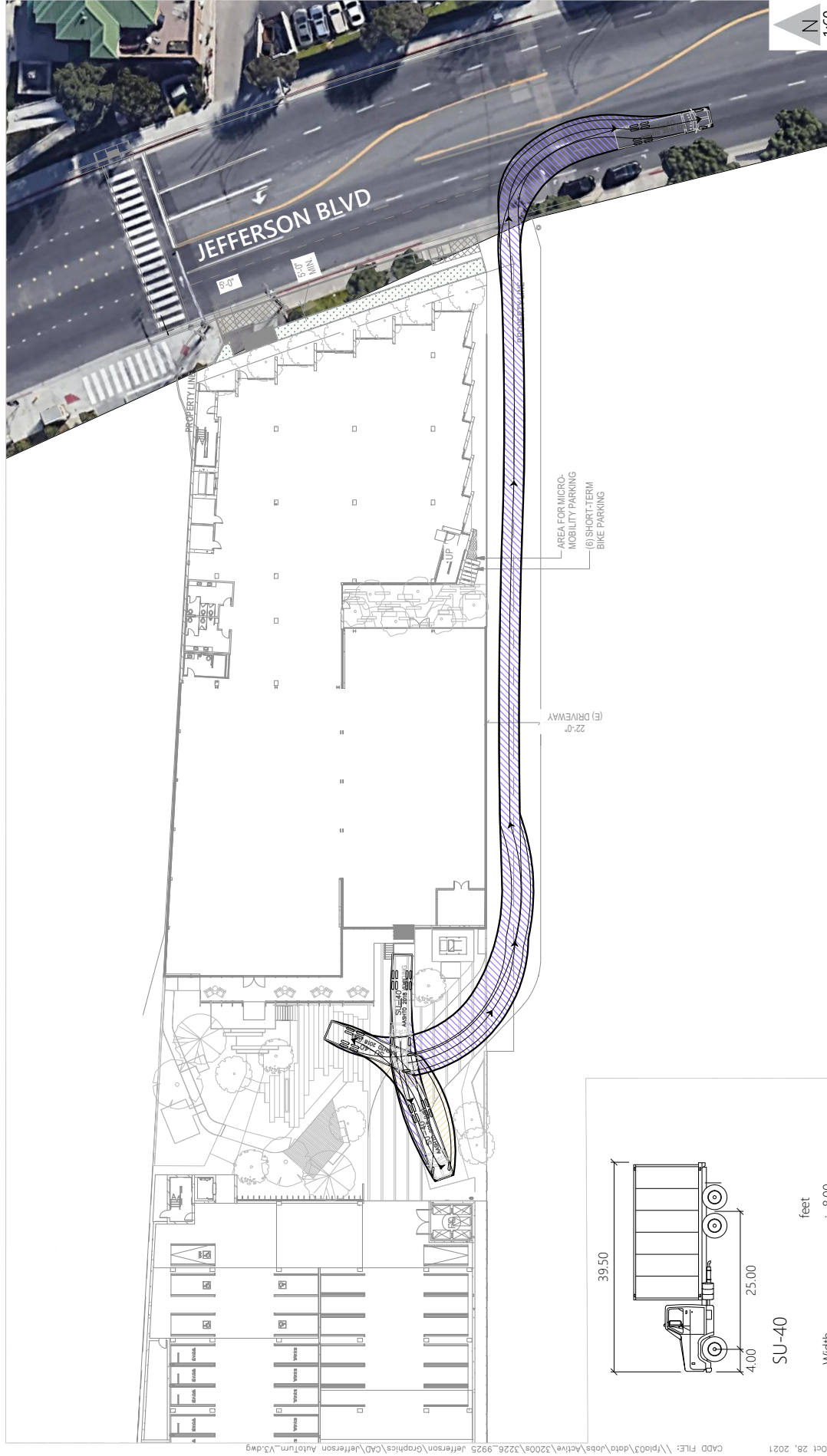


Figure 7

9925 Jefferson Blvd

Right-out AutoTurn Template for SU-40



CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

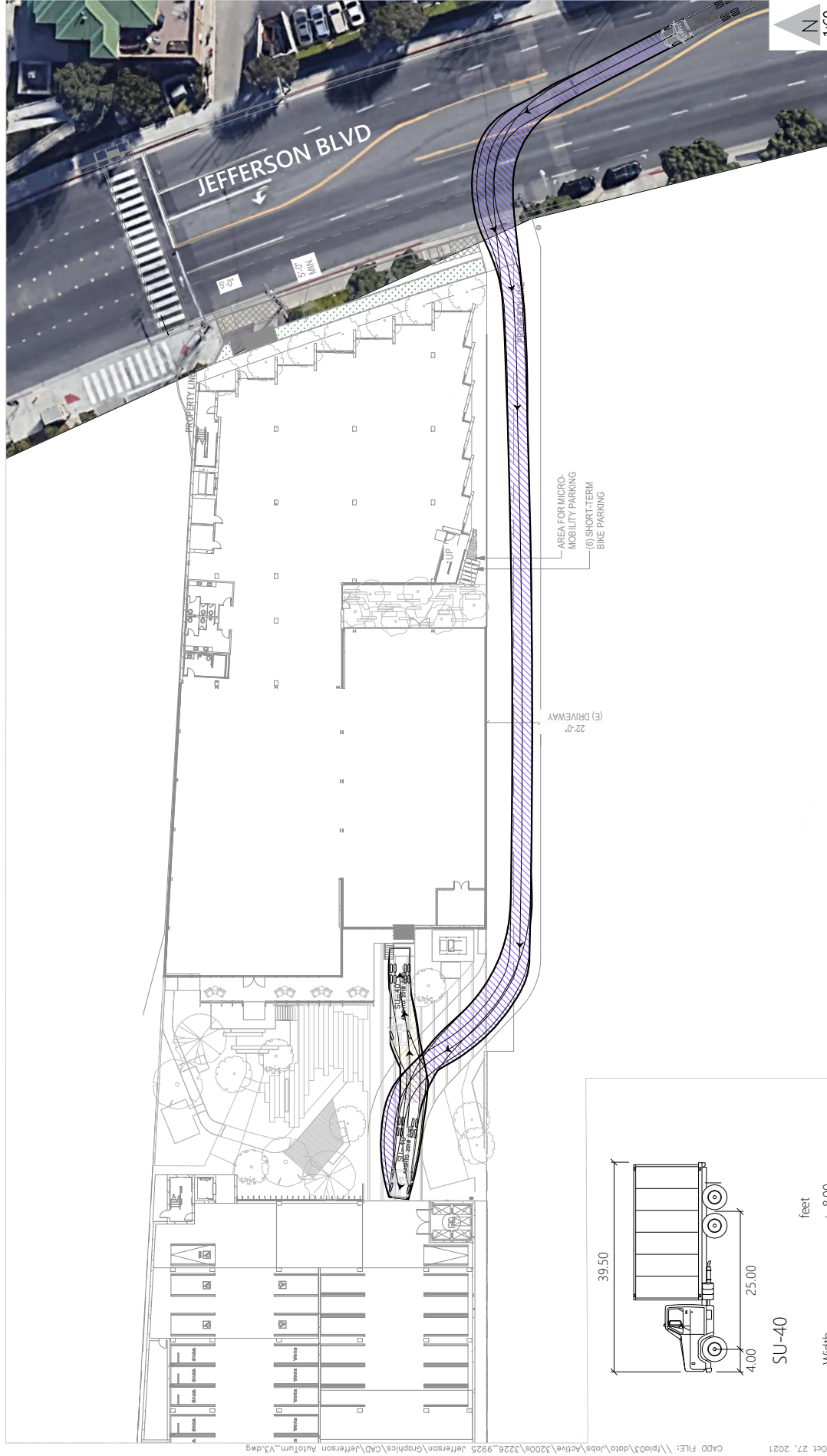


Figure 8
9925 Jefferson Blvd
Left-in AutoTurn Template for SU-40

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.



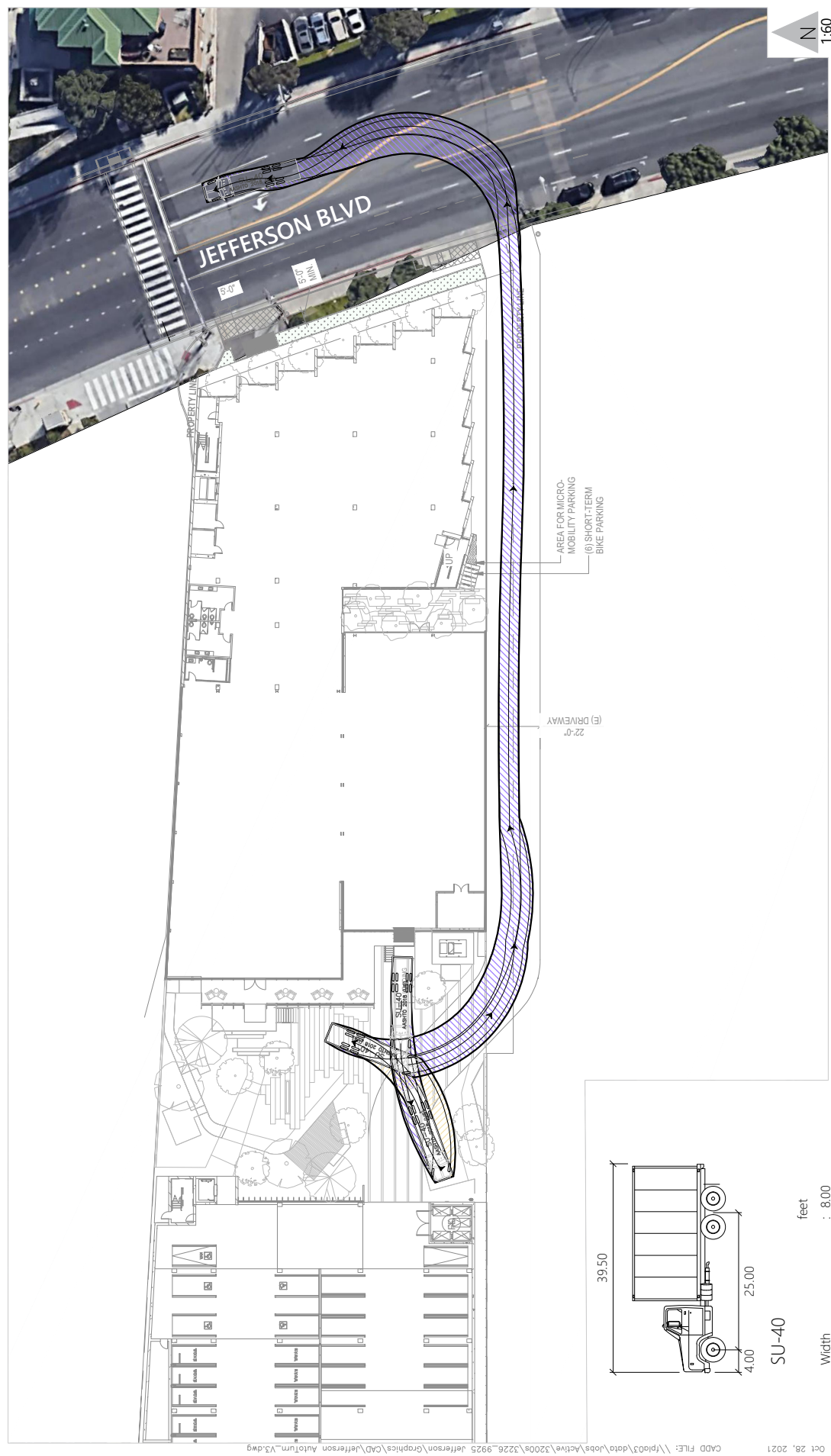


Figure 9
9925 Jefferson Blvd
Left-out AutoTurn Template for SU-40

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.



Construction Period Analysis

This section provides a construction period transportation analysis as required based on direction from City staff.

Anticipated Construction Activity

Construction of the Project is expected to take approximately 14 months to complete, beginning as early as the second quarter of 2022.

Construction Trucks

Haul Trucks and Route

Construction would include the removal of approximately 4,800 cubic yards of demolition debris and 3,400 cubic yards of dirt with the following activity:

- Demolition: approximately 20 loads per day (40 truck trips per day) for approximately 20 days
- Dirt removal: approximately 30 loads per day (60 truck trips per day) for approximately 8 days.

Dirt hauling and construction material deliveries or removal would not during morning (7:00 AM – 9:00 AM) and afternoon (4:00 PM – 6:00 PM) peak traffic periods, per the City. It should be noted that this requirement would have the effect of prolonging overall construction time. However, this would minimize peak hour traffic impacts. Also, every effort would be made to minimize the need for lane closures. Should lane closures be required, businesses and city officials would be notified via the email notification system set up at the commencement of construction. Lane closures, if required, would occur between the hours of 9:00 AM – 3:00 PM to avoid peak traffic periods.

Haul trucks will take the following haul routes:

- Inbound: I-405 Southbound to Culver Boulevard, northeast-bound on Culver Boulevard, southeast-bound on Duquesne Avenue and southbound on Jefferson Boulevard to the project
- Outbound: From the project to southbound on Jefferson Boulevard, southbound on Sepulveda Boulevard, eastbound on Slauson Avenue to SR-90 westbound

Construction Management Plan

A Final Construction Management Plan (FCMP) shall be prepared by the Project contractor in consultation with the Project's traffic and/or civil engineer. The FCMP would define the scope and scheduling of construction activities as well as the Applicant's proposed construction site



management responsibilities in order to ensure that disturbance of nearby land uses or interruption of pedestrian, vehicle, bicycle, and public transit are minimized to the extent feasible.

TRAFFIC REPORT

Date: April 22, 2021

To: John Bowman, Elkins Kalt Weintraub Reuben Gartside, LLP
Robert Herscu, HQ Development, LLC

From: Ribeka Toda and Tom Gaul, Fehr & Peers

Subject: Trip Generation Assessment for 9925 Jefferson Project

LA20-3226

This memorandum documents a trip generation assessment conducted by Fehr & Peers for a new creative office project to be constructed at 9925 Jefferson Boulevard in the City of Culver City, California (Project). The Project trip generation was estimated and reviewed to assess the need for additional transportation analysis based on Culver City's recently updated *Transportation Study Criteria and Guidelines* (City of Culver City, July 2020).

Project Description

The Project is located at 9925 Jefferson Boulevard, located in the east side of Culver City. The Project site is bound by existing buildings to the north and south, Jefferson Boulevard to the east, and Ballona Creek to the west. Jefferson Boulevard provides primary access to the site and provides connections to regional freeways such as I-405 to the south and I-10 to the north.

The Project will involve the partial demolition of, and an addition to, an existing office building on the site, the full demolition of a smaller warehouse building in the rear, and the construction of a 182-space parking structure on the rear portion of the site. The Project would result in a net increase of about 9,253 square feet of floor area (41,925 square feet existing, 51,178 square feet proposed). The Project site plan is shown in Figure 1.

Project Trip Generation

Trip generation estimates for the Project were determined using trip generation rates from *Trip Generation, 10th Edition* (Institute of Transportation Engineers [ITE], 2017). ITE trip generation rates for General Office (ITE Code 710) were used to estimate trips for both the proposed Project and



part of the existing use (front building), while the ITE trip generation rates for Warehouse (ITE Code 150) were used to estimate trips for the remaining part of the existing use (back building).

Table 1 presents the estimated trip generation for the Project. An existing use credit was taken for the existing office and warehouse spaces, which will be replaced with the Project. As presented in Table 1, the Project is estimated to generate approximately 161 daily net external trips, including 15 trips (13 inbound/2 outbound) during the AM peak hour and 17 trips (3 inbound/14 outbound) during the PM peak hour.

Table 1
Trip Generation Estimate for 9925 Jefferson Boulevard Project

Land Use	Size	Daily	AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
Proposed Project									
Office	51.178 ksf	554	65	10	75	10	50	60	
Existing Use									
Office	34.834 ksf	(381)	(51)	(8)	(59)	(7)	(35)	(42)	
Warehouse	7.091 ksf	(12)	(1)	(0)	(1)	(0)	(1)	(1)	
Net New Trips		161	13	2	15	3	14	17	

Note:

Trip generation estimates based on rates for General Office Building (710) and Warehouse (150) in ITE's *Trip Generation*, 10th Edition, 2017.

Transportation Study Screening

The City's *Transportation Study Criteria and Guidelines* establishes criteria to determine whether a transportation study is required. The guidelines state that the City shall require a transportation study if a project is estimated to add 250 or more new daily trips. Because the Project would generate less than 250 net new daily trips, a transportation study is not required per the City's *Guidelines*.

Conclusion

Based on the trip generation analysis and City of Culver City guidelines, the Project would not generate sufficient new traffic to warrant preparation of a transportation study.

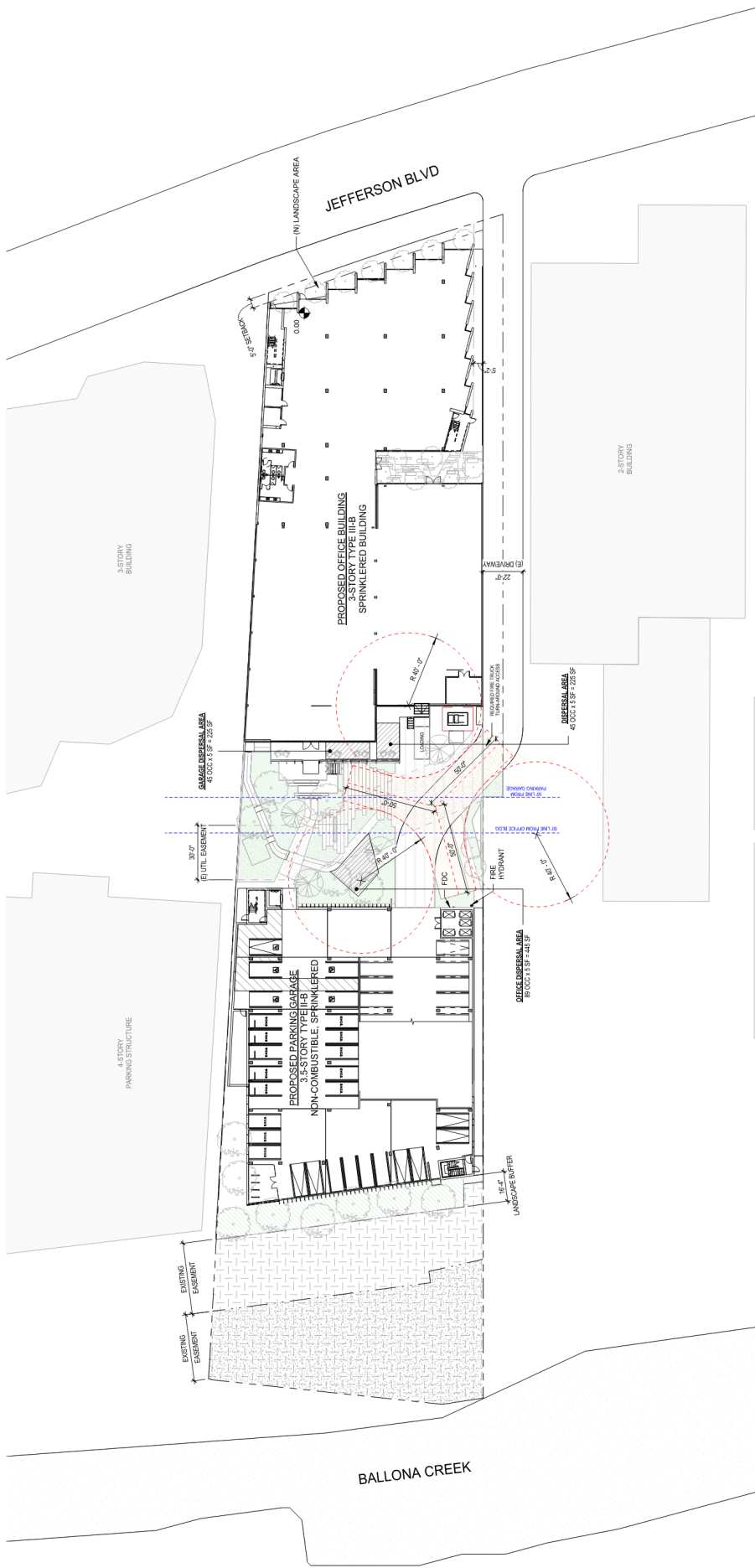


Figure 1
Project Site Plan
9925 Jefferson Project

