

# ATTACHMENT NO. 6

## Memorandum of Understanding for Transportation Study

This Memorandum of Understanding (MOU) acknowledges and agrees to all the City of Culver City requirements and fees for the review of a transportation study for the following project.

Date Submitted: June 23, 2022 MOU Version # \_\_\_\_\_  
 Project Name: Culver Arts and Apartments Project  
 Project Address: 9763 Culver Boulevard  
 Project Description: \_\_\_\_\_

| Land Use               | Gross Floor Area (sq. ft.)<br><i>Defined per latest ITE publication</i> | Residential Units (#) |
|------------------------|---|-----------------------|
| <u>Residential Apt</u> | _____   | <u>34</u>             |
| <u>Commercial</u>      | <u>4,000</u>  | _____                 |
| _____                  | _____   | _____                 |
| _____                  | _____   | _____                 |

Project Horizon Year: 2024 Ambient Growth Rate (% per year): \_\_\_\_\_  
 Directional Distribution (%): N: \_\_\_\_\_ S: \_\_\_\_\_ E: \_\_\_\_\_ W: \_\_\_\_\_

The Project utilizes Low-Rise Residential w/ Ground-Floor Commercial (ITE 230), which is a mixed-use multifamily housing building with two or three floors of residential living space and commercial space open to the public on the ground level. Therefore, because the ITE rate generates trips inclusive of the residential and commercial uses

**Trip Generation Rates:** Show AM, PM and daily trip generation rates for each land use and attach total daily trips generation calculations. Indicate ITE Latest Edition/Other 11

| Land Use | ITE Code#  | AM Trips |           | PM Trips |          | Daily Totals           |     |
|----------|------------|----------|-----------|----------|----------|------------------------|-----|
|          |            | In       | Out       | In       | Out      | In                     | Out |
|          | <u>230</u> | <u>3</u> | <u>12</u> | <u>9</u> | <u>4</u> | <u>117 daily trips</u> |     |
|          |            |          |           |          |          |                        |     |
|          |            |          |           |          |          |                        |     |

**Study Intersections:** Show all study intersections, intersections subject to capacity analysis credit for advanced traffic signal control synchronization, whether intersections are signalized or non-signalized, and use the same numbering system for all lists of intersections and figures in the study.

| No. | Intersection | Signalized/Non-Signalized | Jurisdiction |
|-----|--------------|---------------------------|--------------|
|     |              |                           |              |
|     |              |                           |              |
|     |              |                           |              |

**Residential Streets:** Show all residential streets to be studied.

| No. | Street Name | Limits | Jurisdiction |
|-----|-------------|--------|--------------|
|     |             |        |              |
|     |             |        |              |
|     |             |        |              |

**Trip Credits:** Indicate trip credits to be requested (subject to City approval)

|  | Trip Credits      | Yes/No |
|--|-------------------|--------|
| Existing Uses                          |                   |        |
| Pass-By Trips                          | No credits        |        |
| Internal Trip Capture                  | utilized for trip |        |
| Transit-Oriented Development (TOD)     | generation        |        |
| Transportation Demand Management (TDM) |                   |        |

**Related Projects:** Before the start of any proposed project analysis, consultants shall:

1. Obtain a list of related projects from the Culver City Current Planning Division and other affected jurisdictions.
2. Prepare a draft list of “related projects specific to the proposed project.”
3. Obtain written approval from the City of the “related projects specific to the proposed project.”

**Maps:** The following maps shall be attached to the MOU:

1. A map showing the study intersections and street segments to be analyzed, including City limit lines where applicable.
2. A map showing the project’s trip distribution percentages for each land use (inbound and outbound) on the area’s road network.
3. A map showing the project’s trip assignments at the study intersections and project driveways, as well as road segments when applicable.
4. A site plan of the project showing property lines, alleys, project’s driveways and nearby driveways and intersections on both sides of the street including dimensions.

**Proposed Mitigation and Transportation Improvements:** Any proposed transportation improvement(s) or mitigation measure(s) shall be listed and accompanied by plans of the existing and proposed improvements, including city limit lines and existing and proposed property lines. The City may initially accept conceptual plans to be included in the Transportation Study. Detailed design of such improvements will be part of the project’s plans submittals.

**Post-Occupancy Traffic Counts:** By signing below, the Property Owner/ Developer/Applicant hereby agrees to pay for and submit to the City a post-occupancy traffic count analysis of the development to the satisfaction of the City. The analysis shall determine the amount of actual traffic (motor vehicle, bicycle, and pedestrian) generated by the development compared to the ITE trip generation rates. The analysis shall include a traffic count of all onsite driveways taken upon reaching eighty-five percent (85%) occupancy of the total building gross floor area or within one (1) year of the issuance of the first Temporary Certificate of Occupancy (TCO), as determined by the City. The data shall be used to confirm the findings in the approved study and not result in any additional traffic mitigation measures and/or conditions of approval on the subject project.

**Fees:** Payment of a fee to the City’s PWD for the City’s processing of the MOU shall be required before the City approves the MOU. Payment for review of the Transportation Study shall be paid before the City’s PWD completes its review of the Transportation Study. Said fees shall be per the most recent Fee Schedule as approved by the City Council.

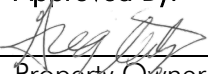


**Applicant Information:**

|                  |                          |                     |                            |
|------------------|--------------------------|---------------------|----------------------------|
|                  | Property Owner/Applicant | Developer/Applicant | Traffic Consultant         |
| Name             | Culver Lofts, LLC        | Greg Reitz          | Jessie Fan                 |
| Title            |                          | Principal           |                            |
| Company          |                          | REthink Development | Kimley Horn                |
| Street Address   | 9810 Washington Blvd     | Same                | 660 S. Figueroa St         |
| City, State, Zip | Culver City, CA 93105    |                     | Los Angeles, CA 90017      |
| Office           | 310-970-9009             |                     |                            |
| Cell             |                          | 310-292-4876        | 213-344-2522               |
| Fax              |                          |                     |                            |
| Email            |                          | greg@rethinkdev.com | jessie.fan@kimley-horn.com |

**Public Agency Information:** If any of the intersection(s) to be studied as part of this study are located within the City of Los Angeles, the unincorporated areas of Los Angeles County and/or impact any other public agency (i.e., Caltrans), then this MOU shall also be approved by the reviewing staff representative from each agency:

|                  | City of Los Angeles | County of Los Angeles | Other Public Agency |
|------------------|---------------------|-----------------------|---------------------|
| Name             |                     |                       |                     |
| Title            |                     |                       |                     |
| Company          |                     |                       |                     |
| Street Address   |                     |                       |                     |
| City, State, Zip |                     |                       |                     |
| Office           |                     |                       |                     |
| Cell             |                     |                       |                     |
| Fax              |                     |                       |                     |
| Email            |                     |                       |                     |

**Signatures/Expiration:** This MOU shall become valid as of the date of the City’s signature and expire one year thereafter. If the administrative draft of the study has not been filed with the City by the expiration date, the MOU shall expire and a new MOU filing, fee, review, and approval process shall be required.

|   |   |
|---|---|
| <p><b>Approved By:</b></p> <p><br/>         _____<br/>         Property Owner/Applicant</p> <p><br/>         _____<br/>         Developer/Applicant</p> <p><br/>         _____<br/>         Traffic Consultant</p> <p>_____<br/>         City of Culver City</p> | <p><b>Date:</b></p> <p>6/23/2022<br/>         _____</p> <p>7/18/2022<br/>         _____</p> <p>7/19/2022<br/>         _____</p> |
|---|---|

Traffic. The City adopted Transportation Study Criteria and Guidelines in July 2020.<sup>1</sup> As shown in **Table 1: Summary of Project Trip Generation**, the Project would not generate more than 250 or more new daily trips; therefore, a transportation study is not required for the Project.

| Table 1: Summary of Project Trip Generation   |          |       |              |     |       |              |     |       |
|---|----------|-------|--------------|-----|-------|--------------|-----|-------|
| Land Use <sup>1</sup>   | Quantity | Daily | AM Peak Hour |     |       | PM Peak Hour |     |       |
|   |          |       | In           | Out | Total | In           | Out | Total |
| Low-Rise Residential w/ Ground-Floor Commercial   | 34 DU    | 117   | 3            | 12  | 15    | 9            | 4   | 13    |
| <b>Project Trips</b>  |          | 117   | 3            | 12  | 15    | 9            | 4   | 13    |
| 1 The Project utilizes Low-Rise Residential w/ Ground-Floor Commercial (ITE 230), which is a mixed-use multifamily housing building with two or three floors of residential living space and commercial space open to the public on the ground level. Therefore, because the ITE rate generates trips inclusive of the residential and commercial uses. |          |       |              |     |       |              |     |       |

The City’s Transportation Study Criteria and Guidelines include screening criteria that may be applied to screen projects from having to conduct vehicle miles traveled (VMT) impact analysis to comply with CEQA, as a less than significant impact would be presumed. As shown in **Table 1** above, the Project would result in less than 250 daily trips. The retail component of the Project would be 4,000 square feet across the Project Site, and would be fewer than 50,000 square feet at every store. The Project would not be located within a Transit Priority Area (TPA). However, the City has administratively approved an exemption to this requirement (see attached email).

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<sup>1</sup> City of Culver City, Transportation Study Criteria and Guidelines. Available at <https://www.culvercity.org/files/assets/public/documents/public-works/mobility/transportation-study-criteria-and-guidelines.pdf>. Accessed May 26, 2022.



No analysis required. This project meets the screening criteria. No separate analysis is required for retail.

**Project Name**  
Culver Arts and Apartments Project

**Project Parcel** [Click here for parcel viewer](#)  
4207006003

**Project Screening**

**Apply to Full Project**

Is this project within 1/2 mile of one of the following transit hubs? No

- Culver City Expo Station
- La Cienega/Jefferson Expo Station
- Westfield-Culver City Transit Center
- Sepulveda/Venice intersection

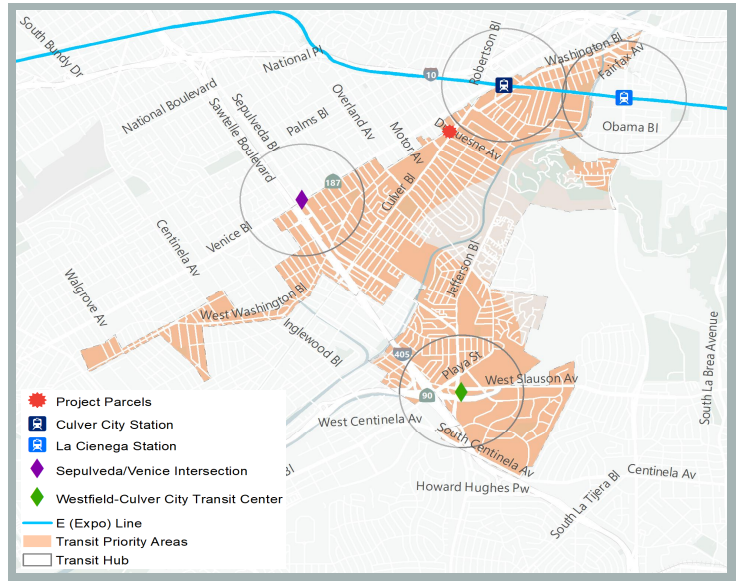
Is the project located within any TPA and are at least 15% of the on-site residential units are affordable? Yes

Does this project generate fewer than 250 daily trips? N/A

**Apply to Specific Land Uses**

Is the retail component of project fewer than 50,000 square feet in size at every store? Yes

Is this residential component of the project 100% affordable housing? N/A



**Project Daily Trips** N/A

**Project Land Use** ?

|                            |             |    |  |
|----------------------------|-------------|----|--|
| <b>Residential</b>         | Value (du)  |    |  |
| Single Family              |             |    |  |
| Multi-Family               |             | 28 |  |
| <b>Affordable Housing</b>  |             |    |  |
| Family                     |             | 6  |  |
| Senior                     |             |    |  |
| Special Needs              |             |    |  |
| Permanent Supportive       |             |    |  |
| <b>Office</b>              | Value (ksf) |    |  |
| Standard                   |             |    |  |
| <b>Medical</b>             | Value (ksf) |    |  |
| Medical Office             |             |    |  |
| Hospital                   |             |    |  |
| <b>Industrial</b>          | Value (ksf) |    |  |
| Light Industrial           |             |    |  |
| Manufacturing              |             |    |  |
| Warehousing / Self-Storage |             |    |  |
| <b>Movie Studio</b>        | Value (ksf) |    |  |
| Office                     |             |    |  |
| Post Production            |             |    |  |
| Stage                      |             |    |  |
| Support                    |             |    |  |

*The following land uses will require separate impact analysis (outside of this tool) if not screened out. Please leave the land uses in the table below if they are part of a mixed use project.*

|                             |                  |
|-----------------------------|------------------|
| <b>Retail</b>               | Value (ksf)      |
| General                     | 4,000            |
| Supermarket                 |                  |
| Bank                        |                  |
| Health Club                 |                  |
| Gas Station                 |                  |
| Auto Repair                 |                  |
| Home Improvement Superstore |                  |
| Free-Standing Discount      |                  |
| Restaurant Non-fast-food    |                  |
| Restaurant Fast-food        |                  |
|                             | Value (seats)    |
| Theater w/ Matinee          |                  |
| <b>Hotel</b>                | Value (rooms)    |
| Hotel                       |                  |
| Motel                       |                  |
| <b>School</b>               | Value (students) |
| University                  |                  |
| High School                 |                  |
| Middle School               |                  |
| Elementary                  |                  |

From: Demitri, Yanni <[Yanni.Demitri@culvercity.org](mailto:Yanni.Demitri@culvercity.org)>  
Sent: Monday, July 18, 2022 4:29 PM  
To: Greg Reitz <[greg@rethinkdev.com](mailto:greg@rethinkdev.com)>  
Cc: Maximous, Andrew <[Andrew.Maximous@culvercity.org](mailto:Andrew.Maximous@culvercity.org)>  
Subject: MOU draft.

Hello Greg,

This project is just outside the Metro station's Transit Priority Area and it will generate less than 250 trips. Therefore and given its location, type, and size of project, we will admiratively exempt this project from the VMT analysis.

- Best Regards, DEMITRI

Yanni Demitri, MSCE  
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California Traffic Engineer License No. 2634  
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