RAJU Associates, Inc.

505 E. Colorado Blvd.
Suite 202
Pasadena, CA 91101
Voice: (626) 792-2700
Fax: (626) 792-2772

SUPPLEMENTAL MEMORANDUM

TO: Mr. Andrew Maximous, P.E., T.E.
Mobility & Traffic Engineering Manager, City of Culver City

FROM: Srinath Raju, T.E
Chris Munoz

SUBJECT: 3817-3855 Watseka Project Reduced Size of Office Use
Update of Trip Generation Estimates, Effect on Traffic Study & Assessment

DATE: September 1, 2022 **REF:** RA663F

This memorandum briefly documents the change to the size of the proposed Office Project located at 3817-3855 Watseka Avenue in the City of Culver City, its potential effects on the analysis, findings and conclusions presented in the Transportation Assessment Study prepared by Raju Associates, Inc., and received by Culver City on October 25, 2021 and reflected in the Traffic Assessment, dated January 26, 2022, provided by the City of Culver City (See Attachment A).

The Transportation Assessment Study analyzed the 3817-3855 Watseka Project including 149,518 SF of office use replacing an existing 7,633 SF of office use. The final proposed Project at the 3817-3855 Watseka Avenue Site includes 145,831 SF of office use replacing an existing 7,633 SF of office use, reflecting a decrease in size of 3,687 SF of office use.

The project traffic analysis (Local Transportation Analysis component) in the Transportation Assessment Study reflected an increase in net trip generation of 118 trips in the morning peak hour and 117 trips in the evening peak hour (See Attachment B). The trip generation estimated for the final proposed project (reflecting a decrease of 3,687 SF of office use) is a net increase of 116 trips in the morning peak hour and 114 trips in the evening peak hour (See Attachment C). Therefore, the effect of this change in size of the proposed project would result in fewer trips (2 trips in the morning and 3 trips in the evening) during both morning and evening peak hours.

This small decrease or change in the project trip generation would result in less than 1 trip reduction at the analyzed intersections during both peak hours and consequently would not affect the analysis, findings and conclusions presented in the Transportation Assessment Study. Therefore, the analysis, findings and conclusions presented in the Transportation Assessment Study prepared and presented to the City on October 21, 2021 would continue to be valid. Consequently, the Assessment Letter provided by the City with the findings, conclusions and TDM improvement requirements would continue to be valid and applicable, with the updated reduced project size of office use equivalent to 145,831 SF.

ATTACHMENT A

Culver CITY
PUBLIC WORKS DEPARTMENT
9770 Culver Boulevard, Culver City, California 90232

Yanni Demitri, P.E., T.E.
Public Works Director and City Engineer
(310) 253-5600

Andrew Maximous, P.E., T.E.
Mobility & Traffic Engineering Manager
(310) 253-5634

January 26, 2022

Srinath Raju, P.E.
Raju Associates, Inc.
505 East Colorado Boulevard, Suite 202
Pasadena, CA 91101

SUBJECT: TRAFFIC ASSESSMENT FOR THE PROPOSED OFFICE PROJECT LOCATED AT 3855 WATSEKA AVE

Pursuant to the Culver City Transportation Study Criteria and Guidelines (Guidelines) detailing the California Environmental Quality Act (CEQA) and non-CEQA analysis required in a Transportation Study, the Culver City Public Works Department has completed its review of the Transportation Assessment Study prepared by Raju Associates, Inc., received on October 25, 2021 for the proposed office project located at 3855 Watseka Avenue. The Directors of Community Development, Planning, Transportation and Public Works agreed that the proposed office project at 3855 Watseka Avenue would lie within and adjacent to a High-Quality Transit Service Area (also referred to as a Transit Priority Corridor area) and therefore, would be exempt from Vehicle Miles Traveled (VMT) analysis. Therefore, the Project would not cause a significant transportation impact under CEQA per the Guidelines. Additionally, after a review of the pertinent data provided in the Transportation Assessment associated with the non-CEQA Analysis, Public Works has determined that the analysis conducted describes the project-related effects of the proposed development consistent with the analysis requirements detailed in the Guidelines.

PROJECT DESCRIPTION

The proposed project will consist of constructing a building with approximately 149,518 square feet of office use and a subterranean parking structure. The Project would provide a total of approximately 555 parking spaces accommodated through a combination of standard, ADA accessible, and mechanically-stacked spaces. A total of 56 bicycle spaces including 28 long-term and 28 short-term

spaces will also be provided. Vehicular access will be provided by a single new driveway along Watseka Avenue, replacing four driveways to the existing site. The existing site includes 7,633 square feet of office use in two buildings and a surface parking lot that will be demolished. The project is expected to be completed in the year 2024.

DISCUSSION AND FINDINGS

CEQA ANALYSIS OF TRANSPORTATION IMPACTS

- Conflicting with Plans, Programs, Ordinances or Policies - This threshold test is conducted to assess whether a project would conflict with an adopted program, policy, plan, or ordinance that is adopted to protect the environment. In general, transportation policies or standards adopted to protect the environment are those that support multimodal transportation options and a reduction in VMT.

    - The Project's design features support multimodal transportation options and would be consistent with policies, plans, ordinances, and programs. The Project design includes features that minimize impacts to the public right-of-way and enhance the user experience by integrating multimodal transportation options.

    - The Project would not conflict with adopted policies, plans, ordinances, and programs, or preclude City action to fulfill or implement projects associated with multimodal networks. Therefore, the Project would have a less-than-significant impact on the City's transportation-related plans, programs, ordinances, and policies.

- Causing Substantial Vehicle Miles Traveled (VMT) - For land use projects, the intent of this threshold is to assess whether a land use project or plan causes substantial vehicle miles traveled.

    - The Directors of Community Development, Planning, Transportation, and Public Works are in agreement that Culver Boulevard is a High Quality Transit Service Corridor Area (HQTSCA) included in the 'Move Culver City' Pilot Project. Since the proposed Project is located within the Culver Boulevard HQTSCA, the Project is not required to assess whether the Project's proposed land use causes substantial vehicle miles traveled.

- Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use - Impacts regarding the potential increase of hazards due to a geometric design feature generally relate to the design of access points to and from the project site, and may include safety, operational, or capacity impacts.

    - Based on a review of the Project's site plan, the project description, and analysis of the factors associated with impact criteria, it was observed that the Project would not substantially increase hazards due to a geometric design feature or incompatible uses. Therefore, the Project would cause a less-than-significant impact associated with geometric design hazards and incompatible use.

Summarizing, the Project would not cause significant transportation impacts relative to the City- established CEQA thresholds including the following: Conflicting with Plans, Policies or Ordinances; Causing Substantial Vehicle Miles Traveled (VMT); and Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use. Therefore, no project-specific mitigation measures would be required.

NON-CEQA TRANSPORTATION ANALYSIS

- Project Trip Generation and Access:
  The project is estimated to generate a net increase of approximately 118 trips in the morning peak hour and 117 trips during the evening peak hour. The trip generation estimates are based on the applicable rates provided in the ITE's *Trip Generation Manual*, 10th Edition. A copy of the report's Trip Generation Table 7 can be found in **Attachment A.**

- The study area includes key facilities generally bounded by Venice Boulevard on the north, Washington Boulevard/Culver Boulevard on the south, Hughes Avenue/Duquesne Avenue on the west, and Canfield Avenue/Washington Boulevard/Ince Avenue on the east.

- The intersection operations analyses consider the 'Move Culver City' pilot program involving mobility lanes along Culver and Washington Boulevards between Duquesne Avenue and La Cienega Avenue. The mobility lanes are being implemented on a pilot program basis along Culver Boulevard from Duquesne Avenue to Washington Boulevard and extend along Washington Boulevard to La Cienega Avenue all within the City of Culver City.

- Site Plan Review - The Project proposes to provide all vehicular access via one new full-access driveway along Watseka Avenue, removing the existing four driveways that currently serve the existing uses on the Project site. The proposed driveway would have an approximate width of 36 feet, providing a total of three access lanes. Access to and from the subterranean parking garage would be gate controlled.

  Commercial deliveries would utilize a loading dock located within the interior of the southern end of the building, which may be accessed through the Project driveway. A turning movement analysis was performed using the typical truck that would be expected to utilize the loading dock. It was determined that truck turning maneuvers would not conflict with the proposed roadway curbs, and no corrective actions would be required.

- Intersection Operation Analysis and Queuing

  Operational Evaluation. Highway Capacity Manual, 6th Edition (HCM) methodology was utilized to calculate operational analysis and vehicle queuing. Eight intersections were evaluated (non-CEQA) within the study area for this Project.

  Existing Conditions: All the study intersections are currently operating at LOS C or better during both the morning and evening peak hours for Existing (2021) conditions. Existing (2021) plus Project conditions analysis indicates that all study locations would continue to operate at LOS C or better under both without and with the Project. The Project's traffic does not change the levels of service at any of the study locations compared to Existing Conditions (without Project) during both the morning and evening peak hours. A copy of the report's existing LOS analysis Table 8 is provided in **Attachment B.**

  Future Horizon Year (2024) Conditions: All study intersections are projected to operate at LOS D or better during both the morning and evening peak hours under base (without Project) conditions. Future Horizon Year (2024) plus Project conditions analysis indicates the Project's traffic does not change the levels of service to LOS E or F at any of the study locations compared to Future Horizon Year (2024) Base (without Project) during both the morning and evening peak hours. A copy of the report's 2024 LOS analysis Table 10 is provided in **Attachment C.**

Future Buildout Year (2045) Conditions: All eight study intersections are projected to operate at LOS D or better during the morning peak hour under base conditions. During the evening peak hour, seven of the eight study intersections are projected to operate at LOS D or better. The remaining intersection is projected to operate at LOS E:

Bagley Ave/Main St and Venice Blvd – LOS E during the PM peak hour

Future Buildout Year (2045) plus Project conditions analysis indicates the Project's traffic does not change the levels of service to LOS E or F at any of the study locations compared to Future Buildout Year (2045) Base (without Project) during both the morning and evening peak hours. A copy of the report's 2045 LOS analysis Table 11 is provided in **Attachment D.**

Queuing Analysis. The queuing analysis indicates that the Project's weekday AM and PM peak hour traffic volumes would have minimal effect on vehicle queuing at the study intersections under existing and future conditions with the Project. Therefore, no project-related corrective measures would be required at the analysis locations.

- Driveway Operations Analysis - The driveway would operate at LOS B or better under all scenarios (Existing plus Project, Future Horizon Year (2024) plus Project, and Future Buildout Year (2045) plus Project conditions) during both the morning and evening peak hours. The proposed driveway on Watseka Avenue would be located approximately 190 feet north of the intersection of Watseka Avenue and Washington Boulevard and approximately 375 feet south of the intersection of Watseka Avenue and Venice Boulevard, which would provide adequate storage length to accommodate vehicle queuing along Watseka Avenue at the Project driveway. Therefore, the Project driveway would not adversely affect queues at nearby intersections and side streets.

- Parking Meter Assessment - Based on the location of the Project driveway and the line-of-sight evaluation, approximately three on-street parking spaces would need to be removed in order to achieve the required sight distance at the Project's driveway. However, these spaces can be replaced utilizing the available on-street spaces resulting from the removal of the existing driveways. Therefore, there would not be any loss of on-street parking spaces, but rather a re-arrangement of existing parking spaces, and consequently, no loss in parking revenues due to the proposed Project is estimated to occur due to the proposed Project's changes to on-street parking spaces.

Currently, there are eight on-street metered parking spaces located along the Project's Watseka Avenue frontage. Certain Project construction activities (i.e., concrete pours) would potentially result in the temporary closure of these metered spaces. The Project would coordinate with Culver City's Public Works Department to assess the loss of parking revenue during the period of construction when use of these spaces would not be available.

- Multimodal Safety Analysis - The proposed Project design would not impact any of the priority corridors nor prevent future implementation of safety treatments as identified in the Culver City's Local Road Safety Plan, City of Los Angeles's Vision Zero Program or any other adopted or draft planning documents.

- Transit Operations Analysis - The Project would generate approximately 56 new transit trips in the morning and evening peak hours. The Project is estimated to utilize approximately 2.18% of the total existing transit capacity along bus routes that serve the Project site. The Project would not worsen or cause any hazardous conditions to transit operations.

PROJECT REQUIREMENTS

A. Travel Demand Management (TDM) Program

Pursuant to Culver City's Traffic Code, Chapter 7.05: Motor Vehicle Air Quality Management, the project shall provide a TDM Program. The TDM Program shall include strategies and action plans that consist of a transportation coordinator, bicycle hub/share, transit subsidies, telecommuting, marketing program, carpool/vanpool incentives and bicycle/walking incentives. The TDM measures are described below:

- **Transportation Coordinator:** The Project will provide a Transportation Coordinator responsible for coordinating the various elements of the TDM Program with the tenants and provide coordination with the City. The Transportation Coordinator will be responsible for implementing, coordinating and maintaining the elements of the TDM Plan, including the following activities:

    - Marketing and promoting the commuter program;

    - The Transportation Coordinator will encourage employers to implement flexible work schedules, telecommuting programs and alternative work schedules;

    - Developing a Rideshare Registration Form and providing ride-matching services;

- Managing Guarantee Ride Home Program;

- Administering incentive programs for carpool, vanpool, transit use, bicycling and walking;

- Monitoring program status. Provide annual monitoring program results. The monitoring program may include conducting employee surveys or traffic counts and providing comparisons to project trip generation in the study to report the effectiveness of the TDM Program. The trip monitoring studies will be conducted annually for a period of 5 years after 85% occupancy of the Project.

- Further, the Transportation Coordinator will be charged with developing additional incentives as needed to encourage ridesharing and transit use.

- **Bicycle Hub/Share**: Project will provide bicycle parking on-site as part of the TDM Program. Additionally, the project will contribute towards provision of a Bike Share station off-site in the vicinity of the Project site consistent with the Draft overall Bike Share Program for the City of Culver City.

- **Transit Subsidies:** The Project will contribute transit subsidies for up to 15% of employees working at the Project (up to a maximum of 60 employees). The transit subsidies shall be in the form of a 'TAP' card and equivalent to the cost of a 2-way transit fare for the entire year. This shall be provided in lieu of a parking space on-site. These subsidies shall be provided for a period of five (5) years after the Project is occupied.

- **Telecommuting:** The Project shall request its tenants to allow continuing their employees to work from home as was prevalent during the COVID-19 pandemic.

- **Marketing and Educational Program**: The Project will provide a marketing and educational program addressing information on all the various elements of the TDM Program including transit provisions, bike share, telecommuting, rideshare matching and others. The on-site Transportation Coordinator will provide regular and effective program marketing. This is key to the success of the commuter program. In a well-marketed program, services would be visible, and associates would be well informed regarding all commute options and incentives. The program will be marketed using the following methods:

- A bulletin board, display case, or kiosk displaying transportation information in a prominent area accessible to the greatest number of employees shall be installed. Such required information shall include, but is not limited to, the following:

    - Current maps, routes and schedules for public transit routes serving the site;

    - The Transportation Coordinator's name and work telephone number;

    - Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency, transportation management associations, and local transit operators;

    - Ridesharing promotional material supplied by commuter-oriented organizations;

    - Bicycle route and facility information, including regional/local bicycle maps and bicycle safety information; and

    - A listing of any other facilities and resources that may be available for carpoolers, vanpoolers, bicyclists, transit riders and pedestrians at the site, including the 'Move Culver City' Pilot Project. The 'Move Culver City' Pilot Project includes provision of a circulator shuttle service, frequent bus service (approximately 15-minute headways) and enhancements to sidewalks, crosswalks and signage to encourage walking and bicycling.

    - All information required by this Section shall be regularly stocked on a periodic basis.

- The Transportation Coordinator will post promotional materials such as posters, info boards, or provide a website with information that travelers could choose to read at their own leisure;

- Quarterly Paycheck Stuffers/Flyers for employees - The employee flyers would include information on transportation choices available to its employees. This information would include details of current local and regional transit routes (updated periodically), schedules and maps serving the Project site; bicycle routes and bicycle facility information; flex car locations and bicycle hub locations; and special event transportation.

  - Transportation information packet for new employees – Each new employee would receive an information packet summarizing the transit and transportation alternatives available to them. The packet would emphasize the location of the Transportation Information Center and include the contact information of the Transportation Coordinator as well as all transit bus and bicycle facilities information. All new employees would be informed of the TDM Program and all of the incentives and options available to them.

- **Carpool/Vanpool Incentives:** Not less than ten percent (10%) of the employee parking spaces shall be reserved for use by potential carpool or vanpool vehicles. These spaces shall be located as close as is practical to the employee entrance(s) without displacing accessible parking spaces and other parking facilities that may be required by the Building Code. This preferential parking shall be identified on the site plan accompanying the application for a building permit. Spaces shall have signs that designate them for employee carpool and vanpool vehicles.

  Preferential parking spaces reserved for employee vanpool shall be accessible to vanpool vehicles. When located within a parking structure, a minimum interior vertical clearance of eight (8) feet two (2) inches shall be provided for those spaces and accessways to be used by vanpool vehicles. Adequate turning radii and a minimum parking space dimension of nine (9) feet wide by eighteen (18) feet in length shall be provided for vanpool parking areas.

  Provide a safe and convenient zone in which vanpool and carpool vehicles may board or alight their passengers.

- **On-Site Bicycle Parking:** Twenty-eight (28) short-term and twenty-eight (28) secured long-term bicycle parking spaces would be provided. Short-term bicycle parking consists of bicycle racks located outside buildings or on public sidewalks that are free to the user. Secure bicycle parking would consist of a fully enclosed space or a locker accessible only to the owner or operator of the bicycle which protects the bicycle from inclement weather. Shower facilities would also be provided on-site. Specific facilities and their location (e.g., provision of racks, bicycle storage lockers or locked room) will be coordinated to the satisfaction of the City Planner and Director of Public Works or designee.

- The new development shall include sidewalks or other designated pedestrian pathways following direct and safe routes from the existing pedestrian circulation system, vehicle and bicycle parking areas and transit facilities.

B. Construction Impacts

Culver City Public Works recommends that a final Construction Management Plan (CMP) be prepared and submitted to Public Works for review and approval prior to the start of any construction work. The Plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. The CMP would define the scope and scheduling of construction activities as well as the proposed Project's 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.

C. Development Review Fees

An ordinance (Culver City Municipal Code Section 15.06.005 et. seq.) has been added to Culver City Municipal Code relative to application fees paid to Public Works for permit issuance activities. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

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If you have any questions about this, please contact Gabe Garcia of my staff, at (310) 253-5633, or by email at gabe.garcia@culvercity.org

Sincerely,

Andrew Maximous, P.E., T.E.
Mobility and Traffic Engineering Manager

Attachments: Attachment A – Estimated Trip Generation
Attachment B – Summary of Intersection LOS Analysis – Existing
Attachment C – Summary of Intersection LOS Analysis – Horizon
Attachment D – Summary of Intersection LOS Analysis -- Buildout

cc: William Kavadas, Assistant Planner
Gabe Garcia, Traffic Engineer Analyst

ATTACHMENT A

TABLE 7
ESTIMATED PROJECT TRIP GENERATION

	Size	AM Peak Hour			PM Peak Hour		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project							
General Office	149,518 s.f.	144	23	167	27	140	167
Project Trip Generation Total - Less 25% TDM/Transit Credit [1]		108	17	125	20	105	125
Existing Use to be Removed							
General Office*	7,633 s.f.	(8)	(1)	(9)	(2)	(8)	(10)
Existing Use Trip Generation Total - Less 25% TDM/Transit Credit [1]		(6)	(1)	(7)	(2)	(6)	(8)
Net Project Trip Generation Total		**102**	**16**	**118**	**18**	**99**	**117**
Trip Rates [2]							
Office (ITE Land Use 710)	Trips per 1,000 s.f.	86%	14%	[3]	16%	84%	[3]

[1] The proposed Project falls within the Culver City's High Quality Transit Service Corridor Area since it is located within walking distance of Culver Boulevard, where frequent transit and circulator shuttles would operate as part of the 'Move Culver City' Pilot Project. Therefore, a 25% transit credit was applied and approved by the City.
[2] Trip generation rates from Trip Generation Manual, 10th Edition, ITE 2017.
[3] Trip generation estimates for office was calculated using the following equations:

		Where:
AM Peak Hour:	(T) = 0.94 (X) + 26.49	Ln = Natural logarithm
PM Peak Hour:	Ln(T) = 0.95 Ln(X) + 0.36	T = Two-way volume of traffic (total trip-ends)
		X = Area in 1,000 gross square feet of leasable area

* Due to the small size of the existing office, ITE's average trip generation rate (1.16 trips/1,000 s.f.) was utilized for the estimation of the AM peak hour trip generation total.
** Utilizing Culver City's VMT Tool, the Project is estimated to generate a total of 907 daily trips.

ATTACHMENT B

TABLE 8
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - EXISTING CONDITIONS

No.	Intersection	Peak Hour	Existing (2021) Conditions		Existing (2021) plus Project Conditions	
			Delay	LOS	Delay	LOS
1.	Hughes Avenue & Venice Boulevard	AM	11.5	B	11.6	B
		PM	11.7	B	11.9	B
2.	Hughes Avenue/Duquesne Avenue & Washington Boulevard	AM	24.8	C	24.9	C
		PM	24.7	C	24.4	C
3.	Duquesne Avenue & Culver Boulevard	AM	31.1	C	31.2	C
		PM	32.8	C	33.0	C
4.	Watseka Av/Irving Pl & Washington Bl/Culver Boulevard	AM	19.5	B	19.6	B
		PM	28.0	C	27.8	C
5.	Bagley Avenue/Main Street & Venice Boulevard	AM	25.8	C	26.1	C
		PM	28.2	C	29.3	C
6.	Main Street & Culver Boulevard	AM	34.9	C	34.3	C
		PM	34.3	C	34.3	C
7.	Canfield Avenue/Washington Boulevard & Culver Boulevard	AM	23.9	C	24.1	C
		PM	28.8	C	28.4	C
8.	Watseka Avenue & Venice Boulevard [1]	AM	16.0	C	16.0	C
		PM	17.1	C	20.0	C

Delay - HCM 6th Edition Control Delay in seconds per vehicle.

LOS - Level of Service

[1] Unsignalized intersection. Stop controlled on minor approaches. Worst case approach delay is reported in table.

ATTACHMENT C

TABLE 10
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE HORIZON YEAR (2024) CONDITIONS

No.	Intersection	Peak Hour	Future Horizon Year (2024) without Project Conditions		Future Horizon Year (2024) plus Project Conditions	
			Delay	LOS	Delay	LOS
1.	Hughes Avenue & Venice Boulevard	AM	17.8	B	17.9	B
		PM	27.8	C	28.4	C
2.	Hughes Avenue/Duquesne Avenue & Washington Boulevard	AM	25.7	C	25.8	C
		PM	25.7	C	25.6	C
3.	Duquesne Avenue & Culver Boulevard	AM	31.7	C	31.9	C
		PM	33.2	C	33.4	C
4.	Watseka Av/Irving Pl & Washington Bl/Culver Boulevard	AM	21.4	C	21.5	C
		PM	32.6	C	32.6	C
5.	Bagley Avenue/Main Street & Venice Boulevard	AM	30.0	C	30.7	C
		PM	37.3	D	39.7	D
6.	Main Street & Culver Boulevard	AM	35.6	D	35.1	D
		PM	35.5	D	35.9	D
7.	Canfield Avenue/Washington Boulevard & Culver Boulevard	AM	28.1	C	28.6	C
		PM	33.7	C	33.9	C
8.	Watseka Avenue & Venice Boulevard [1]	AM	17.8	C	17.8	C
		PM	19.3	C	23.6	C

Delay - HCM 6th Edition Control Delay in seconds per vehicle.

LOS - Level of Service

[1] Unsignalized intersection. Stop controlled on minor approaches. Worst case approach delay is reported in table.

ATTACHMENT D

TABLE 11
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - FUTURE BUILDOUT YEAR (2045) CONDITIONS

No.	Intersection	Peak Hour	Future Buildout Year (2045) without Project Conditions		Future Buildout Year (2045) plus Project Conditions	
			Delay	LOS	Delay	LOS
1.	Hughes Avenue & Venice Boulevard	AM	22.2	C	22.5	C
		PM	35.1	D	36.2	D
2.	Hughes Avenue/Duquesne Avenue & Washington Boulevard	AM	27.5	C	27.6	C
		PM	26.1	C	26.0	C
3.	Duquesne Avenue & Culver Boulevard	AM	32.3	C	32.4	C
		PM	33.7	C	33.9	C
4.	Watseka Av/Irving Pl & Washington Bl/Culver Boulevard	AM	23.1	C	23.2	C
		PM	39.0	D	38.9	D
5.	Bagley Avenue/Main Street & Venice Boulevard	AM	38.9	D	41.5	D
		PM	59.9	E	63.4	E
6.	Main Street & Culver Boulevard	AM	44.9	D	44.3	D
		PM	36.1	D	36.7	D
7.	Canfield Avenue/Washington Boulevard & Culver Boulevard	AM	28.1	C	28.7	C
		PM	33.6	C	33.9	C
8.	Watseka Avenue & Venice Boulevard [1]	AM	20.1	C	20.1	C
		PM	22.9	C	30.2	D

Delay - HCM 6th Edition Control Delay in seconds per vehicle.

LOS - Level of Service

[1] Unsignalized intersection. Stop controlled on minor approaches. Worst case approach delay is reported in table.

ATTACHMENT B

ATTACHMENT B - TABLE 7
ESTIMATED PROJECT TRIP GENERATION FROM TRANSPORTATION ASSESSMENT STUDY

	Size	AM Peak Hour			PM Peak Hour		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project							
General Office	149,518 s.f.	144	23	167	27	140	167
Project Trip Generation Total - Less 25% TDM/Transit Credit [1]		108	17	125	20	105	125
Existing Use to be Removed							
General Office*	7,633 s.f.	(8)	(1)	(9)	(2)	(8)	(10)
Existing Use Trip Generation Total - Less 25% TDM/Transit Credit [1]		(6)	(1)	(7)	(2)	(6)	(8)
Net Project Trip Generation Total		**102**	**16**	**118**	**18**	**99**	**117**
Trip Rates [2]							
Office (ITE Land Use 710)	Trips per 1,000 s.f.	86%	14%	[3]	16%	84%	[3]

[1] The proposed Project falls within the Culver City's High Quality Transit Service Corridor Area since it is located within walking distance of Culver Boulevard, where frequent transit and circulator shuttles would operate as part of the 'Move Culver City' Pilot Project. Therefore, a 25% transit credit was applied and approved by the City.
[2] Trip generation rates from Trip Generation Manual, 10th Edition, ITE 2017.
[3] Trip generation estimates for office was calculated using the following equations:

		Where:
AM Peak Hour:	(T) = 0.94 (X) + 26.49	Ln = Natural logarithm
PM Peak Hour:	Ln(T) = 0.95 Ln(X) + 0.36	T = Two-way volume of traffic (total trip-ends)
		X = Area in 1,000 gross square feet of leasable area

* Due to the small size of the existing office, ITE's average trip generation rate (1.16 trips/1,000 s.f.) was utilized for the estimation of the AM peak hour trip generation total.

ATTACHMENT C

ATTACHMENT C - TABLE
ESTIMATED PROJECT TRIP GENERATION - UPDATED PROJECT

	Size	AM Peak Hour			PM Peak Hour		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project							
General Office	145,831 s.f.	141	23	164	26	137	163
Project Trip Generation Total - Less 25% TDM/Transit Credit [1]		106	17	123	20	102	122
Existing Use to be Removed							
General Office*	7,633 s.f.	(8)	(1)	(9)	(2)	(8)	(10)
Existing Use Trip Generation Total - Less 25% TDM/Transit Credit [1]		(6)	(1)	(7)	(2)	(6)	(8)
Net Project Trip Generation Total		**100**	**16**	**116**	**18**	**96**	**114**
Trip Rates [2]							
Office (ITE Land Use 710)	Trips per 1,000 s.f.	86%	14%	[3]	16%	84%	[3]

[1] The proposed Project falls within the Culver City's High Quality Transit Service Corridor Area since it is located within walking distance of Culver Boulevard, where frequent transit and circulator shuttles would operate as part of the 'Move Culver City' Pilot Project. Therefore, a 25% transit credit was applied and approved by the City.
[2] Trip generation rates from Trip Generation Manual, 10th Edition, ITE 2017.
[3] Trip generation estimates for office was calculated using the following equations:

		Where:
AM Peak Hour:	(T) = 0.94 (X) + 26.49	Ln = Natural logarithm
PM Peak Hour:	Ln(T) = 0.95 Ln(X) + 0.36	T = Two-way volume of traffic (total trip-ends)
		X = Area in 1,000 gross square feet of leasable area

* Due to the small size of the existing office, ITE's average trip generation rate (1.16 trips/1,000 s.f.) was utilized for the estimation of the AM peak hour trip generation total.