

## 10876 CULVER BOULEVARD COMPREHENSIVE PLAN MODIFICATION TRANSPORTATION ANALYSIS

A Comprehensive Plan modification (the “Project”) is being proposed at the Wende Museum (the “Museum”) located at 10876 Culver Boulevard in the City of Culver City (the “City”). The Museum is proposing an expansion to add a Creative Community Center (CCC) which requires the Comprehensive Plan modification. The Project plans to redevelop the property adjacent to the Museum for the CCC, and construct up to six units of affordable housing on a site of the Museum (the “Housing”). The development of the Museum and Housing is occurring in three phases:

- Phase 1 consists of the already-completed Museum that involved the adaptive reuse of an existing Armory building.
- Phase 2 involves the development of the CCC that will include a combination of demolishing, reusing, and constructing buildings.
- Phase 3 involves the development of up to six affordable housing units and redevelopment and relocation of the community garden.

The Project consists of Phases 2 and 3. Crain & Associates prepared this transportation analysis to determine the transportation impacts of the Project.

### BACKGROUND

As part of the Museum’s Phase 1, transportation analyses were conducted in 2013 and approved by the City before construction of the Wende Museum. A *Revised Initial Traffic Analysis* was prepared by the Rifkin Transportation Planning Group and approved on January 30, 2013 (the “2013 Traffic Analysis”), and the *Wende Museum Parking Utilization Study* was prepared by Civic Enterprise Associates, LLC dated March 15, 2013 (the “2013 Parking Utilization Study”). These 2013 analyses provide a wealth of information on the Project transportation environment and surrounding parking conditions during typical times. In addition to the aforementioned studies, we also reviewed the *Culver City Transportation Study Criteria and Guidelines*, adopted on July 13, 2020 (the “City Guidelines”) and the Culver City Municipal Code Section 17.320.020 *Number of Parking Spaces Required* (the “Code Requirements”).

### PROJECT DESCRIPTION

The Museum currently occupies approximately 13,073 square feet of a former vacant armory building located at the southwest corner of the Culver Boulevard and Coombs Avenue intersection. The Museum is bounded by Culver Boulevard to the north, Coombs Avenue to the east, a public alley to the south, and the Project site to the west. The Museum and Project sites are generally surrounded by low-density single-family housing to the north and south, open space to the east, and medium-density multiple-family housing to the west.

The Project proposes an amendment to the Wende Comprehensive Plan for an area consisting of 49,572 square feet (21 lots). Phase 1, the already-completed Museum, includes approximately 38,305 square feet

of building development on Lots 14-30. Phase 1 involved the adaptive reuse of an existing 13,073 square foot Armory building located at 10808 Culver Boulevard which is currently modified to be used as a museum, offices, storage, permanent and temporary exhibition space, and event space.

Phase 2 involves the development of the CCC through the demolition of the 2,200 square foot building, the adaptive re-use of the 1,920 square foot building, and the construction of 5,102 square feet of new development. The new 7,022 square foot CCC will contain a theater/multipurpose space in the A-Frame portion that will contain an 88-seat performance space, along with a multi-purpose space, classrooms, a demonstration garden, meeting rooms, offices, and ancillary spaces. Some of the Museum's existing functions, such as offices and event space will be moved to the CCC. Phase 2 also includes street-level landscaping and sculpture, along with a rooftop garden. The existing garden at the Museum will be expanded to establish continuity between the new development and the existing Museum and sculpture garden.

The CCC will operate with the same days and hours of operation as the existing Museum of Monday through Friday from 10:00 AM to 9:00 PM and Saturday and Sunday 10:00 AM to 5:00 PM, though special events would be allowed from 7:00 AM to 11:00 PM, seven days a week. The originally adopted Comprehensive Plan allowed as a permitted use special event related to the Museum operations. As noted by the Comprehensive Plan, "These events are considered part of the operation of the Museum and are permitted. Events that are not a part of the normal operation of the Museum, including private parties and banquets, may be limited to a total of 12 events annually with a Special Event Permit, pursuant to Section 17.520 of the CCMC." Phase 2 of the Project will continue the existing operation, including compliance with the City's Special Event Permit process, as applicable. The Wende will hire a full-time Program Coordinator for the expanded Museum to ensure that major events do not occur at the same time at the existing Museum and the CCC. Additionally, once in operation, the Program Coordinator will ensure that the performance space and the meeting rooms/classrooms will not be simultaneously occupied.

Phase 3 is a City initiated project consisting of the development of 4,507 square feet, currently being used as a community garden. Phase 3 involves the development of up to six affordable housing units with 4,511 square feet of garden. The community garden will include 2,731 square feet of area that will replace seventeen existing parking spaces. Also included in the Phase 3 Project will be reconfiguring of six existing parking spaces to provide two accessible parking spaces. This will reduce the parking supply at Lot 1 by a net total of 21 parking spaces as a result of the Project. The parking lot aisles and driveways are not to be modified as part of the Project.

Attachments 1(a) and 1(b) contain the conceptual site plan showing all three phases of the Museum and Housing development.

## PROJECT STUDY AREA

The Project site is located in the Park West Neighborhood within the City of Culver. The area surrounding the site is mainly comprised of various residential land uses that include multifamily residential and single-family residential land uses, along with open space that includes the Veterans Memorial Park. Transit service

within walking distance of the site is primarily bus transit service, with bus stops located along Culver Boulevard and Overland Avenue.

Regional access for the Project site and the surrounding area is well-served by an extensive freeway, arterial, neighborhood feeder, and local street network. Freeways are easily accessible to the Project site and provide convenient access to the larger, regional roadway network, with the closest freeway being Interstate 405 Freeway (I-405). The primary roadways directly serving the site and their classifications according to the *Culver General Plan Circulation Element (1995)* include:

Culver Boulevard is a generally east-west roadway that extends from Playa del Rey east through the City and eventually terminates at its intersection with Venice Boulevard. Within the study area, the roadway is classified as a Primary Artery and provides two travel lanes in each direction that is separated by a raised landscaped median; left-turn lanes along with right-turn lanes at select approaches are provided at the two signalized intersections at Overland Avenue and Elenda Street. The Culver Boulevard Median bicycle path, a cycle track (two-way bicycle facility separated from automobiles by an island) is provided along the north side of Culver Boulevard west of Elenda Street. The posted speed limit in the study area is 40 miles per hour (mph). On-street parking is prohibited within the extents of the study area.

Overland Avenue is a generally north-south roadway that extends from West Los Angeles south through the City and becomes Playa Street west of Playa Court within the City. Within the study area, the roadway is classified as a Primary Artery and provides two travel lanes in each direction; dual left-turn lanes and a southbound right-turn lane are provided at its intersection with Culver Boulevard. The posted speed limit in the study area is 35 mph. On-street parking is permitted along select segments within the extents of the study area. South of Culver Boulevard, a Class II bicycle facility is provided along both sides of the roadway south where it connects with the Ballona Creek Bike Path.

Coombs Avenue is a generally north-south local roadway that extends between Culver Boulevard south to Franklin Avenue. The roadway provides one travel lane with on-street parking permitted along the roadway. The posted speed limit in the study area is 25 mph.

Elenda Street is a generally north-south Neighborhood Feeder roadway that extends from Washington Boulevard south to Farragut Drive. Within the study area, the roadway provides one travel lane in each direction with a right-turn and left-turn lanes provided at its intersection with Culver Boulevard. The roadway generally provides one travel lane with on-street parking permitted along the roadway. The posted speed limit in the study area is 25 mph.

Public Alley extends the length of the Project block and forms the southern boundary of the Museum site. It has an approximate width of 20 feet and provides access to many of the residential uses fronting Wagner Street along with secondary access for the uses on Culver Boulevard.

The City is currently constructing safety and operational improvements at the intersection of Culver Boulevard & Elenda Street under the La Ballona Safe Routes to School program. The signal modifications will facilitate the planned implementation of a cycle track (two-way bicycle facility separated from automobiles by an island) along the east side of Elenda Street from Culver Boulevard to

Washington Boulevard. This improvement is being installed to improve neighborhood connectivity to the existing Culver Boulevard Median bicycle path. The signal and cycle track upgrades will also provide safer access to the Project area by modes that are alternatives to automobile use. The safety improvements are anticipated to decrease automobile usage.

### **PROJECT VEHICLE ACCESS AND PARKING**

Existing off-street public parking lots are located adjacent to the Museum and Project site on the north side of the site. In total there are six off-street public parking lots in the general vicinity of the Project site, all of which serve the Museum. A total of 305 marked parking spaces were inventoried in these six parking lots. These parking lots are a shared-use facility for several of the public uses nearby. According to the 2013 Parking Utilization Study, the parking lots that directly serve the Project and Museum are identified as Lots 1 and 2 in the study, respectively. Lot 1 provides 62 parking spaces with Lot 2 providing 58 parking spaces. The public parking lots that currently serve the Museum and will serve the Project are accessed on Culver Boulevard (two driveways) and Coombs Avenue (one driveway). Full access and egress are provided on Coombs Avenue and at the northern driveway on Culver Boulevard; access only is provided from the southern driveway on Culver Boulevard. Phase 3 proposes a relocation of the community gardens that will remove a total of seventeen parking spaces along with the reconfiguration of six existing parking spaces that will be replaced by two accessible parking spaces. This will reduce the parking supply at Lot 1 by a net total of 21 parking spaces as a result of the Project. Once the Project is complete, Veterans Memorial Park will be served by a total of 284 spaces in six parking lots, although seven spaces are proposed to be assigned to specific non-project uses.

### **PROJECT BICYCLE IMPROVEMENTS**

The Project intends to provide bicycle parking that will meet or exceed the City bicycle parking requirements for short-term and long-term parking according to the Conditions of Approval. Municipal Code parking requirements include a total of four long-term parking spaces and eight short-term parking spaces for Phase 2 and one bicycle parking space for Phase 3.

### **CITY TRANSPORTATION STUDY CRITERIA & GUIDELINES SCREENING ANALYSIS**

According to the City Guidelines, a transportation study is required if a project's net daily trips are at or above the 250 trip threshold. To determine whether or not the Project would be required to conduct a transportation study, we evaluated the Project's trip generation. The methodology, assumptions, and results of the trip generation evaluation are detailed below.

As part of the analysis, we have reviewed previously approved documents prepared in 2013 associated with the existing Wende Museum (Phase 1). These documents form the basis of our analysis due to the current limitations imposed by the work-from-home, social distancing, and other Covid-19 related restrictions on the standard practice of gathering new transportation-related data. This section outlines the adjustments to the 2013 Traffic Analysis that were applied for application to the Comprehensive Plan modification considering both the Wende Museum CCC and Housing development during Phases 2 and 3.

The 2013 Traffic Analysis contains a trip generation section and a trip generation table noted within the study as Attachment 2, which analyzed daily trips. The daily trips are based on the employment level for the then proposed and now existing Wende Museum facility. The 2013 Traffic Analysis employment levels are consistent with the existing Wende Museum (Phase 1) employment level. Therefore, the same trip generation rates were assumed for the Phase 2 Wende Museum and it was assumed that the existing employment will increase in proportion to the building area increase in square footage of the Project. The 2013 Traffic Analysis estimates 41-52 daily trips for the larger existing facility, with 6-7 AM peak hour and 4-7 PM peak hour trips. The range is predicated on comparing the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition rates-based generation for land use code (LUC) 580 - Museum to the business plan-based generation. The Project will add approximately 7,022square feet, compared to the 13,073 square feet for the existing Wende Museum; approximately half of the size of the existing Museum. Therefore, Phase 2 of the Wende Museum expansion would be expected to add 22-28 daily trips.

As far as the 88 seat performance space, that space is not included in the Museum CCC Phase 2 analysis for weekday peak-hour performances. Assuming a full seating event does occur on a weekday – weekday mid-day or evening – and assuming a standard AVR of 2.5, 36 inbound and 36 outbound trips would be generated on that weekday. The ITE Trip Generation, 10th Edition rate of .38 trips for the Friday PM Peak Hour of Generator would estimate 34 trips, slightly less than the 36 trip estimate. The trip generation of 72 trips per day is well below the 250 trips per day screening threshold for a transportation impact study to be required based on trip generation. The performance space was assumed to be fully utilized in the weekday analysis above, and weekend trip generation would not be expected to be greater than 72 trips. Additionally, events are expected to be longer than one hour, so the trip generation is not expected to exceed 36 in an AM or PM weekday event, even for an occasional event starting or ending in a peak hour.

Phase 3 of the Project will construct six multifamily affordable units that are conservatively considered as generating trips at the ITE LUC 220 – Multifamily Housing (Low-Rise), General Urban/Suburban location rate of 7.32 trips per day. This rate does not account for the transit service at the Culver Boulevard/Elenda Street bus stop closest to the Project, nor the reduced trip generation from affordable housing. The six affordable housing units are estimated to generate a total of 44 daily trips.

When the 44 daily trips for Phase 3 are added to the 28 maximum daily trips anticipated in Phase 2, there would be a total Project daily trip generation of 72 trips. Therefore, the Project (Phases 2 + 3) trip generation of 72 or fewer daily trips is well below the 250 daily trip threshold, and no further transportation analysis is required based on the Project's trip generation.

The City Guidelines also contain a list of six additional potential areas of concern that may require a full or selected transportation study:

- Creates adverse conditions for bicycles or pedestrians – *The Project is on an already developed site and is not proposing any additional driveways or parking. The walking areas surrounding the Wende Museum Phase 2 and Phase 3 development will be upgraded as part of the Project. The Community Gardens are fenced and gated.*

- Creates a pedestrian or vehicular conflict due to proximity to an intersection – *The Project is on an already developed site that is not adjacent to any intersections.*
- Generates a significant amount of traffic on residential streets – *The Project site is located along Culver Boulevard, which is a Primary Artery and not a residential street. The existing access along Culver Boulevard is to be used by the Project.*
- Generates a significant amount of additional parking on residential streets – *The Project is not located in a residential neighborhood. Additionally, based on the results of the Project parking demand analysis, the additional parking demand associated with Phases 2 and 3 will be accommodated in either the closest parking lots (Lots 1 and 2 ) or via the combined six off-street public parking lots nearby the Project.*
- Generates traffic that could create problems that interfere with the flow of traffic on roadways or driveways – *The Phase 2 Project is anticipated to generate fewer peak hour trips than the existing Wende Museum (Phase 1), which in the 2013 Traffic Analysis was estimated to generate 4-7 peak hour trips. The Phase 3 Project, per the ITE LUC 220 rates will generate 3-4 peak hour trips, for a Project total of 11 or fewer trips in either peak hour.*
- Includes a proposed driveway location that may have limited visibility due to the roadway's curving alignment or other safety, design or operational issues – *The Project does not propose any additional driveways.*

Based on a review of the additional potential areas of concern as applied to the Project, a transportation impact analysis of the Project is not necessary.

## **PARKING UTILIZATION STUDY**

The 2013 Parking Utilization Study contains parking utilization data for the surface parking lots closest to the Project, and other nearby parking lots serving the Veterans Memorial Park adjacent to the Wende Museum. The parking utilization measured in the 2013 Parking Utilization Study, plus consideration that the existing Wende Museum (Phase 1) utilizes a portion of the existing parking, forms the base parking demand level. The added Project (Phase 2 and Phase 3) parking demand was evaluated as a further incremental addition to the overall parking demand.

The results of the Project parking demand study demonstrated that there is adequate parking supply available to accommodate the additional parking demand of the Project -- associated with Phases 2 and 3 -- even with the net reduction in the parking supply of 21 spaces. In the event that the closest parking lots (Lots 1 and 2) are at capacity, the findings conclude that there is sufficient parking supply in the combined six off-street public parking lots to accommodate the additional Project demand.

The methodology, assumptions, and results of the Project parking demand are provided in the *10876 Culver Boulevard Comprehensive Plan Modification Project Parking Demand Study Technical Memorandum* prepared by Crain & Associates.

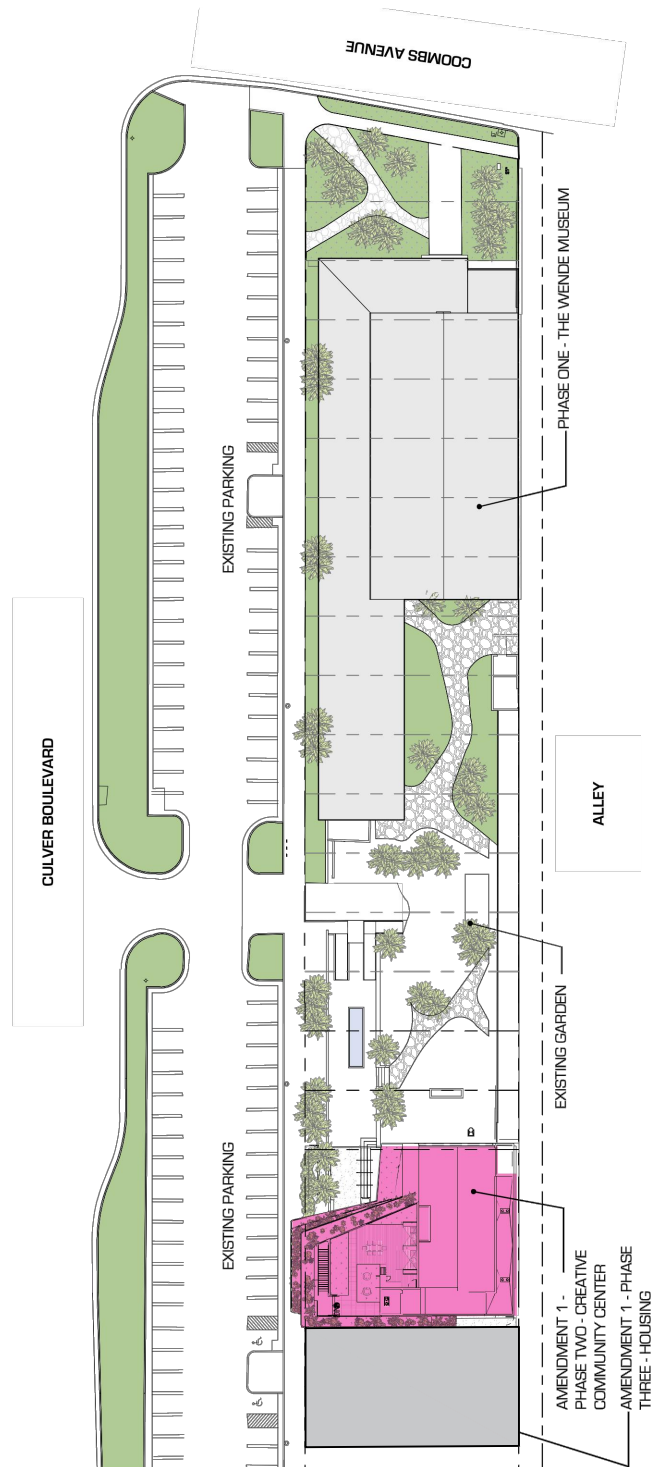
## **CONCLUSIONS**

Based on the City Guidelines and utilizing the data from the 2013 Traffic Analysis, a transportation impact analysis associated with Phases 2 and 3 are not necessary. Regarding Project parking, by using the 2013 Parking Utilization Study data, it was determined that the Project will have ample parking supply when considering all the nearby parking lots.

## **Attachment 1**

### **Project Site Plan**





ATTACHMENT 1(a)

6/16/2021

FN: WENDEMUSEUMCC\GRAPHICS\SITEPLAN

## CONCEPTUAL PROJECT SITE PLAN PHASE 2



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