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TRANSPORTATION ASSESSMENT

SEPULVEDA/CENTINELA MIXED-USE PROJECT

City of Los Angeles, California
July 8, 2021

Prepared for:

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LLG Ref. 5-21-0537-1

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TRANSPORTATION ASSESSMENT

SEPULVEDA/CENTINELA MIXED-USE PROJECT

City of Los Angeles, California
July 8, 2021

1.0 INTRODUCTION

1.1 Transportation Assessment Overview

This transportation assessment has been conducted to identify and evaluate the potential transportation impacts of the proposed Sepulveda/Centinela Mixed-Use project (the "Project") located at 6501-6521 S. Sepulveda Boulevard and 6502-6520 S. Arizona Avenue (the "Project Site") on the surrounding street system. The Project Site is located in the Westchester-Playa del Rey Community Plan Area of the City of Los Angeles, California (the "City"). Additionally, the Project Site is located within the City's Coastal Transportation Corridor Specific Plan (CTCSP) area. The Project Site is generally bounded by an unimproved lot within the City of Culver City[1] to the north, a hotel to the south, Arizona Avenue to the west, and Sepulveda Boulevard to the east. The Project Site location and general vicinity are shown in ***Figure 1–1***.

The transportation analysis follows City of Los Angeles (the "City") transportation assessment guidelines[2] (TAG). The City's TAG are focused on transportation metrics that promote: the reduction of greenhouse gas emissions, the development of multimodal networks and access to diverse land uses, as well as safety, sustainability and smart growth. In compliance with the California Environmental Quality Act (CEQA), the City's TAG identify vehicle miles traveled (VMT) as the primary metric for evaluating a project's transportation impacts along with whether the proposed project conflicts or is inconsistent with local plans and policies. In addition, the City's TAG require evaluation of non-CEQA mobility elements such as pedestrian, bicycle and transit access, project access and circulation, project construction, and the potential for residential street intrusion.

This transportation assessment presents (i) a CEQA assessment of whether the Project conflicts or is inconsistent with local transportation-related plans and policies, (ii) a CEQA assessment of Project-related VMT, (iii) a CEQA assessment of whether the Project increases hazards due to a geometric design feature or incompatible use, (iv), a CEQA freeway safety analysis, (v) a non-CEQA assessment of pedestrian, bicycle and transit access, (vi) a non-CEQA evaluation of Project access, safety and circulation, and (vii) a non-CEQA review of Project construction activities.

[1] The unimproved lot is located between Centinela Avenue and the Project Site.
[2] *Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines,* LADOT, July 2020.

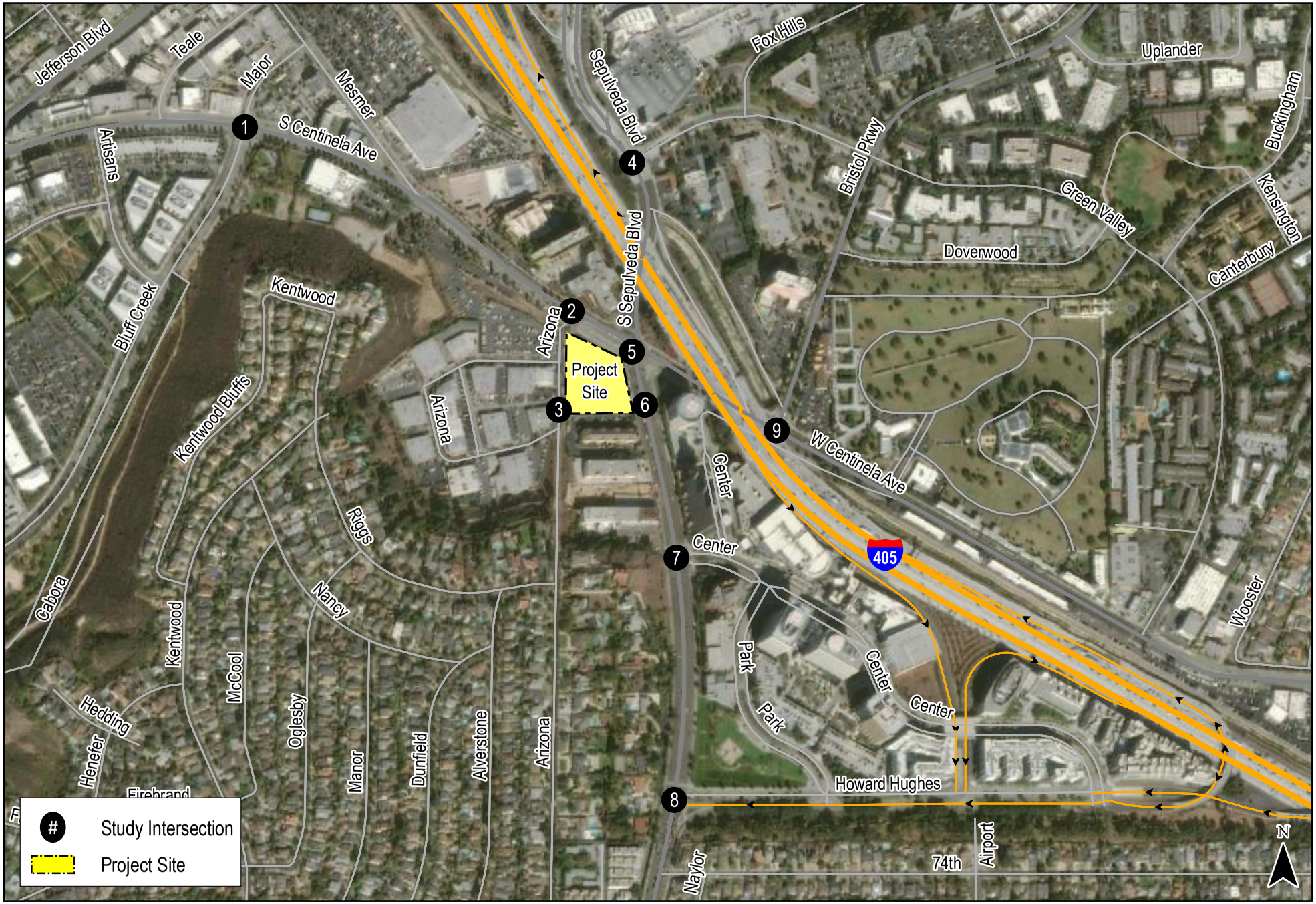

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Figure 1-1
Vicinity Map

Sepulveda/Centinela Mixed-Use Project

1.2 Study Area

The CEQA and non-CEQA analysis criteria for this transportation assessment were identified in consultation with City of Los Angeles Department of Transportation (LADOT) staff. The analysis criteria were determined based on the City's TAG, the proposed Project description and location, and the characteristics of the surrounding transportation system. As defined by the City as Lead Agency under CEQA, LADOT confirmed the appropriateness of the analysis criteria when it entered into a transportation assessment Memorandum of Understanding (MOU) for the Project on June 2, 2021. Additionally, as the Project Site borders the jurisdictional boundary between the City of Los Angeles and the City of Culver City, City of Culver City staff also reviewed and approved the analysis criteria provided in the MOU on June 1, 2021. The approved MOU is contained in ***Appendix A***.

2.0 PROJECT DESCRIPTION

2.1 Project Site Location

The Project Site is located at 6501-6521 S. Sepulveda Boulevard and 6502-6520 S. Arizona Avenue in the Westchester/Playa del Rey Community Plan Area of the City. Additionally, the Project Site is located within the City's Coastal Transportation Corridor Specific Plan area. The Project Site is generally bounded by an unimproved lot within the City of Culver City to the north, an existing hotel to the south, Arizona Avenue to the west, and Sepulveda Boulevard to the east. The Project Site location and general vicinity are shown in *Figure 1–1*.

The Project Site is located within one-half mile of a high-quality transit corridor (HQTC) included in *Connect SoCal*[3], the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) of the Southern California Association of Governments (SCAG) and is currently served by many local lines and regional/commuter lines via stops located within convenient walking distance along Sepulveda Boulevard and Centinela Avenue. The transit lines include Metro Local Lines 108 and 110, Culver CityBus (CCB) Lines 2, 3, 6, and CCB Rapid Line 6.

2.2 Existing Project Site

The Project Site comprises approximately 2.205 acres and is currently improved with a mixed-use commercial center. The northern portion of the Project Site is currently improved with a single-story, multi-tenant strip mall commercial plaza and a single-story, multi-tenant industrial building, both with associated surface parking lots. The southern portion of the Project Site is improved with a 7,083 square-foot high-turnover sit-down restaurant (Dinah's Family Restaurant). In total, the existing Project Site is improved with 23,223 square feet of commercial floor area and 9,448 square feet of high-turnover sit-down restaurant floor area. There are currently 109 vehicle parking spaces serving the existing Project Site. Vehicular access to the existing Project Site is accessible via two driveways along the east side of Arizona Avenue and one driveway along the west side of Sepulveda Boulevard. The Project Site is highlighted in an aerial photograph presented in ***Figure 2–1***.

2.3 Project Description

As currently proposed, the Project will remove the two existing single-story buildings and billboard on the northern portion of the Project Site and construct a new eight-story mixed-use development with 321 market-rate residential apartment dwelling units, 41 affordable housing dwelling units, and 3,700 square feet of ground floor restaurant floor area. The existing Dinah's Family Restaurant on the southern portion of the Project Site will remain as part of the Project. The Project proposes to provide 520 vehicular parking spaces within an onsite parking garage with one subterranean level, one at-grade level and two above-grade levels. Construction and occupancy of the Project is proposed to be completed by the year 2026. The site plan for the Project is illustrated in ***Figure 2–2***.

[3] *Connect SoCal – The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments,* Southern California Association of Governments, September 3, 2020.

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Figure 2-1
Project Site Aerial

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SEPULVEDA & CENTINELA
6501 S. SEPULVEDA BLVD.

FLOOR 01 SUMMARY

RESIDENTIAL AREA	8,387 SF
COMMERCIAL AREA	10,769 SF
PARKING, UTILITY, STORAGE	56,021.6 SF
GROUND FLOOR PLAZA	3,417 SF (OPEN TO SKY)
GROUND FLOOR AMENITIES	1,231 SF (INTERIOR)

FLOOR 01 PARKING PROVIDED 111 SPACES

RESIDENTIAL STANDARD SPACES	59
RESIDENTIAL TANDEM SPACES	5
RESIDENTIAL COMPACT SPACES	5
RESIDENTIAL ACCESSIBLE SPACES	6
COMMERCIAL STANDARD SPACES	37
COMMERCIAL COMPACT SPACES	2
COMMERCIAL ACCESSIBLE SPACES	1

ISSUES

PROJECT NO:
5365.00

FILE NAME:
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TITLE:
LEVEL 1
FLOOR PLAN

DRAWING NO:
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Figure 2-2
Project Site Plan
Ground Floor Plan

Sepulveda/Centinela Mixed-Use Project

2.4 Vehicular Project Site Access

Vehicular access to the Project Site will continue to be provided via the existing southerly driveway along the east side of Arizona Avenue and the existing driveway along the west side of Sepulveda Boulevard. The existing Arizona Avenue driveway will continue to accommodate full vehicular access (i.e., left-turn and right-turn ingress and egress movements). The existing Sepulveda Boulevard driveway will continue to accommodate right-turn only vehicular access (i.e., left-turn ingress and egress movements will be prohibited).

2.5 Pedestrian and Bicycle Project Site Access

Pedestrian access to the Project Site will continue to be provided via Sepulveda Boulevard and Arizona Avenue. Additionally, the Project proposes to provide a paseo which will provide a pedestrian access point along Centinela Avenue, at the northeasterly portion of the Project Site. The Project will provide access locations to ensure pedestrian safety in compliance with City standards (e.g., provide sidewalks and crosswalks, and other pedestrian traffic controls). Separate pedestrian entrances will provide access from the nearby public transit stops, as well as other amenities along the major corridors.

Bicycle access to the Project Site will continue to be provided via Sepulveda Boulevard and Arizona Avenue. The Project will provide bicycle parking onsite for residents, visitors, and employees of the Project. Bicycle parking spaces will be installed in compliance with the Los Angeles Municipal Code (LAMC).

2.6 Project Parking

The Project will provide a total of 520 vehicular parking spaces within an onsite parking garage with one subterranean level, one at-grade level, and two above-grade levels.

2.7 Project Loading

All loading activities will occur off-street and internal to the Project Site. Loading activities associated with service and delivery operations, trash collection and waste management for the Project will occur within the at-grade level of the onsite parking garage. Service and delivery vehicles will utilize either Project driveway to access the loading zones and trash/recycling areas located within the at-grade level of the onsite parking garage.

2.8 Project Traffic Generation and Distribution

2.8.1 *Project Traffic Generation*

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Traffic volumes expected to be generated by the Project during the weekday AM and PM peak hours were estimated using rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*[4] and the affordable

[4] Institute of Transportation Engineers, *Trip Generation Manual,* 10th Edition, Washington, D.C., 2017.

housing trip rates published in Table 3.3-2 of the TAG. The following trip generation rates were used to forecast the traffic volumes expected to be generated by the Project:

- Apartments: ITE Land Use Code 221 (Multifamily Housing [Mid-Rise]) trip generation average rates were used to forecast the traffic volumes expected to be generated by the residential apartment component of the Project.

- Affordable Family Housing: LADOT Affordable Housing (Family) trip generation average rates were used to forecast the traffic volumes expected to be generated by the affordable family housing component of the Project.

- Restaurant: ITE Land Use Code 932 (High-Turnover [Sit-Down] Restaurant) trip generation average rates were used to forecast the traffic volumes expected to be generated by the restaurant component of the Project.

In addition to the trip generation forecasts for the Project (which are essentially an estimate of the number of vehicles that could be expected to enter and exit the Project Site access points), an adjustment was made to the trip generation forecast based on the Project Site's existing land uses. The existing land uses include 23,223 square feet of commercial floor area and 9,448 square feet of high-turnover sit-down restaurant floor area. The trips associated with the existing uses will be subtracted from the projected Project trips to account for the existing environmental condition. ITE Land Use Code 820 (Shopping Center and ITE Land Use Code 932 (High-Turnover [Sit-Down] Restaurant) trip generation average rates were used to estimate the trip reduction related to the existing uses.

A forecast was also made of the transit trips that will be generated by the Project in lieu of trips by the private automobile. The Project Site is within one-half mile of a HQTC included in *Connect SoCal,* SCAG's RTP/SCS, and is currently served by many local lines and regional/commuter lines via stops located within convenient walking distance along Sepulveda Boulevard and Centinela Avenue. The transit lines include Metro Local Lines 108 and 110, Culver CityBus (CCB) Lines 2, 3, 6, and CCB Rapid Line 6. Further discussion of the transit framework is provided in Section 3.2 herein. As the Project Site is within one-quarter mile of a Rapid Bus stop, a transit adjustment of 15% has been utilized, consistent with guidance provided in the TAG.

Furthermore, an internal capture adjustment has been applied for the Project to account for synergistic effects of the planned land use mix. Internal capture trips are those trips made internal to the site between land uses in a mixed or multi-use development, land uses tend to interact, and thus attract a portion of each other's trip generation. An internal capture adjustment of 10% has been utilized to account for the interactions between the residential and restaurant land uses.

Lastly, a forecast was made of likely pass-by trips. Pass-by trips are made as intermediate stops on the way from an origin to a primary destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to

the site. In this instance, the adjacent roadways to the Project Site include Sepulveda Boulevard and Centinela Avenue. In accordance with the pass-by trip rates provided in Attachment H of the TAG, a 20% pass-by reduction adjustment was applied to the restaurant land use components of the Project and the existing restaurant floor area and a 50% pass-by reduction adjustment for Shopping Center less than 50,000 square feet was applied to the existing floor area.

The trip generation forecast for the Project was submitted for review and approval by LADOT staff. As presented in ***Table 2–1***, the Project is expected to generate 102 net new vehicle trips (25 inbound trips and 77 outbound trips) during the AM peak hour. During the PM peak hour, the Project is expected to generate 89 net new vehicle trips (58 inbound trips and 31 outbound trips).

The daily vehicle trips expected to be generated by the Project were estimated using Version 1.3 of the City's VMT Calculator. Copies of the detailed VMT Calculator worksheets for the Project are contained in ***Appendix B***. As indicated in the summary VMT Calculator worksheet, the Project is forecast to generate 1,062 net new daily vehicle trips.

2.8.2 *Project Traffic Distribution and Assignment*

Project traffic volumes both entering and exiting the Project Site have been distributed and assigned to the adjacent street system based on the following considerations:

- The Project Site's proximity to major traffic corridors (i.e., Sepulveda Boulevard, Centinela Avenue, I-405 Freeway, etc.);
- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals;
- Existing intersection traffic volumes;
- Ingress/egress availability at the Project Site assuming the site access and circulation scheme described in Section 2.4;
- The location of proposed parking areas;
- Nearby population and employment; and
- Input from LADOT and Culver City staff.

The general, directional traffic distribution patterns for the existing uses on the Project Site is presented in ***Figure 2–3***. The general, directional traffic distribution patterns for Project-related trips bound to the Project Site is presented in ***Figure 2–4***. The forecast net new weekday AM and PM peak hour Project traffic volumes at the study intersections associated with the proposed Project are presented in ***Figure 2–5***. The traffic volume assignments presented in *Figure 2–5* reflect the traffic distribution characteristics shown in *Figures 2–3* and *2–4*, and the Project traffic generation forecast presented in *Table 2–1*.

Table 2-1
PROJECT TRIP GENERATION [1]

04-Jun-21

LAND USE	SIZE	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project							
Apartments [3]	321 DU	30	86	116	86	55	141
Affordable Family Housing [4]	41 DU	8	13	21	9	7	16
Restaurant [5]	10,783 GSF	59	48	107	65	40	105
Subtotal		97	147	244	160	102	262
Transit Trips [7]							
Apartments (15%)		(5)	(13)	(18)	(13)	(8)	(21)
Restaurant (15%)		(9)	(7)	(16)	(10)	(6)	(16)
Subtotal		(14)	(20)	(34)	(23)	(14)	(37)
Internal Capture [8]							
Apartments (10%)		(3)	(7)	(10)	(7)	(5)	(12)
Restaurant (10%)		(5)	(4)	(9)	(6)	(3)	(9)
Subtotal		(8)	(11)	(19)	(13)	(8)	(21)
Subtotal Project Driveway Trips		**75**	**116**	**191**	**124**	**80**	**204**
Existing Site							
Restaurant [5]	(9,448) GSF	(52)	(42)	(94)	(57)	(35)	(92)
Commercial [6]	(23,223) GLSF	(14)	(8)	(22)	(42)	(46)	(88)
Subtotal		(66)	(50)	(116)	(99)	(81)	(180)
Existing Transit Trips [7]							
Restaurant (15%)		8	6	14	9	5	14
Commercial (15%)		2	1	3	6	7	13
Subtotal		10	7	17	15	12	27
Subtotal Existing Driveway Trips		**(56)**	**(43)**	**(99)**	**(84)**	**(69)**	**(153)**
NET INCREASE DRIVEWAY TRIPS		**19**	**73**	**92**	**40**	**11**	**51**
Proposed Pass-By Trips [9]							
Restaurant (20%)		(9)	(7)	(16)	(10)	(6)	(16)
Subtotal		(9)	(7)	(16)	(10)	(6)	(16)
Existing Pass-By Trips [9]							
Restaurant (20%)		9	7	16	10	6	16
Commercial (50%)		6	4	10	18	20	38
Subtotal		15	11	26	28	26	54
NET INCREASE "OFF-SITE" TRIPS		**25**	**77**	**102**	**58**	**31**	**89**

[1] Source: ITE *Trip Generation Manual,* 10th Edition, 2017.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 221 (Multifamily Housing [Mid-Rise]) trip generation average rates.
- Daily Trip Rate: 5.44 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.36 trips/dwelling unit; 26% inbound/74% outbound
- PM Peak Hour Trip Rate: 0.44 trips/dwelling unit; 61% inbound/39% outbound

[4] City of Los Angeles Affordable Housing (Family) trip generation average rates.
- Daily Trip Rate: 4.16 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.52 trips/dwelling unit; 38% inbound/62% outbound
- PM Peak Hour Trip Rate: 0.38 trips/dwelling unit; 55% inbound/45% outbound

[5] ITE Land Use Code 932 (High-Turnover [Sit-Down] Restaurant) trip generation average rates.
- Daily Trip Rate: 112.18 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 9.94 trips/1,000 SF of floor area; 55% inbound/45% outbound
- PM Peak Hour Trip Rate: 9.77 trips/1,000 SF of floor area; 62% inbound/38% outbound

[6] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- Daily Trip Rate: 37.75 trips/1,000 SF of leasable area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.94 trips/1,000 SF of leasable area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.81 trips/1,000 SF of leasable area; 48% inbound/52% outbound

[7] The transit reduction is based on the Project Site being located within one-quarter mile of a Culver City Bus (CCB) Rapid stop and various bus stops. The trip reduction for transit trips has been applied to the proposed Project and existing land uses based on the *LADOT Transportation Assessment Guidelines,* July 2020 for developments within one-quarter mile walking distance of a transit station or a Rapid Bus stop.
[8] The internal capture reduction for the residential and restaurant uses within the Project Site is based on the synergy between the land uses provided within the Project Site.
[9] Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site. The trip reduction for pass-by trips has been applied to the commercial and restaurant components of the Project and the existing site based on the *LADOT Transportation Assessment Guidelines,* July 2020 for Shopping Center less than 50,000 SF and High-Turnover Restaurant.

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Figure 2-3
Existing Site Trip Distribution

Sepulveda/Centinela Mixed-Use Project

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Figure 2-4
Project Trip Distribution

Sepulveda/Centinela Mixed-Use Project

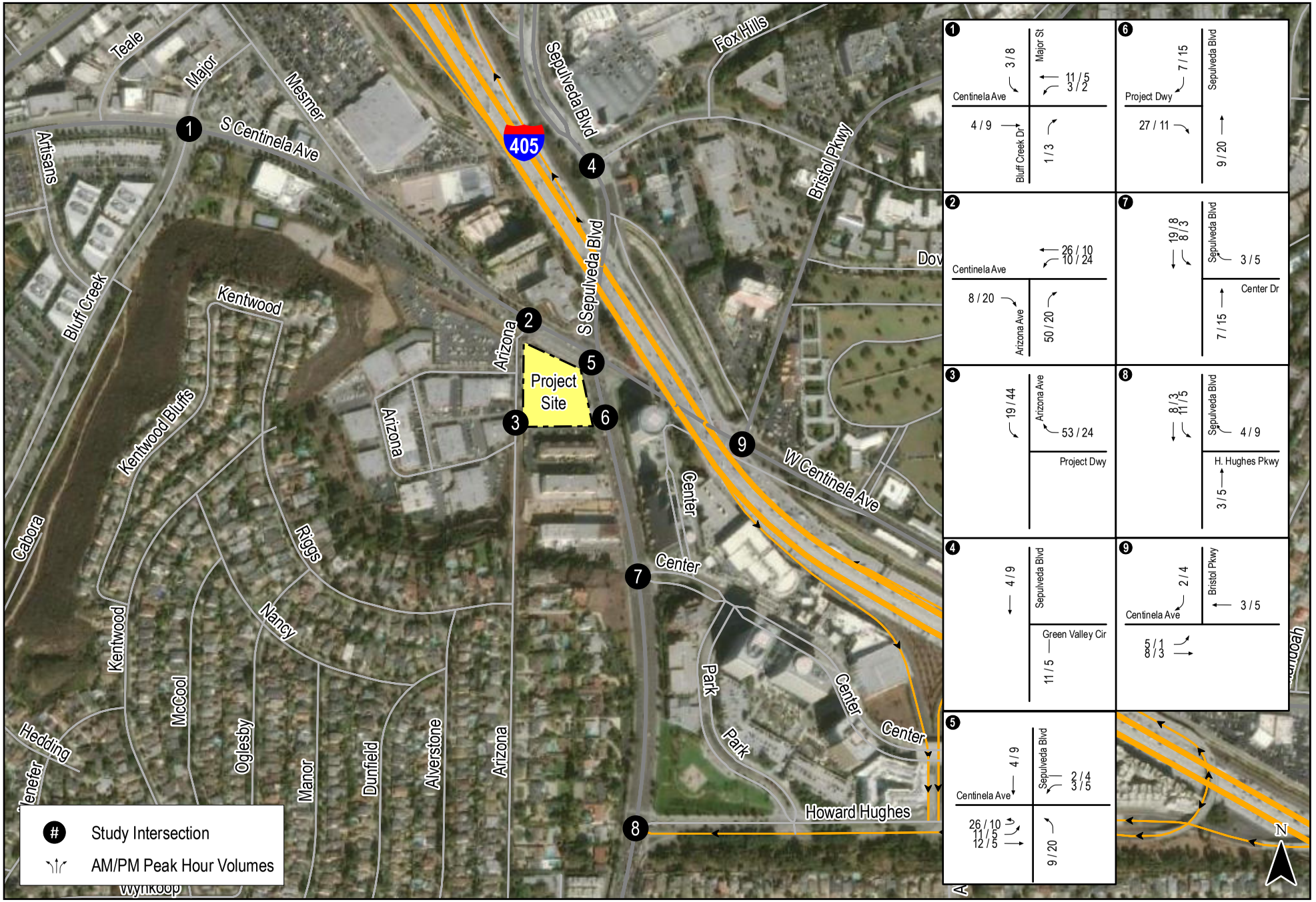

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Figure 2-5
Net New Project Traffic Volumes

Sepulveda/Centinela Mixed-Use Project

2.9 Project Transportation Demand Management

The Project includes three transportation demand management (TDM) strategies to be implemented as Project Design Features. The TDM strategies are listed in Table 2.2-2 of the TAG. Further discussion of these TDM strategies is provided in the sections below.

2.9.1 *Reduce Parking Supply*

Section 12.21A.4(a) of the LAMC provides the required off-street automobile parking requirements for the residential component of the Project (362 units). The automobile parking ratios are as follows:

- Studio (126 units): 1 space per unit (126 spaces);
- One Bedroom (110 units): 1.5 spaces per unit (165 spaces); and
- Two Bedroom (126 units): 2 spaces per unit (252 spaces).

Section 12.21A.4(a) of the LAMC provides the required off-street automobile parking requirements for the proposed restaurant component of the Project (3,700 s.f.). The automobile parking ratios are as follows:

- Restaurant (3,700 s.f.): 1 space per 100 square feet of floor area (37 spaces).

In addition to the automobile parking requirements above, an additional seven parking spaces will be provided for the existing Dinah's Family Restaurant to remain per its current Certificate of Occupancy.

Based on the above, the Project is required to provide 543 vehicular parking spaces for the residential component, 37 vehicular parking spaces for the proposed restaurant component, and seven vehicular parking spaces for the existing Dinah's Family Restaurant per its current Certificate of Occupancy. Per the LAMC, the Project is required to provide 587 vehicular parking spaces. Utilizing a parking reduction under the State density bonus law, the Project will provide a total of 520 vehicular parking spaces. Therefore, the Project will reduce parking supply below the LAMC requirement.

2.9.2 *Promotions and Marketing*

The Project will utilize promotional and marketing tools to educate and inform residents and employees about alternative transportation options and the effects of their travel choices. Rather than two-way communication tools or tools that would encourage an individual to consider a different mode of travel at the time the trip is taken (i.e., smartphone application, daily email, etc.), this TDM strategy includes passive educational and promotional materials, such as posters, information boards, or a website with information that residents and employees can choose to read at their own leisure.

2.9.3 *Include Bike Parking per Los Angeles Municipal Code*

Table 12.21A.16(a)(1)(i) of the LAMC provides the required short-term and long-term bicycle parking spaces for the residential component of the Project (362 units). The short-term bicycle parking ratios are as follows:

- Dwelling Units 1-25: 1 space per 10 units (3 spaces);
- Dwelling Units 26-100: 1 space per 15 units (5 spaces);
- Dwelling Units 101-200: 1 space per 20 units (5 spaces); and
- Dwelling Units 201-362: 1 space per 40 units (4 spaces).

The long-term bicycle parking ratios are as follows:

- Dwelling Units 1-25: 1 space per unit (25 spaces);
- Dwelling Units 26-100: 1 space per 1.5 units (50 spaces);
- Dwelling Units 101-200: 1 space per 2 units (50 spaces); and
- Dwelling Units 201-362: 1 space per 4 units (40 spaces).

Table 12.21.A.16(a)(2) in the LAMC provides the required short-term and long-term bicycle parking spaces for the restaurant component of the Project. The short-term bicycle parking ratios are as follows:

- Restaurant (10,783 s.f.): 1 space per 2,000 s.f. (6 spaces).

The long-term bicycle parking ratios are as follows:

- Restaurant (10,783 s.f.): 1 space per 2,000 s.f. (6 spaces).

In addition, the Project proposes to offset a 15% reduction in vehicular parking spaces by providing additional bicycle parking spaces. Specifically, the Project will provide an additional 10 short-term bicycle parking spaces and 10 long-term bicycle parking spaces.

Based on the above, the Project is required to provide 17 short-term and 165 long-term bicycle parking spaces for the residential component. For the restaurant component, the Project is required to provide six short-term bicycle parking spaces and six long-term bicycle parking spaces. The Project will provide 10 additional short-term and long-term bicycle parking spaces to offset the reduction in vehicular parking spaces. In summary, the Project will provide the LAMC-required number of short-term and long-term bicycle parking spaces.

The Project Applicant will comply with the City's existing TDM Ordinance in LAMC Section 12.26.J, as well as the TDM requirements of the CTCSP. It is noted that the City's TDM Ordinance is currently being updated. Although not yet adopted, the Project Applicant will comply with the terms of the proposed TDM Ordinance update, which is expected be completed prior to the anticipated construction of the Project.

3.0 PROJECT CONTEXT

3.1 Non-Vehicle Transport System

3.1.1 *Pedestrian Framework*

Public sidewalks and pedestrian facilities are provided along the Project Site frontage on Sepulveda Boulevard and Arizona Avenue. Public sidewalks ranging in width from two feet to eight feet are provided along the Sepulveda Boulevard and Arizona Avenue property frontages. Potential pedestrian destinations located within an approximately one-quarter mile radius (i.e., 1,320 feet) from the Project Site are noted in ***Figure 3–1***, per Section 3.2.4 of the TAG. ***Figure 3–2*** shows the existing pedestrian and transit facilities within an approximately one-quarter mile radius (i.e., 1,320 feet) from the Project Site. As presented in *Figure 3–2*, the following pedestrian facilities currently are provided in the direct vicinity of the Project Site:

- American With Disabilities Act (ADA) access ramps, including some with the yellow truncated domes, are provided at the following intersections in the immediate vicinity of the Project Site:
  - Entrada Way – Private Driveway / Centinela Avenue
  - Arizona Avenue / Centinela Avenue
  - Sepulveda Boulevard / Green Valley Circle
  - Sepulveda Boulevard / Centinela Avenue
  - Sepulveda Boulevard / Center Drive
  - Bristol Parkway / Centinela Avenue
- Traditional parallel bar or continental style pedestrian crosswalks with varying widths of between approximately 10 feet and 15 feet are provided at the following intersections in the immediate vicinity of the Project Site:
  - Entrada Way – Private Driveway / Centinela Avenue
  - Arizona Avenue / Centinela Avenue
  - Sepulveda Boulevard / Green Valley Circle
  - Sepulveda Boulevard / Centinela Avenue
  - Sepulveda Boulevard / Center Drive
  - Bristol Parkway / Centinela Avenue

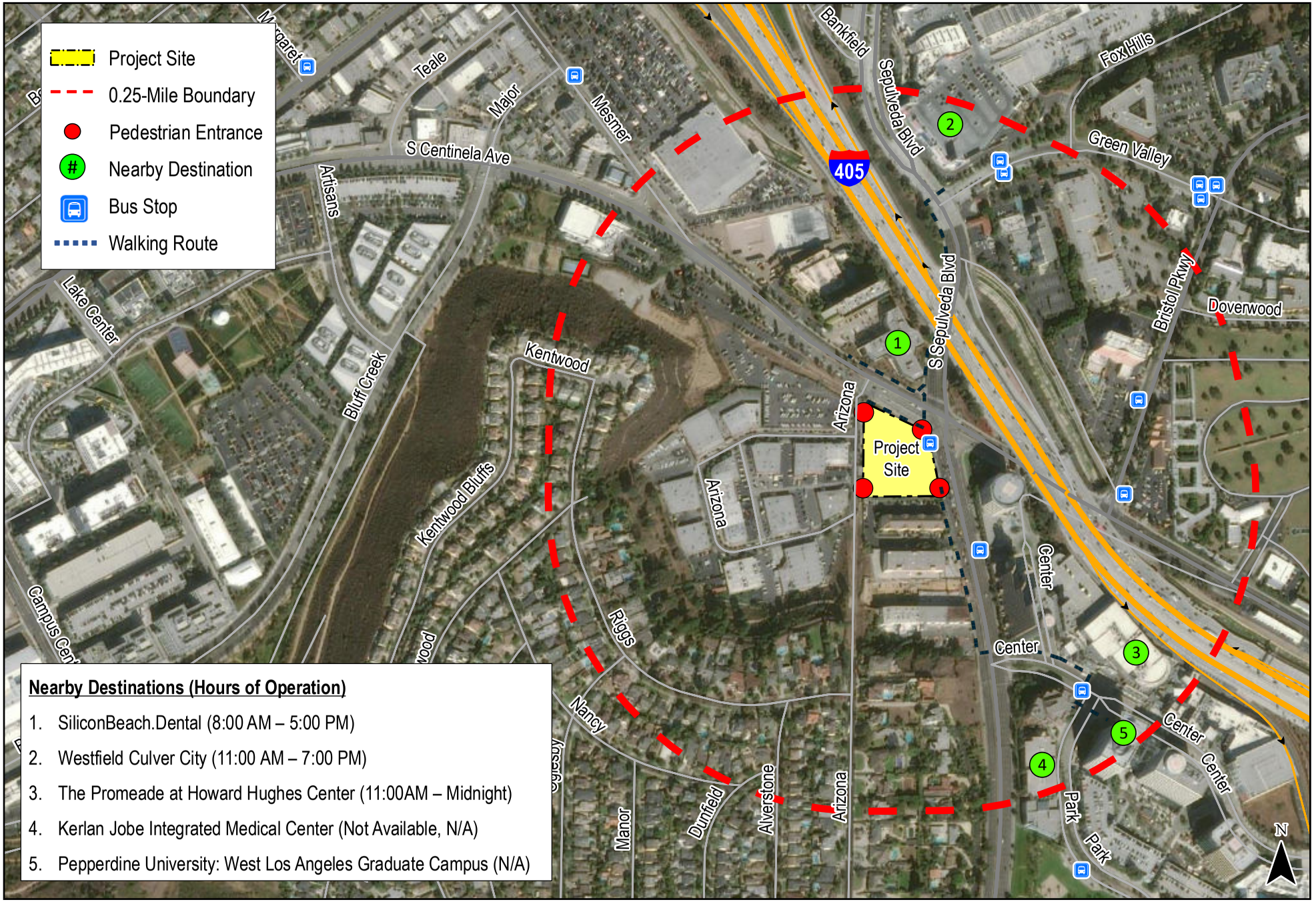

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Figure 3-1
Pedestrian Attractor Inventory

Sepulveda/Centinela Mixed-Use Project

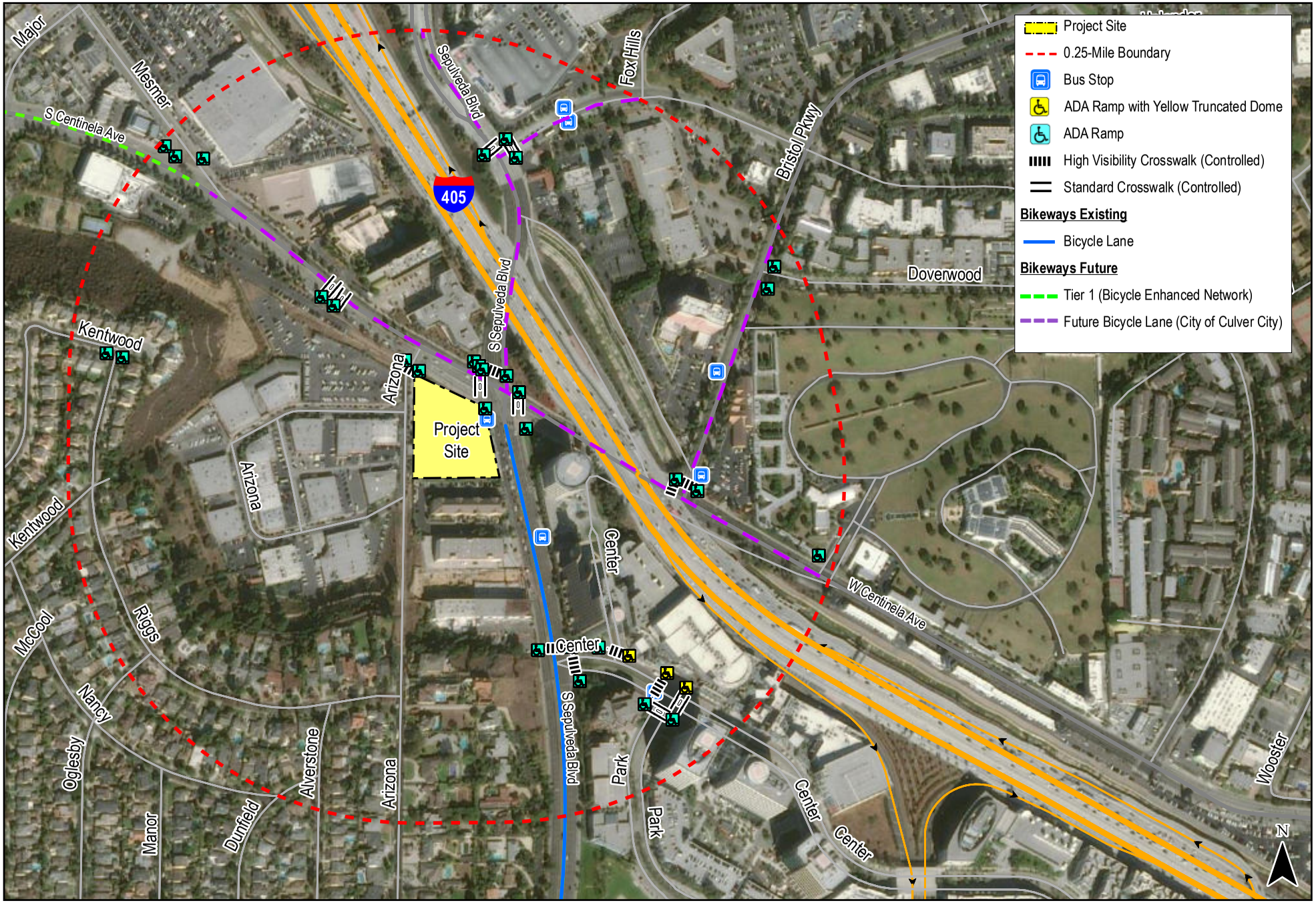

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Figure 3-2
Facilities Inventory

Sepulveda/Centinela Mixed-Use Project

- Pedestrian crossing signals and push buttons are presently included as part of the traffic signal controls at the nearby signalized intersections that are noted in *Figure 3–2*.

The Project has been designed to encourage pedestrian activity and walking as a transportation mode. Pedestrian access to the Project will be provided via entrances along Sepulveda Boulevard and Arizona Avenue. Separate pedestrian entrances will be provided for the new restaurant, the existing Dinah's Family Restaurant, and the residential components of the Project. Additionally, the Project proposes to provide a paseo which will provide a pedestrian access point along Centinela Avenue, at the northeasterly portion of the Project Site. Furthermore, the Project will improve the sidewalks along the Sepulveda Boulevard and Arizona Avenue property frontages to enhance the pedestrian experience and ensure ADA compliance.

The City's Mobility Plan 2035[5] identifies a collection of arterial streets, known as Pedestrian Enhanced Districts (PEDs), where pedestrian improvements could be prioritized to provide enhanced walking connections to and from the major destinations within communities. The arterials within a quarter-mile radius of the Project Site that have been identified as PEDs are presented in ***Figure 3–3***. Mobility Plan 2035 also identifies a collection of streets, known as the Neighborhood Enhanced Network (NEN), that provide comfortable and safe routes for non-motorized modes of travel such as walking. Roadways within the NEN within one-quarter mile of the Project Site are presented in ***Figure 3–4***.

3.1.2 *Bicycle Network*

Bicycle access to the Project Site is facilitated by the City's bicycle roadway network. Existing bicycle facilities (e.g., Class I Bicycle Path, Class II Bicycle Lanes, Class III Bicycle Routes, Bicycle Friendly Streets, etc.) identified in the City's 2010 Bicycle Plan are located within the immediate vicinity of the Project Site.[6] The 2010 Bicycle Plan goals and policies have been folded into Mobility Plan 2035 to reflect a commitment to a balanced, multi-modal viewpoint.

Within the City, Class II Bicycle Lanes are currently provided in each direction on Sepulveda Boulevard, south of Centinela Avenue within the Project study area. Within Mobility Plan 2035, Centinela Avenue is included within the Tier I Bicycle Enhanced Network. Class II Bicycle Lanes are planned for Centinela Avenue in the future.

Bicycle infrastructure is not currently provided on roadways within the City of Culver City's jurisdiction within one-quarter mile of the Project Site. However, bicycle infrastructure is planned for these roadways in the future. Specifically, Class II Bicycle Lanes are planned on Green Valley Circle, Bristol Parkway, and Centinela Avenue, west of Sepulveda Boulevard. Additionally, Class IV Separated Bikeways are planned for Sepulveda Boulevard, north of

[5] *Mobility Plan 2035,* Los Angeles Department of City Planning, December 2015.

[6] *2010 Bicycle Plan,* Los Angeles Department of City Planning, Adopted March 1, 2011. As noted in *Mobility Plan 2035*, the 2010 Bicycle Plan and policies have been folded into the Mobility Plan to reflect a commitment to a balanced, multi-modal viewpoint.

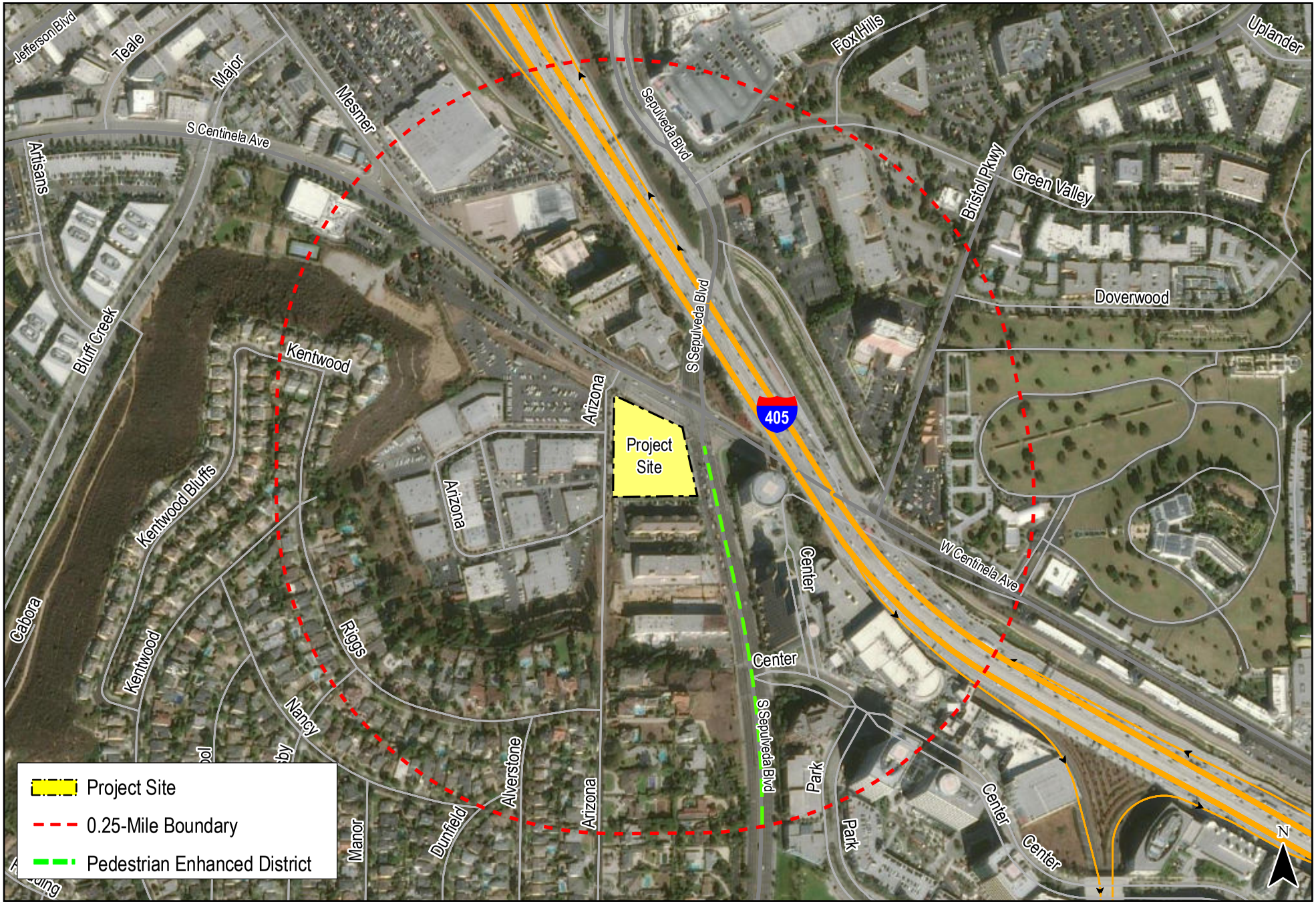

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Figure 3-3
Pedestrian Enhanced Districts

Sepulveda/Centinela Mixed-Use Project

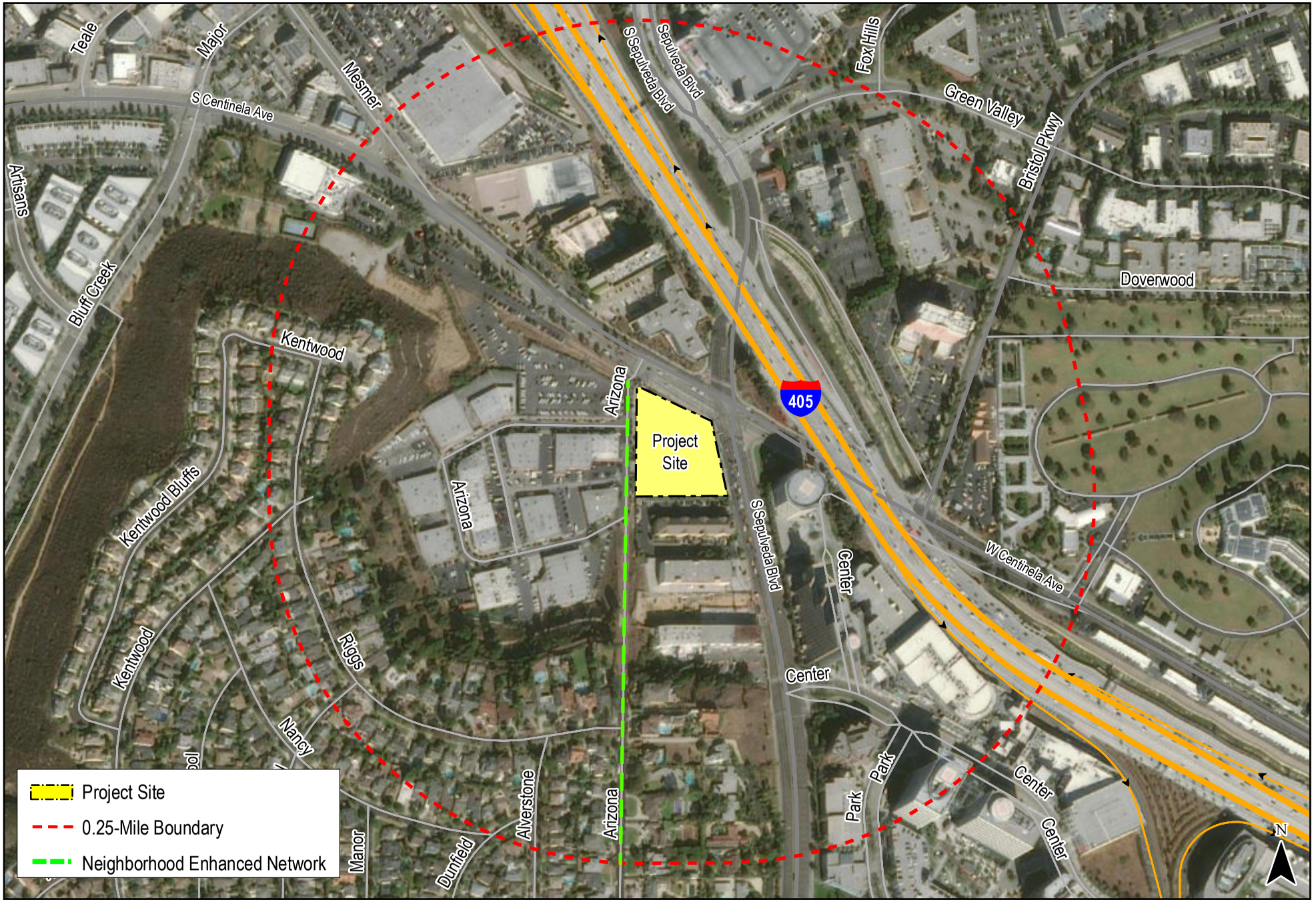

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Figure 3-4
Neighborhood Enhanced Network

Sepulveda/Centinela Mixed-Use Project

Centinela Avenue and Centinela Avenue, east of Sepulveda Boulevard. The existing and planned bicycle facilities within one-quarter mile of the Project Site are shown in ***Figure 3–5***.

3.2 Transit Framework

The Project Site is currently served by many local lines and regional/commuter lines via stops located within convenient walking distance along Sepulveda Boulevard and Centinela Avenue. Public transit service in the Project Site area is currently provided by the Los Angeles County Metropolitan Transit Authority (Metro) and the City of Culver City. A summary of the existing transit service with stops within one-quarter mile of the Project Site, including the transit route, destinations and peak hour headways, is presented in ***Table 3–1***. The existing public transit routes in the Project Site vicinity are illustrated in ***Figure 3–6***.

Mobility Plan 2035 identifies a collection of streets, known as the Transit Enhanced Network (TEN), where improvements, in collaboration with transit operators, aim to provide reliable and frequent service that is convenient and safe, increase transit ridership, reduce single-occupancy vehicle trips and integrate transit infrastructure improvements with the identity of the surrounding street. Potential enhancements range from streetscape improvements, installation of transit shelters, or installation of dedicated transit lanes. As shown in ***Figure 3–7***, Sepulveda has been included within the TEN.

3.3 Vehicle Network

3.3.1 *Regional Highway Access*

Regional vehicular access to the Project Site is primarily provided by the I-405 (San Diego) Freeway and SR-90 (Marina) Freeway. Brief descriptions of the I-405 Freeway and SR-90 Freeway are provided in the following paragraphs.

I-405 (San Diego) Freeway is a north-south oriented freeway that extends across southern California from the Granada Hills area of the City to Irvine. In the Project vicinity, six freeway lanes (five mixed-flow lanes and one carpool lane) are provided in each direction on the I-405 Freeway with auxiliary merge/weave lanes provided between some interchanges. Northbound and southbound ramps are provided on the I-405 Freeway at Jefferson Boulevard and Howard Hughes Parkway in the Project vicinity and are located approximately one mile northwest and 0.9 mile southeast of the Project Site, respectively.

SR-90 (Marina) Freeway is an east-west oriented State Highway that locally extends Culver City to Marina del Rey. In the immediate vicinity of the Project Site, SR-90 is known as the Marina Freeway. West of Culver Boulevard, SR-90 is known as the Marina Expressway and provides at-grade intersections. In the Project study area, three mixed-flow lanes are provided in each direction on the SR-90 Freeway with auxiliary merge/weave lanes provided between some interchanges. Eastbound and westbound ramps are provided on the SR-90 Freeway at Centinela Avenue in the Project vicinity and are located approximately 1.4 miles northwest of the Project Site. Additionally, a westbound off-ramp and eastbound on-ramp are provided on the SR-90 Freeway at Slauson Avenue and are located approximately one mile northeast of the Project Site.

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Figure 3-5
Bicycle Network

Sepulveda/Centinela Mixed-Use Project

Table 3-1
EXISTING PUBLIC TRANSIT ROUTES [1]

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ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES DURING PEAK HOUR		
			DIR	AM	PM
Metro 108	Pico Rivera to Marina del Rey (via Slauson Avenue)	Sepulveda Boulevard, Green Valley Circle	EB WB	8 8	6 9
Metro 110	Bell Gardens to Playa Vista (via Jefferson Boulevard and Gage Avenue)	Sepulveda Boulevard, Green Valley Circle, Bristol Parkway, Centinela Avenue	EB WB	2 2	3 3
CCB Line 2	Culver City Transit Center to Venice High School (via Inglewood Boulevard)	Sepulveda Boulevard, Bristol Parkway Centinela Avenue	EB WB	1 1	1 1
CCB Line 3	Century City to Mesmer/Centinela (via Overland Avenue)	Sepulveda Boulevard, Bristol Parkway Centinela Avenue	NB SB	2 1	2 2
CCB Line 6	UCLA to Aviation Green Line Station (via Sepulveda Boulevard)	Sepulveda Boulevard	NB SB	5 4	2 2
CCB Rapid Line 6	UCLA to Aviation Green Line Station (via Sepulveda Boulevard)	Sepulveda Boulevard	NB SB	3 4	3 4
			Total	**41**	**38**

[1] Sources: Los Angeles County Metropolitan Transportation Authority (Metro) website, 2021.
Culver CityBus (CCB) website, 2021.

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Figure 3-6
Existing Public Transit Routes

Sepulveda/Centinela Mixed-Use Project

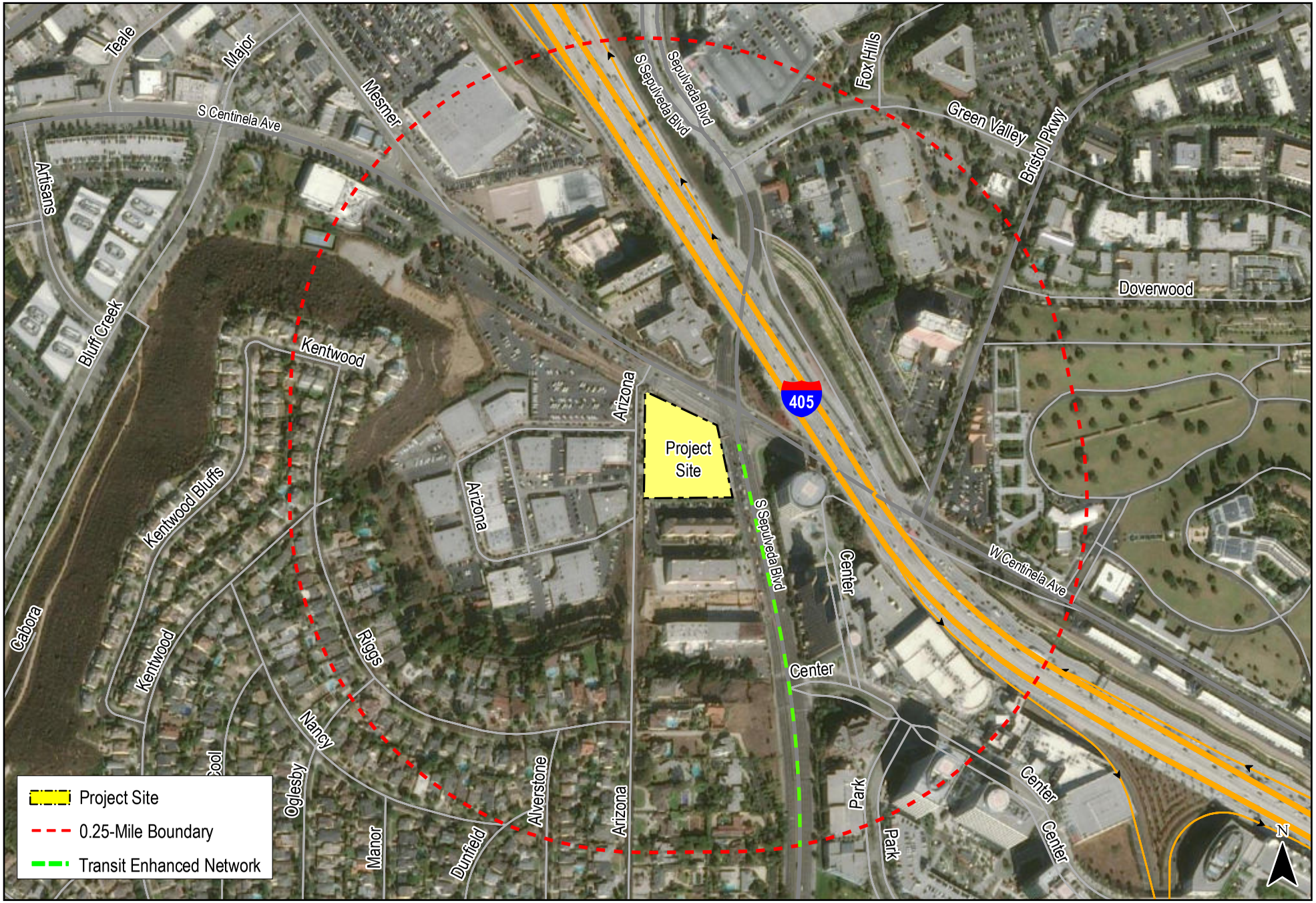

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Figure 3-7
Transit Enhanced Network

Sepulveda/Centinela Mixed-Use Project

3.3.2 *Local Roadway System*

The following intersections were selected in consultation with LADOT and City of Culver City staff for analysis of potential traffic operations deficiencies due to the Project:

1. Bluff Creek Drive – Major Street / Centinela Avenue (City of Los Angeles)
2. Arizona Avenue / Centinela Avenue (City of Culver City)
3. Arizona Avenue / Arizona Avenue Driveway (City of Los Angeles)
4. Sepulveda Boulevard / Green Valley Circle (City of Culver City)
5. Sepulveda Boulevard / Centinela Avenue (City of Culver City)
6. Sepulveda Boulevard / Sepulveda Boulevard Driveway (City of Los Angeles)
7. Sepulveda Boulevard / Center Drive (City of Los Angeles)
8. Sepulveda Boulevard / Howard Hughes Parkway (City of Los Angeles)
9. Bristol Parkway / Centinela Avenue (City of Culver City)

Seven of the of nine study intersections are presently controlled by traffic signals. The existing Arizona Avenue and Sepulveda Boulevard driveways to remain are two-way stop-controlled intersections (i.e., a stop sign faces the outbound driveway approach). The existing lane configurations at the nine study intersections are displayed in ***Figure 3–8***.

The City of Culver City plans future modifications to the Sepulveda Boulevard / Centinela Boulevard intersection. Specifically, Sepulveda Boulevard will be restriped to provide three northbound left-turn lanes. Additionally, the median island at the southeast corner of the intersection will be modified to maintain the third northbound through lane and the northbound right-turn only lane. Additionally, the southbound right-turn only lane will become yield-controlled.

As part of the residential project currently under construction at 6733 Sepulveda Boulevard[7], the Sepulveda Boulevard / Center Drive intersection will be modified to provide ingress and egress to the project as the new eastbound approach of the intersection. The northbound Sepulveda Boulevard approach and westbound Center Drive approach will be restriped to allow for vehicular ingress to the project site. The new eastbound approach will be striped with a shared left /through/right lane. It is anticipated that completion of the intersection modifications described above will be completed prior to the construction and occupancy of the Project. The future lane configurations at the nine study intersections are displayed in ***Figure 3–9***.

[7] *Traffic Assessment for the Proposed 176 Unit Residential Apartment Project Located at 6733 Sepulveda Boulevard,* LADOT, April 1, 2016.

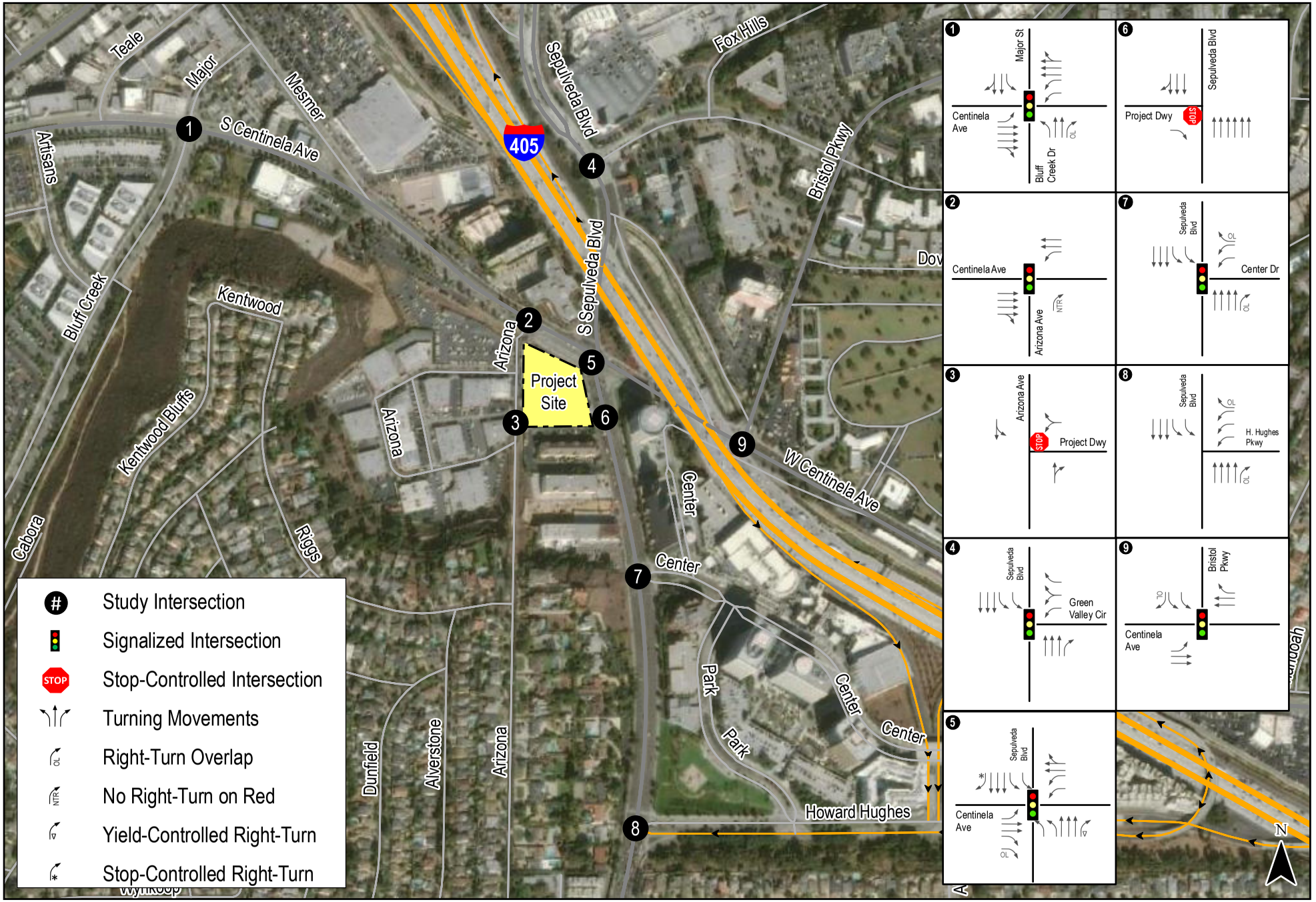

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Figure 3-8
Existing Lane Configurations

Sepulveda/Centinela Mixed-Use Project

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Figure 3-9
Future Lane Configurations

Sepulveda/Centinela Mixed-Use Project

3.3.3 *Roadway Descriptions*

Immediate access to the Project Site is provided via Sepulveda Boulevard and Arizona Avenue. A brief description[8] of the roadways in the Project vicinity is provided in the following paragraphs.

Bluff Creek Drive is an east-west oriented roadway that is located west of the Project Site. East of Wayne's Way, Bluff Creek Drive curves to become a north-south oriented roadway. Within the Project study area, Bluff Creek Drive is designated as a Local Street – Standard by the City. West of Wayne's Way, two through travel lanes are provided in each direction on Bluff Creek Drive within the Project study area. East of Wayne's Way, three through travel lanes are provided in each direction on Bluff Creek Drive within the Project study area. Separate exclusive left- and right-turn lanes are provided in the northbound direction on Bluff Creek at the Centinela Avenue intersection. North of Centinela Avenue, Bluff Creek Drive becomes Major Street. Bluff Creek Drive has a posted speed limit of 35 miles per hour within the Project study area.

Major Street is a north-south oriented roadway located west of the Project Site. Within the Project study area, Major Street is designated as a Local Street – Standard by the City. One through travel lane is provided in the southbound direction on Major Street within the Project study area. Two through travel lanes are provided in the northbound direction on Major Street within the Project study area. A separate exclusive left-turn lane is provided in the southbound direction on Major Street at the Centinela Avenue intersection. South of Centinela Avenue, Major Street becomes Bluff Creek Drive. There is no speed limit posted on Major Street within the Project study area, thus a prima facie speed limit of 25 miles per hour is assumed, consistent with California Vehicle Code Section 22352(b)(1).

Arizona Avenue is a north-south oriented roadway that borders the Project Site to the west. Within the Project study area, Arizona Avenue is designated as a Local Street – Standard by the City. One through travel lane is provided in each direction on Arizona Avenue within the Project study area. A separate exclusive right-turn lane is provided in the northbound direction on Arizona Avenue at the Centinela Avenue intersection. There is no speed limit posted on Arizona Avenue within the Project study area, thus a prima facie speed limit of 25 miles per hour is assumed, consistent with California Vehicle Code Section 22352(b)(1).

Sepulveda Boulevard is a north-south oriented roadway that that borders the Project Site to the east. Within the Project study area, Sepulveda Boulevard is designated as a Boulevard I by the City and as a Primary Artery by the City of Culver City. Three through travel lanes are generally provided in each direction on Sepulveda Boulevard within the Project study area. Four through travel lanes are provided in the northbound direction between the Centinela Avenue and Howard Hughes Parkway intersections. Separate exclusive left- and right-turn lanes are provided in each direction on Sepulveda Boulevard at major intersections. Sepulveda Boulevard has a posted

[8] For reference, the street descriptions provided include designations under *Mobility Plan 2035* and the Mobility Element of the *Culver City General Plan,* City of Culver City, July 1996.

speed limit of 35 miles per hour north of Centinela Avenue within the Project study area and a posted speed limit of 45 miles per hour south of Centinela Avenue within the Project study area.

Bristol Parkway is a north-south oriented roadway located east of the Project Site. Within the Project study area, Bristol Parkway is designated as a Secondary Artery by the City of Culver City. One to two through travel lanes are provided in the northbound direction on Bristol Parkway within the Project study area. Two through travel lanes are provided in the southbound direction on Bristol Parkway within the Project study area. Separate exclusive left- and right-turn lanes are provided in the southbound direction on Bristol Parkway at the Centinela Avenue intersection. Bristol Parkway has a posted speed limit of 35 miles per hour within the Project study area.

Centinela Avenue is an east-west oriented roadway located north of the Project Site. Within the Project study area, Sepulveda Boulevard is designated as a Boulevard II by the City and as a Primary Artery by the City of Culver City. West of Arizona Avenue, three through travel lanes are provided in the westbound direction and four through travel lanes are provided in the eastbound direction on Centinela Avenue within the Project study area. East of Arizona Avenue, two through travel lanes are provided in each direction on Centinela Avenue within the Project study area. Separate exclusive left-turn lanes are provided in each direction on Centinela Avenue at major intersections. Separate exclusive right-turn lanes are provided on Centinela Avenue in the eastbound direction at the Centinela Avenue intersection and in the westbound direction at the Bristol Parkway intersection. Centinela Avenue has a posted speed limit of 35 miles per hour within the Project study area.

Center Drive is a northwest-southeast oriented roadway located south of the Project Site. Within the Project study area, Center Drive is designated as a Local Street – Standard by the City. Two through travel lanes are provided in each direction on Center Drive within the Project study area. Separate exclusive left- and right-turn lanes are provided in the westbound direction on Center Drive at the Sepulveda Boulevard intersection. As mentioned above, Center Drive currently terminates at Sepulveda Boulevard. As part of the residential project currently under construction at 6733 Sepulveda Boulevard, the Sepulveda Boulevard / Center Drive intersection will be modified to provide ingress and egress to the project as the new eastbound approach of the intersection. There is no speed limit posted on Center Drive within the Project study area, thus a prima facie speed limit of 25 miles per hour is assumed, consistent with California Vehicle Code Section 22352(b)(1).

Howard Hughes Parkway is an east-west oriented roadway located south of the Project Site. Within the Project study area, Howard Hughes Parkway is designated as a Boulevard II by the City. Two through travel lanes are provided in the eastbound direction and three through travel lanes are provided in the westbound direction on Howard Hughes Parkway within the Project study area. Separate exclusive left- and right-turn lanes are provided in the westbound direction on Howard Hughes Parkway at the Sepulveda Boulevard intersection. Howard Hughes Parkway has a posted speed limit of 35 miles per hour within the Project study area.

3.3.4 *City of Los Angeles High Injury Network*

Vision Zero[9] is a citywide initiative which prioritizes the safety of pedestrians and bicyclists on public streets, with the understanding that roads which are safe for vulnerable users will be safer for all users, in an effort to eliminate traffic fatalities. Key elements of the policy, such as reducing traffic speeds, are founded on the principles of engineering, education, enforcement, evaluation, and equity. Originating in Sweden, the policy has been adopted in numerous other North American cities, including California cities such as San Francisco and San Diego.

Mayor Eric Garcetti issued Executive Directive No. 10 in August 2015, formally launching the Vision Zero initiative in Los Angeles. Vision Zero is also a stated safety objective in the Mobility Plan 2035, which sets the goal of zero traffic deaths by 2035. Jointly directed by LADOT and the Police Department, Vision Zero takes a multi-disciplinary approach to identifying safety risk factors and implementing solutions on a citywide scale. Using a methodology originally developed by the San Francisco Public Health Department, the Vision Zero Task Force has identified streets where investments in safety will have the most impact in reducing severe injuries and traffic fatalities in the City. These roads are collectively known as the High Injury Network (HIN). The HIN will be reviewed by the LADOT's Vision Zero group for potential engineering re-design as well as educational and enforcement campaigns.

If a proposed project results in significant transportation impacts, LADOT's Vision Zero group will review those specific locations and immediate vicinity for potential safety enhancements that are consistent with the City's Vision Zero initiative. As no roads within the direct vicinity of the Project Site have been identified within the HIN, the need for potential safety enhancement consistent with the City's Vision Zero initiative is not anticipated.

3.4 Traffic Counts

In April 2020, LADOT issued guidance[10] to transportation consultants related to traffic count data to be used in transportation assessments prepared in accordance with the City's TAG. Because traffic count data could not be collected at the study intersections due to the COVID-19 pandemic, LADOT has directed transportation consultants to use historical data, with appropriate modifications to represent current (pre-pandemic) traffic volume conditions. For this transportation assessment, the following techniques were used to estimate current year (2021) peak hour turning movement traffic volumes at the study intersections:

- Bluff Creek Drive – Major Street / Centinela Avenue: Peak hour traffic volume data collected at this intersection in 2016 were increased by a 1.0% annual traffic growth rate through the year 2021 to estimate current year traffic volumes. Further discussion of the annual traffic growth rate is provided in Section 3.5.2.

[9] Vision Zero Los Angeles 2015-2025, August 2015.
[10] *Pandemic-related updates to LADOT's Transportation Assessment Requirements,* LADOT, April 17, 2020.

- Arizona Avenue / Centinela Avenue: Peak hour traffic volume data collected at this intersection in 2017 were increased by a 1.0% annual traffic growth rate through the year 2021 to estimate current year traffic volumes.

- Arizona Avenue / Arizona Avenue Driveway: The northbound and southbound through volumes were derived based on the 2017 turning movement counts and derived through volumes from the Arizona Avenue / Centinela Avenue intersection. Turning movements at the intersection were derived based on application of trip generation rates to the restaurant and commercial floor area within the existing Project Site. The existing Project Site trips were assigned to the existing Project Site driveways, including the intersection. *Table 2–1* presents the trip generation forecast for the restaurant and commercial floor area within the existing Project Site. The general, directional traffic distribution patterns for the existing Project Site are presented in *Figure 2–3*.

- Sepulveda Boulevard / Green Valley Circle: Peak hour traffic volume data collected at this intersection in 2017 were increased by a 1.0% annual traffic growth rate through the year 2021 to estimate current year traffic volumes.

- Sepulveda Boulevard / Centinela Avenue: Peak hour traffic volume data collected at this intersection in 2019 were increased by a 1.0% annual traffic growth rate through the year 2021 to estimate current year traffic volumes.

- Sepulveda Boulevard / Sepulveda Boulevard Driveway: The northbound and southbound through volumes were derived based on the 2019 turning movement counts and derived through volumes from the Sepulveda Boulevard / Centinela Avenue intersection. Turning movements at the intersection were derived based on application of trip generation rates to the restaurant and commercial floor area within the existing Project Site. The existing Project Site trips were assigned to the existing Project Site driveways, including the intersection. *Table 2–1* presents the trip generation forecast for the restaurant and commercial floor area within the existing Project Site. The general, directional traffic distribution patterns for the existing Project Site are presented in *Figure 2–3*.

- Sepulveda Boulevard / Center Drive: Peak hour traffic volume data collected at this intersection in 2017 were increased by a 1.0% annual traffic growth rate through the year 2021 to estimate current year traffic volumes.

- Sepulveda Boulevard / Howard Hughes Parkway: Peak hour traffic volume data collected at this intersection in 2017 were increased by a 1.0% annual traffic growth rate through the year 2021 to estimate current year traffic volumes.

- Bristol Parkway / Centinela Avenue: Peak hour traffic volume data collected at this intersection in 2017 were increased by a 1.0% annual traffic growth rate through the year 2021 to estimate current year traffic volumes.

The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in ***Figure 3–10***. Summary data worksheets of the manual traffic counts at the study intersections are contained in ***Appendix C***.

3.5 Cumulative Development Projects

3.5.1 *Related Projects*

A forecast of on-street traffic conditions prior to occupancy of the Project was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area. With this information, the potential impact of the Project can be evaluated within the context of the cumulative impact of all ongoing development. The related projects research was based on information on file at LADOT and the City of Culver City. Per the TAG, related projects within a radius of one-quarter mile from the farthest outlying study intersection should be included. Therefore, related projects within a 0.66-mile radius (one-quarter mile past the farthest outlying study intersection, Sepulveda Boulevard / Howard Hughes Parkway) of the Project Site were included. The list of related projects in the Project Site area is presented in ***Table 3–2***. The location of the related projects is shown in ***Figure 3–11***.

As noted in Section 3.4, peak hour traffic volume data was collected at the study intersections in 2016, 2017, and 2019. The Hanover West LA project located at 6711 Sepulveda Boulevard has been completed. However, as noted in Section 3.4, peak hour traffic volume data was collected at the study intersections in 2016, 2017, and 2019, and these projects had yet to be completed. The completed project has been included in the cumulative baseline to provide a complete forecast of on-street traffic conditions prior to occupancy of the Project.

Traffic volumes expected to be generated by the related project were calculated using rates provided in the ITE *Trip Generation Manual*. The related projects' respective traffic generation for the weekday AM and PM peak hours, as well as on a daily basis for a typical weekday, is summarized in *Table 3–2*. The distribution of the related projects traffic volumes to the study intersections during the weekday AM and PM peak hours are displayed in ***Figure 3–12***.

3.5.2 *Ambient Traffic Growth*

In order to account for unknown related projects not included in this analysis, the existing traffic volumes were increased at an annual rate of 1.0% per year to and including the year 2026 (i.e., the anticipated year of Project buildout). The ambient growth factor was based on general traffic growth factors provided in the *2010 Congestion Management Program for Los Angeles County* ("CMP manual") and determined in consultation with LADOT staff. It is noted that based on review of the general traffic growth factors provided in the CMP manual for the Project Site area (i.e., Regional Statistical Area [RSA] 16, Santa Monica, which includes the Project Site), it is anticipated that the existing traffic volumes are expected to increase at an annual rate of approximately 0.31% per year between the years 2015 and 2026. Thus, application of an annual growth factor of 1.0% annual growth results in a conservative, worst-case forecast of future traffic volumes in the area as it substantially exceeds the annual traffic growth rate published in the CMP manual. Furthermore, the CMP manual's traffic growth rate is intended to anticipate

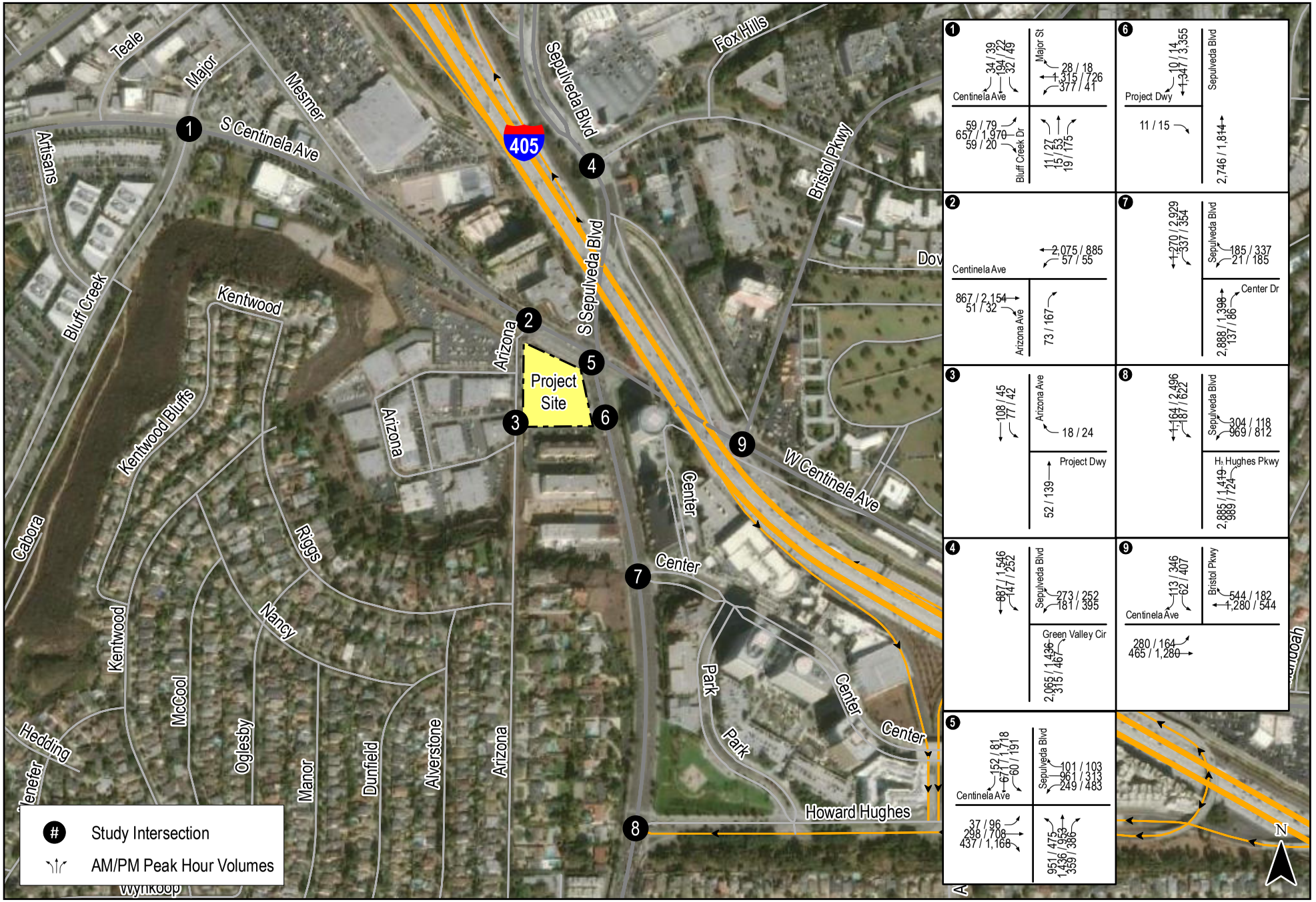

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Figure 3-10
Existing Traffic Volumes

Sepulveda/Centinela Mixed-Use Project

Table 3-2
RELATED PROJECTS LIST AND TRIP GENERATION [1]

06-Jul-21

MAP NO.	PROJECT NAME/ PROJECT NUMBER	PROJECT STATUS	ADDRESS/ LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2]	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
				LAND-USE	SIZE		VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL
City of Los Angeles													
LA1	6733 S. Sepulveda Boulevard Residential	Under Construction	6733 S. Sepulveda Boulevard	Apartments Office	176 DU (39,031) GSF		270	(31)	55	24	16	6	22
LA2	11869 S. Teale Street Office	Proposed	11869 S. Teale Street	Office Warehouse	29,819 GSF (26,687) GSF		240	35	5	40	10	59	69
LA3	11811 S. Teale Street Office	Proposed	11811 S. Teale Street	Office	10,925 GSF		121	15	2	17	5	26	31
LA4	Hanover West LA	Completed	6711 S. Sepulveda Boulevard	Apartments	180 DU		1,063	17	70	87	73	37	110
City of Culver City													
CC1	Entrada Office Tower	Under Construction	6161 Centinela Avenue	Office	281,194 GSF	[3]	2,739	280	46	326	52	271	323
CC2	Bristol Parkway	Proposed	6221-6229 Bristol Parkway	Apartments Live/Work Units Commercial Commercial	712 DU 50 DU 20,767 GSF (60,000) GSF	[4] [4] [5] [5]	5,212 366 784 (2,265)	75 5 12 (35)	253 18 8 (21)	328 23 20 (56)	251 18 38 (110)	148 10 41 (119)	399 28 79 (229)
TOTAL							8,530	373	436	809	353	479	832

[1] Source: City of Los Angeles Department of Transportation Related Projects List and City of Culver City Active Projects Map.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 710 (General Office Building) trip generation average rates.
[4] ITE Land Use Code 220 (Multifamily Housing [Low-Rise]) trip generation average rates.
[5] ITE Land Use Code 820 (Shopping Center) trip generation average rates.

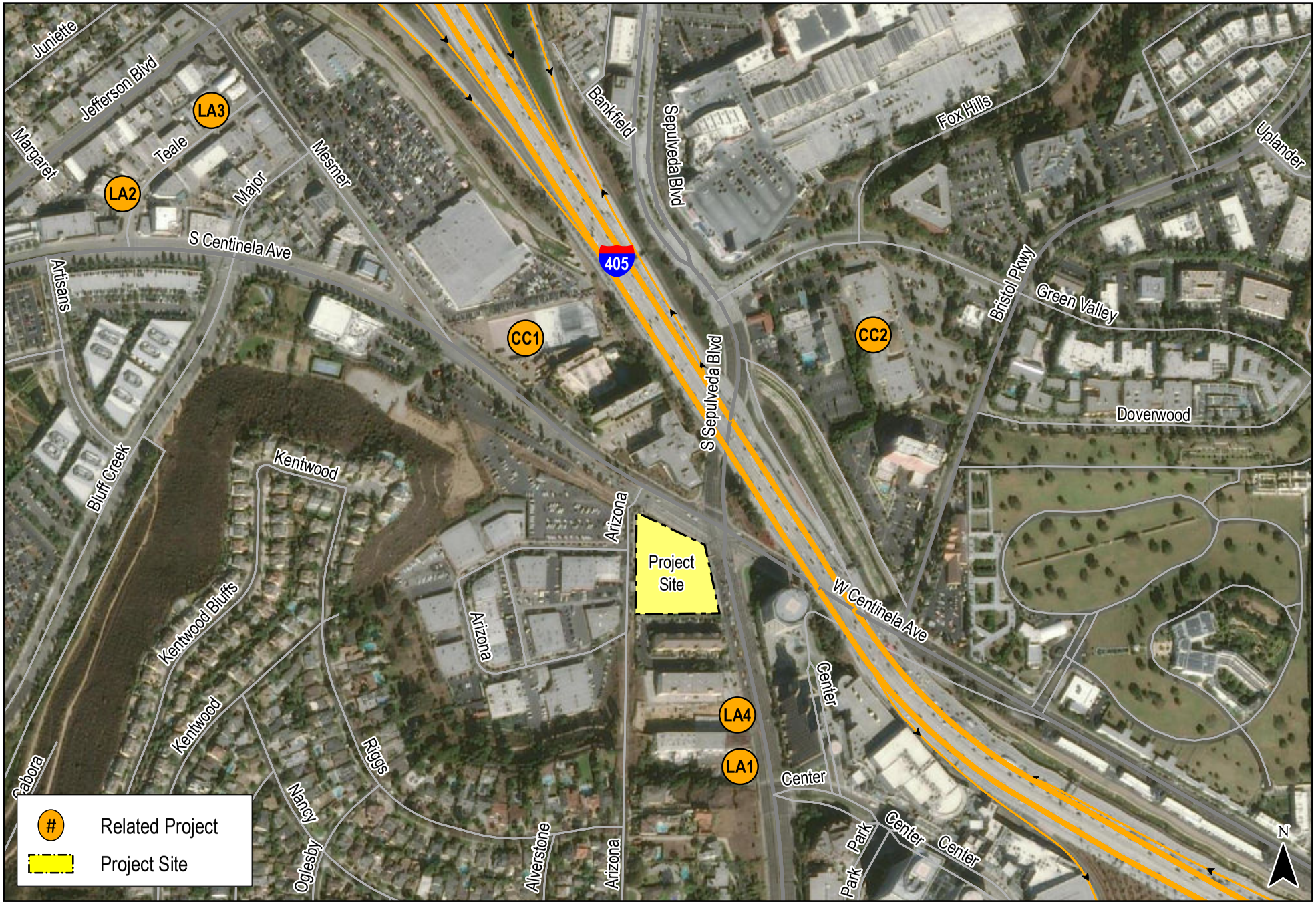

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Figure 3-11
Location of Related Projects

Sepulveda/Centinela Mixed-Use Project

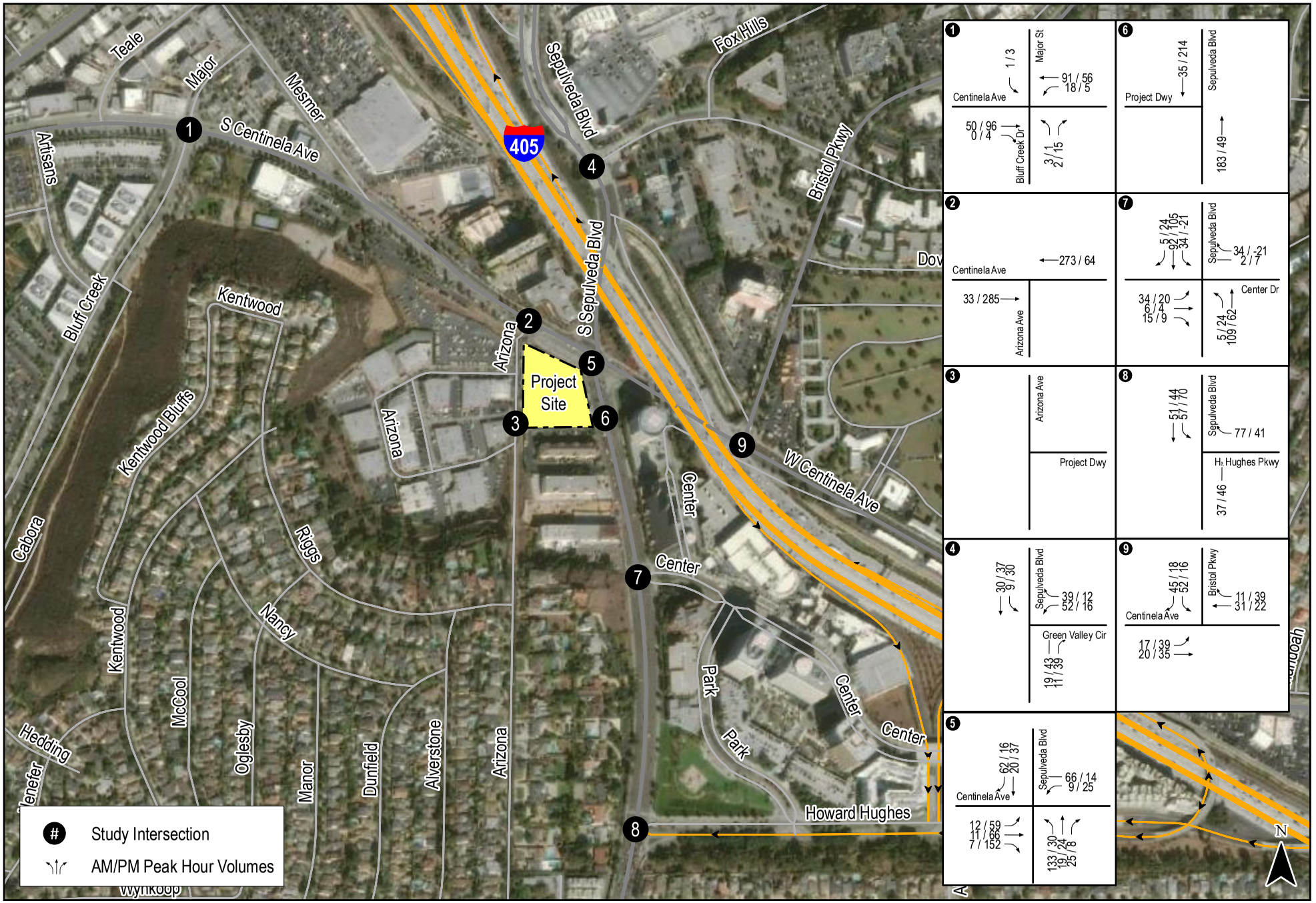

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Figure 3-12
Related Projects Traffic Volumes

Sepulveda/Centinela Mixed-Use Project

future traffic generated by development projects in the Project vicinity. Thus, the inclusion in this traffic analysis of a forecast of traffic generated by known related projects plus the use of an ambient growth traffic factor based on CMP traffic model data results in an even more conservative estimate of future traffic volumes at the study intersections.

4.0 CEQA ANALYSIS OF TRANSPORTATION IMPACTS

4.1 Conflicting with Plans, Programs, Ordinances, or Policies (Threshold T-1)

The City aims to achieve an accessible and sustainable transportation system that meets the needs of all users. The City's adopted transportation-related plans and policies affirm that streets should be safe and convenient for all users of the transportation system, including pedestrians, bicyclists, motorists, public transit riders, disabled persons, senior citizens, children, and movers of commercial goods. Therefore, the transportation requirements for proposed developments should be generally consistent with the City's transportation-related plans and policies.

As stated in Section 2.1.1 of the TAG, proposed projects shall be analyzed to identify potential conflicts with adopted City plans and policies and, if there is a conflict, improvements that prioritize access for and improve the comfort of people walking, bicycling, and riding transit in order to provide safe and convenient streets for all users should be identified. Projects designed to encourage sustainable travel help to reduce vehicle miles traveled. This section provides a review of the screening criteria and a summary of the consistency of the Project with the City's adopted plans and policies.

4.1.1 *Screening Criteria*

Per Section 2.1.2 of the TAG, if the project requires a discretionary action, and the answer is yes to any of the following questions, further analysis is required to assess whether the Project would conflict with adopted City plans, programs, ordinances, or policies that establish the transportation planning framework for all travel modes:

- Does the project require a discretionary action that requires the decision maker to find that the decision substantially conforms to the purpose, intent, and provisions of the General Plan?
  - Yes, the Project requires a discretionary action.
- Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?
  - No, the Project is not known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety.
- Is the project proposing to, or required to make any voluntary or required modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)?
  - Yes, an 18-foot street dedication requirement and an eight-foot roadway widening improvement is required for Sepulveda Boulevard along the Project Site. Additionally, a one-foot roadway widening improvement is required for Arizona Avenue along the Project Site. The Project Applicant is requesting a Waiver of Dedications and Improvements (WDI) pursuant to LAMC Section 12.37 I.3 to seek

relief from the dedication and improvement requirements as they are not necessary to meet the City's mobility needs as outlined in Mobility Plan 2035. The WDI findings/justifications are provided in ***Appendix D***.

As the answer is "yes" to two of the screening criteria questions, further analysis is required to assess whether the Project would conflict with adopted City plans, programs, ordinances, or policies.

4.1.2 *Impact Criteria and Methodology*

The impact criteria set forth in Appendix G to the State CEQA Guidelines, as well as Section 2.1.3 of the City's TAG, regarding conflicts with plans, programs, ordinances, or policies (referred to as Threshold T-1 in the TAG) are as follows:

- Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

The threshold test is 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. Conversely, a project would not always have a significant impact merely based on whether or not it would implement a particular transportation-related program, plan, policy, or ordinance. Many of these programs must be implemented by the City itself over time, and over a broad area, and it is the intention of this threshold test to ensure that proposed development projects and plans do not preclude the City from implementing adopted programs, plans and policies.

The methodology for determining a project's transportation impact associated with conflicts with plans, programs, ordinances, or policies is describe in the TAG as follows:

- A project that generally conforms with and does not obstruct the City's development policies and standards will generally be considered to be consistent. The Project Applicant should review the documents and ordinances identified in the TAG (refer to Table 2.1-1 thereof) for City plans, policies, programs, ordinances and standards relevant to determining project consistency. TAG Attachment D: Plan Consistency Worksheet provides questions that must be answered in order to help guide whether the project conflicts with City circulation system policies. A "yes" or "no" answer to these questions does not determine a conflict. Rather, as indicated in TAG Attachment D, the Project Applicant must provide substantiating information to help determine whether the proposed project precludes the City's implementation of any adopted policy and/or program that was adopted to protect the environment. A mere conflict with adopted transportation related policies, or standards that require administrative relief or legislative change does not in itself constitute an impact.

- If vacation of a public right-of-way, or relief from a required street dedication is sought as part of a proposed project, an assessment should be made as to whether the right-of-way in question is necessary to serve a long-term mobility need, as defined in Mobility Plan 2035, transportation specific plan, or other planned improvement in the future.

Per Section 2.1.4 of the TAG, the analysis of cumulative impacts may be quantitative or qualitative. Each of the plans, ordinances, and policies reviewed to assess potential conflicts with proposed projects should be reviewed to assess cumulative impacts that may result from the proposed project in combination with other development projects in the study area. In addition, the cumulative analysis should also consider planned transportation system improvements within the study area as identified in consultation with LADOT.

Related projects to be considered in the cumulative analysis are known development projects located within a one-half mile radius of the Project Site. Please refer to the list of related projects identified in *Table 3–2* and *Figure 3–11* for the location of the related projects in relation to the Project Site.

4.1.3 *Review of Project Consistency*

This section provides a summary of the consistency review that compares the characteristics of the Project and site design features (i.e., including the site access and circulation scheme) with the City's relevant plans and policies. ***Appendix E*** provides the Plans, Policies, and Programs Worksheet from the TAG, and provide additional detail regarding the plans, programs, ordinances, and policies review.

As confirmed in *Appendix E*, the Project would not conflict with the relevant City plans, policies and programs and does not include any features that would preclude the City from completing and complying with these guiding documents and policy objectives. The Project Applicant is requesting a WDI pursuant to LAMC Section 12.37 I.3 to seek relief from the dedication requirements, as the dedication and improvement requirements are not necessary to meet the City's mobility needs as outlined in Mobility Plan 2035. As shown in the WDI findings/justifications provided in *Appendix D*, the Project will not conflict with the dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designations and Standard Roadway Dimensions. The Project will not conflict with any plans or policies that govern the public right-of-way, such as LADOT's Manual of Policy and Procedures (MPP) Section 321, Driveway Design, and the Citywide Design Guidelines – Guideline 2. The Project has been found to be consistent with the greenhouse gas (GHG) reduction targets forecasted in *Connect SoCal,* the SCAG RTP/SCS. Additionally, the Project has been found to be consistent with the transportation-related elements of the Plan for a Healthy Los Angeles (Healthy LA), Vision Zero, the Mobility Hubs Reader's Guide, the City's Walkability Checklist, the Westchester-Playa del Rey Community Plan Community Plan, and the CTCSP.

Therefore, the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities, and the impact would therefore be "less than significant". Furthermore, the Project Applicant will

comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance in LAMC Section 12.26.J) and other requirements pursuant to the LAMC, as well as the TDM requirements of the CTCSP. It is noted that the City's TDM Ordinance is currently being updated. Although not yet adopted, the Project Applicant will comply with the terms of the proposed TDM Ordinance update, which is expected be completed prior to the anticipated construction of the Project.

4.1.4 *Review of Cumulative Consistency*

Per Section 2.1.4 of the TAG, the analysis of cumulative consistency requires consultation and confirmation with LADOT and the City's Department of City Planning (LADCP).

As with the Project, the related projects will include adequate bicycle facilities and include high density urban uses in proximity to the nearby multimodal transportation facilities. Furthermore, the Entrada Office Tower project, located across Centinela Avenue from the Project Site at 6161 Centinela Avenue, and the residential projects located south of the Project Site at 6711 and 6733 Sepulveda Boulevard are all under construction and will be completed prior to the construction and occupancy of the Project. The related projects, as with the Project, would not conflict with adjacent street designations and classifications. No street widenings would be necessary for these projects. Accordingly, there would be no significant cumulative impacts to which the Project, as well as other nearby related projects contribute to regarding transportation policies or standards adopted to protect the environment and support multimodal transportation options and a reduction in VMT.

Based on the discussion and conclusion in the preceding Section 4.1.3, the guiding language contained in the City's TAG, and review of related projects in the Project vicinity, this documentation is sufficient to demonstrate that there is also no cumulative inconsistency with the City's plans, policies, ordinances and programs, and therefore, the cumulative impacts of the Project would be less than significant. In addition, since the Project does not include any features that would preclude the City from completing and complying with these guiding documents and policy objectives, there is no cumulative inconsistency that can be determined.

4.2 VMT Analysis (Threshold T-2.1)

The State of California Governor's Office of Planning and Research (OPR) issued proposed updates to the CEQA Guidelines in November 2017 and an accompanying technical advisory guidance in April 2018 (*OPR Technical Advisory*) that amends the Appendix G question for transportation impacts to delete reference to vehicle delay and level of service and instead refer to Section 15064.3, subdivision (b)(1) of the CEQA Guidelines asking if the project will result in a substantial increase in vehicle miles traveled (VMT). Section 15064.3, subdivision (b)(1) states the following:

- Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact.

Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact.

Comprehensive updates to the State CEQA Guidelines were certified and adopted by the California Natural Resources Agency in December 2018. Accordingly, the City adopted significance criteria for transportation impacts based on VMT for land use projects and plans in accordance with the amended Appendix G question:

- Threshold T-2.1: For a land use project, would the project conflict or be inconsistent with CEQA guidelines section 15064.3, subdivision (b)(1)?

For land use projects, the intent of this threshold is to assess whether a land use project causes substantial vehicle miles traveled. The City has developed the following screening and impact criteria to address this question. The criteria below are based on the OPR technical advisory but reflects local considerations.

If the project requires discretionary action, and the answer is no to either T-2.1-1 or T-2.1-2, further analysis will not be required for CEQA Threshold T-2.1, and a "no impact" determination can be made for that threshold:

- T-2.1-1: Would the land use project generate a net increase of 250 or more daily vehicle trips?

For purposes of screening the daily vehicle trips, a proposed project's daily vehicle trips should be estimated using the City's VMT Calculator tool or the most recent edition of the ITE *Trip Generation Manual*. TDM strategies should not be considered for the purposes of screening. If existing land uses are present on the project site or there were previously terminated land uses that meet the criteria for trip credits described in the trip generation methodology discussion (refer to Subsection 3.3.4.1 of the TAG), the daily vehicle trips generated by the existing or qualified terminated land uses can be estimated using the VMT Calculator tool and subtracted from the proposed project's daily vehicle trips to determine the net increase in daily vehicle trips.

- T-2.1-2: Would the project generate a net increase in daily VMT?

For the purpose of screening the VMT, a project's daily VMT should be estimated using the City's VMT Calculator tool or the City's Travel Demand Forecasting (TDF) model. TDM strategies should not be considered for the purpose of screening. If existing land uses are present on the project site or there were previously terminated land uses that meet the criteria for trip credits description in the trip generation methodology discussion (refer to Subsection 3.3.4.1 of the TAG), the daily VMT generated by the existing or qualified terminated land uses can be estimated using the City VMT Calculator tool and subtracted from the project's daily VMT to determine the net increase in daily VMT.

In addition to the above screening criteria, the portion of, or the entirety of a project that contains small-scale or local serving retail uses[11] are assumed to have less than significant VMT impacts. If the answer to the following question is no, then that portion of the project meets the screening criteria, and a no impact determination can be made for the portion of the project that contains retail uses. However, if the retail project is part of a larger mixed-use project, then the remaining portion of the project may be subject to further analysis in accordance with the above screening criteria. Projects that include retail uses in excess of the screening criteria would need to evaluate the entirety of the project's VMT, as specified in Subsection 2.2.4 of the TAG.

- If the project includes retail uses, does the portion of the project that contain retail uses exceed a net 50,000 square feet?

4.2.1 *Impact Criteria and Methodology*

For development projects, the proposed project will have a potential VMT impact if the project meets the following:

- For residential projects, the project would generate household VMT per capita exceeding 15% below the existing average household VMT per capita for the Area Planning Commission (APC) area in which the project is located.

- For office projects, the project would generate work VMT per employee exceeding 15% below the existing average work VMT per employee for the APC in which the project is located.

- For regional serving retail projects, the project would result in a net increase in VMT.

- For other land use types, measure VMT impacts for the work trip element using the criteria for office projects above.

Different VMT significance thresholds have been established for each APC boundary area as the characteristics of each are distinct in terms of land use, density, transit availability, employment, etc. The City's significance thresholds (i.e., provided on a daily household VMT per capita basis and a daily work VMT per employee basis) for each of the seven APC boundary areas are presented in ***Table 4–1***. As the Project Site is located within the West Los Angeles APC, the VMT impact criteria (i.e., 15% below the APC average) applicable to the Project is 7.4 Daily Household VMT per Capita and 11.6 Daily Work VMT per Employee.

The impact methodology set forth in the TAG for a mixed-use project such as the Project is as follows:

- Mixed-Use Projects. The project VMT impact should be considered significant if any one (or all) of the project land uses exceed the impact criteria for that particular land use,

[11] As noted in the TAG, the definition of retail for this purpose includes restaurant.

Table 4-1
CITY OF LOS ANGELES VMT IMPACT CRITERIA [1]

AREA PLANNING COMMISSION	15% BELOW APC CRITERIA [2]	
	DAILY HOUSEHOLD VMT PER CAPITA	DAILY WORK VMT PER EMPLOYEE
Central	6.0	7.6
East Los Angeles	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South Los Angeles	6.0	11.6
South Valley	9.4	11.6
West Los Angeles	**7.4**	**11.1**

[1] Source: *LADOT Transportation Assessment Guidelines,* July 2020.

[2] The development project will have a potential impact if the project meets the following:
- For residential projects, the project would generate household VMT per capita exceeding 15% below the existing average household VMT per capita for the APC area in which the project (refer to above [source: Table 2.2-1 of the TAG]).
- For office projects, the project would generate work VMT per employee exceeding 15% below the existing average work VMT per employee for the APC in which the project is located (refer to above [source: Table 2.2-1 of the TAG]).
- For retail projects, the project would result in a net increase in VMT.
- For other land use types, measure VMT impacts for the work trip element using the criteria for office project above (source: Table 2.2-1 of the TAG).

taking credit for internal capture. In such cases, mitigation options that reduce the VMT generated by any or all of the land uses could be considered.

4.2.2 *Summary of Project VMT Analysis*

The daily vehicle trips and VMT expected to be generated by the Project were forecast using Version 1.3 of the City's VMT Calculator tool. Copies of the detailed City of Los Angeles VMT Calculator worksheets for the proposed project are contained in *Appendix B*. As indicated in the summary VMT Calculator worksheet, the Project is forecast to generate the following:

- The Project is estimated to generate a total of 2,650 daily vehicle trips and 1,062 net new daily vehicle trips.

- The estimated Daily Household VMT per Capita for the Project is 7.1 Daily Household VMT per Capita, which is less than the West Los Angeles APC significance threshold of 7.4 Daily Household VMT per Capita.

- Per the TAG, the Project's restaurant component, which totals 10,783 square feet, is considered a local-serving retail use. As the restaurant component provides less than 50,000 square feet, the Project's restaurant component would result in a "less than significant" VMT impact.

It is noted that the Project will incorporate three TDM measure as Project Design Features, as described in Section 2.9 herein. Thus, based on the above analyses, the Project is not expected to result in a significant VMT impact. Therefore, no mitigation is necessary as it relates to VMT.

4.2.3 *Summary of Cumulative VMT Analysis*

As stated in the City's TAG document (refer to Section 2.2.4 thereof), analyses should consider both short-term and long-term project effects on VMT. Short-term effects are evaluated in the detailed Project-level VMT analysis summarized above. Long-term, or cumulative, effects are determined through a consistency check with the Southern California Association of Government's (SCAG's) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas (GHG) reduction targets. As such, projects that are consistent with this plan in terms of development, location, density, and intensity, are part of the regional solution for meeting air pollution and GHG goals. Projects that are deemed to be consistent would have a less than significant cumulative impact on VMT. Development in a location where the RTP/SCS does not specify any development may indicate a significant impact on transportation. However, as noted in the City's TAG document, for projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e., VMT per capita or VMT per employee) in the analysis, a less than significant project impact conclusion is sufficient in demonstrating there is no cumulative VMT impact. Projects that fall under the City's efficiency-based impact thresholds are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

Based on the above Project-related VMT analysis and the conclusions reported in Section 4.2.2 (i.e., which conclude that the Project falls under the City's efficiency-based impact thresholds and thus are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS), the Project's cumulative VMT impact would be less than significant.

4.3 Geometric Design (Threshold T-3)

As stated in the City's TAG (refer to Section 2.4.1 thereof), 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. Impacts can be related to vehicle/vehicle, vehicle/bicycle, or vehicle/pedestrian conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a project site. These conflicts may be created by the driveway configuration or through the placement of project driveway(s) in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to busy or congested intersections. Evaluation of access impacts require details relative to project land use, size, design, location of access points, etc. These impacts are typically evaluated for permanent conditions after project completion but can also be evaluated for temporary conditions during project construction. Project access can be analyzed in qualitative and/or quantitative terms, and in conjunction with the review of internal site circulation and access to parking areas. All proposed site access points should be evaluated.

4.3.1 *Screening Criteria*

If the project requires a discretionary action, and the answer is "yes" to either of the following questions, further analysis will be required to assess whether the project would result in impacts due to geometric design hazards or incompatible uses:

- Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?

  - No, the Project proposes to utilize the existing driveways at the southwesterly portion of the Project Site along the east side of Arizona Avenue and the southeasterly portion of the Project Site along the west side of Sepulveda Boulevard.

- Is the project proposing to, or required to make any voluntary or required modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)?

  As stated in the City's TAG document (refer to Section 2.4.2 thereof), for the purpose of the screening for projects that are making physical changes to the public right-of-way, determine the street designation and improvement standard for any project frontage along streets classified as an Avenue or Boulevard (as designated in the City's General Plan) using the Mobility Plan 2035, or NavigateLA. If any street fronting the project site is an Avenue or Boulevard and it is determined that additional dedication, or physical modifications to the public right-of-way are proposed or required, the answer to this question is yes. For projects not subject to dedication and improvement requirements under the Los Angeles Municipal Code, though the project does propose dedications or

physical modifications to the public right-of-way, the answer to this question is yes. Based on a review of the Project, the following answer is provided:

- Yes, an 18-foot street dedication requirement and an eight-foot roadway widening improvement is required for Sepulveda Boulevard along the Project Site. Additionally, a one-foot roadway widening improvement is required for Arizona Avenue along the Project Site. The Project Applicant is requesting a Waiver of Dedications and Improvements (WDI) pursuant to LAMC Section 12.37 I.3 to seek relief from the dedication and improvement requirements as they are not necessary to meet the City's mobility needs as outlined in Mobility Plan 2035. The WDI findings/justifications are provided in *Appendix D*.

As the answer is "yes" to one of the two screening criteria questions, further analysis is required to assess whether the Project would result in impacts due to geometric design hazards or incompatible uses.

4.3.2 *Impact Criteria and Methodology*

The impact criteria set forth in Appendix G of the CEQA Guidelines, as well as the City's TAG for substantially increasing hazards due to a geometric design feature or incompatible use (referred to a Threshold T-3) is defined as follows:

- Threshold T-3: Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

  - No, the Project would not substantially increase hazards due to a geometric design feature. Primary access the Project Site will continue to be provided via existing driveways along Sepulveda Boulevard and Arizona Avenue. Furthermore, the Additionally, the Project proposes to remove the existing northerly driveway along Arizona Avenue.

Preliminary project access plans are to be reviewed in light of commonly accepted traffic engineering design standards to ascertain whether any deficiencies are apparent in the site access plans which would be considered significant. The determination of significance shall be on a case-by-case basis, considering the following factors:

- The relative amount of pedestrian activity at project access points.

- Design features/physical configurations that affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists.

- The type of bicycle facilities the project driveway(s) crosses and the relative level of utilization.

- The physical conditions of the site and surrounding area, such as curves, slopes, walks, landscaping or other barriers, that could result in vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle impacts.

- The project location, or project-related changes to the public right-of-way, relative to proximity to the High Injury Network or a Safe Routes to School program area.

- Any other conditions, including the approximate location of incompatible uses that would substantially increase a transportation hazard.

With respect to vehicle, bicycle and pedestrian safety impacts, the City's TAG (refer to Section 2.4.4 thereof) indicate that a review of all project access points, internal circulation, and parking access from an operational and safety perspective (for example, turning radii, driveway queuing, line of sight for turns into and out of project driveway[s]) should be conducted. Where project driveways would cross pedestrian facilities or bicycle facilities (bike lanes or bike paths), operational and safety issues related to the potential for vehicle/pedestrian and vehicle/bicycle conflicts and the severity of consequences that could result should be considered. In areas with moderate to high levels of pedestrian or bicycle activity, the collection of pedestrian or bicycle count data may be required.

4.3.3 *Qualitative Review of Site Access Points*

As discussed in Section 3.3.2 herein, the Project Site has frontage along Sepulveda Boulevard, a Boulevard I with a posted speed limit of 45 miles per hour, and Arizona Avenue, a Local Street – Standard with an assumed speed limit of 25 miles per hour. The Project will improve the pedestrian experience along these corridors, including at the Project Site access points, which will enhance connections to and from the numerous pedestrian destinations in the direct vicinity of the Project Site. As previously noted, the Project will improve the sidewalks along the Sepulveda Boulevard and Arizona Avenue property frontages to enhance the pedestrian experience and ensure ADA compliance. Additionally, the Project proposes to provide a paseo which will include a pedestrian access point along Centinela Avenue, at the northeasterly portion of the Project Site. The sidewalk and driveway enhancements, as well as the pedestrian paseo from Centinela Avenue will reduce the potential for vehicle/pedestrian conflicts at the driveways. Excellent line of sight is provided for all modes of travel (motorists, pedestrians, and bicyclists) at the Project Site driveways. Improved sidewalks will be provided along both the Project Site's Sepulveda Boulevard and Arizona Avenue frontages, as well as along Centinela Boulevard north of the Project Site, and signalized crossings within convenient walking distance to the Project Site. The Project will not add site access points along the Project Site's Sepulveda Boulevard frontage. The Project will remove one site vehicular site access point along the Project Site's Arizona Avenue frontage, reducing the number of curb cuts along the Project Site's Arizona Avenue frontage from two to one, with the southerly Arizona Avenue Driveway to remain. The Project Site and surrounding area are in good physical condition and located on flat terrain. The physical condition of the Project Site and proposed entry/exit points would be improved in conjunction with the Project, therefore, the potential for vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle impacts would be reduced. Neither Sepulveda Boulevard nor

Arizona Avenue are noted in the City's HIN. Given the existing physical conditions of the Project Site and planned reduction of curb cuts along Arizona Avenue, no safety concerns related to geometric design are noted.

The driveways would be designed to comply with LADOT standards. The driveways would not require the removal or relocation of existing passenger transit stops and would be designed and configured to avoid or minimize potential conflicts with transit services and pedestrian traffic. No security gates or other parking control features are proposed along the Project Site driveways in close proximity to the public right-of-way. As discussed in a following section, no excessive vehicle queuing is anticipated at the Project Site driveways. The driveways will be improved to meet City standards to ensure adequate maneuvering by vehicles entering and exiting the Project Site. Therefore, it can be determined that the Project would not substantially increase hazards due to a geometric design feature or incompatible use, and a less than significant impact determination can be reached.

4.4 Freeway Safety Analysis

It is noted that the City issued an interim guidance on the preparation of a freeway safety analysis for land use projects.[12] If the answer is yes to the following question, a freeway safety analysis will be required to assess whether the project would lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting freeway off-ramps and vehicles operation on the freeway mainline:

- Does the land use project add 25 or more trips to any nearby freeway off-ramp serving the project site in either the morning or afternoon peak-hour?
    - No, as shown in ***Figure 4–1***, the Project does not add 25 or more trips to any nearby freeway off-ramp serving the Project Site in either the morning or afternoon peak hour.

As the answer is "no" to the screening criteria question (i.e., the Project will not add 25 or more trips to nearby freeway off-ramps serving the Project Site during either the AM of PM peak hour), a freeway safety analysis is not required, and both the Project would result in a less than significant freeway safety impact.

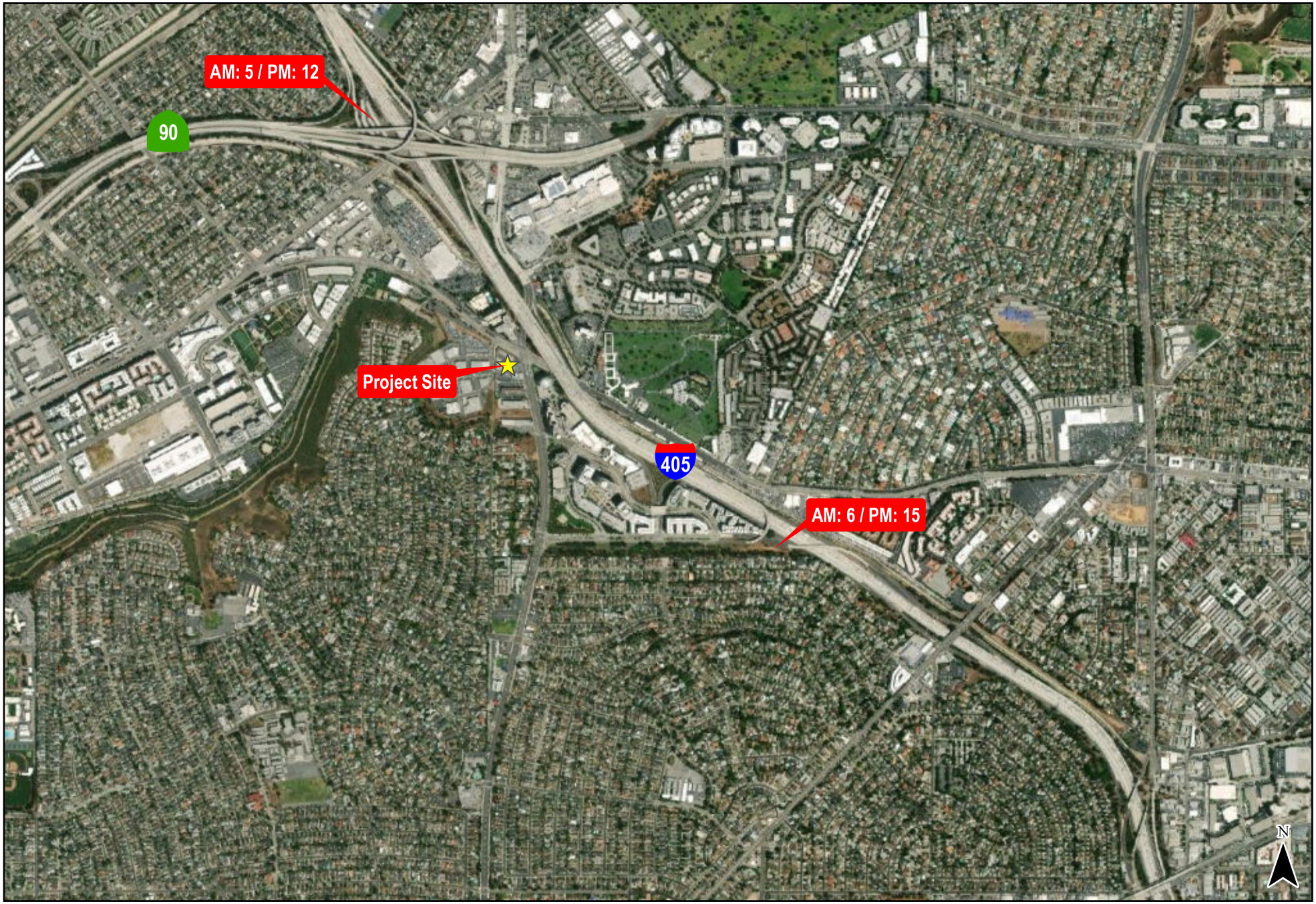
4.5 CEQA Transportation Measures

4.5.1 *Transportation Demand Management*

The Project includes three TDM strategies to be implemented as Project Design Features and are described in detail in Section 2.9 above. The TDM strategies include:

- Reduce Parking Supply;

[12] *LADOT Transportation Assessments – Interim Guidance for Freeway Safety Analysis,* City of Los Angeles Department of Transportation, May 2020.



LINSCOTT LAW & GREENSPAN engineers

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Figure 4-1
Net New Project Freeway Off-Ramp Traffic Volumes

Sepulveda/Centinela Mixed-Use Project

- Promotions and Marketing; and

- Include Bike Parking per LAMC.

The Project Applicant will comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance, referred to in the LAMC Section 12.26.J) and the other requirements per the City's Municipal Code, as well as the TDM requirements of the CTCSP. It is noted that the City's TDM Ordinance is currently being updated. Although not yet adopted, the Project Applicant will comply with the terms of the proposed TDM Ordinance update, which is expected be completed prior to the anticipated construction of the Project.

4.5.2 *CEQA Transportation Summary*

Based on the findings above, it can be determined that the Project will not conflict with City plans, policies, ordinances and programs, will not result in a significant VMT impact, will not substantially increase hazards due to a geometric design feature, and will not cause a freeway safety impact. Therefore, a "less than significant" determination can be made as related to the CEQA analysis.

5.0 NON-CEQA ANALYSIS

The authority for requiring non-CEQA transportation analysis and potentially requiring improvements to address identified deficiencies lies in the City of Los Angeles' Site Plan Review authority as established in LAMC Section 16.05. As provided in Section 16.05:

> "The purposes of site plan review are to promote orderly development, evaluate and mitigate significant environmental impacts, and promote public safety and the general welfare by ensuring that development projects are properly related to their sites, surrounding properties, traffic circulation, sewers, other infrastructure and environmental setting; and to control or mitigate the development of projects which are likely to have a significant adverse effect on the environment as identified in the City's environmental review process, or on surrounding properties by reason of inadequate site planning or improvements."

Additional authority is found in other City ordinances, such as certain transportation specific plans. The impacts, also referred to as deficiencies, discussed in the City's TAG are not intended to be interpreted as thresholds of significance, or significance criteria for purposes of CEQA review unless otherwise specifically identified (refer to Section 4.0).

5.1 Pedestrian, Bicycle, and Transit Access

The assessment of pedestrian, bicycle, and transit facilities is intended to determine a project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of a project. The deficiencies could be physical (through removal, modification, or degradation of facilities) or demand-based (by adding pedestrian or bicycle demand to inadequate facilities).

5.1.1 *Screening Criteria*

Per Section 3.2.2 of the TAG, if the answer is yes to all of the following questions, further analysis is required to assess whether the Project would negatively affect existing pedestrian, bicycle, or transit facilities:

- Does the land use project involve a discretionary action that would be under review by LADCP?
  - Yes, the Project involved a discretionary action that would be under review by LADCP.
- Does the land use project include the construction, or addition of 50 dwelling units or guestrooms or combination thereof, or 50,000 square feet of non-residential space?
  - Yes, the Project proposes the construction of 341 market-rate residential apartment dwelling units and 41 affordable family housing units. Additionally, the Project proposes the construction of 3,700 square feet of new ground-floor restaurant floor area. The existing Dinah's restaurant onsite (7,083 square feet) will remain. Once completed, the Project will provide 10,783 square feet of restaurant floor area.

- Would the project generate a net increase of 1,000 or more daily vehicle trips, or is the project's frontage along a street classified as an Avenue or Boulevard (as designated in the City General Plan), 250 linear feet or more, or is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard by the City's General Plan?

    - Yes, the Project will generate a net increase 1,000 or more daily vehicle trips. As indicated on the Screening Tab of the City's VMT Calculator (Page 1 of *Appendix B*), the Project will generate 1,062 net new daily vehicle trips. The Project Site's frontage along Sepulveda Boulevard, which is designated as a Boulevard I by the City, is approximately 247 feet. The Project Site's frontage does not encompass an entire block.

As the answer is "yes" to all of the screening criteria, further analysis is required to assess whether the Project would negatively affect existing pedestrian, bicycle, or transit facilities.

5.1.2 *Evaluation Criteria*

Factors to consider when assessing a project's potential effect on pedestrian, bicycle and transit facilities, include, but are not limited to, the following:

- Would a project directly or indirectly result in a permanent removal or modification that would lead to the degradation of pedestrian, bicycle, or transit facilities, such as:

    - Removal or degradation of existing sidewalks, crosswalks, pedestrian refuge islands, and/or curb extensions/bulbouts

    - Removal or degradation of existing bikeways and/or supporting facilities (e.g., bikeshare stations, on-street bike racks/parking, bike corrals, etc.)

    - Removal or degradation of existing transit and/or local circulator facilities including stop, bench, shelter, concrete pad, bus lane, or other amenities

    - Removal of other existing transportation system elements supporting sustainable mobility

    - Increase street crossing distance for pedestrians; increase in number of travel/turning lanes; increase in turning radius or turning speeds

    - Removal, degradation, or narrowing of an existing sidewalk, path, crossing, or pedestrian access way

    - Removal or narrowing of existing sidewalk-street buffering elements (e.g., curb extension, parkway, planting strip, street trees, etc.)

- Would a project intensify use of existing pedestrian, bicycle, or transit facilities, such as:

- Increase in pedestrian or vehicle volume, and thereby increase the need or attraction to cross a street at unmarked pedestrian crossings or unsignalized or uncontrolled intersections where a crossing is not available without significant rerouting. Refer to the Guidelines for Marked Crosswalks Across Uncontrolled Locations, in LADOT's MPP Section 344, or Guidelines for Traffic Signals in MPP Section 353 to determine approval and warrant criteria for an additional crossing.

- Result in new pedestrian demand between project site entries/exits and major destinations or transit stops expected to serve the development where there are missing pedestrian facilities (e.g., gaps in the sidewalk network) or substandard pedestrian facilities (e.g., narrow or uneven sidewalks, no crosswalks at intersections or mid-block, no marked crossing, or push button crossing rather than actuated, etc.).

- Increase transit demand at bus stops that lack marked crossings, with insufficient sidewalks, or are in isolated, or unlit areas.

The locations and descriptions of pedestrian, bicycle and transit facilities in the Project Site vicinity that could be affected by Project-related traffic or by users traveling between the Project Site and nearby destinations is presented in Section 3.0 herein. Potential pedestrian destinations located within an approximately one-quarter mile (i.e., 1,320 feet) radius from the Project Site are noted in *Figure 3–1*. The existing pedestrian, bicycle, and transit facilities within a one-quarter mile (i.e., 1,320 feet) radius from the Project Site are noted in *Figure 3–2*. The location of the existing and future bicycle facilities within the immediate Project Site vicinity is shown in *Figure 3–5*. The location of the City's PEDs, NEN, and TEN within the immediate Project Site vicinity and in the surrounding area is shown in *Figures 3–3*, *3–4*, and *3–7*, respectively.

5.1.3 *Results of Qualitative Access Review*

Table 5–1 summarizes the City's criteria associated with the two guiding questions regarding the pedestrian, bicycle, and transit access assessment and the determination of potential Project-related effect on the subject facilities in the vicinity of the Project. The determination is based on whether the Project would create deficiencies that could be physical (through removal, modification, or degradation of facilities) or demand-based (by adding pedestrian or bicycle demand to inadequate facilities). As indicated in *Table 5–1*, it is determined the Project does not include any features that would permanently remove, adversely modify, or degrade pedestrian, bicycle, and transit facilities in the Project vicinity. As also noted in *Table 5–1*, it is determined that it is possible that the Project may intensify use of pedestrian, bicycle, and transit facilities in the Project vicinity, however, such use is not expected to result in a deficient condition caused by the Project. The Project has the potential to increase pedestrian activity to an existing unmarked crossing (e.g., across Centinela Avenue at the Arizona Avenue intersection) but given the existing and sufficient pedestrian infrastructure available in the immediate Project Site vicinity, the increase in pedestrian activity across Centinela Avenue or any other roadway in the immediate Project Site vicinity is expected to be minimal and would not result in a deficient condition. Based on this analysis, no Project-specific actions or improvements are recommended as it relates to pedestrian, bicycle, and transit access. It is noted that no roads

Table 5-1
PROJECT EVALUATION OF PEDESTRIAN, BICYCLE, AND TRANSIT ACCESS

6-Apr-21

CRITERIA	PROJECT RESPONSE	FURTHER QUANTITATIVE ASSESSMENT?
PERMANENT REMOVAL OR MODIFICATION OF FACILITIES		
Removal or degradation of existing sidewalks, crosswalks, pedestrian refuge islands, and/or curb extensions/bulbouts.	**No**	**No**
Removal or degradation of existing bikeways and/or supporting facilities (e.g., bikeshare stations, on-street bike racks/parking, bike corrals, etc.).	**No**	**No**
Removal or degradation of existing transit and/or local circulator facilities including stop, bench, shelter, concrete pad, bus lane, or other amenities.	**No**	**No**
Removal of other existing transportation system elements supporting sustainable mobility.	**No**	**No**
Increase street crossing distance for pedestrians; increase in number of travel/turning lanes; increase in turning radius or turning speeds.	**No**	**No**
Removal, degradation, or narrowing of an existing sidewalk, path, crossing, or pedestrian access way.	**No**	**No**
Removal or narrowing of existing sidewalk-street buffering elements (e.g., curb extension, parkway, planting strip, street trees, etc.).	**No**	**No**
INTENSIFY USE OF FACILITIES		
Increase in pedestrian or vehicle volume, and thereby increase the need or attraction to cross a street at unmarked pedestrian crossings or unsignalized or uncontrolled intersections where a crossing is not available without significant rerouting. Refer to the Guidelines for Marked Crosswalks Across Uncontrolled Locations, in LADOT's Manual of Policies and Procedures (MPP) Section 344, or Guidelines for Traffic Signals in MPP Section 353 to determine approval and warrant criteria for an additional crossing.	**The Project may nominally increase pedestrians attempting to cross Centinela Avenue at the Arizona Avenue intersection. Signalized crossings are available approximately 260 feet east of the intersection at the Sepulveda Boulevard / Centinela Avenue intersection. Therefore, the need for a marked crosswalk is not warranted per LADOT MPP Section 344.**	**No**
Result in new pedestrian demand between project site entries/exits and major destinations or transit stops expected to serve the development where there are missing pedestrian facilities (e.g., gaps in the sidewalk network) or substandard pedestrian facilities (e.g., narrow or uneven sidewalks, no crosswalks at intersections or mid-block, no marked crossing, or push button crossing rather than actuated, etc.).	**The Project may nominally increase pedestrians walking to local destinations and/or transit stops. There are no observed missing pedestrian facilities in the Project vicinity.**	**No**
Increase transit demand at bus stops that lack marked crossings, with insufficient sidewalks, or are in isolated, unshaded, or unlit areas.	**The Project may nominally increase pedestrians walking to local transit stops. Northbound/southbound transit stops for CCB Line 6 and Rapid 6 are provided on Sepulveda Boulevard, south of the Centinela Avenue intersection. The Sepulveda Boulevard / Centinela Avenue intersection is signalized and provides crosswalks with pedestrian phasing on the south, east, and west legs. Bus benches within transit shelters are provided for northbound transit riders on Sepulveda Boulevard, and bus benches are provided for southbound transit riders on Sepulveda Boulevard.**	**No**

within the direct vicinity of the Project Site (e.g., within one-quarter mile) have been identified within the HIN, the need for potential safety enhancement consistent with the City's Vision Zero initiative is not anticipated.

5.2 Project Access and Circulation Review

Project access and circulation constraints relate to the provision of access to and from the project site, and may include safety, operational, or capacity constraints. Constraints can be related to vehicular/vehicular, vehicular/bicycle, or vehicular/pedestrian constraints as well as to operational delays. These conflicts may be created by the driveway configuration or through the placement of Project driveway(s) in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to an intersection or crosswalk. The Project access and circulation has been evaluated for permanent conditions after Project completion. ***Table 5–2*** summarizes the vehicle queuing analysis prepared for each of the study locations for the representative intersection traffic movements for the weekday AM and PM peak hours. ***Appendix F*** contains the analysis data worksheets for the study intersections.

5.2.1 *Screening Criteria*

For land use projects, if the answer is yes to all of the following questions (refer to Section 3.3.2 of the TAG), further analysis will be required to assess whether the project would negatively affect project access and circulation:

- Does the land use project involve a discretionary action that would be under review by the Department of City Planning?
  - Yes, the Project will require a discretionary action that would be under review by the Department of City Planning.
- Would the land use project generate a net increase of 250 or more daily vehicle trips?
  - Yes, the Project will generate a net increase of 250 or more daily vehicle trips. As indicated on the Screening Tab of the VMT Calculator (Page 1 of *Appendix B*), the Project would generate 1,062 net new daily vehicle trips.

As the answer is "yes" to both of the screening criteria questions (i.e., the Project will require a discretionary action and the Project will generate more than 250 daily trips), further analysis is required to evaluate Project access, safety and circulation.

5.2.2 *Evaluation Criteria*

For operational evaluation of land use projects, the City's TAG requires a quantitative evaluation of the Project's expected access and circulation operations. Project access is considered constrained if the Project's traffic would contribute to unacceptable queuing on an Avenue or Boulevard (as designated in the Mobility Plan 2035) at Project driveway(s) or would cause or substantially extend queuing at nearby signalized intersections. Unacceptable or extended queuing may be defined as follows:

Table 5-2
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS

21-Jun-21

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2021 EXISTING			YEAR 2021 EXISTING W/ PROJECT				YEAR 2026 FUTURE W/O PROJECT			YEAR 2026 FUTURE W/ PROJECT			
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]
1	Bluff Creek Drive - Major Street / Centinela Avenue (Signalized)	NB Left	AM	43.3	D	13.1	43.3	D	13.1	0.0	43.8	D	18.1	43.8	D	18.1	0.0
			PM	40.3	D	31.0	40.3	D	31.0	0.0	40.5	D	33.4	40.5	D	33.4	0.0
		NB Through	AM	37.6	D	8.2	37.6	D	8.2	0.0	37.6	D	8.7	37.6	D	8.7	0.0
			PM	38.1	D	29.1	38.1	D	29.1	0.0	38.1	D	30.8	38.1	D	30.8	0.0
		NB Right	AM	31.1	C	18.7	31.1	C	19.7	1.0	31.2	C	21.7	31.2	C	22.7	1.0
			PM	35.1	D	191.8	35.2	D	194.6	2.8	35.8	D	215.1	35.9	D	218.1	3.0
		SB Left	AM	38.8	D	36.7	38.9	D	40.2	3.5	38.9	D	40.2	39.0	D	43.7	3.5
			PM	40.3	D	57.7	40.6	D	67.5	9.8	40.6	D	63.9	40.9	D	73.9	10.0
		SB Through	AM	40.4	D	137.0	40.4	D	137.0	0.0	40.5	D	144.9	40.5	D	144.9	0.0
			PM	38.0	D	24.7	38.0	D	24.7	0.0	38.0	D	25.9	38.0	D	25.9	0.0
		SB Right	AM	40.5	D	134.3	40.5	D	134.3	0.0	40.7	D	142.0	40.7	D	142.0	0.0
			PM	38.6	D	44.5	38.6	D	44.5	0.0	38.6	D	46.9	38.6	D	46.9	0.0
		EB Left	AM	16.3	B	45.1	16.4	B	45.2	0.1	17.7	B	50.4	17.8	B	50.5	0.1
			PM	14.8	B	54.5	14.8	B	54.7	0.2	15.3	B	59.0	15.3	B	59.0	0.0
		EB Through	AM	13.7	B	112.9	13.8	B	113.8	0.9	13.9	B	128.5	14.0	B	129.2	0.7
			PM	17.4	B	335.6	17.4	B	337.3	1.7	18.2	B	375.4	18.2	B	377.2	1.8
		EB Right	AM	14.1	B	112.7	14.1	B	113.4	0.7	14.3	B	128.0	14.3	B	128.6	0.6
			PM	18.5	B	344.0	18.6	B	345.8	1.8	19.6	B	385.3	19.6	B	387.2	1.9
		WB Left	AM	288.5	F	511.7	293.6	F	519.0	7.3	351.1	F	602.0	356.2	F	609.4	7.4
			PM	52.2	D	27.1	52.3	D	28.5	1.4	52.4	D	31.9	52.5	D	33.2	1.3
		WB Through	AM	8.5	A	208.4	8.5	A	210.2	1.8	8.9	A	234.8	8.9	A	236.6	1.8
			PM	7.2	A	103.5	7.2	A	104.2	0.7	7.4	A	118.8	7.4	A	119.9	1.1
		WB Right	AM	8.9	A	211.4	8.9	A	213.3	1.9	9.3	A	238.5	9.4	A	240.4	1.9
			PM	7.4	A	105.3	7.4	A	106.0	0.7	7.6	A	120.9	7.6	A	122.0	1.1
2	Arizona Aveue / Centinela Avenue (Signalized)	NB Right	AM	24.8	C	43.9	31.5	C	89.7	45.8	25.0	C	46.4	32.9	C	95.4	49.0
			PM	61.4	E	189.5	90.4	F	252.6	63.1	73.1	F	215.8	103.7	F	281.5	65.7
		EB Through	AM	10.7	B	72.0	10.7	B	73.1	1.1	10.9	B	79.7	10.9	B	80.5	0.8
			PM	14.4	B	212.4	14.5	B	215.0	2.6	16.6	B	263.9	16.7	B	267.0	3.1
		EB Right	AM	11.3	B	76.2	11.4	B	76.7	0.5	11.6	B	84.1	11.6	B	84.6	0.5
			PM	17.1	B	232.4	17.3	B	234.6	2.2	21.3	C	298.5	21.7	C	302.8	4.3
		WB Left	AM	21.5	C	28.5	21.6	C	33.7	5.2	21.5	C	30.1	21.7	C	35.3	5.2
			PM	21.4	C	27.5	21.8	C	40.0	12.5	21.5	C	29.0	21.9	C	41.7	12.7
		WB Through	AM	10.4	B	220.6	10.8	B	228.8	8.2	27.3	F	458.2	30.0	F	491.3	33.1
			PM	4.1	A	46.3	4.1	A	46.8	0.5	4.3	A	54.4	4.3	A	55.7	1.3
3	Arizona Aveue / Arizona Avenue Driveway (Unsignalized)	SB Left/Through	AM	7.5	A	5.0	7.5	A	5.0	0.0	7.5	A	5.0	7.5	A	5.0	0.0
			PM	7.6	A	2.5	7.7	A	5.0	2.5	7.6	A	2.5	7.7	A	5.0	2.5
		WB Left/Right	AM	8.6	A	2.5	8.9	A	5.0	2.5	8.7	A	2.5	8.9	A	7.5	5.0
			PM	9.2	A	2.5	9.3	A	5.0	2.5	9.2	A	2.5	9.3	A	5.0	2.5

Table 5-2 (Continued)
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2021 EXISTING			YEAR 2021 EXISTING W/ PROJECT				YEAR 2026 FUTURE W/O PROJECT			YEAR 2026 FUTURE W/ PROJECT			
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]
4	Sepulveda Boulevard / Green Valley Circle (Signalized)	NB Through	AM	23.2	C	527.0	23.3	C	531.4	4.4	24.6	C	576.2	24.8	C	580.9	4.7
			PM	19.0	B	354.3	19.0	B	355.8	1.5	19.8	B	389.8	19.8	B	391.3	1.5
		NB Right	AM	17.1	B	221.8	17.1	B	221.8	0.0	17.6	B	241.1	17.6	B	241.1	0.0
			PM	21.3	C	368.0	21.3	C	368.0	0.0	23.6	C	434.6	23.6	C	434.6	0.0
		SB Left	AM	48.0	D	91.2	48.0	D	91.2	0.0	48.3	D	101.7	48.3	D	101.7	0.0
			PM	51.5	D	177.0	51.5	D	177.0	0.0	55.2	E	210.8	55.2	E	210.8	0.0
		SB Through	AM	6.4	A	111.4	6.4	A	112.0	0.6	6.6	A	123.0	6.6	A	123.9	0.9
			PM	8.1	A	237.6	8.1	A	239.3	1.7	8.4	A	259.3	8.4	A	261.0	1.7
		WB Left	AM	46.7	D	251.4	46.7	D	251.4	0.0	53.9	D	330.2	53.9	D	330.2	0.0
			PM	97.7	F	567.7	97.7	F	567.7	0.0	126.5	F	688.5	126.5	F	688.5	0.0
		WB Right	AM	33.1	C	242.1	33.1	C	242.1	0.0	35.5	D	298.7	35.5	D	298.7	0.0
			PM	36.6	D	321.0	36.6	D	321.0	0.0	38.6	D	356.8	38.6	D	356.8	0.0
5	Sepulveda Boulevard / Centinela Avenue (Signalized)	NB Left	AM	516.5	F	1515.0	525.0	F	1537.3	22.3	329.0	F	1017.1	334.6	F	1032.3	15.2
			PM	94.4	F	384.2	106.2	F	417.1	32.9	53.5	D	231.9	54.7	D	241.5	9.6
		NB Through	AM	47.8	D	530.3	47.8	D	530.3	0.0	113.7	F	1041.5	113.7	F	1041.5	0.0
			PM	36.2	D	322.0	36.2	D	322.0	0.0	47.0	D	549.0	47.0	D	549.0	0.0
		NB Right	AM	11.1	B	341.7	11.1	B	341.7	0.0	130.1	F	1026.8	130.1	F	1026.8	0.0
			PM	13.7	B	372.2	13.7	B	372.2	0.0	56.1	E	518.7	56.1	E	518.7	0.0
		SB Left	AM	47.7	D	37.5	47.7	D	37.5	0.0	47.8	D	39.4	47.8	D	39.4	0.0
			PM	49.9	D	124.5	49.9	D	124.5	0.0	50.2	D	131.6	50.2	D	131.6	0.0
		SB Through	AM	34.3	C	232.2	34.3	C	233.6	1.4	34.8	C	249.6	34.8	C	251.0	1.4
			PM	104.3	F	871.4	106.7	F	884.9	13.5	138.2	F	1066.9	140.7	F	1081.5	14.6
		SB Right	AM	33.7	C	166.8	33.7	C	166.8	0.0	36.8	D	242.7	36.8	D	242.7	0.0
			PM	31.2	C	83.9	31.2	C	83.9	0.0	31.9	C	106.2	31.9	C	106.2	0.0
		EB Left	AM	46.3	D	44.8	47.5	D	91.8	47.0	46.8	D	62.4	48.0	D	110.2	47.8
			PM	48.3	D	120.8	48.9	D	141.1	20.3	56.8	E	219.1	62.0	E	246.1	27.0
		EB Through	AM	39.1	D	167.6	39.2	D	175.1	7.5	39.4	D	183.7	39.6	D	190.7	7.0
			PM	55.1	E	420.9	55.8	E	425.6	4.7	79.3	F	557.3	80.9	F	564.9	7.6
		EB Right	AM	28.6	C	206.4	28.6	C	206.4	0.0	29.0	C	219.2	29.0	C	219.2	0.0
			PM	116.6	F	927.2	116.6	F	927.2	0.0	205.5	F	1434.0	205.5	F	1434.0	0.0
		WB Left	AM	49.7	D	160.9	49.8	D	163.0	2.1	50.7	D	178.2	50.9	D	180.4	2.2
			PM	115.9	F	419.9	119.6	F	429.4	9.5	156.4	F	523.5	160.8	F	534.7	11.2
		WB Through	AM	188.3	F	1096.4	189.3	F	1101.1	4.7	248.5	F	1391.1	249.5	F	1396.1	5.0
			PM	40.7	D	236.1	40.8	D	238.5	2.4	41.7	D	256.4	41.8	D	258.7	2.3
		WB Right	AM	189.1	F	1066.9	190.1	F	1071.6	4.7	250.1	F	1358.8	251.2	F	1363.3	4.5
			PM	41.1	D	226.6	41.2	D	228.7	2.1	42.1	D	245.4	42.2	D	247.4	2.0

Table 5-2 (Continued)
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2021 EXISTING			YEAR 2021 EXISTING W/ PROJECT				YEAR 2026 FUTURE W/O PROJECT			YEAR 2026 FUTURE W/ PROJECT			
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]
6	Sepulveda Boulevard Sepulveda Boulevard Driveway (Unsignalized)	EB Right	AM PM	17.2 94.9	C F	2.5 25.0	18.6 126.5	C F	12.5 50.0	10.0 25.0	18.4 154.4	C F	2.5 37.5	20.1 227.2	C F	12.5 70.0	10.0 32.5
7	Sepulveda Boulevard / Center Drive (Signalized)	NB Left	AM PM	-- --	-- --	-- --	-- --	-- --	-- --	-- --	68.3 62.7	E E	8.2 34.9	68.3 62.7	E E	8.2 34.9	0.0 0.0
		NB Through	AM PM	24.4 15.2	C B	470.7 190.2	24.5 15.3	C B	472.7 192.1	2.0 1.9	34.6 19.4	C B	729.6 271.4	35.8 19.6	D B	742.0 274.7	12.4 3.3
		NB Right	AM PM	3.0 2.8	A A	66.8 40.2	3.0 2.8	A A	66.8 40.2	0.0 0.0	8.7 7.2	A A	99.9 58.7	8.8 7.2	A A	100.8 58.8	0.9 0.1
		SB Left	AM PM	51.0 12.3	D B	141.8 68.6	56.9 12.6	E B	155.8 69.8	14.0 1.2	52.5 53.2	D D	244.7 224.3	52.9 53.2	D D	249.6 225.7	4.9 1.4
		SB Through	AM PM	10.1 26.5	B C	174.6 621.8	10.1 27.0	B C	178.4 626.8	3.8 5.0	11.7 32.5	B C	252.3 918.7	11.9 32.9	B C	256.0 924.8	3.7 6.1
		SB Right	AM PM	-- --	-- --	-- --	-- --	-- --	-- --	-- --	12.2 40.0	B D	257.8 989.5	12.4 40.5	B D	262.0 997.3	4.2 7.8
		EB Left/Through/Right	AM PM	-- --	-- --	-- --	-- --	-- --	-- --	-- --	63.3 63.7	E E	81.8 48.9	63.3 63.7	E E	81.8 48.9	0.0 0.0
		WB Left	AM PM	23.9 25.1	C C	7.4 67.7	23.9 25.1	C C	7.4 67.7	0.0 0.0	44.6 45.7	D D	17.7 161.0	44.5 45.7	D D	17.7 161.0	0.0 0.0
		WB Through	AM PM	-- --	-- --	-- --	-- --	-- --	-- --	-- --	44.4 43.9	D D	11.1 84.7	44.3 43.9	D D	11.1 84.7	0.0 0.0
		WB Right	AM PM	23.1 28.0	C C	134.0 260.2	23.2 28.3	C C	136.5 265.1	2.5 4.9	37.2 44.4	D D	244.7 367.9	36.9 44.9	D D	246.5 374.7	1.8 6.8
8	Sepulveda Boulevard / Howard Hughes Parkway (Signalized)	NB Through	AM PM	42.0 19.1	D B	602.9 220.8	42.3 19.2	D B	606.1 222.2	3.2 1.4	62.1 19.7	F B	760.0 240.2	62.5 19.7	F B	763.0 240.8	3.0 0.6
		NB Right	AM PM	244.4 85.6	F F	2113.8 867.4	244.4 85.6	F F	2113.8 867.4	0.0 0.0	277.1 106.0	F F	2380.3 1021.8	277.1 106.0	F F	2380.3 1021.8	0.0 0.0
		SB Left	AM PM	103.1 1099.0	F F	166.0 1193.2	119.4 1111.0	F F	187.1 1204.7	21.1 11.5	226.4 1343.2	F F	308.1 1426.2	250.2 1355.2	F F	333.9 1437.6	25.8 11.4
		SB Through	AM PM	12.4 24.3	B C	186.5 535.0	12.4 24.4	B C	188.3 536.0	1.8 1.0	12.8 32.2	B C	205.2 645.9	12.8 32.4	B C	207.1 648.6	1.9 2.7
		WB Left	AM PM	25.7 24.5	C C	241.5 205.0	25.7 24.5	C C	241.5 205.0	0.0 0.0	26.1 24.8	C C	254.0 214.7	26.5 24.8	C C	256.2 214.7	2.2 0.0
		WB Right	AM PM	22.4 18.7	C B	10.2 75.9	22.5 18.9	C B	127.9 82.2	117.7 6.3	26.2 19.5	C B	219.0 109.7	26.4 19.7	C B	222.9 116.5	3.9 6.8

Table 5-2 (Continued)
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2021 EXISTING			YEAR 2021 EXISTING W/ PROJECT				YEAR 2026 FUTURE W/O PROJECT			YEAR 2026 FUTURE W/ PROJECT			
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]
9	Bristol Parkway / Centinela Avenue (Signalized)	SB Left	AM	34.1	C	31.3	34.1	C	31.3	0.0	34.6	C	60.1	34.6	C	60.1	0.0
			PM	38.2	D	228.0	38.2	D	228.0	0.0	38.9	D	247.4	38.9	D	247.4	0.0
		SB Right	AM	23.7	C	94.6	23.7	C	96.4	1.8	24.6	C	142.3	24.6	C	144.2	1.9
			PM	29.2	C	321.3	29.4	C	325.7	4.4	30.8	C	361.1	31.0	C	365.8	4.7
		EB Left	AM	26.3	C	188.6	27.7	C	193.7	5.1	43.8	D	235.6	46.2	D	244.0	8.4
			PM	10.0	B	74.7	10.1	B	75.4	0.7	10.7	B	99.3	10.7	B	99.8	0.5
		EB Through	AM	8.7	A	101.7	8.7	A	103.5	1.8	8.8	A	112.7	8.9	A	115.2	2.5
			PM	12.8	B	350.9	12.8	B	351.7	0.8	13.6	B	389.4	13.6	B	389.5	0.1
		WB Through	AM	28.9	C	528.4	29.0	C	529.6	1.2	31.2	C	587.7	31.3	C	589.6	1.9
			PM	20.2	C	212.3	20.3	C	214.4	2.1	20.7	C	231.1	20.7	C	233.2	2.1
		WB Right	AM	31.0	C	469.9	31.0	C	469.9	0.0	33.6	C	520.0	33.6	C	520.0	0.0
			PM	19.6	B	144.5	19.6	B	144.5	0.0	20.6	C	189.5	20.6	C	189.5	0.0

[1] Pursuant to the *LADOT Transportation Assessment Guidelines,* July 2020 and *City of Culver City Transportation Study Criteria and Guidelines,* July 2020, the Highway Capacity Manual (HCM) methodology for signalized and unsignalized intersections was utilized to calculate vehicle queuing.

[2] Control delay reported in seconds per vehicle.

[3] Signalized Intersection Levels of Service were based on the following criteria:

Control Delay (s/veh)	LOS
<= 10	A
> 10-20	B
> 20-35	C
> 35-55	D
> 55-80	E
> 80	F

Unsignalized Intersection Levels of Service were based on the following criteria:

Control Delay (s/veh)	LOS
<= 10	A
> 10-15	B
> 15-25	C
> 25-35	D
> 35-50	E
> 50	F

[4] The 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes. The HCM 6th Edition methodology worksheets report queues in number of vehicles, however an average vehicle length of 25 feet was assumed for analysis purposes. The reported queues therefore represent the calculated maximum back of queue in feet.

[5] Represents the change in calculated maximum back of queue (in feet) due to the addition of Project-related traffic.

- Spill over from turn pockets into through lanes.

- Block cross streets or alleys.

- Contribute to gridlock congestion. For the purposes of this section, "gridlock" is defined as the condition where traffic queues between closely spaced intersections and impedes the flow of traffic through upstream intersections.

The City's TAG acknowledges that demand for curbside space has substantially increased due to the continued expansion of driver-for-hire transportation network companies (TNCs) and shared mobility services. As such, the TAG states that a transportation assessment should characterize the onsite loading demand of the project frontage and answer the following questions:

- Would the project result in passenger loading demand that could not be accommodated within any proposed onsite passenger loading facility?

  - Not Anticipated. It is envisioned that passenger loading at the Project Site will occur within the in the proposed onsite parking garage.

- Would accommodating the passenger loading demand create pedestrian or bicycle conflicts? Which curbside management options should be explored to better address passenger loading needs in the public right-of-way?

  - No, as discussed in Section 2.7, passenger loading and unloading for the Project will occur within the at-grade level of the onsite parking garage. While passenger loading and unloading will occur internally to the Project Site, some intermittent curbside loading/unloading may occur along the Project Site's Arizona Avenue and Sepulveda Boulevard frontages.

5.2.3 *Operational and Passenger Loading Evaluation Methodology*

Based on coordination with LADOT and City of Culver City staff and as presented in the transportation assessment MOU, the following nine study intersections were identified for operational evaluation of whether the Project's traffic would contribute to unacceptable queuing on an Avenue or Boulevard:

1. Bluff Creek Drive – Major Street / Centinela Avenue (City of Culver City)

2. Arizona Avenue / Centinela Avenue (City of Culver City)

3. Arizona Avenue / Arizona Avenue Driveway (City of Los Angeles)

4. Sepulveda Boulevard / Green Valley Circle (City of Culver City)

5. Sepulveda Boulevard / Centinela Avenue (City of Culver City)

6. Sepulveda Boulevard / Sepulveda Boulevard Driveway (City of Los Angeles)

7. Sepulveda Boulevard / Center Drive (City of Los Angeles)

8. Sepulveda Boulevard / Howard Hughes Parkway (City of Los Angeles)

9. Bristol Parkway / Centinela Avenue (City of Culver City)

The study locations were based on proximity to the Project Site and the importance of the intersections in terms of the Project's site access and circulation scheme.

The analysis was prepared based on the *Highway Capacity Manual*[13] (HCM) operational analysis methodology pursuant to the City's TAG and the *City of Culver City Transportation Study Criteria and Guidelines*.[14] Intersection analyses were prepared utilizing the *HCS7* software package, which implements the Highway Capacity Manual operational methods. In addition, specifics such as traffic volume data, lane configurations, available vehicle storage lengths, crosswalk locations, posted speed limits, traffic signal timing and phasing for signalized locations, etc., were coded in the *HCS7* software. The operational analysis was prepared utilizing the following data previously presented herein:

- Project Peak Hour Traffic Generation: Refer to Subsection 2.8.1
- Project Trip Distribution and Assignment: Refer to Subsection 2.8.2
- Existing Vehicle Network: Refer to Subsection 3.3
- Existing Weekday AM and PM Hour Traffic Count Data: Refer to Subsection 3.4
- Related Projects (i.e., within a 0.66-mile radius) and Ambient Traffic Growth: Refer to Subsection 3.5

LADOT and the City of Culver City confirmed the appropriateness of the above data in the transportation assessment MOU it approved for the Project. The transportation assessment MOU is attached to this report in *Appendix A*.

The operational analysis of vehicle queuing at the study intersections was prepared for the following conditions:

(a) Existing (2021) conditions.

(b) Condition (a) with completion and occupancy of the Project.

(c) Condition (a) plus one 1.0% annual ambient traffic growth through year 2026 and with completion and occupancy of the related projects (i.e., Future Cumulative Baseline)

[13] *Highway Capacity Manual 6th Edition,* Transportation Research Board of the National Academies of Sciences-Engineering-Medicine, 2016.

[14] *City of Culver City Transportation Study Criteria and Guidelines,* City of Culver City, July 2020.

(d) Condition (c) with completion and occupancy of the Project.

Pursuant to the City's TAG, the HCM methodology for signalized and unsignalized intersections was utilized to calculate vehicle queuing. The operation analysis reports the control delay (in seconds), Levels of Service (LOS), and 95th percentile queues (in feet) for all approaches for the signalized intersections and the minor street approaches for the unsignalized intersections. The 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes. The HCM 6th Edition methodology worksheets report queues in number of vehicles. As such, an average vehicle length of 25 feet, which includes the length of the vehicle and spacing between vehicles, was assumed for analysis purposes. The reported queues therefore represent the calculated maximum back of queue in feet. The summary of the operational analysis of the study intersections is provided in *Table 5–2*. The HCM methodology worksheets for the analyzed intersections are contained in *Appendix F.*

The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in *Figure 3–10*. The "Existing with Project" traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figure 5–1***. The "Future Cumulative Baseline" (existing, ambient growth and related projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are presented in ***Figure 5–2***. The "Future Cumulative with Project" (existing, ambient growth, related projects, and Project) traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figure 5–3***.

As presented in *Table 5–2*, the Project would not cause or substantially extend vehicle queuing at any of the nine study intersections during the weekday AM and PM peak hours. At these intersections, the change in queue length for individual traffic movements associated with the Project ranges from no change to a maximum of 65.7 feet (i.e., less than three vehicles). Notably,

- At the Arizona Avenue / Centinela Avenue intersection, the forecast peak queues during the AM and PM peak hours for the westbound left-turn Centinela Avenue approach in the "Existing with Project" and "Future Cumulative with Project" conditions are expected to be accommodated by the existing left-turn lane.

- At the Sepulveda Boulevard / Centinela Avenue intersection, the forecast peak queues during the AM and PM peak hours for the left-turn lane on the northbound Sepulveda Boulevard approach are expected to exceed the available left-turn storage in all conditions (i.e., "Existing" through "Future Cumulative with Project" conditions). Further, the Project-related contribution to peak vehicle queuing is calculated to be less than one vehicle during the peak hours. Therefore, no modifications are proposed due to Project-related traffic. Also, for the left-turn lane on the eastbound Centinela Avenue approach, the available left-turn storage is expected to accommodate the peak vehicle queues during the AM and PM peak hours in the "Existing with Project" and "Future with Project" conditions.

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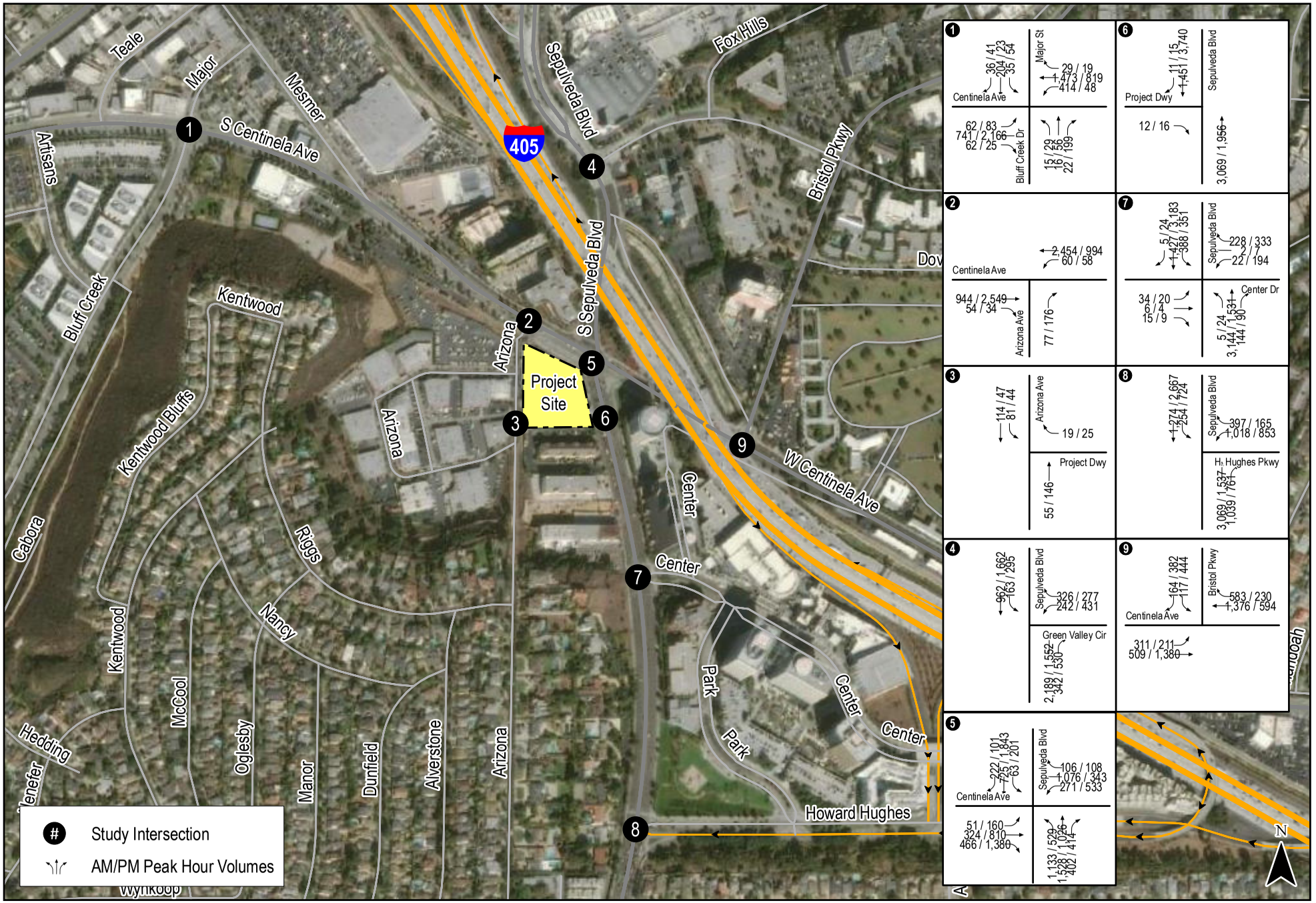
Date: 6/11/2021
Time: 10:34 AM

Maxar

Figure 5-1
Existing with Project Traffic Volumes

Sepulveda/Centinela Mixed-Use Project



LINSCOTT LAW & GREENSPAN engineers

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Time: 11:13 AM

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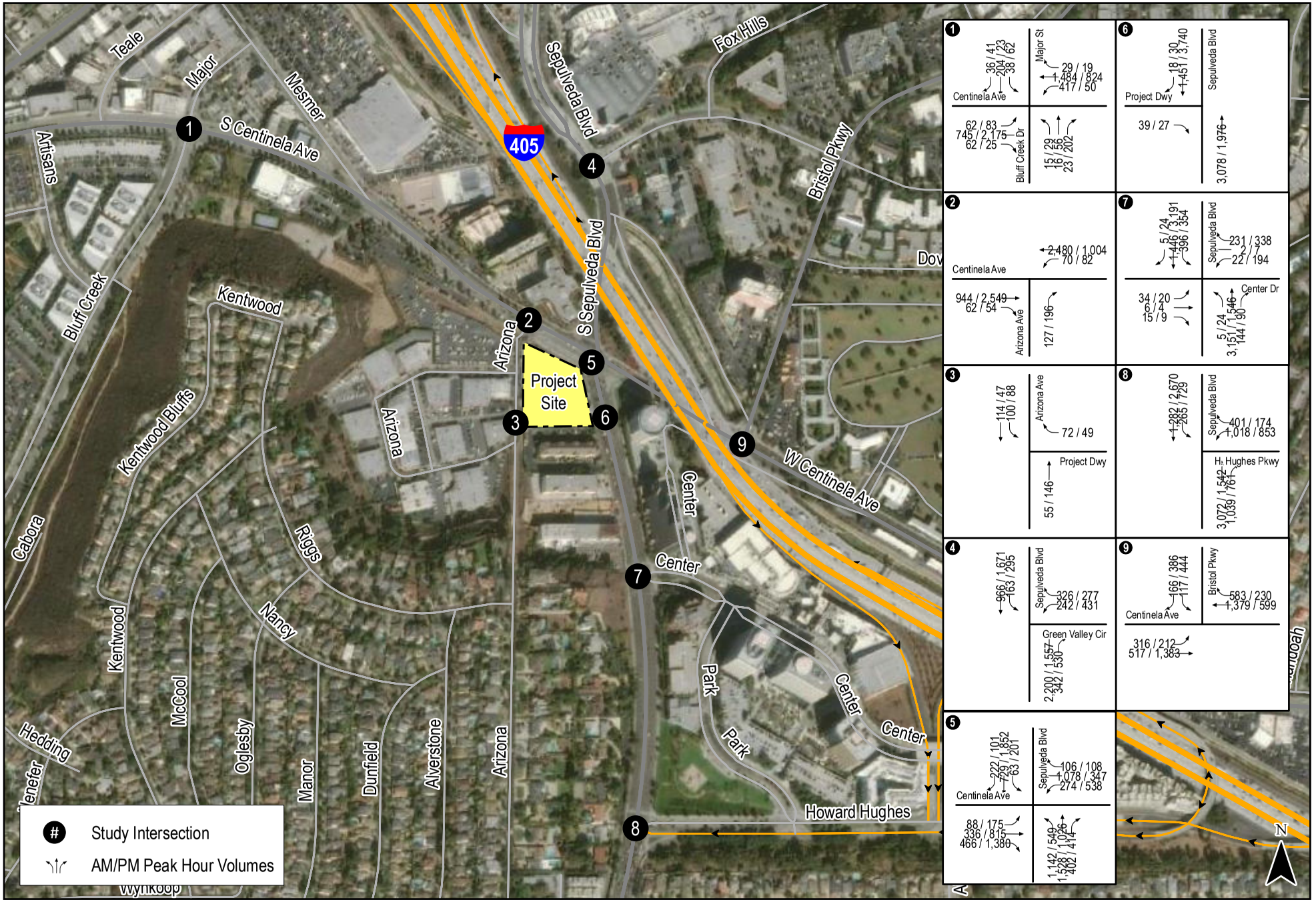
Figure 5-2
Future Cumulative Baseline Traffic Volumes

Sepulveda/Centinela Mixed-Use Project



LINSCOTT LAW & GREENSPAN engineers

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Figure 5-3
Future Cumulative with Project Traffic Volumes

Sepulveda/Centinela Mixed-Use Project

- At the Sepulveda Boulevard / Howard Hughes Parkway intersection, the forecast peak queues during the PM peak hour for the left-turn lane on the southbound Sepulveda Boulevard approach are expected to exceed the available left-turn storage in all conditions (i.e., "Existing" through "Future Cumulative with Project" conditions). Further, the Project-related contribution to peak vehicle queuing is calculated to be less than one vehicle during the peak hours. Therefore, no modifications are proposed due to Project-related traffic. The southbound left-turn lane is expected to generally accommodate the peak queues during the AM peak hour in the "Existing with Project" and "Future Cumulative with Project" conditions.

It is envisioned that passenger loading/unloading will occur within the at-grade level of the onsite parking garage. No pedestrian or bicycle conflicts due to potential loading/unloading activities are anticipated to occur. While not currently proposed, appropriate signage and pavement/curb markings will be required by the City and installed by the Project Applicant for any curbside loading/unloading zones that may be proposed by the Project Applicant in the future. Any installations that fall within the City's (public) right-of-way will require prior review and approval by LADOT. Thus, it is envisioned that should any curbside loading/unloading zones be proposed by the Project Applicant, on-street parking along the direct Project frontages will not be allowed and some or most of the curbside space would be repurposed for loading/unloading operations.

5.3 Project Construction Effect on Nearby Mobility

The project construction evaluation addresses activity associated with project construction and major in-street construction of infrastructure projects.

5.3.1 *Screening Criteria*

For land use projects, if the answer is yes to any of the following questions, further analysis will be required to assess whether project construction would negatively affect pedestrian, bicycle, transit, or vehicle circulation:

- Would a project that requires construction activities to take place within the right-of-way of a Boulevard or Avenue (as designated in Mobility Plan 2035) which would necessitate temporary lane, alley, or street closures for more than one day (including day and evening hours, and overnight closures if on a residential street)?

    - Yes. The Project Site is adjacent to Sepulveda Boulevard, which is designated as a Boulevard I within Mobility Plan 2035. The unimproved lot to the north of the Project Site, which is located within the City of Culver City, is adjacent to Centinela Avenue. Centinela Avenue is designated as a Primary Artery within the Circulation Element of the Culver City General Plan. Construction of the Project may require temporary travel lane closures on Sepulveda Boulevard and Centinela Avenue related to utility work, delivery of construction equipment, etc. Such closures are expected to be temporary in nature; no overnight closures of travel lanes on Sepulveda Boulevard and Centinela Avenue are anticipated. A detailed Construction Staging and Traffic

Management Plan (CSTMP) including the measures described herein will address temporary construction-related closures to minimize conflicts between construction activities and vehicular traffic.

- Would a project require construction activities to take place within the right-of-way of a Collector or Local Street (as designated in the Mobility Plan 2035) which would necessitate temporary lane, alley, or street closures for more than seven days (including day and evening hours, and including overnight closures if on a residential street)?

  - Yes. The Project Site is adjacent to Arizona Avenue, which is designated as a Local Street – Standard within Mobility Plan 2035. Construction of the Project may require temporary travel lane closures on Arizona Avenue related to utility work, delivery of construction equipment, etc. Such closures are expected to be temporary in nature; no overnight closures of travel lanes on Arizona Avenue are anticipated. As noted above, the CSTMP will include the measures to address temporary construction-related closures to minimize conflicts between construction activities and vehicular traffic.

- Would in-street construction activities result in the loss of regular vehicle, bicycle, or pedestrian access, including loss of existing bicycle parking to an existing land use for more than one day, including day and evening hours and overnight closures if access is lost to residential units?

  - Yes. Temporary closures of the sidewalks adjacent to the Project Site on Sepulveda Boulevard and Arizona Avenue, as well as the sidewalks adjacent to the unimproved lot to the north of the Project Site, which is located within the City of Culver City, on Centinela Avenue may be required during portions of the construction period. Additionally, temporary closure of the Class II bicycle lane on southbound Sepulveda Boulevard may be required during portions of the construction period. However, signs would be posted advising pedestrians and bicyclists of temporary sidewalk and bicycle lane closures and providing alternative routes. Construction activities will not affect access to any other adjacent or nearby land uses. As noted above, the CSTMP will include measures to address temporary construction-related closures to minimize conflicts between construction activities and vehicular traffic, bicyclists, and pedestrians.

- Would in-street construction activities result in the loss of regular ADA pedestrian access to an existing transit station, stop, or facility (e.g., layover zone) during revenue hours?

  - Yes. Temporary closures of the sidewalks adjacent to the Project Site on Sepulveda Boulevard and Arizona Avenue, as well as the sidewalks adjacent to the unimproved lot to the north of the Project Site, which is located within the City of Culver City, on Centinela Avenue may be required during portions of the construction period. Specifically, ADA pedestrian access may be lost to the existing bus stop on Sepulveda Boulevard, just south of the Centinela Avenue intersection. However,

signs would be posted advising pedestrians of temporary sidewalk closures and providing alternative ADA routes to nearby transit stops located adjacent to or near the Project Site on Sepulveda Boulevard and Centinela Avenue. As noted above, the CSTMP will include measures to address temporary construction-related closures to minimize conflicts between construction activities and vehicular traffic, bicyclists, and pedestrians.

- Would in-street construction activities result in the temporary loss for more than one day of an existing bus stop or rerouting of a bus route that serves the project site?

  - Yes. Construction activities may require the temporary closure or relocation of existing bus stops along the Project Site's Sepulveda Boulevard frontage. The bus stop on Sepulveda Boulevard serves southbound CCB Line 6 and CCB Rapid Line 6. However, signs would be posted advising transit passengers of temporary bus stop closures and providing alternative ADA routes to nearby transit stops located adjacent to or near the Project Site on Sepulveda Boulevard. As noted above, the CSTMP will include measures to address temporary construction-related closures to minimize conflicts between construction activities and vehicular traffic, bicyclists, and pedestrians.

- Would construction activities result in the temporary removal and/or loss of on-street metered parking for more than 30 days?

  - No. While construction activities may require temporary removal and/or loss of on-street parking on Arizona Avenue for more than 30 days, these parking spaces are not metered.

- Would the project involve a discretionary action to construct new building of more than 1,000 square feet that require access for hauling construction materials and equipment from streets of less than 24-feet wide in a hillside area?

  - No. The Project Site is not located within a hillside area.

As the answer is "yes" to five of the screening criteria questions, further analysis is required to evaluate whether Project construction would negatively affect pedestrian, bicycle, transit, or vehicle circulation.

5.3.2 *Evaluation Criteria and Methodology*

The evaluation criteria for project construction are focused on whether the proposed project would adversely affect mobility in the project vicinity during the construction process. Specifically, the City's TAG asks the following question: "Would construction of a project substantially interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility to adjoining areas?" Factors to be considered are the location of the project site, the functional classification of the adjacent street(s), the availability of alternate routes or additional capacity, temporary loss of bicycle parking, temporary loss of bus stops or rerouting of transit lines, the

duration of temporary loss of access, the affected land uses, and the magnitude of the temporary construction activities.

Factors to consider when assessing a project construction's potential effect on mobility in the project area include the following:

- Temporary transportation constraints:
  - The length of time of temporary street closures or closures of two or more travel lanes;
  - The classification of the street (major arterial, state highway) affected;
  - The existing congestion levels on the affected street segments and intersections;
  - Whether the affected street directly leads to a freeway on- or off-ramp or other state highway;
  - Potential safety issues involved with street or lane closures; and
  - The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.
- Temporary loss of access:
  - The length of time of any loss of pedestrian or bicycle circulation past a construction area;
  - The length of time of any loss of vehicular, bicycle, or pedestrian access to a parcel fronting the construction area;
  - The length of time of any loss of ADA pedestrian access to a transit station, stop, or facility;
  - The availability of nearby vehicular or pedestrian access within ¼ mile of the lost access; and
  - The type of land uses affected, and related safety, convenience, and/or economic issues.
- Temporary Loss of Bus Stops or Rerouting of Bus Lines:
  - The length of time that an existing bus stop would be unavailable or that existing service would be interrupted;
  - The availability of a nearby location (within one-quarter mile) to which the bus stop or route can be temporarily relocated;

- The existence of other bus stops or routes with similar routes/destinations within a ¼-mile radius of the affected stops or routes; and

- Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).

Descriptions of the Project location and physical setting are provided in Subsection 2.1, Project Site Location, and Section 3.0, Project Context, herein that apply to this analysis. The Project location and Project setting data items such as adjacent street classifications, public bicycle parking, inventory of existing transit lines, bus stops, etc. Per Section 3.4.4 of the TAG, the evaluation of the Project construction includes a review of whether construction activity within the street right-of-way would require any of the following:

- Street, sidewalk, or lane closures.

- Block existing vehicle, bicycle, or pedestrian access along a street or to parcels fronting the street.

- Modification of access to transit stations, stops, or facilities during revenue hours.

- Closure or movement of an existing bus stop or rerouting of an existing bus line.

- Creation of transportation hazards.

The City's TAG notes that a comparison of the results to the evaluation criteria are to be provided in order to determine the level of impact. The summary of the Project construction evaluation criteria review in order to determine level of impact is provided in ***Table 5–3***.

As presented in *Table 5–3*, it is concluded that Project construction would not result in the closure of two or more travel lanes on any one roadway and would not impede emergency access. However, Project construction may result in the temporary loss of single travel lanes on Sepulveda Boulevard, Arizona Avenue, and Centinela Avenue. Additionally, Project construction may result in the temporary loss of regular bicycle and pedestrian access. Furthermore, Project construction may require the relocation of an existing bus transit stop or route.

5.3.3 *Recommended Project-Specific Action Items*

Due to the short-term nature of construction activities and the variable characteristics and needs of a specific project's construction phase(s), it is recommended that a construction work site traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of construction activity. The construction work site traffic control plan is required to identify the location of all temporary roadway lane and/or sidewalk closures needed during project construction. Additionally, if pedestrian detours and/or temporary travel lane closures are proposed, LADOT requires

Table 5-3
QUALITATIVE REVIEW OF PROJECT CONSTRUCTION ACTIVITIES

CRITERIA	PROJECT RESPONSE	DESCRIPTION
TEMPORARY TRANSPORTATION CONSTRAINTS		
The length of time of temporary street closures or closures of two or more travel lanes.	**N/A**	**Project construction will not require street closures or closures of two or more travel lanes.**
The classification of the street (major arterial, state highway) affected.	**Boulevard I and Local Street - Standard (City of Los Angeles); Primary Artery (City of Culver City)**	**Sepulveda Bouevard and Arizona Avenue are classified by the City of Los Angeles as a Boulevard I and Local Street - Standard, respectively, by the City of Los Angeles. Centinela Avenue is classified as a Primary Artery by the City of Culver City.**
The existing congestion levels on the affected street segments and intersections.	**N/A**	**Existing congestion levels are consistent with those experienced on major thoroughfares in the Project vicinity.**
Whether the affected street directly leads to a freeway on- or off-ramp or other state highway.	**N/A**	**N/A**
Potential safety issues involved with street or lane closures.	**N/A**	**While safety issues are not anticipated, the Project Applicant will prepare a Construction Staging and Traffic Management Plan (CSTMP) which would detail any potential safety issues.**
The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.	**None**	**N/A**
TEMPORARY LOSS OF ACCESS		
The length of time of any loss of pedestrian or bicycle circulation past a construction area.	**Unknown**	**The Project Applicant will prepare a CSTMP which would detail any loss of pedestrian or bicycle circulation past the construction area.**
The length of time of any loss of vehicular, bicycle, or pedestrian access to a parcel fronting the construction area.	**Unknown**	**The Project Applicant will prepare a CSTMP which would detail any loss of vehicular, bicycle, or pedestrian access to a parcel fronting the construction area.**
The length of time of any loss of ADA pedestrian access to a transit station, stop, or facility.	**Unknown**	**The Project Applicant will prepare a CSTMP which would detail any loss of vehicular, bicycle, or pedestrian access to a parcel fronting the construction area.**
The availability of nearby vehicular or pedestrian access within one quarter-mile of the lost access.	**Available**	**Signalized intersections with accommodations for pedestrian crossings are provided near the Project Site at Entrada Way/Centinela, Sepulveda/Centinela, Bristol Parkway/Centinela, Sepulveda/Green Valley Circle, and Sepulveda/Center.**
The type of land uses affected, and related safety, convenience, and/or economic issues.	**None**	**Access will be maintained for adjacent parcels in the Project vicinity.**

Table 5-3 (Continued)
QUALITATIVE REVIEW OF PROJECT CONSTRUCTION ACTIVITIES

TEMPORARY LOSS OF BUS STOPS OR REROUTING OF BUS LINES		
The length of time that an existing bus stop would be unavailable or that existing service would be interrupted.	**Unknown**	**The Project Applicant will prepare a CSTMP which would detail any loss of a bus stop or existing service interruption.**
The availability of a nearby location (within one quarter-mile) to which the bus stop or route can be temporarily relocated.	**Available**	**The Sepulveda Boulevard bus stop can be temporarily relocated to the north or south of the Project Site.**
The existence of other bus stops or routes with similar routes/destinations within a quarter-mile radius of the affected stops or routes.	**Available**	**A stop serving CCB Line 6 and CCB Rapid 6 are provided at Park Terrace/Center Drive.**
Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).	**Unknown**	**The Project Applicant will prepare a CSTMP which would detail any loss of a bus stop or existing service interruption.**

submission and approval of a traffic control/management plan prior to the issuance of building permits.

Consistent with LADOT's recommendation and requirements, the Project Applicant would prepare a detailed CSTMP, which would include any applicable street/lane/sidewalk closure information, a detour plan, haul route(s), and a staging plan. The plan would be based on the nature and timing of the Project's specific construction activities and would consider other projects under construction in the immediate vicinity of the Project Site. The CSTMP also would include features such as notification to adjacent project owners and occupants of upcoming construction activities, advance notification regarding any temporary transit stop relocations, and limitation of any potential roadway lane closure(s) to off-peak travel periods, to the extent feasible.

6.0 SUMMARY AND CONCLUSIONS

- ***Project Description*** – As currently proposed, the Project would remove the existing single-story buildings on the northern portion of the Project Site and construct a new eight-story mixed-use development with 321 market-rate residential apartment dwelling units, 41 affordable housing dwelling units, and 3,700 square feet of ground floor restaurant floor area. The existing Dinah's Family Restaurant on the southern portion of the Project Site will remain as part of the Project. The Project proposes to provide 520 vehicular parking spaces within an onsite parking garage with one subterranean level, one at-grade level and two above-grade levels. Construction and occupancy of the Project is proposed to be completed by the year 2026.

- ***Study Scope –*** This transportation assessment presents (i) a CEQA assessment of whether the Project conflicts or is inconsistent with local transportation-related plans and policies, (ii) a CEQA assessment of Project-related VMT, (iii) a CEQA assessment of whether the Project increases hazards due to a geometric design feature or incompatible use, (iv), a CEQA freeway safety analysis, (v) a non-CEQA assessment of pedestrian, bicycle and transit access, (vi) a non-CEQA evaluation of Project access, safety and circulation, and (vii) a non-CEQA review of Project construction activities. LADOT and the City of Culver City confirmed the appropriateness of the analysis criteria when it entered into a transportation assessment MOU for the Project.

- ***Project Trip Generation*** – The Project is expected to generate 102 net new vehicle trips (25 inbound trips and 77 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the Project is expected to generate 89 net new vehicle trips (58 inbound trips and 31 outbound trips). The Project is expected to generate 1,062 net new daily vehicle trips.

- ***CEQA Analysis***

  - *Project Consistency with Local Plans and Policies:* The Project has been found to be consistent with the relevant City transportation plans, programs, ordinances, or policies, and does not include any features that would preclude the City from completing and complying with these guiding documents and policy objectives. Therefore, a determination of less than significant can be made for the Project with respect to consistency with transportation plans, programs, ordinances, or policies. Furthermore, the Project Applicant will comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance) and the other requirements pursuant to the LAMC. It is noted that the City's TDM Ordinance is currently being updated. Although not yet adopted, the Project Applicant will comply with the terms of the proposed TDM Ordinance update, which is expected be completed prior to the anticipated construction of the Project.

- *VMT Analysis:* The Project would not result in a significant VMT impact. Furthermore, based on the Project-related VMT analysis and the conclusions discussed in Section 4.2.3 (which demonstrate that the Project falls under the City's efficiency-based impact thresholds and thus are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS), no cumulatively significant VMT impacts are anticipated.

- *Geometric Design Review:* Given the existing physical condition of the Project Site, surrounding land uses, and planned pedestrian enhancements, no safety concerns related to geometric design are noted. It is noted that the Project proposes to maintain the existing Sepulveda Boulevard driveway. Furthermore, the Project will maintain the existing southerly Arizona Avenue driveway and remove the northerly Arizona Avenue driveway, reducing the number of curb cuts along the Project Site's Arizona Avenue frontage from two to one. Additionally, it is noted that the Project is not along the City's HIN. Therefore, it can be determined that the Project will not substantially increase hazards due to a geometric design feature or incompatible use, resulting in a less than significant impact determination.

- *Freeway Safety Analysis:* Given that the Project would not add 25 or more net new vehicle trips to any nearby freeway off-ramp during either the AM or PM peak hours, the Project would not result in a significant freeway safety impact.

- ***Non-CEQA Analysis***

  - *Pedestrian, Bicycle, and Transit Access:* It is determined the Project does not include any features that would permanently remove, adversely modify, or degrade pedestrian, bicycle, and transit facilities in the Project vicinity. As noted herein, it is determined that it is possible that the Project may intensify use of pedestrian, bicycle, and transit facilities in the Project vicinity, however, such use is not expected to result in a deficient condition caused by the Project.

  - *Project Access and Circulation Review:* The Project's weekday AM and PM peak hour traffic volumes will not cause or substantially extend vehicle queuing at the any of the nine study intersections analyzed (as discussed in Section 5.2.3 herein).

  - *Project Construction Effect on Nearby Mobility:* It is concluded that Project construction would not result in the closure of two or more travel lanes on any one roadway and would not impede emergency access. However, Project construction may result in the temporary loss of single travel lanes on Sepulveda Boulevard, Arizona Avenue, and Centinela Avenue. Additionally, Project construction may result in the temporary loss of regular bicycle and pedestrian access. Furthermore, Project construction may require the relocation of an existing bus transit stop or route. The Project Applicant will prepare a construction work site traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of construction activity

should any lane closure(s) be proposed. Consistent with LADOT's recommendation and requirements, the Project Applicant would also prepare a detailed CSTMP, which includes any applicable street/lane/sidewalk closure information, a detour plan, haul route(s), and a staging plan.

APPENDIX A

APPROVED TRANSPORTATION ASSESSMENT MEMORANDUM OF UNDERSTANDING

Transportation Assessment Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Assessment Guidelines:

I. PROJECT INFORMATION

Project Name: Sepulveda/Centinela Mixed-Use

Project Address: 6501 S. Sepulveda Boulevard

Project Description: Development of 321 residential apartment dwelling units, 41 affordable housing dwelling units, and 3,700 square feet of restaurant floor area. In addition, the existing Dinah's restaurant on-site (7,083 square feet) will remain.

LADOT Project Case Number: CTC21-111067 Project Site Plan attached? *(Required)* ☒ Yes ☐ No

II. TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

Select any of the following TDM measures, which may be eligible as a Project Design Feature[1], that are being considered for this project:

x	Reduced Parking Supply[2]	x	Bicycle Parking and Amenities		Parking Cash Out

List any other TDM measures (e.g. bike share kiosks, unbundled parking, microtransit service, etc.) below that are also being considered and would require LADOT staff's determination of its eligibility as a TDM measure. LADOT staff will make the final determination of the TDM measure's eligibility for this project.

1 Promotions & Marketing (Project Design Feature per LAMC 12.26.J)
2 _____
3 _____
4 _____
5 _____
6 _____

III. TRIP GENERATION

Trip Generation Rate(s) Source: ITE 10th Edition / Other ITE 10th Edition/LADOT Affordable Housing Rates

Trip Generation Adjustment *(Exact amount of credit subject to approval by LADOT)*	**Yes**	**No**
Transit Usage	☒	☐
Existing Active or Previous Land Use	☒	☐
Internal Trip	☒	☐
Pass-By Trip	☒	☐
Transportation Demand Management (See above)	☐	☒

Trip generation table including a description of the existing and proposed land uses, rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? *(Required)* ☒ Yes ☐ No

	IN	OUT	TOTAL
AM Trips	25	77	102
PM Trips	58	31	89

NET Daily Vehicle Trips (DVT)
1,154 DVT (ITE 10th ed.)
1,062 DVT (VMT Calculator ver. 1.3)

[1] At this time Project Design Features are only those measures that are also shown to be needed to comply with a local ordinance, affordable housing incentive program, or State law.
[2] Select if reduced parking supply is pursued as a result of a parking incentive as permitted by the City's Bicycle Parking Ordinance, State Density Bonus Law, or the City's Transit Oriented Community Guidelines.

IV. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2026 Ambient Growth Rate: 1.0 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)* ☒ Yes ☐ No

STUDY INTERSECTIONS and/or STREET SEGMENTS:
(May be subject to LADOT revision after access, safety, and circulation evaluation.)

1 _____ 4 _____

2 _____ 5 _____

3 _____ 6 _____

Provide a separate list if more than six study intersections and/or street segments. (See list on Page 3)

Is this Project located on a street within the High Injury Network? ☐ Yes ☒ No

If a study intersection is located within a ¼-mile of an adjacent municipality's jurisdiction, signature approval from said municipality is required prior to MOU approval.

V. ACCESS ASSESSMENT

a. Does the project exceed 1,000 net DVT? ☒ Yes ☐ No
b. Is the project's frontage 250 linear feet or more along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No
c. Is the project's building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No

VI. ACCESS ASSESSMENT CRITERIA

If Yes to any of the above questions a., b., or c., complete **Attachment C.1: Access Assessment Criteria**.

VII. SITE PLAN AND MAP OF STUDY AREA

Please note that the site plan should also be submitted to the Department of City Planning for cursory review.

Does the attached site plan and/or map of study area show	Yes	No	Not Applicable
Each study intersection and/or street segment	☒	☐	☐
*Project Vehicle Peak Hour trips at each study intersection	☒	☐	☐
*Project Vehicle Peak Hour trips at each project access point	☒	☐	☐
*Project trip distribution percentages at each study intersection	☒	☐	☐
Project driveways designed per LADOT MPP 321 (show widths and directions or lane assignment)	☒	☐	☐
Pedestrian access points and any pedestrian paths	☒	☐	☐
Pedestrian loading zones	☒	☐	☐
Delivery loading zone or area	☒	☐	☐
Bicycle parking onsite	☒	☐	☐
Bicycle parking offsite (in public right-of-way)	☐	☐	☒

*For mixed-use projects, also show the project trips and project trip distribution by land use category.

(One trip distribution assumed for all components)

VIII. FREEWAY SAFETY ANALYSIS SCREENING

Will the project add 25 or more trips to any freeway off-ramp in either the AM or PM peak hour? ☐ Yes ☒ No

Provide a brief explanation or graphic identifying the number of project trips expected to be added to the nearby freeway off-ramps serving the project site. If Yes to the question above, a freeway ramp analysis is required.

IX. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Linscott, Law & Greenspan, Engineers	FRH Realty LLC
Address:	20931 Burbank Boulevard, Suite C	5355 Mira Sorrento Place, Suite 100
	Woodland Hills, CA 91367	San Diego, CA 92121
Phone Number:	(818) 835-8648	(858) 626-8341
E-Mail:	jshender@llgengineers.com	emccoy@ffres.com

Approved by:	x		5/19/2021	x	Robert Sanchez (Jun 2, 2021 16:[illegible] PDT)		
		Consultant's Representative	Date		LADOT Representative		**Date
Adjacent Municipality:	City of Culver City		Approved by: (if applicable)	Heba Tel-Guindy		6/1/2021	
				Representative		Date	

**MOUs are generally valid for two years after signing. If after two years a transportation assessment has not been submitted to LADOT, the developer's representative shall check with the appropriate LADOT office to determine if the terms of this MOU are still valid or if a new MOU is needed.

Study Intersections

1. Bluff Creek Drive - Major Street / Centinela Avenue (City of Los Angeles)
2. Arizona Avenue / Centinela Avenue (City of Culver City)
3. Arizona Avenue / Arizona Avenue Driveway (City of Los Angeles)
4. Sepulveda Boulevard / Green Valley Circle (City of Culver City)
5. Sepulveda Boulevard / Centinela Avenue (City of Culver City)
6. Sepulveda Boulevard / Sepulveda Boulevard Driveway (City of Los Angeles)
7. Sepulveda Boulevard / Center Drive (City of Los Angeles)
8. Sepulveda Boulevard / Howard Hughes Parkway (City of Los Angeles)
9. Bristol Parkway / Centinela Avenue (City of Culver City)

Access Assessment Criteria

This Criteria acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Assessment Guidelines:

I. PROJECT INFORMATION

Project Name: Sepulveda/Centinela Mixed-Use

Project Address: 6501 S. Sepulveda Boulevard

Project Description: Development of 321 residential apartment dwelling units, 41 affordable housing dwelling units, and 3,700 square feet of restaurant floor area. In addition, the existing Dinah's restaurant on-site (7,083 square feet) will remain).

LADOT Project Case Number: CTC21-111067

II. PEDESTRIAN/ PERSON TRIP GENERATION

Source of Pedestrian/Person Trip Generation Rate(s)? ☐ VMT Calculator ☒ ITE 10th Edition ☐ Other:

	Land Use	Size/Unit	Daily Person Trips
Proposed	Apartments	321 DU	262
	Restaurant	10,783 GSF	182
	Total new trips:		444

Pedestrian/Person trip generation table including a description of the proposed land uses, trip credits, person trip assumptions, comparison studies used for reference, etc. attached? ☒ Yes ☐ No

III. PEDESTRIAN ATTRACTORS INVENTORY

Attach Pedestrian Map for the area (1,320-foot radius from edge of the project site) depicting:

- site pedestrian entrance(s)
- Existing or proposed passenger loading zones
- pedestrian generation/distribution values
  - Geographic Distribution: N 30 % S 45 % E 10 % W 15 %
- transit boarding and alighting of transit stops (should include Metro rail stations; Metro, DASH, and other municipal bus stops)
- Key pedestrian destinations with hours of operation:
  - schools (school times)
  - government offices with a public counter or meeting room
  - senior citizen centers
  - recreation centers or playgrounds
  - public libraries
  - medical centers or clinics
  - child care facilities
  - post offices

- places of worship
- grocery stores
- other facilities that attract pedestrian trips

- pedestrian walking routes to key destinations from project site

Note: Pedestrian Count Summary, Bicycle Count Summary, Manual Traffic Count Summary will need to be attached to the Transportation Assessment

IV. FACILITIES INVENTORY

Is a High Injury Network street located within 1,320-foot radius from the edge of the project site? ☐ Yes ☒ No
If yes, list streets and include distance from the project:

_____ at _____(feet)

_____ at _____(feet)

_____ at _____(feet)

_____ at _____(feet)

Attach Radius Map for the area (1,320 foot radius from edge of the project site) depicting the following existing and proposed facilities:

- transit stops
- bike facilities
- traffic control devices for controlled crossings
- uncontrolled crosswalks
- location of any missing, damaged or substandard sidewalks

For a reference of planned facilities, see the Transportation Assessment Support Map

Crossing Distances

Does the project property have frontage along an arterial street (designated as either an Avenue or Boulevard?)

☒ Yes ☐ No

If yes, provide the distance between the crossing control devices (e.g. signalized crosswalk, or controlled mid-block crossing) along any arterial within 1,320 feet of the property.

340 (feet) at Entrada Way - Private Driveway / Centinela Avenue and Arizona Avenue / Centinela Avenue

275 (feet) at Arizona Avenue / Centinela Avenue and Sepulveda Boulevard / Centinela Avenue

680 (feet) at Sepulveda Boulevard / Centinela Avenue and Bristol Parkway / Centinela Avenue

822 (feet) at Sepulveda Boulevard / Green Valley Circle and Sepulveda Boulevard / Centinela Avenue

986 (feet) at Sepulveda Boulevard / Centinela Avenue and Sepulveda Boulevard / Center Drive

V. Project Construction

Will the project require any construction activity within the city right-of-way? ☒ Yes ☐ No

If yes, will the project require temporary closure of any of the following city facilities?

- sidewalk ✓
- bike lane ✓
- parking lane
- travel lane ✓
- bus stop ✓
- bicycle parking (racks or corrals)
- bike share or other micro-mobility station
- car share station
- parklet
- other: _____

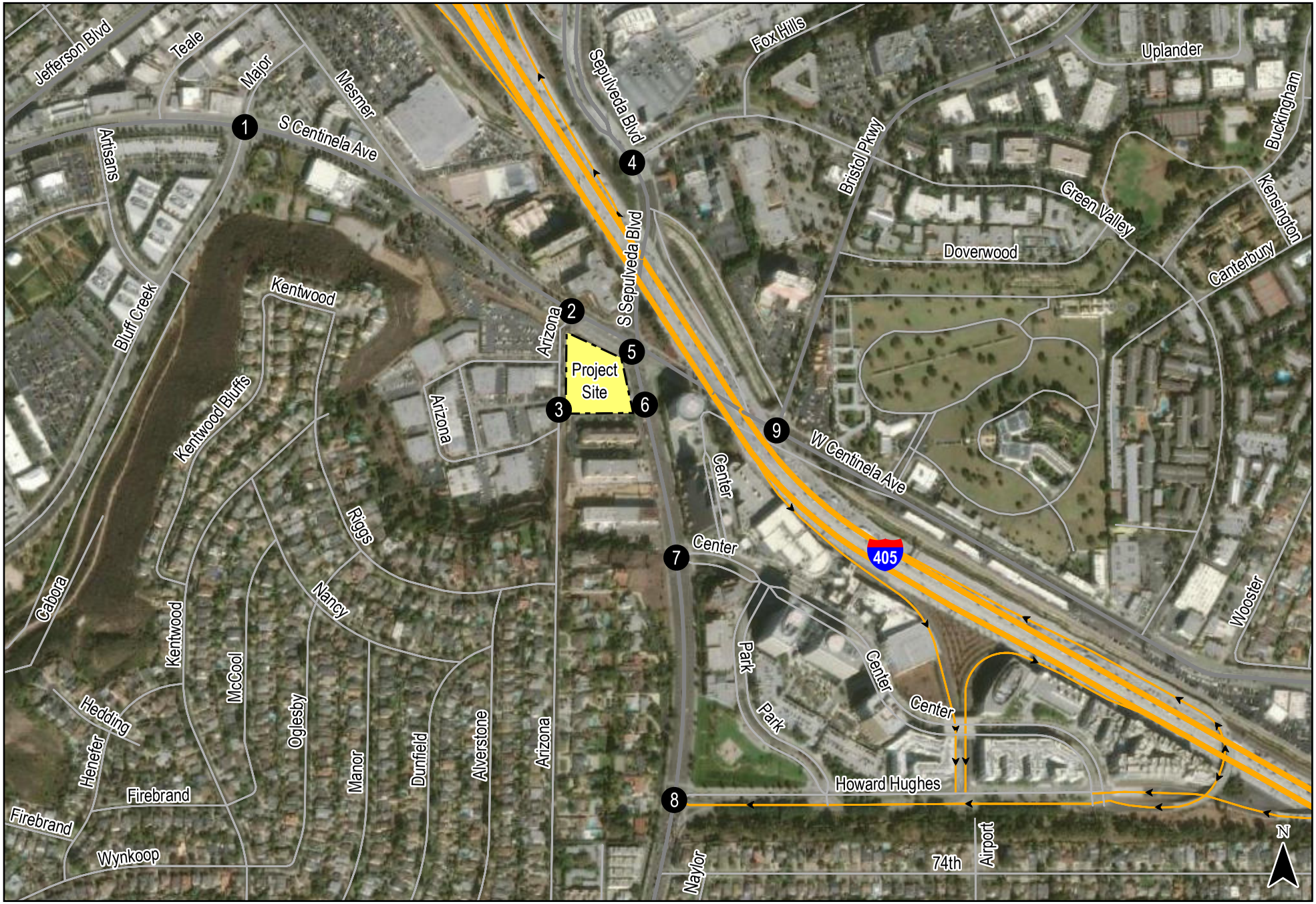

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Figure 1-1
Vicinity Map

Sepulveda/Centinela Mixed-Use Project

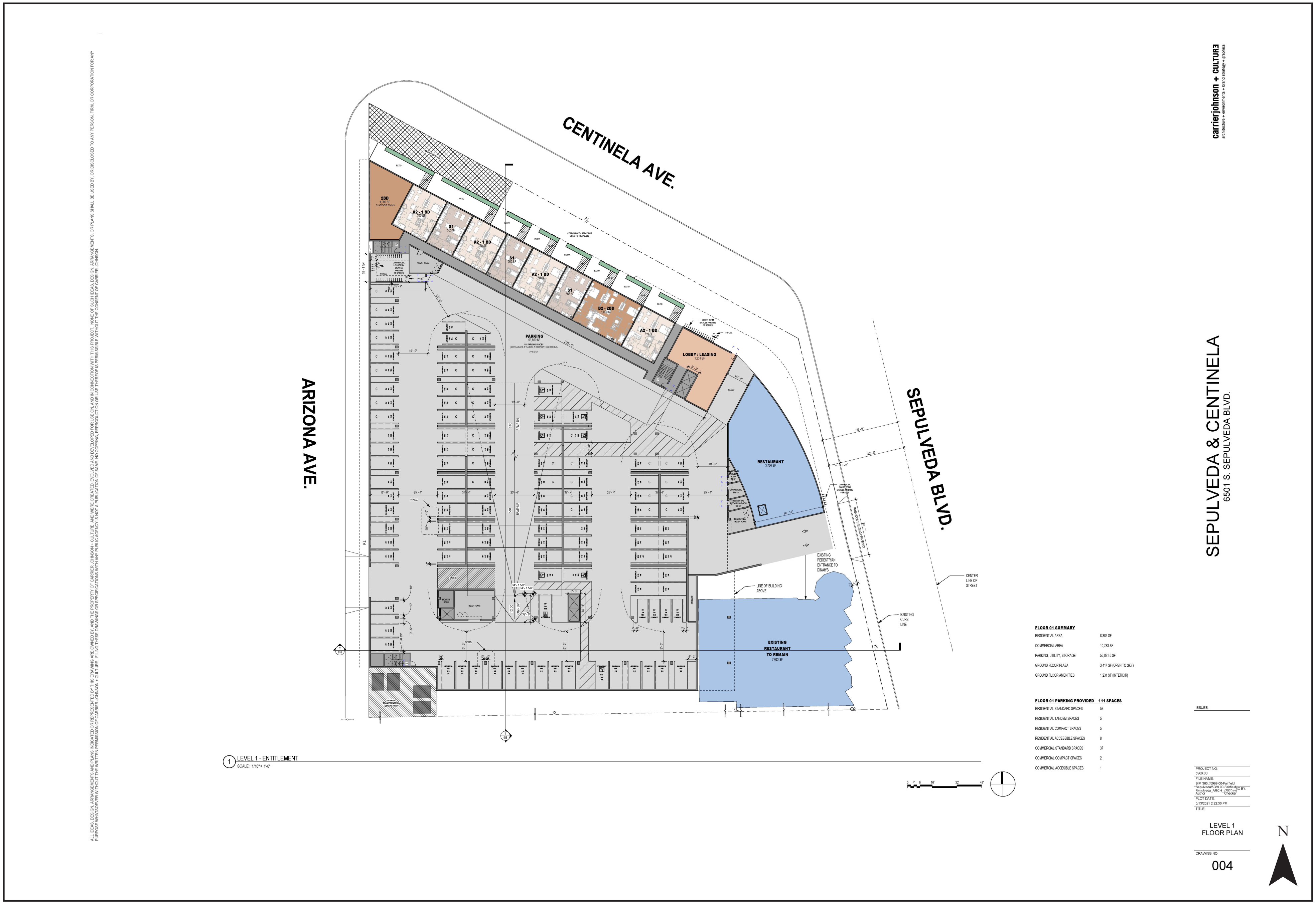

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Figure 2-2
Project Site Plan
Ground Floor Plan

Sepulveda/Centinela Mixed-Use Project

Table 2-1
PROJECT TRIP GENERATION [1]

20-Apr-21

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Proposed Project								
Apartments [3]	321 DU	1,746	30	86	116	86	55	141
Affordable Family Housing [4]	41 DU	171	8	13	21	9	7	16
Restaurant [6]	10,783 GSF	1,210	59	48	107	65	40	105
Subtotal		3,127	97	147	244	160	102	262
Transit Trips [7]								
Apartments (15%)		(262)	(5)	(13)	(18)	(13)	(8)	(21)
Restaurant (15%)		(182)	(9)	(7)	(16)	(10)	(6)	(16)
Subtotal		(444)	(14)	(20)	(34)	(23)	(14)	(37)
Internal Capture [8]								
Apartments (10%)		(148)	(3)	(7)	(10)	(7)	(5)	(12)
Restaurant (10%)		(103)	(5)	(4)	(9)	(6)	(3)	(9)
Subtotal		(251)	(8)	(11)	(19)	(13)	(8)	(21)
Subtotal Project Driveway Trips		**2,432**	**75**	**116**	**191**	**124**	**80**	**204**
Existing Site								
Commercial [5]	(23,223) GLSF	(877)	(14)	(8)	(22)	(42)	(46)	(88)
Restaurant [6]	(9,448) GSF	(1,060)	(52)	(42)	(94)	(57)	(35)	(92)
Subtotal		(1,937)	(66)	(50)	(116)	(99)	(81)	(180)
Existing Transit Trips [7]								
Commercial (15%)		132	2	1	3	6	7	13
Restaurant (15%)		159	8	6	14	9	5	14
Subtotal		291	10	7	17	15	12	27
Subtotal Existing Driveway Trips		**(1,646)**	**(56)**	**(43)**	**(99)**	**(84)**	**(69)**	**(153)**
NET INCREASE DRIVEWAY TRIPS		**786**	**19**	**73**	**92**	**40**	**11**	**51**
Proposed Pass-By Trips [9]								
Restaurant (20%)		(185)	(9)	(7)	(16)	(10)	(6)	(16)
Subtotal		(185)	(9)	(7)	(16)	(10)	(6)	(16)
Existing Pass-By Trips [9]								
Commercial (50%)		373	6	4	10	18	20	38
Restaurant (20%)		180	9	7	16	10	6	16
Subtotal		553	15	11	26	28	26	54
NET INCREASE "OFF-SITE" TRIPS		**1,154**	**25**	**77**	**102**	**58**	**31**	**89**

[1] Source: ITE *Trip Generation Manual,* 10th Edition, 2017.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 221 (Multifamily Housing [Mid-Rise]) trip generation average rates.
- Daily Trip Rate: 5.44 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.36 trips/dwelling unit; 26% inbound/74% outbound
- PM Peak Hour Trip Rate: 0.44 trips/dwelling unit; 61% inbound/39% outbound

[4] City of Los Angeles Affordable Housing (Family) trip generation average rates.
- Daily Trip Rate: 4.16 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.52 trips/dwelling unit; 38% inbound/62% outbound
- PM Peak Hour Trip Rate: 0.38 trips/dwelling unit; 55% inbound/45% outbound

[5] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- Daily Trip Rate: 37.75 trips/1,000 SF of leasable area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.94 trips/1,000 SF of leasable area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.81 trips/1,000 SF of leasable area; 48% inbound/52% outbound

[6] ITE Land Use Code 932 (High-Turnover [Sit-Down] Restaurant) trip generation average rates.
- Daily Trip Rate: 112.18 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 9.94 trips/1,000 SF of floor area; 55% inbound/45% outbound
- PM Peak Hour Trip Rate: 9.77 trips/1,000 SF of floor area; 62% inbound/38% outbound

[7] The transit reduction is based on the Project Site being located within one-quarter mile of a Culver City Bus (CCB) Rapid stop and various bus stops. The trip reduction for transit trips has been applied to the proposed Project and existing land uses based on the *LADOT Transportation Assessment Guidelines,* July 2020 for developments within one-quarter mile walking distance of a transit station or a Rapid Bus stop.
[8] The internal capture reduction for the residential, commercial, and restaurant uses within the Project Site is based on the synergy between the land uses provided within the Project Site.
[9] Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site. The trip reduction for pass-by trips has been applied to the commercial and restaurant components of the Project and the existing site based on the *LADOT Transportation Assessment Guidelines,* July 2020 for Shopping Center less than 50,000 SF and High-Turnover Restaurant.

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Figure 2-3
Existing Site Trip Distribution

Sepulveda/Centinela Mixed-Use Project

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Figure 2-4
Project Trip Distribution

Sepulveda/Centinela Mixed-Use Project

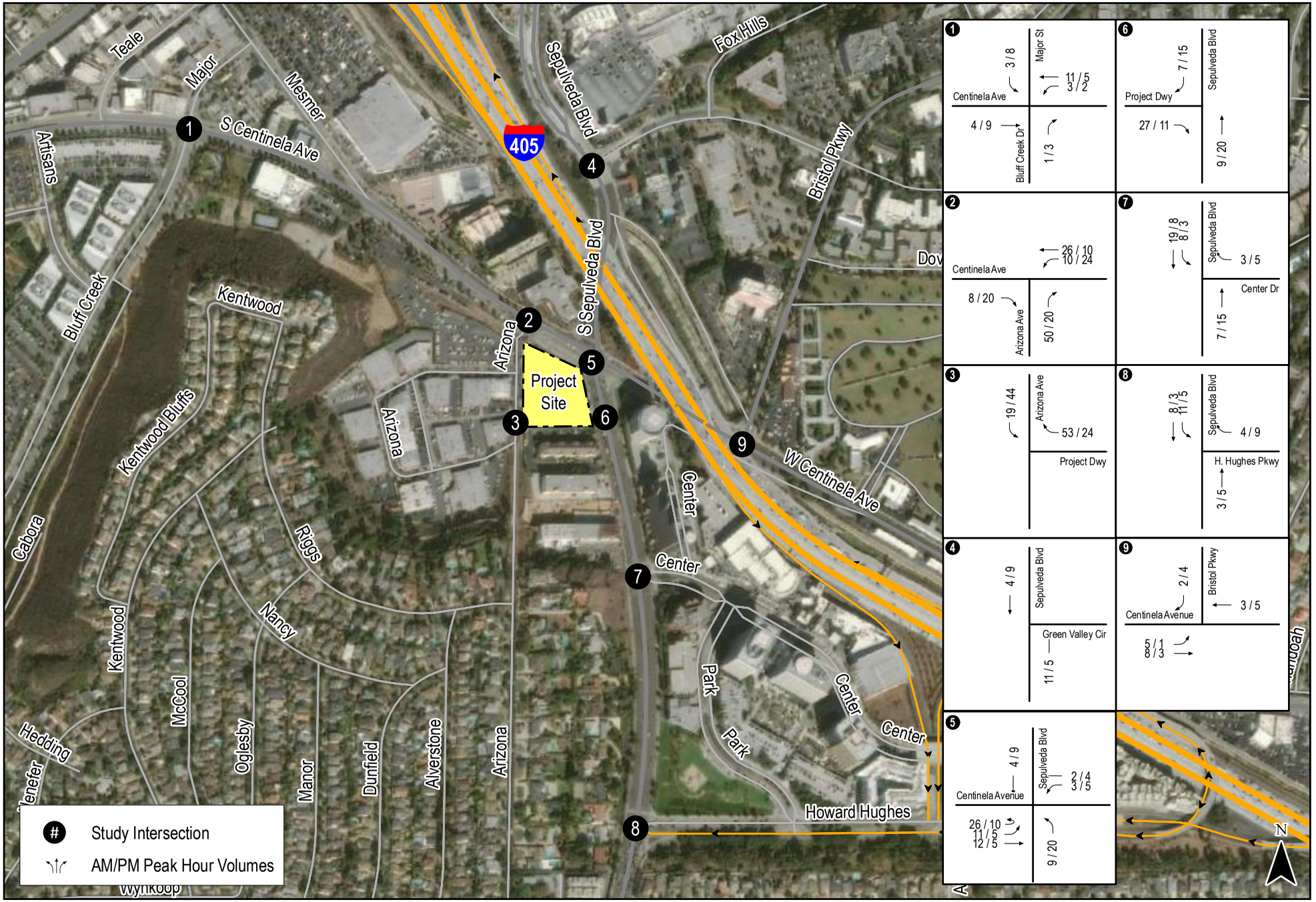

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Figure 2-5
Net New Project Traffic Volumes

Sepulveda/Centinela Mixed-Use Project

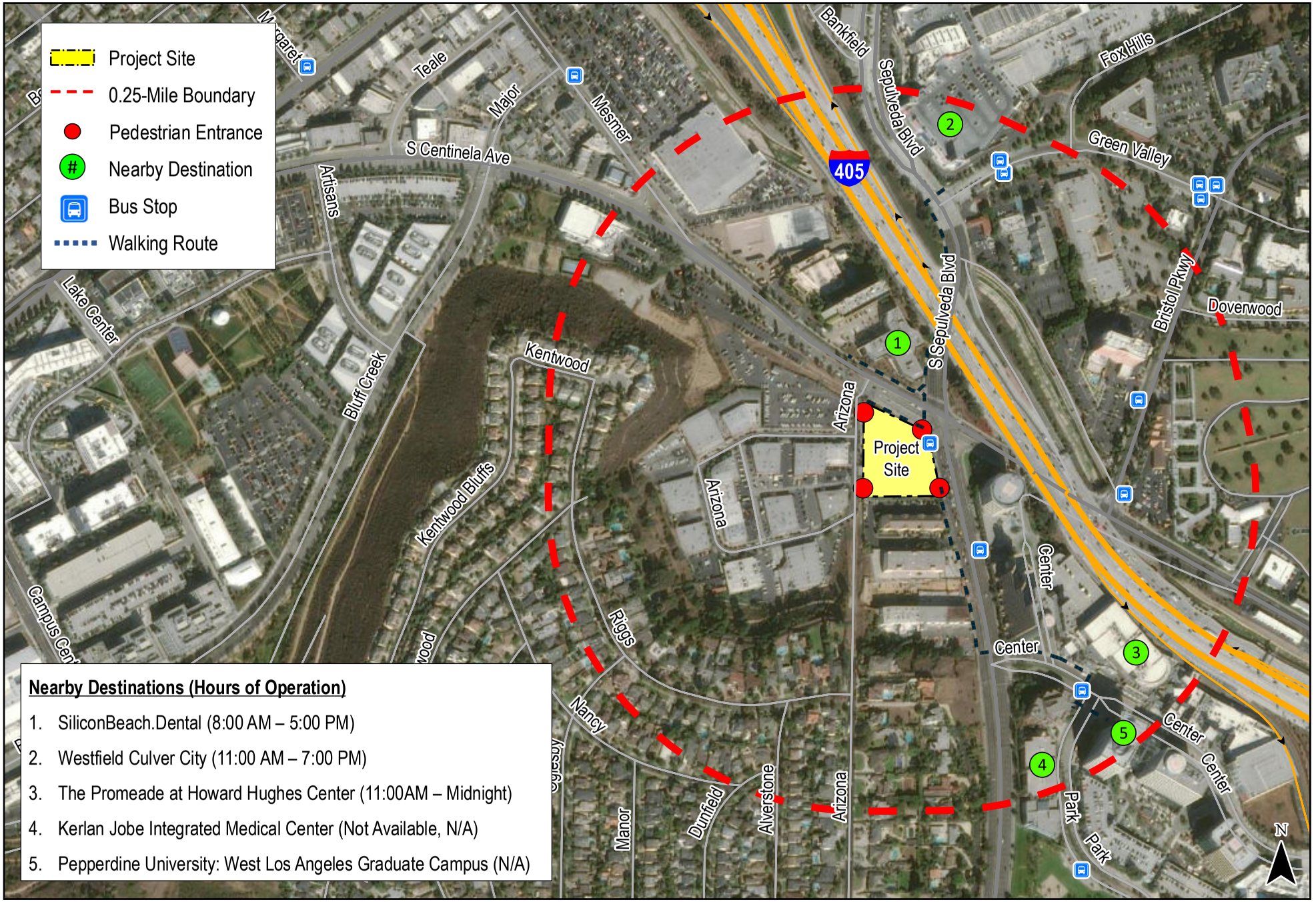

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Figure 3-1
Pedestrian Attractor Inventory

Sepulveda/Centinela Mixed-Use Project

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Figure 3-2
Facilities Inventory

Sepulveda/Centinela Mixed-Use Project

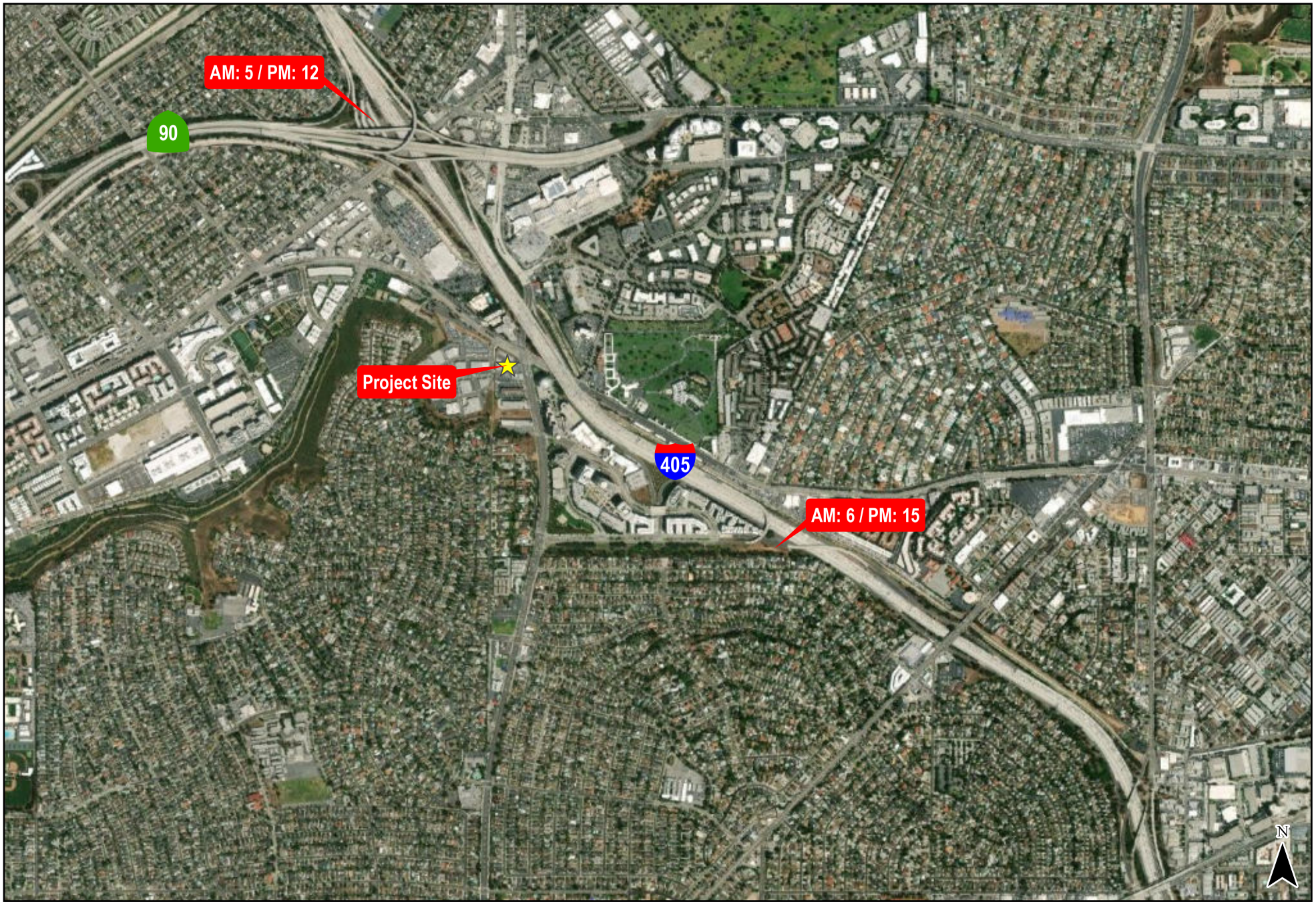

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Figure 4-1
Net New Project Freeway Off-Ramp Traffic Volumes

Sepulveda/Centinela Mixed-Use Project

Table 3-2
RELATED PROJECTS LIST AND TRIP GENERATION [1]

19-May-21

MAP NO.	PROJECT NAME/ PROJECT NUMBER	PROJECT STATUS	ADDRESS/ LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2]	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
				LAND-USE	SIZE		VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL
City of Los Angeles													
LA1	6733 S. Sepulveda Boulevard Residential	Under Construction	6733 S. Sepulveda Boulevard	Apartments	176 DU		270	(31)	55	24	16	6	22
LA2	11869 S. Teale Street Office	Proposed	11869 S. Teale Street	Office Warehouse	29,819 GSF (26,687) GSF		240	35	5	40	10	59	69
LA3	11811 S. Teale Street Office	Proposed	11811 S. Teale Street	Office	10,925 GSF		121	15	2	17	5	26	31
LA4	Hanover West LA	Under Construction	6711 S. Sepulveda Boulevard	Apartments	180 DU		1,063	17	70	87	73	37	110
City of Culver City													
CC1	Entrada Office Tower	Under Construction	6161 Centinela Avenue	Office	281,194 GSF	[3]	2,739	280	46	326	52	271	323
CC2	Bristol Parkway	Proposed	6221-6229 Bristol Parkway	Apartments Live/Work Units Commercial Commercial	712 DU 50 DU 20,767 GSF (60,000) GSF	[4] [4] [5] [5]	5,212 366 784 (2,265)	75 5 12 (35)	253 18 8 (21)	328 23 20 (56)	251 18 38 (110)	148 10 41 (119)	399 28 79 (229)
TOTAL							8,530	373	436	809	353	479	832

[1] Source: City of Los Angeles Department of Transportation Related Projects List and City of Culver City Active Projects Map.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 710 (General Office Building) trip generation average rates.
[4] ITE Land Use Code 220 (Multifamily Housing [Low-Rise]) trip generation average rates.
[5] ITE Land Use Code 820 (Shopping Center) trip generation average rates.

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

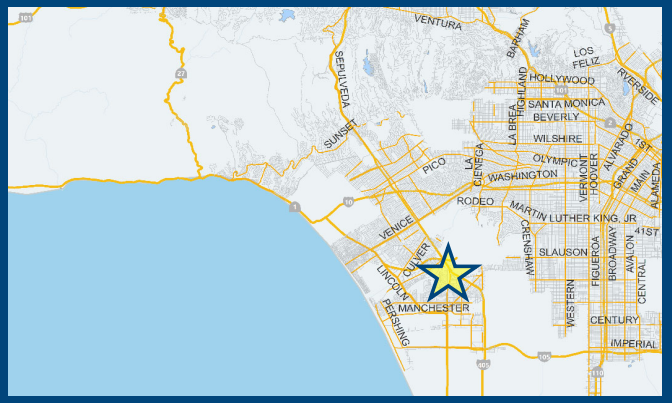
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Sepulveda/Centinela Mixed-Use

Scenario: Proposed Project

Address: 6501 S SEPULVEDA BLVD, 90045



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	9.448	ksf
Retail | General Retail	23.223	ksf
Retail | High-Turnover Sit-Down Restaurant	9.448	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	10.783	ksf
Housing | Multi-Family	321	DU
Retail | High-Turnover Sit-Down Restaurant	10.783	ksf
Housing | Affordable Housing - Family	41	DU

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
1,884 Daily Vehicle Trips	2,946 Daily Vehicle Trips
14,153 Daily VMT	21,390 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	1,062 Net Daily Trips
The net increase in daily VMT ≤ 0	7,237 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	10.783 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

4/26/2021

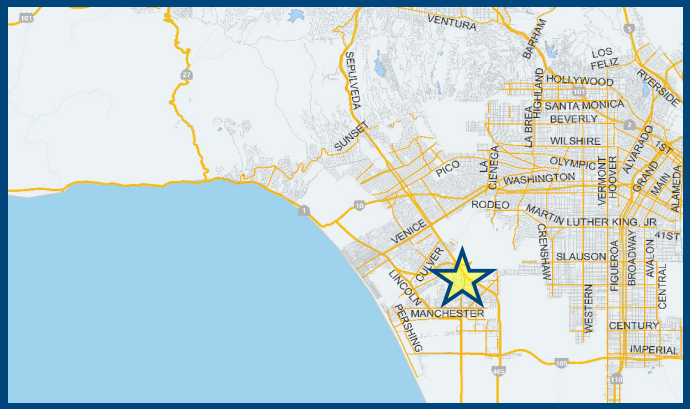
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Sepulveda/Centinela Mixed-Use

Scenario: Proposed Project

Address: 6501 S SEPULVEDA BLVD, 90045



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	321	DU
Retail | High-Turnover Sit-Down Restaurant	10.783	ksf
Housing | Affordable Housing - Family	41	DU

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply
☑ Proposed Prj ☐ Mitigation
590 city code parking provision for the project site
520 actual parking provision for the project site

Unbundle Parking
☐ Proposed Prj ☐ Mitigation
25 monthly parking cost (dollar) for the project site

Parking Cash-Out
☐ Proposed Prj ☐ Mitigation
50 percent of employees eligible

Price Workplace Parking
☐ Proposed Prj ☐ Mitigation
6.00 daily parking charge (dollar)
50 percent of employees subject to priced parking

Residential Area Parking Permits
☐ Proposed Prj ☐ Mitigation
200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
2,645 Daily Vehicle Trips	**2,645** Daily Vehicle Trips
19,197 Daily VMT	**19,197** Daily VMT
7.1 Household VMT per Capita	**7.1** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 7.4 15% Below APC	**Household: No** Threshold = 7.4 15% Below APC
Work: N/A Threshold = 11.1 15% Below APC	**Work: N/A** Threshold = 11.1 15% Below APC

Measuring the Miles

4/26/2021

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: April 26, 2021
Project Name: Sepulveda/Centinela Mixed-Use
Project Scenario: Proposed Project
Project Address: 6501 S SEPULVEDA BLVD, 90045

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	321	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	41	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	10.783	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: April 26, 2021
Project Name: Sepulveda/Centinela Mixed-Use
Project Scenario: Proposed Project
Project Address: 6501 S SEPULVEDA BLVD, 90045

Version 1.3

Analysis Results			
Total Employees: 43 Total Population: 852			
Proposed Project		***With Mitigation***	
2,645	**Daily Vehicle Trips**	**2,645**	**Daily Vehicle Trips**
19,197	**Daily VMT**	**19,197**	**Daily VMT**
7.1	**Household VMT per Capita**	**7.1**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**
Significant VMT Impact?			
APC: West Los Angeles			
Impact Threshold: 15% Below APC Average Household = 7.4 Work = 11.1			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 7.4 Work > 11.1	No N/A	Household > 7.4 Work > 11.1	No N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	590	590
		Actual parking provision (spaces)	520	520
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	Reduce transit headways	Reduction in headways (increase in frequency) (%)	0%	0%
		Existing transit mode share (as a percent of total daily trips) (%)	0%	0%
		Lines within project site improved (<50%, >=50%)	0	0
	Implement neighborhood shuttle	Degree of implementation (low, medium, high)	0	0
		Employees and residents eligible (%)	0%	0%
	Transit subsidies	Employees and residents eligible (%)	0%	0%
		Amount of transit subsidy per passenger (daily equivalent) ($)	$0.00	$0.00
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	0%	0%
	Promotions and marketing	Employees and residents participating (%)	100%	100%

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: April 26, 2021
Project Name: Sepulveda/Centinela Mixed-Use
Project Scenario: Proposed Project
Project Address: 6501 S SEPULVEDA BLVD, 90045

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Suburban Center

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Price workplace parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Residential area parking permits	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban Center

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*7%*
MAX. TDM EFFECT	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

PLACE TYPE MAX:	*urban*	*75%*
	compact infill	*40%*
	suburban center	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: April 26, 2021
Project Name: Sepulveda/Centinela Mixed-Use
Project Scenario: Proposed Project
Project Address: 6501 S SEPULVEDA BLVD, 90045

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	322	-10.2%	289	8.2	2,640	2,370
Home Based Other Production	893	-25.2%	668	6.5	5,805	4,342
Non-Home Based Other Production	721	-1.9%	707	7.3	5,263	5,161
Home-Based Work Attraction	63	-19.0%	51	10.0	630	510
Home-Based Other Attraction	1,124	-25.6%	836	6.9	7,756	5,768
Non-Home Based Other Attraction	405	-2.5%	395	8.2	3,321	3,239

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-10.3%	259	2,127	-10.3%	259	2,127
Home Based Other Production	-10.3%	600	3,897	-10.3%	600	3,897
Non-Home Based Other Production	-10.3%	635	4,632	-10.3%	635	4,632
Home-Based Work Attraction	-10.3%	46	458	-10.3%	46	458
Home-Based Other Attraction	-10.3%	750	5,176	-10.3%	750	5,176
Non-Home Based Other Attraction	-10.3%	355	2,907	-10.3%	355	2,907

MXD VMT Methodology Per Capita & Per Employee

Total Population: 852
Total Employees: 43
APC: West Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**6,024**	**6,024**
Total Home Based Work Attraction VMT	**458**	**458**
Total Home Based VMT Per Capita	**7.1**	**7.1**
Total Work Based VMT Per Employee	**N/A**	**N/A**

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term "City" as used below shall refer to the City of Los Angeles. The terms "City" and "Fehr & Peers" as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City's consultant calibrated the VMT Calculator's parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator's accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

Ownership. You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

Warranty Disclaimer. In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED "as is" WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

Limitation of Liability. It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User	
By:	
Print Name:	Jason Shender
Title:	Transportation Planner III
Company:	Linscott, Law & Greenspan, Engineers
Address:	20931 Burbank Boulevard, Suite C Woodland Hills, CA 91367
Phone:	(818) 835-8648
Email Address:	jshender@llgengineers.com
Date:	4/26/2021

APPENDIX B

LADOT VMT CALCULATOR OUTPUT

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

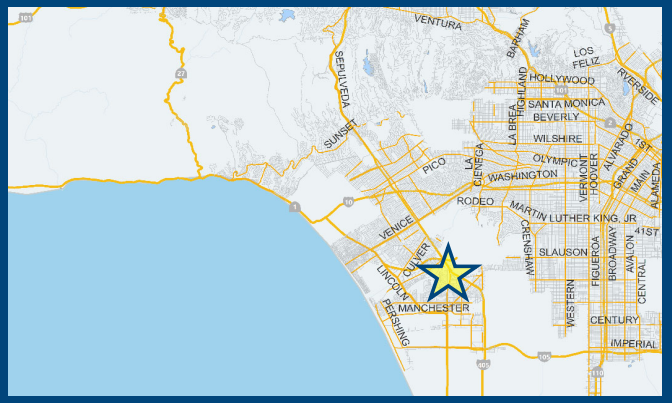
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Sepulveda/Centinela Mixed-Use

Scenario: Proposed Project

Address: 6501 S SEPULVEDA BLVD, 90045



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	9.448	ksf
Retail | General Retail	23.223	ksf
Retail | High-Turnover Sit-Down Restaurant	9.448	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	10.783	ksf
Housing | Multi-Family	321	DU
Retail | High-Turnover Sit-Down Restaurant	10.783	ksf
Housing | Affordable Housing - Family	41	DU

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Project Screening Summary

Existing Land Use	Proposed Project
1,884 Daily Vehicle Trips	2,946 Daily Vehicle Trips
14,153 Daily VMT	21,390 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	1,062 Net Daily Trips
The net increase in daily VMT ≤ 0	7,237 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	10.783 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

6/15/2021

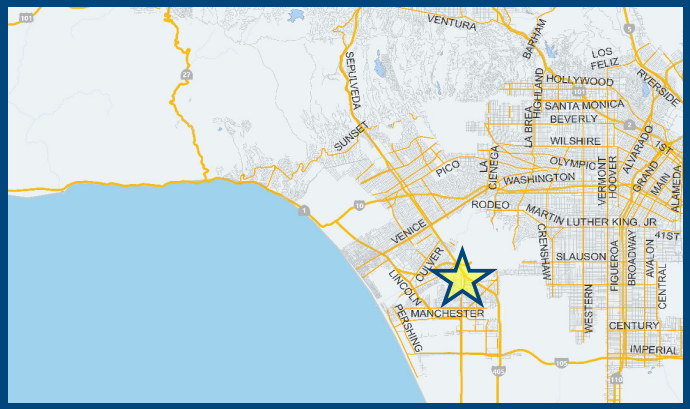
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Sepulveda/Centinela Mixed-Use

Scenario: Proposed Project

Address: 6501 S SEPULVEDA BLVD, 90045



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	321	DU
Retail | High-Turnover Sit-Down Restaurant	10.783	ksf
Housing | Affordable Housing - Family	41	DU

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply
☑ Proposed Prj ☐ Mitigation
587 city code parking provision for the project site
520 actual parking provision for the project site

Unbundle Parking
☐ Proposed Prj ☐ Mitigation
25 monthly parking cost (dollar) for the project site

Parking Cash-Out
☐ Proposed Prj ☐ Mitigation
50 percent of employees eligible

Price Workplace Parking
☐ Proposed Prj ☐ Mitigation
6.00 daily parking charge (dollar)
50 percent of employees subject to priced parking

Residential Area Parking Permits
☐ Proposed Prj ☐ Mitigation
200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
2,650 Daily Vehicle Trips	**2,650** Daily Vehicle Trips
19,243 Daily VMT	**19,243** Daily VMT
7.1 Household VMT per Capita	**7.1** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 7.4 15% Below APC	**Household: No** Threshold = 7.4 15% Below APC
Work: N/A Threshold = 11.1 15% Below APC	**Work: N/A** Threshold = 11.1 15% Below APC

Measuring the Miles

6/15/2021

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: June 15, 2021
Project Name: Sepulveda/Centinela Mixed-Use
Project Scenario: Proposed Project
Project Address: 6501 S SEPULVEDA BLVD, 90045

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	321	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	41	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	10.783	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: June 15, 2021
Project Name: Sepulveda/Centinela Mixed-Use
Project Scenario: Proposed Project
Project Address: 6501 S SEPULVEDA BLVD, 90045

Version 1.3

Analysis Results			
Total Employees: 43 Total Population: 852			
Proposed Project		***With Mitigation***	
2,650	**Daily Vehicle Trips**	**2,650**	**Daily Vehicle Trips**
19,243	**Daily VMT**	**19,243**	**Daily VMT**
7.1	**Household VMT per Capita**	**7.1**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**
Significant VMT Impact?			
APC: West Los Angeles			
Impact Threshold: 15% Below APC Average Household = 7.4 Work = 11.1			

Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 7.4	No	Household > 7.4	No
Work > 11.1	N/A	Work > 11.1	N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	587	587
		Actual parking provision (spaces)	520	520
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	Reduce transit headways	Reduction in headways (increase in frequency) (%)	0%	0%
		Existing transit mode share (as a percent of total daily trips) (%)	0%	0%
		Lines within project site improved (<50%, >=50%)	0	0
	Implement neighborhood shuttle	Degree of implementation (low, medium, high)	0	0
		Employees and residents eligible (%)	0%	0%
	Transit subsidies	Employees and residents eligible (%)	0%	0%
		Amount of transit subsidy per passenger (daily equivalent) ($)	$0.00	$0.00
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	0%	0%
	Promotions and marketing	Employees and residents participating (%)	100%	100%

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: June 15, 2021
Project Name: Sepulveda/Centinela Mixed-Use
Project Scenario: Proposed Project
Project Address: 6501 S SEPULVEDA BLVD, 90045

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Suburban Center

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban Center

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*6%*
MAX. TDM EFFECT	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

PLACE TYPE MAX:	*urban*	*75%*
	compact infill	*40%*
	suburban center	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: June 15, 2021
Project Name: Sepulveda/Centinela Mixed-Use
Project Scenario: Proposed Project
Project Address: 6501 S SEPULVEDA BLVD, 90045

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	322	-10.2%	289	8.2	2,640	2,370
Home Based Other Production	893	-25.2%	668	6.5	5,805	4,342
Non-Home Based Other Production	721	-1.9%	707	7.3	5,263	5,161
Home-Based Work Attraction	63	-19.0%	51	10.0	630	510
Home-Based Other Attraction	1,124	-25.6%	836	6.9	7,756	5,768
Non-Home Based Other Attraction	405	-2.5%	395	8.2	3,321	3,239

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-10.0%	260	2,132	-10.0%	260	2,132
Home Based Other Production	-10.0%	601	3,906	-10.0%	601	3,906
Non-Home Based Other Production	-10.0%	636	4,643	-10.0%	636	4,643
Home-Based Work Attraction	-10.0%	46	459	-10.0%	46	459
Home-Based Other Attraction	-10.0%	752	5,189	-10.0%	752	5,189
Non-Home Based Other Attraction	-10.0%	355	2,914	-10.0%	355	2,914

MXD VMT Methodology Per Capita & Per Employee

Total Population: 852
Total Employees: 43
APC: West Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**6,038**	**6,038**
Total Home Based Work Attraction VMT	**459**	**459**
Total Home Based VMT Per Capita	**7.1**	**7.1**
Total Work Based VMT Per Employee	**N/A**	**N/A**

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term "City" as used below shall refer to the City of Los Angeles. The terms "City" and "Fehr & Peers" as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City's consultant calibrated the VMT Calculator's parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator's accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

Ownership. You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

Warranty Disclaimer. In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED "as is" WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

Limitation of Liability. It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User	
By:	
Print Name:	Jason Shender, AICP
Title:	Transportation Planner III
Company:	Linscott, Law & Greenspan, Engineers
Address:	20931 Burbank Boulevard, Suite C Woodland Hills, CA 91367
Phone:	(818) 835-8648
Email Address:	jshender@llgengineers.com
Date:	6/15/2021

APPENDIX C

MANUAL TRAFFIC COUNT DATA

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Centinela Ave

East/West Bluff Creek Dr_Major St

Day: Thursday Date: April 28, 2016 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	89	90	12	8
BIKES	20	21	5	8
BUSES	1	23	9	30

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	419	8.15	228	8.00	15	9.00	77	9.15
PM PK 15 MIN	195	17.15	527	17.00	74	17.30	33	17.00
AM PK HOUR	1637	8.15	795	8.00	52	9.00	281	8.45
PM PK HOUR	747	17.00	1968	17.00	242	17.00	105	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	102	1396	14	1512
8-9	286	1284	33	1603
9-10	352	953	22	1327
15-16	41	605	21	667
16-17	27	677	15	719
17-18	39	691	17	747
TOTAL	847	5606	122	6575

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	17	492	23	532
8-9	58	684	53	795
9-10	43	521	61	625
15-16	58	1487	25	1570
16-17	57	1688	15	1760
17-18	75	1874	19	1968
TOTAL	308	6746	196	7250

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2044	4	0	3	1
2398	6	0	15	0
1952	8	0	7	0
2237	6	0	4	0
2479	9	0	4	0
2715	12	3	12	0
13825	45	3	45	1

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	3	9	9	21
8-9	6	9	22	37
9-10	9	18	25	52
15-16	13	42	137	192
16-17	14	40	99	153
17-18	26	50	166	242
TOTAL	71	168	458	697

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	17	71	27	115
8-9	23	160	30	213
9-10	31	210	24	265
15-16	24	26	33	83
16-17	38	13	21	72
17-18	47	21	37	105
TOTAL	180	501	172	853

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
136	2	0	2	2
250	2	0	12	1
317	1	0	5	0
275	8	0	2	0
225	5	0	1	0
347	9	0	19	3
1550	27	0	41	6

ITM Peak Hour Summary

Prepared by:

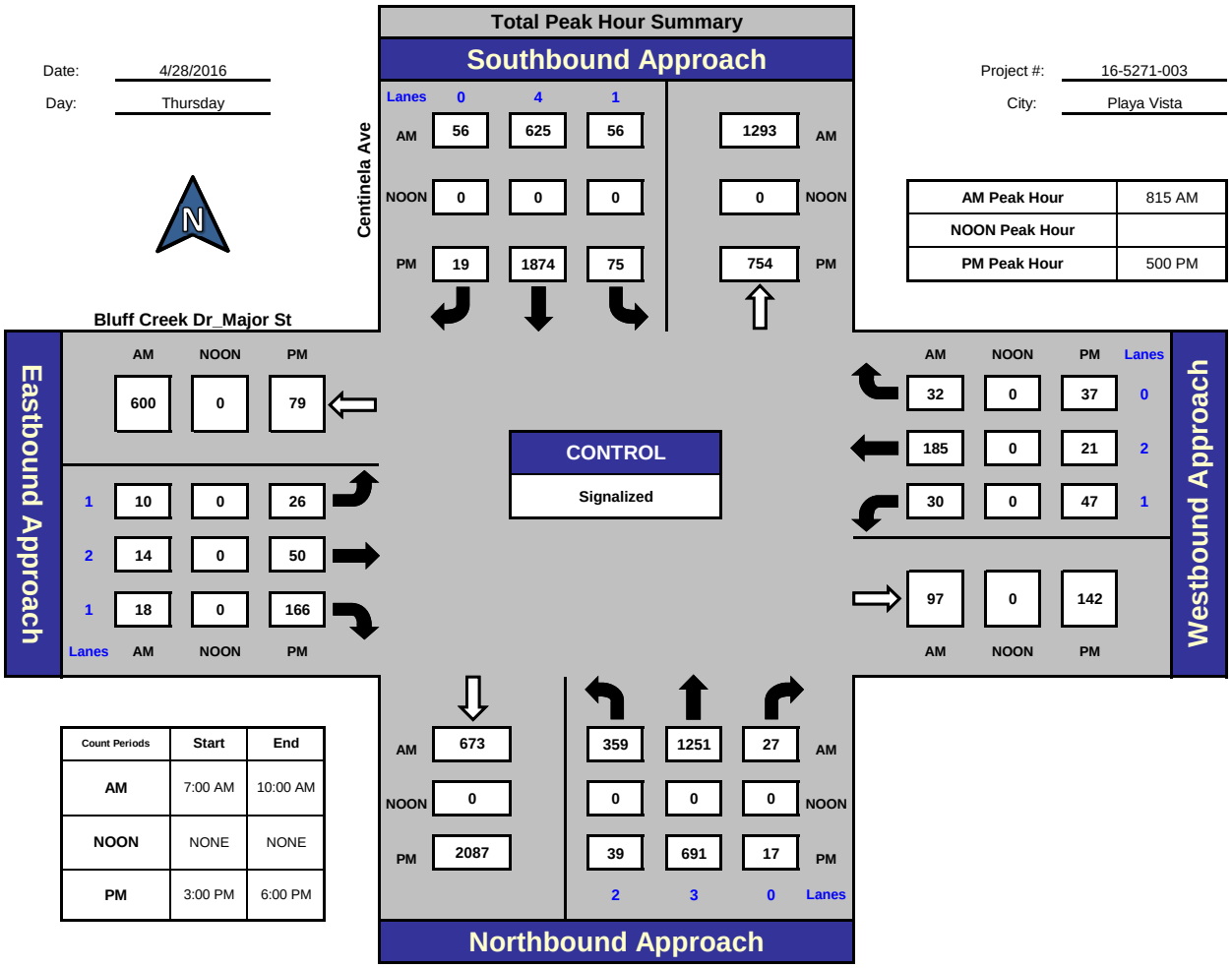
National Data & Surveying Services

Centinela Ave and Bluff Creek Dr_Major St , Playa Vista

Date: 4/28/2016
Day: Thursday

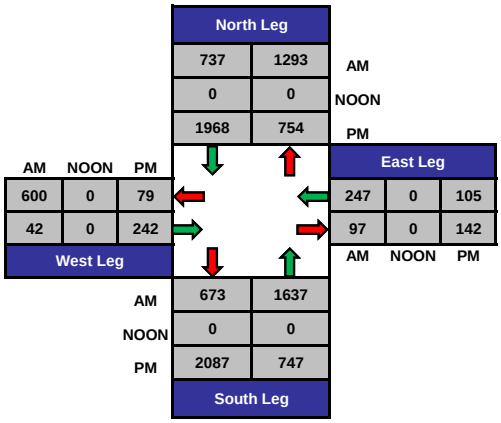
Project #: 16-5271-003
City: Playa Vista

AM Peak Hour	815 AM
NOON Peak Hour	
PM Peak Hour	500 PM

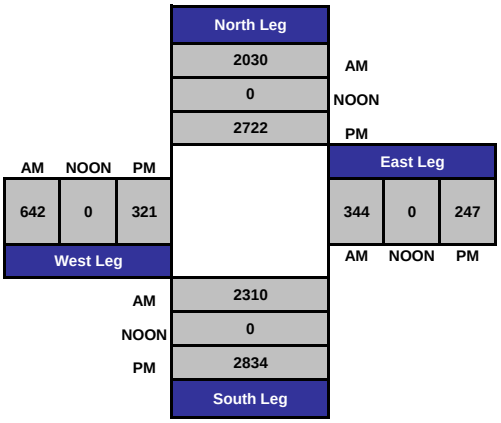


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5271-003

Day: Thursday

City: Playa Vista

TOTALS

Date: 4/28/2016

AM

NS/EW Streets:	Centinela Ave			Centinela Ave			Bluff Creek Dr_Major St			Bluff Creek Dr_Major St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	0	1	4	0	1	2	1	1	2	0	
7:00 AM	24	313	1	4	88	7	0	5	2	7	13	9	473
7:15 AM	22	367	4	1	111	8	1	1	1	5	18	9	548
7:30 AM	23	349	4	5	118	2	1	0	2	3	16	2	525
7:45 AM	33	367	5	7	175	6	1	3	4	2	24	7	634
8:00 AM	36	312	15	15	202	11	0	0	10	5	28	7	641
8:15 AM	58	353	8	19	161	9	1	3	4	5	35	9	665
8:30 AM	82	320	5	10	165	9	0	3	3	5	41	10	653
8:45 AM	110	299	5	14	156	24	5	3	5	8	56	4	689
9:00 AM	109	279	9	13	143	14	4	5	6	12	53	9	656
9:15 AM	105	255	3	8	138	21	1	2	10	8	65	4	620
9:30 AM	79	221	3	7	130	15	1	6	2	4	53	5	526
9:45 AM	59	198	7	15	110	11	3	5	7	7	39	6	467
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	740	3633	69	118	1697	137	18	36	56	71	441	81	7097
APPROACH %'s :	16.66%	81.79%	1.55%	6.05%	86.94%	7.02%	16.36%	32.73%	50.91%	11.97%	74.37%	13.66%	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	359	1251	27	56	625	56	10	14	18	30	185	32	2663
PEAK HR FACTOR :		0.977			0.950			0.700			0.834		0.966

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5271-003

Day: Thursday

TOTALS

City: Playa Vista

Date: 4/28/2016

PM

NS/EW Streets:	Centinela Ave			Centinela Ave			Bluff Creek Dr_Major St			Bluff Creek Dr_Major St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	0	1	4	0	1	2	1	1	2	0	
3:00 PM	13	163	8	18	299	5	1	11	29	8	10	7	572
3:15 PM	15	134	4	13	375	7	4	9	42	4	5	7	619
3:30 PM	8	147	3	11	422	4	4	10	45	4	3	6	667
3:45 PM	5	161	6	16	391	9	4	12	21	8	8	13	654
4:00 PM	10	170	5	16	394	5	6	10	31	15	5	5	672
4:15 PM	4	178	2	16	398	5	1	8	28	8	3	5	656
4:30 PM	8	152	3	13	439	3	4	12	21	8	3	6	672
4:45 PM	5	177	5	12	457	2	3	10	19	7	2	5	704
5:00 PM	10	154	3	20	501	6	6	12	43	20	5	8	788
5:15 PM	10	182	3	22	448	6	6	12	38	10	3	5	745
5:30 PM	11	175	5	16	447	3	8	16	50	11	6	11	759
5:45 PM	8	180	6	17	478	4	6	10	35	6	7	13	770
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	107	1973	53	190	5049	59	53	132	402	109	60	91	8278
APPROACH %'s :	5.02%	92.50%	2.48%	3.59%	95.30%	1.11%	9.03%	22.49%	68.48%	41.92%	23.08%	35.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	39	691	17	75	1874	19	26	50	166	47	21	37	3062
PEAK HR FACTOR :		0.958			0.934			0.818			0.795		0.971

CONTROL : Signalized

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Arizona Ave

East/West Centinela Ave

Day: Wednesday Date: April 19, 2017 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	28	0	106	151
BIKES	5	0	27	23
BUSES	0	0	17	32

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	26	9.45	0	0.00	252	8.15	550	8.45
PM PK 15 MIN	49	17.15	0	0.00	548	17.00	239	17.30
AM PK HOUR	94	9.00	0	0.00	882	8.15	2049	8.15
PM PK HOUR	165	16.45	0	0.00	2101	17.00	903	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	58	58
8-9	3	0	64	67
9-10	1	0	93	94
15-16	2	0	81	83
16-17	9	0	106	115
17-18	9	0	151	160
TOTAL	24	0	553	577

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
58	1	0	0	0
67	3	0	0	0
94	2	0	0	0
83	1	0	0	0
115	1	0	0	0
160	8	0	0	0
577	16	0	0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	539	59	598
8-9	0	815	44	859
9-10	1	744	57	802
15-16	0	1384	28	1412
16-17	0	1749	36	1785
17-18	0	2070	31	2101
TOTAL	1	7301	255	7557

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	116	1824	0	1940
8-9	53	1978	0	2031
9-10	58	1616	0	1674
15-16	35	764	0	799
16-17	28	814	0	842
17-18	53	850	0	903
TOTAL	343	7846	0	8189

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
2538	6	0	0	0
2890	3	0	0	0
2476	2	0	0	0
2211	1	0	0	0
2627	1	0	0	0
3004	1	0	0	0
15746	14	0	0	0

ITM Peak Hour Summary

Prepared by:

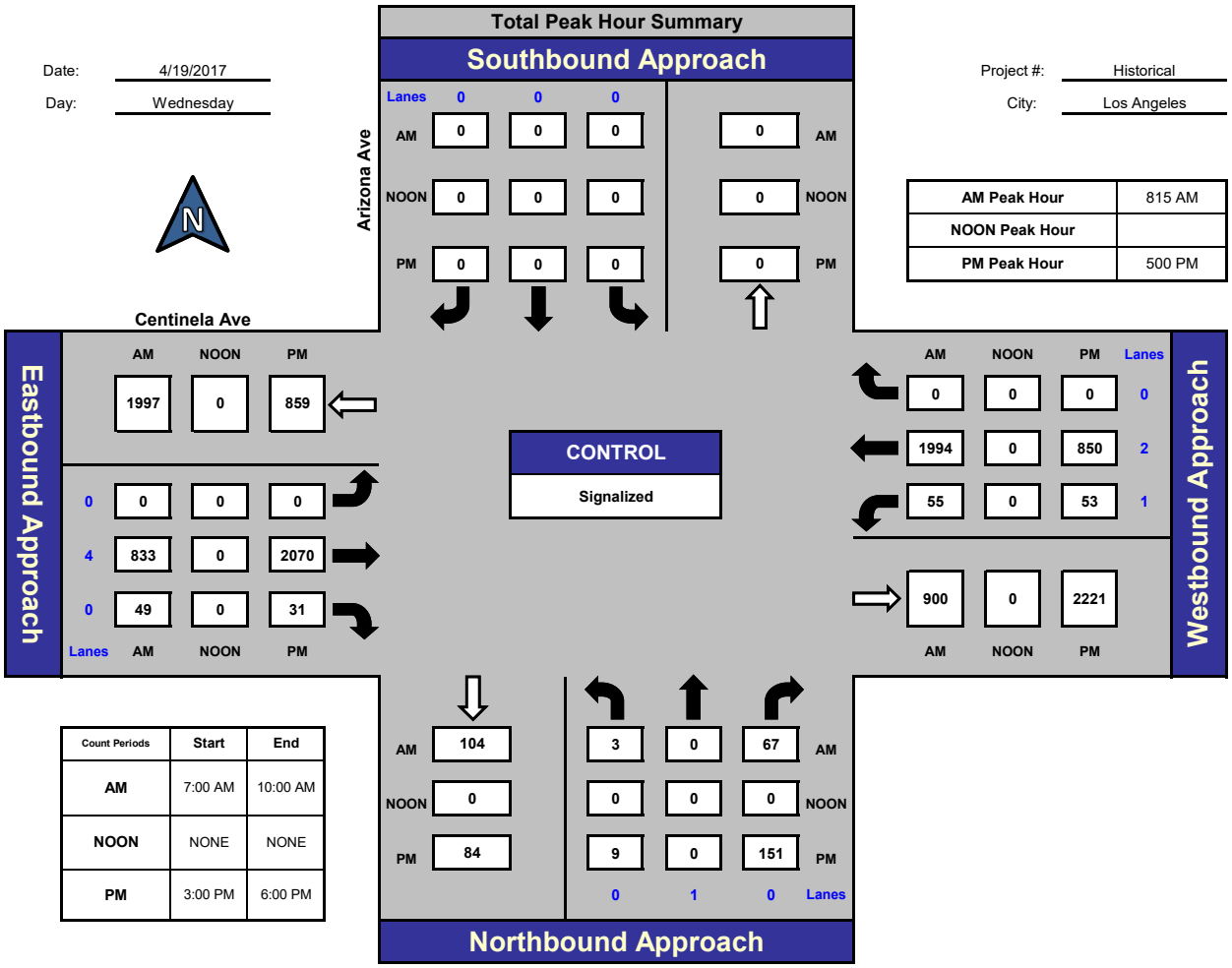
National Data & Surveying Services

Arizona Ave and Centinela Ave , Los Angeles

Date: 4/19/2017
Day: Wednesday

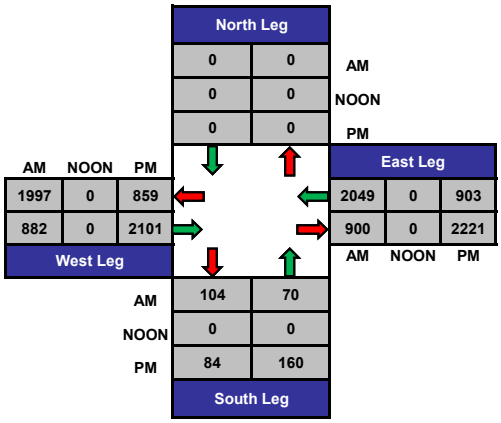
Project #: Historical
City: Los Angeles

AM Peak Hour	815 AM
NOON Peak Hour	
PM Peak Hour	500 PM

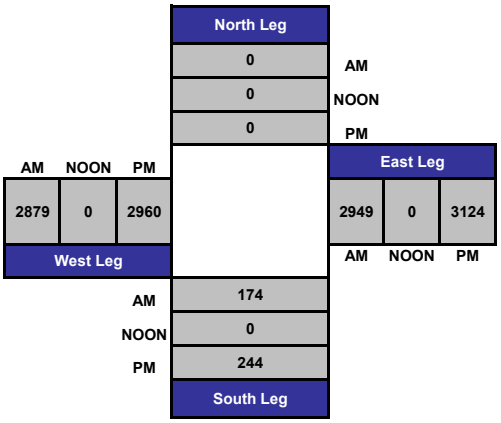


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Wednesday

TOTALS

City: Los Angeles

Date: 4/19/2017

AM

NS/EW Streets:	Arizona Ave			Arizona Ave			Centinela Ave			Centinela Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	4	0	1	2	0	
7:00 AM	0	0	10	0	0	0	0	97	16	14	433	0	570
7:15 AM	0	0	10	0	0	0	0	109	11	31	447	0	608
7:30 AM	0	0	23	0	0	0	0	164	19	37	461	0	704
7:45 AM	0	0	15	0	0	0	0	169	13	34	483	0	714
8:00 AM	0	0	19	0	0	0	0	189	13	11	494	0	726
8:15 AM	2	0	7	0	0	0	0	242	10	16	489	0	766
8:30 AM	0	0	24	0	0	0	0	196	9	12	459	0	700
8:45 AM	1	0	14	0	0	0	0	188	12	14	536	0	765
9:00 AM	0	0	22	0	0	0	0	207	18	13	510	0	770
9:15 AM	0	0	23	0	0	0	0	188	14	17	407	0	649
9:30 AM	1	0	22	0	0	0	1	189	13	14	387	0	627
9:45 AM	0	0	26	0	0	0	0	160	12	14	312	0	524
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	4	0	215	0	0	0	1	2098	160	227	5418	0	8123
APPROACH %'s :	1.83%	0.00%	98.17%	#DIV/0!	#DIV/0!	#DIV/0!	0.04%	92.87%	7.08%	4.02%	95.98%	0.00%	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	3	0	67	0	0	0	0	833	49	55	1994	0	3001
PEAK HR FACTOR :		0.729			0.000			0.875			0.931		0.974

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Wednesday

TOTALS

City: Los Angeles

Date: 4/19/2017

PM

NS/EW Streets:	Arizona Ave			Arizona Ave			Centinela Ave			Centinela Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	4	0	1	2	0	
3:00 PM	0	0	21	0	0	0	0	316	6	10	201	0	554
3:15 PM	1	0	16	0	0	0	0	363	6	7	193	0	586
3:30 PM	0	0	20	0	0	0	0	353	7	13	184	0	577
3:45 PM	1	0	24	0	0	0	0	352	9	5	186	0	577
4:00 PM	3	0	29	0	0	0	0	395	13	7	202	0	649
4:15 PM	1	0	25	0	0	0	0	400	4	7	191	0	628
4:30 PM	1	0	24	0	0	0	0	495	9	5	211	0	745
4:45 PM	4	0	28	0	0	0	0	459	10	9	210	0	720
5:00 PM	2	0	43	0	0	0	0	543	5	15	203	0	811
5:15 PM	2	0	47	0	0	0	0	495	10	19	204	0	777
5:30 PM	3	0	36	0	0	0	0	536	6	8	231	0	820
5:45 PM	2	0	25	0	0	0	0	496	10	11	212	0	756
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	20	0	338	0	0	0	0	5203	95	116	2428	0	8200
APPROACH %'s :	5.59%	0.00%	94.41%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	98.21%	1.79%	4.56%	95.44%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	9	0	151	0	0	0	0	2070	31	53	850	0	3164
PEAK HR FACTOR :		0.816			0.000			0.958			0.945		0.965

CONTROL : Signalized

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Sepulveda Blvd

East/West Green Valley Circle

Day: Wednesday Date: April 19, 2017 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	120	74	0	32
BIKES	18	21	0	5
BUSES	81	101	0	65

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	618	7.30	264	8.15	0	0.00	124	7.45
PM PK 15 MIN	512	17.30	452	17.30	0	0.00	174	17.00
AM PK HOUR	2323	7.00	993	8.00	0	0.00	452	7.30
PM PK HOUR	1829	17.00	1728	17.00	0	0.00	639	16.30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	2145	178	2323
8-9	0	1984	303	2287
9-10	0	1632	294	1926
15-16	0	1280	360	1640
16-17	0	1240	385	1625
17-18	0	1380	449	1829
TOTAL	0	9661	1969	11630

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	103	566	0	669
8-9	141	852	0	993
9-10	89	609	0	698
15-16	227	1111	0	1338
16-17	229	1319	0	1548
17-18	242	1486	0	1728
TOTAL	1031	5943	0	6974

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2992	0	0	7	0
3280	0	0	6	0
2624	0	0	14	0
2978	0	0	13	0
3173	1	0	26	0
3557	0	0	9	3
18604	1	0	75	3

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	149	0	300	449
8-9	174	0	262	436
9-10	163	0	213	376
15-16	295	0	212	507
16-17	338	0	249	587
17-18	380	0	242	622
TOTAL	1499	0	1478	2977

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
449	0	0	10	0
436	0	0	5	0
376	0	0	15	0
507	0	0	11	0
587	0	0	18	3
622	0	0	21	4
2977	0	0	80	7

ITM Peak Hour Summary

Prepared by:

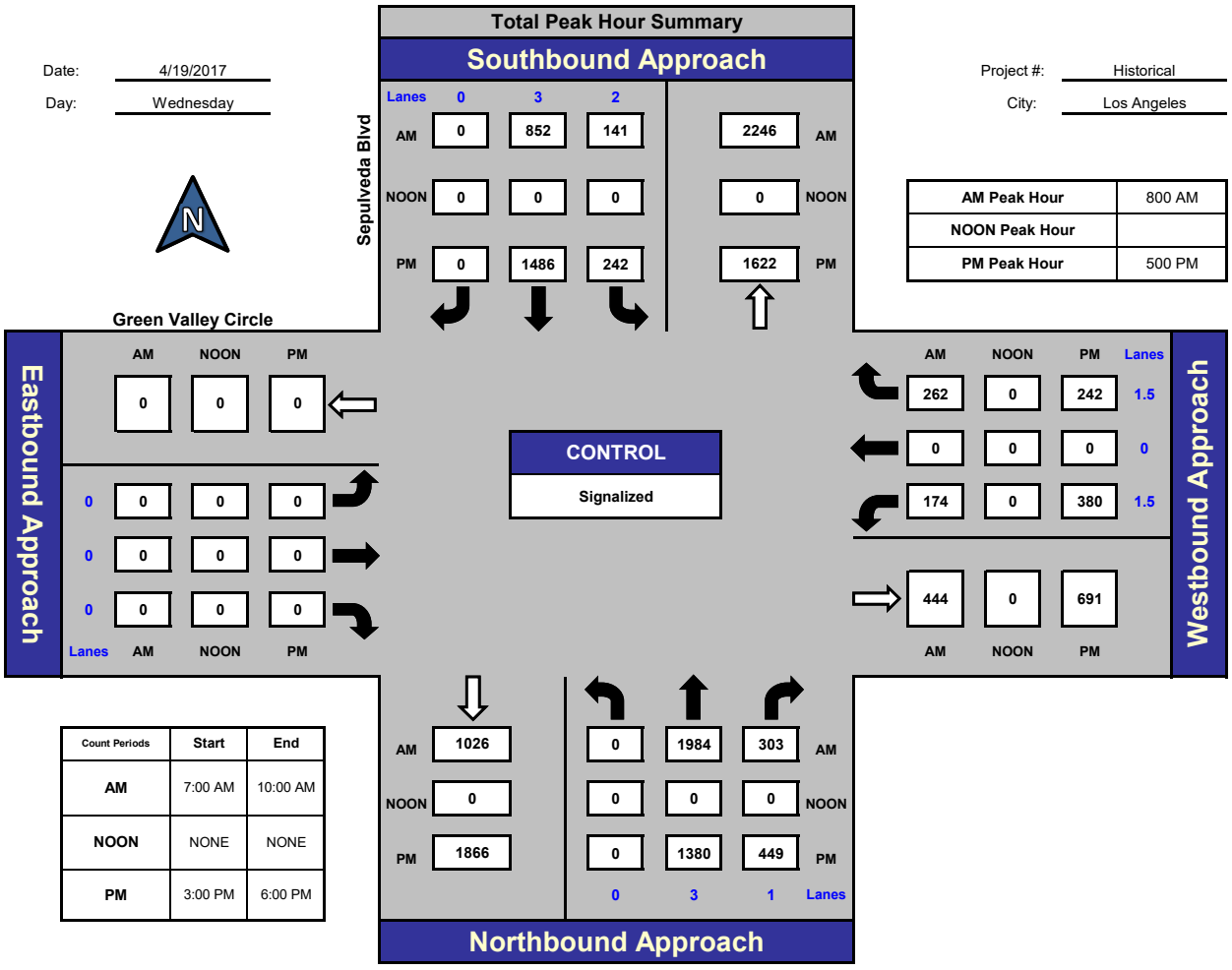
National Data & Surveying Services

Sepulveda Blvd and Green Valley Circle , Los Angeles

Date: 4/19/2017
Day: Wednesday

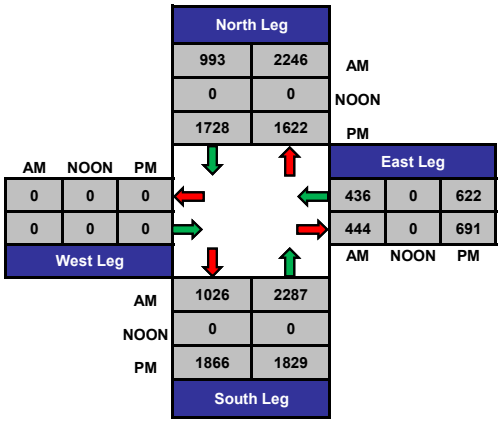
Project #: Historical
City: Los Angeles

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

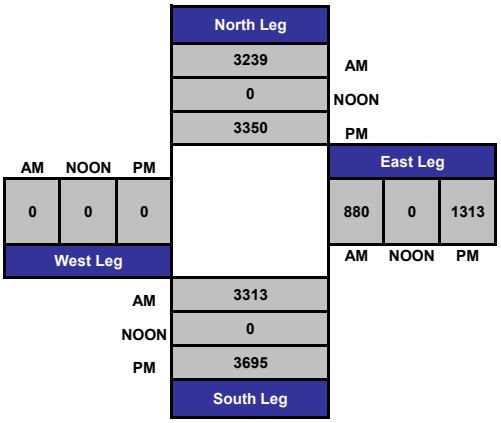


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Wednesday

TOTALS

City: Los Angeles

Date: 4/19/2017

AM

NS/EW Streets:	Sepulveda Blvd			Sepulveda Blvd			Green Valley Circle			Green Valley Circle			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	1	2	3	0	0	0	0	1.5	0	1.5	
7:00 AM	0	586	22	11	106	0	0	0	0	27	0	63	815
7:15 AM	0	506	43	33	123	0	0	0	0	40	0	77	822
7:30 AM	0	569	49	27	160	0	0	0	0	37	0	81	923
7:45 AM	0	484	64	32	177	0	0	0	0	45	0	79	881
8:00 AM	0	493	104	32	191	0	0	0	0	41	0	49	910
8:15 AM	0	494	63	35	229	0	0	0	0	53	0	67	941
8:30 AM	0	518	65	29	216	0	0	0	0	40	0	73	941
8:45 AM	0	479	71	45	216	0	0	0	0	40	0	73	924
9:00 AM	0	443	76	22	161	0	0	0	0	42	0	54	798
9:15 AM	0	413	57	31	164	0	0	0	0	40	0	65	770
9:30 AM	0	409	64	17	138	0	0	0	0	40	0	49	717
9:45 AM	0	367	97	19	146	0	0	0	0	41	0	45	715
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	5761	775	333	2027	0	0	0	0	486	0	775	10157
APPROACH %'s :	0.00%	88.14%	11.86%	14.11%	85.89%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	38.54%	0.00%	61.46%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	1984	303	141	852	0	0	0	0	174	0	262	3716
PEAK HR FACTOR :		0.958			0.940			0.000			0.908		0.987

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Wednesday

TOTALS

City: Los Angeles

Date: 4/19/2017

PM

NS/EW Streets:	Sepulveda Blvd			Sepulveda Blvd			Green Valley Circle			Green Valley Circle			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	1	2	3	0	0	0	0	1.5	0	1.5	
3:00 PM	0	307	90	54	244	0	0	0	0	88	0	58	841
3:15 PM	0	361	91	56	267	0	0	0	0	62	0	57	894
3:30 PM	0	295	83	64	297	0	0	0	0	67	0	46	852
3:45 PM	0	317	96	53	303	0	0	0	0	78	0	51	898
4:00 PM	0	315	96	55	296	0	0	0	0	86	0	72	920
4:15 PM	0	305	95	62	343	0	0	0	0	66	0	57	928
4:30 PM	0	288	116	57	328	0	0	0	0	94	0	70	953
4:45 PM	0	332	78	55	352	0	0	0	0	92	0	50	959
5:00 PM	0	307	100	67	355	0	0	0	0	113	0	61	1003
5:15 PM	0	364	84	68	367	0	0	0	0	94	0	65	1042
5:30 PM	0	378	134	53	399	0	0	0	0	93	0	70	1127
5:45 PM	0	331	131	54	365	0	0	0	0	80	0	46	1007
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	3900	1194	698	3916	0	0	0	0	1013	0	703	11424
APPROACH %'s :	0.00%	76.56%	23.44%	15.13%	84.87%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	59.03%	0.00%	40.97%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	1380	449	242	1486	0	0	0	0	380	0	242	4179
PEAK HR FACTOR :		0.893			0.956			0.000			0.894		0.927

CONTROL : Signalized

Prepared by National Data & Surveying Services

Sepulveda Blvd & Centinela Ave

Peak Hour Turning Movement Count

ID: Historical
City: Los Angeles

Day: Thursday
Date: 05/23/2019

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	07:00 AM - 10:00 AM
NOON	NONE
PM	03:00 PM - 06:00 PM

Sepulveda Blvd — SOUTHBOUND

AM	149	658	59	0	1535	AM
NOON	0	0	0	0	0	NOON
PM	79	1684	187	0	1115	PM
	1	3	2	0		

Centinela Ave — EASTBOUND

AM	NOON	PM		
2031	0	866		
8	0	14	0	
28	0	80	1	
292	0	694	2	
428	0	1145	2	
AM	NOON	PM		

CONTROL

Signalized

TEV	5599 AM	0 NOON	6542 PM
PHF	0.97		0.97

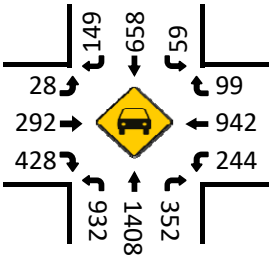
Centinela Ave — WESTBOUND

PM	NOON	AM		
101	0	99	0	
307	0	942	2	
473	0	244	2	
0	0	0	0	
1259	0	703		
PM	NOON	AM		

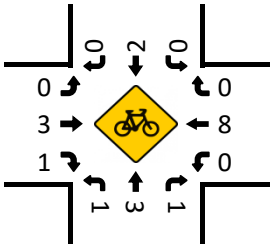
			0	2	3	1
PM	3302	0	466	934	378	PM
NOON	0	0	0	0	0	NOON
AM	1330	0	932	1408	352	AM

Sepulveda Blvd — NORTHBOUND

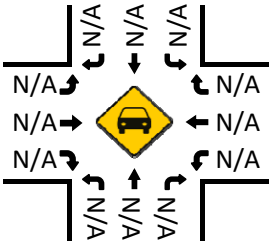
Total Vehicles (AM)



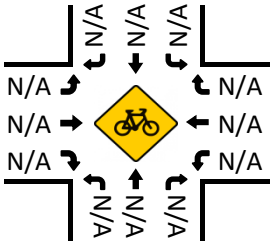
Bikes (AM)



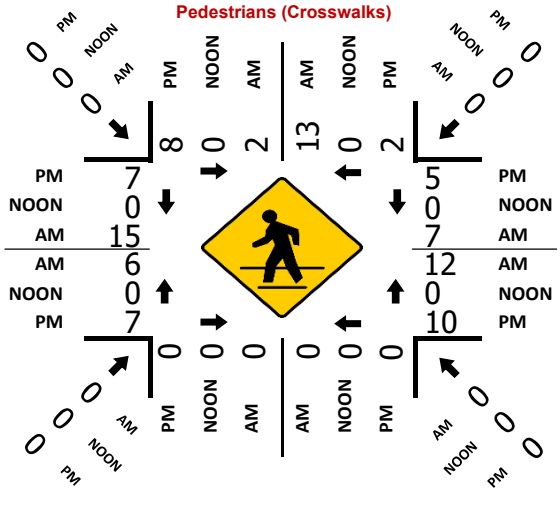
Total Vehicles (Noon)



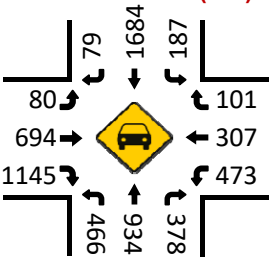
Bikes (NOON)



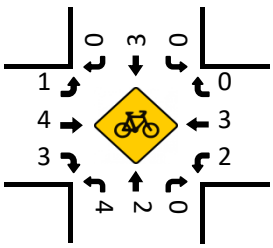
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Sepulveda Blvd & Centinela Ave
City: Los Angeles
Control: Signalized

Project ID: Historical
Date: 5/23/2019

Total

NS/EW Streets:	Sepulveda Blvd				Sepulveda Blvd				Centinela Ave				Centinela Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	3	1	0	2	3	1	0	1	2	2	0	2	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	285	416	53	0	7	91	22	0	9	39	48	0	37	224	42	0	1273
7:15 AM	277	454	56	0	4	118	21	0	3	38	51	0	25	188	17	0	1252
7:30 AM	224	370	69	0	5	162	29	0	5	68	87	2	48	268	23	0	1360
7:45 AM	241	345	87	0	16	161	52	0	5	52	114	1	72	220	25	0	1391
8:00 AM	245	373	94	0	18	163	34	0	7	89	115	2	50	224	30	0	1444
8:15 AM	222	320	102	0	20	172	34	0	11	83	112	3	74	230	21	0	1404
8:30 AM	207	309	91	0	10	174	36	0	15	80	98	2	54	223	26	0	1325
8:45 AM	200	321	81	0	18	160	38	0	15	71	125	9	83	226	29	0	1376
9:00 AM	189	330	65	0	8	144	52	0	28	53	80	1	62	196	41	0	1249
9:15 AM	205	271	48	0	21	142	36	0	13	74	83	3	73	227	37	0	1233
9:30 AM	152	269	57	0	13	119	29	0	24	56	86	1	72	228	41	0	1147
9:45 AM	174	266	61	0	19	130	21	0	28	54	76	4	79	190	39	0	1141
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2621	4044	864	0	159	1736	404	0	163	757	1075	28	729	2644	371	0	15595
APPROACH %'s :	34.81%	53.71%	11.48%	0.00%	6.92%	75.51%	17.57%	0.00%	8.06%	37.42%	53.14%	1.38%	19.47%	70.62%	9.91%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	932	1408	352	0	59	658	149	0	28	292	428	8	244	942	99	0	5599
PEAK HR FACTOR :	0.951	0.944	0.863	0.000	0.738	0.956	0.716	0.000	0.636	0.820	0.930	0.667	0.824	0.879	0.825	0.000	0.969
	0.945				0.945				0.887				0.948				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	3	1	0	2	3	1	0	1	2	2	0	2	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	120	243	72	0	46	294	29	0	28	175	215	0	66	96	42	0	1426
3:15 PM	105	215	80	0	43	299	21	0	18	196	174	0	74	95	47	0	1367
3:30 PM	98	188	74	0	61	340	25	0	20	197	218	1	78	68	36	0	1404
3:45 PM	86	210	51	0	51	374	24	0	26	194	249	2	100	82	27	0	1476
4:00 PM	96	224	70	0	53	374	23	0	22	203	297	0	94	70	21	0	1547
4:15 PM	79	233	72	0	44	425	18	0	13	235	297	4	81	69	33	0	1603
4:30 PM	107	181	95	0	46	366	28	0	23	221	283	3	95	73	32	0	1553
4:45 PM	112	208	50	0	43	418	32	0	16	189	298	1	99	87	21	0	1574
5:00 PM	110	218	74	0	33	412	22	0	16	162	251	5	135	90	21	0	1549
5:15 PM	123	230	106	0	42	423	19	0	24	173	322	2	116	81	27	0	1688
5:30 PM	106	256	108	0	51	411	14	0	10	184	320	4	96	70	27	0	1657
5:45 PM	127	230	90	0	61	438	24	0	30	175	252	3	126	66	26	0	1648
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1269	2636	942	0	574	4574	279	0	246	2304	3176	25	1160	947	360	0	18492
APPROACH %'s :	26.18%	54.38%	19.43%	0.00%	10.58%	84.28%	5.14%	0.00%	4.28%	40.06%	55.23%	0.43%	47.02%	38.39%	14.59%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	466	934	378	0	187	1684	79	0	80	694	1145	14	473	307	101	0	6542
PEAK HR FACTOR :	0.917	0.912	0.875	0.000	0.766	0.961	0.823	0.000	0.667	0.943	0.889	0.700	0.876	0.853	0.935	0.000	0.969
	0.946				0.932				0.928				0.895				

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Sepulveda Blvd

East/West Center Dr

Day: Wednesday Date: April 19, 2017 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	152	143	0	27
BIKES	23	26	0	9
BUSES	44	50	0	22

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	760	7.45	412	8.15	0	0.00	58	8.15
PM PK 15 MIN	377	17.15	829	17.00	0	0.00	135	17.30
AM PK HOUR	2917	7.30	1544	8.00	0	0.00	198	8.00
PM PK HOUR	1441	16.00	3135	17.00	0	0.00	502	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	2776	77	2853
8-9	0	2775	132	2907
9-10	0	1969	92	2061
15-16	0	1349	79	1428
16-17	0	1353	88	1441
17-18	0	1343	83	1426
TOTAL	0	11565	551	12116

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	181	868	0	1049
8-9	324	1220	0	1544
9-10	233	990	0	1223
15-16	151	1888	0	2039
16-17	264	2421	0	2685
17-18	340	2795	0	3135
TOTAL	1493	10182	0	11675

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
3902	0	0	10	0
4451	0	0	14	0
3284	0	0	11	0
3467	0	0	28	1
4126	0	0	23	0
4561	0	0	13	0
23791	0	0	99	1

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	16	0	117	133
8-9	20	0	178	198
9-10	32	0	148	180
15-16	71	0	193	264
16-17	169	0	243	412
17-18	178	0	324	502
TOTAL	486	0	1203	1689

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
133	0	0	5	0
198	0	0	5	0
180	0	0	8	0
264	0	0	8	0
412	0	0	8	0
502	0	0	5	0
1689	0	0	39	0

ITM Peak Hour Summary

Prepared by:

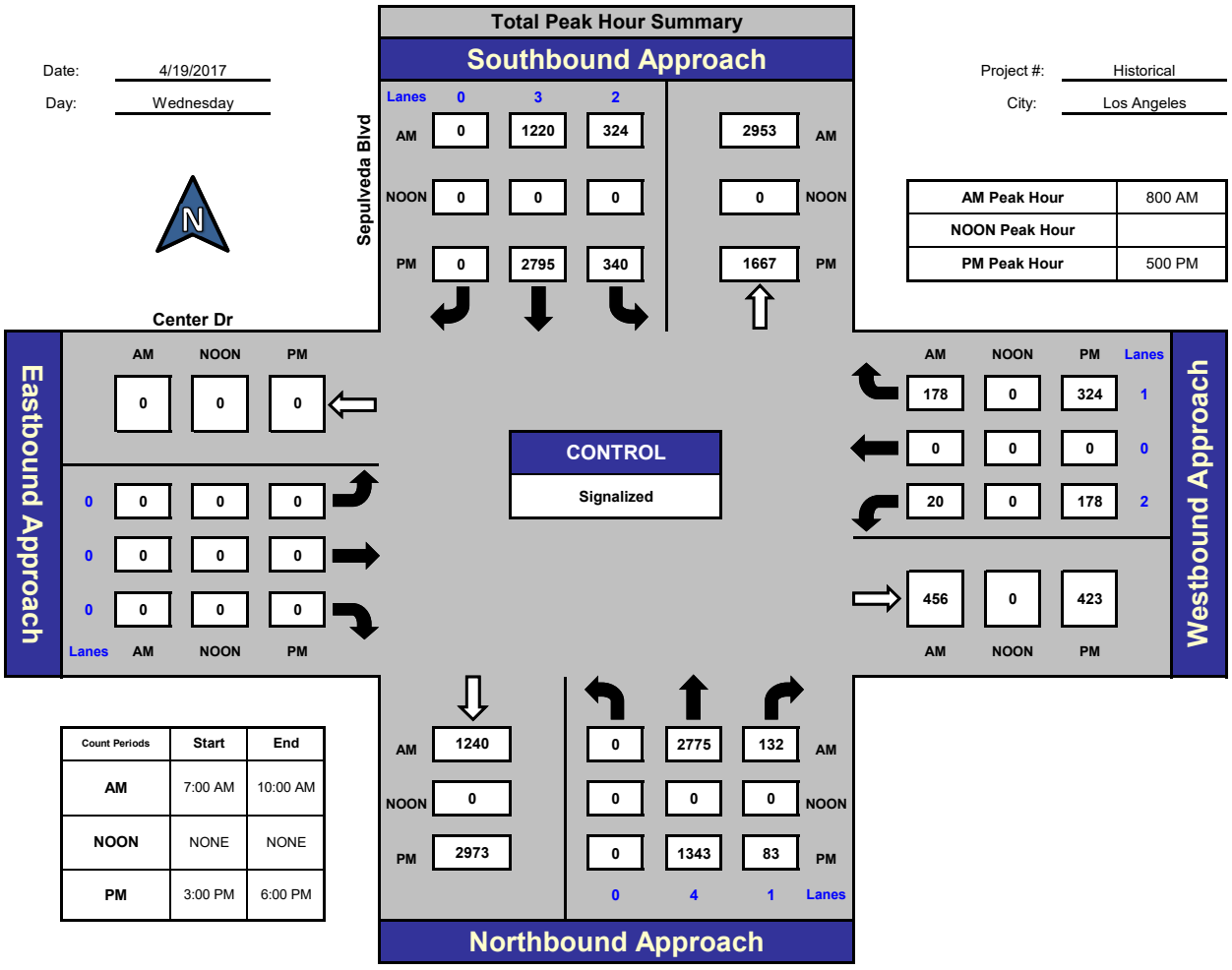
National Data & Surveying Services

Sepulveda Blvd and Center Dr , Los Angeles

Date: 4/19/2017
Day: Wednesday

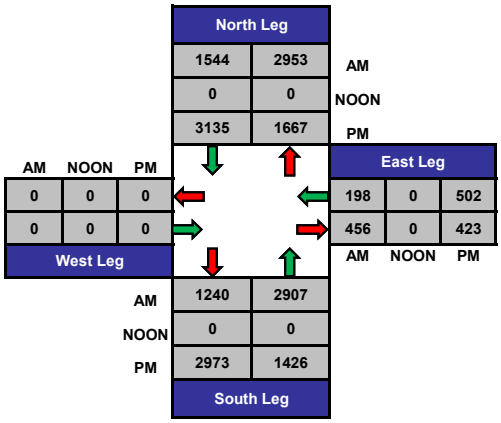
Project #: Historical
City: Los Angeles

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

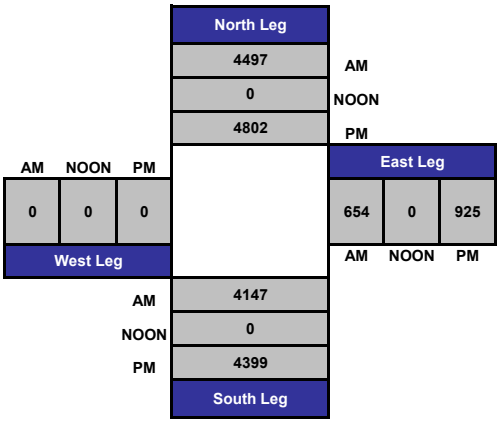


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Wednesday

TOTALS

City: Los Angeles

Date: 4/19/2017

AM

NS/EW Streets:	Sepulveda Blvd			Sepulveda Blvd			Center Dr			Center Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	4	1	2	3	0	0	0	0	2	0	1	
7:00 AM	0	674	16	44	164	0	0	0	0	3	0	24	925
7:15 AM	0	674	15	32	161	0	0	0	0	2	0	21	905
7:30 AM	0	692	22	49	277	0	0	0	0	5	0	33	1078
7:45 AM	0	736	24	56	266	0	0	0	0	6	0	39	1127
8:00 AM	0	697	21	63	313	0	0	0	0	4	0	43	1141
8:15 AM	0	696	29	83	329	0	0	0	0	6	0	52	1195
8:30 AM	0	673	41	77	290	0	0	0	0	4	0	33	1118
8:45 AM	0	709	41	101	288	0	0	0	0	6	0	50	1195
9:00 AM	0	624	21	55	257	0	0	0	0	6	0	33	996
9:15 AM	0	500	26	68	288	0	0	0	0	11	0	39	932
9:30 AM	0	467	24	53	235	0	0	0	0	9	0	37	825
9:45 AM	0	378	21	57	210	0	0	0	0	6	0	39	711
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	7520	301	738	3078	0	0	0	0	68	0	443	12148
APPROACH %'s :	0.00%	96.15%	3.85%	19.34%	80.66%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	13.31%	0.00%	86.69%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	2775	132	324	1220	0	0	0	0	20	0	178	4649
PEAK HR FACTOR :		0.969			0.937			0.000			0.853		0.973

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Wednesday

TOTALS

City: Los Angeles

Date: 4/19/2017

PM

NS/EW Streets:	Sepulveda Blvd			Sepulveda Blvd			Center Dr			Center Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	4	1	2	3	0	0	0	0	2	0	1	
3:00 PM	0	348	23	24	475	0	0	0	0	22	0	48	940
3:15 PM	0	336	12	51	443	0	0	0	0	16	0	46	904
3:30 PM	0	348	19	31	495	0	0	0	0	17	0	51	961
3:45 PM	0	317	25	45	475	0	0	0	0	16	0	48	926
4:00 PM	0	348	26	56	576	0	0	0	0	41	0	57	1104
4:15 PM	0	323	18	57	557	0	0	0	0	38	0	60	1053
4:30 PM	0	352	16	68	659	0	0	0	0	47	0	66	1208
4:45 PM	0	330	28	83	629	0	0	0	0	43	0	60	1173
5:00 PM	0	303	17	87	742	0	0	0	0	55	0	70	1274
5:15 PM	0	354	23	90	654	0	0	0	0	40	0	78	1239
5:30 PM	0	337	26	84	711	0	0	0	0	36	0	99	1293
5:45 PM	0	349	17	79	688	0	0	0	0	47	0	77	1257
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	4045	250	755	7104	0	0	0	0	418	0	760	13332
APPROACH %'s :	0.00%	94.18%	5.82%	9.61%	90.39%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	35.48%	0.00%	64.52%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	1343	83	340	2795	0	0	0	0	178	0	324	5063
PEAK HR FACTOR :		0.946			0.945			0.000			0.930		0.979

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

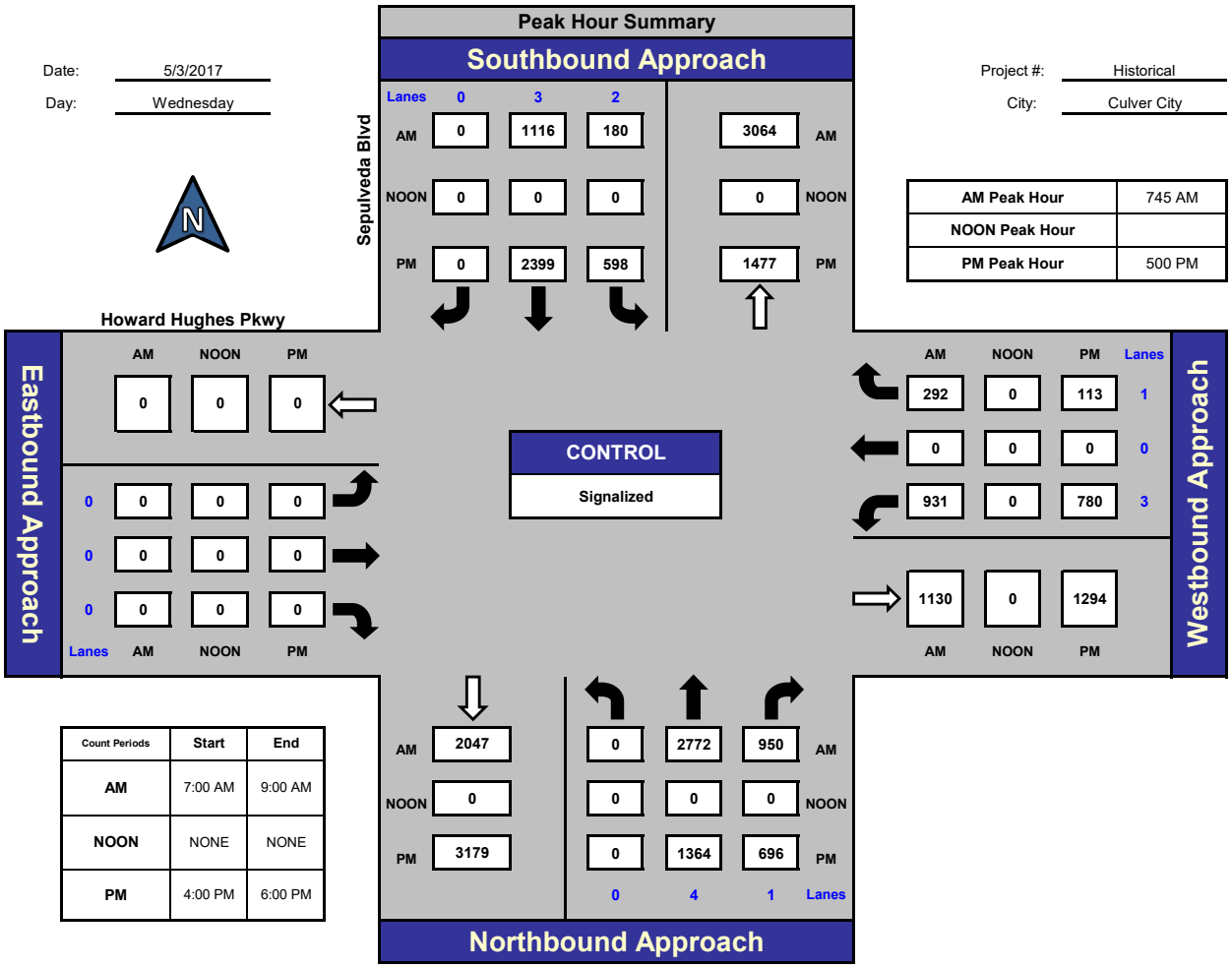
Sepulveda Blvd and Howard Hughes Pkwy , Culver City

Date: 5/3/2017

Day: Wednesday

Project #: Historical

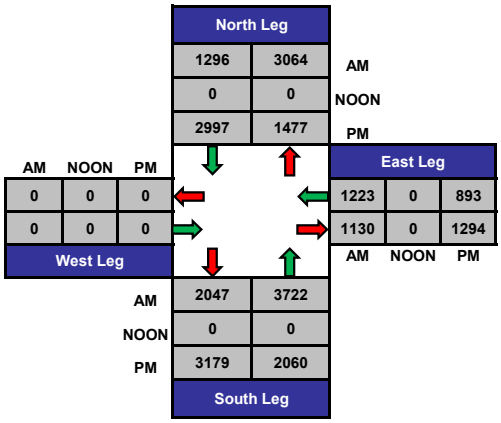
City: Culver City



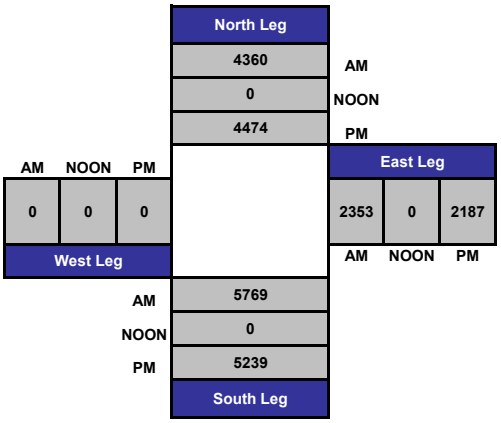
AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Wednesday

City: Culver City

Date: 5/3/2017

AM

NS/EW Streets:	Sepulveda Blvd			Sepulveda Blvd			Howard Hughes Pkwy			Howard Hughes Pkwy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	4	1	2	3	0	0	0	0	3	0	1	
7:00 AM	0	627	233	29	133	0	0	0	0	298	0	41	1361
7:15 AM	0	777	247	32	250	0	0	0	0	237	0	49	1592
7:30 AM	0	651	238	32	238	0	0	0	0	237	0	69	1465
7:45 AM	0	735	264	36	287	0	0	0	0	211	0	52	1585
8:00 AM	0	660	230	45	274	0	0	0	0	247	0	82	1538
8:15 AM	0	730	237	45	306	0	0	0	0	232	0	66	1616
8:30 AM	0	647	219	54	249	0	0	0	0	241	0	92	1502
8:45 AM	0	641	212	36	235	0	0	0	0	187	0	77	1388
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	5468	1880	309	1972	0	0	0	0	1890	0	528	12047
APPROACH %'s :	0.00%	74.41%	25.59%	13.55%	86.45%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	78.16%	0.00%	21.84%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	2772	950	180	1116	0	0	0	0	931	0	292	6241
PEAK HR FACTOR :		0.931			0.923			0.000			0.918		0.966

UTURNS	NB	SB	EB	WB
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	NB	SB	EB	WB
	0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Wednesday

City: Culver City

Date: 5/3/2017

PM

NS/EW Streets:	Sepulveda Blvd			Sepulveda Blvd			Howard Hughes Pkwy			Howard Hughes Pkwy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	4	1	2	3	0	0	0	0	3	0	1	
4:00 PM	0	358	188	139	497	0	0	0	0	199	0	29	1410
4:15 PM	0	333	159	138	531	0	0	0	0	164	0	17	1342
4:30 PM	0	325	150	147	533	0	0	0	0	196	0	25	1376
4:45 PM	0	324	144	117	556	0	0	0	0	157	0	17	1315
5:00 PM	0	328	161	146	525	0	0	0	0	185	0	27	1372
5:15 PM	0	374	181	155	604	0	0	0	0	213	0	28	1555
5:30 PM	0	316	169	152	610	0	0	0	0	195	0	31	1473
5:45 PM	0	346	185	145	660	0	0	0	0	187	0	27	1550
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	2704	1337	1139	4516	0	0	0	0	1496	0	201	11393
APPROACH %'s :	0.00%	66.91%	33.09%	20.14%	79.86%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	88.16%	0.00%	11.84%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	1364	696	598	2399	0	0	0	0	780	0	113	5950
PEAK HR FACTOR :		0.928			0.931			0.000			0.926		0.957

UTURNS	NB	SB	EB	WB
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	1
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	1
	NB	SB	EB	WB
	0	0	0	2

CONTROL : Signalized

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Bristol Pkwy

East/West Centinela Ave

Day: Wednesday Date: April 19, 2017 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	14	62	94
BIKES	0	7	10	19
BUSES	0	35	0	19

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	0	0.00	63	9.30	197	8.15	456	8.30
PM PK 15 MIN	0	0.00	190	17.30	361	17.30	200	15.00
AM PK HOUR	0	0.00	205	8.45	716	8.00	1785	7.00
PM PK HOUR	0	0.00	723	17.00	1408	16.45	747	15.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	40	0	84	124
8-9	60	0	109	169
9-10	66	0	137	203
15-16	252	0	172	424
16-17	289	0	285	574
17-18	391	0	332	723
TOTAL	1098	0	1119	2217

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
124	0	0	11	0
169	0	0	15	2
203	0	0	12	0
424	0	0	8	3
574	0	0	12	2
723	0	0	7	1
2217	0	0	65	8

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	180	279	0	459
8-9	269	447	0	716
9-10	168	399	0	567
15-16	143	977	0	1120
16-17	152	1143	0	1295
17-18	158	1247	0	1405
TOTAL	1070	4492	0	5562

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1243	542	1785
8-9	0	1247	523	1770
9-10	0	1180	466	1646
15-16	0	545	188	733
16-17	0	544	196	740
17-18	0	523	175	698
TOTAL	0	5282	2090	7372

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
2244	14	0	0	0
2486	13	1	0	0
2213	9	1	0	0
1853	3	1	0	0
2035	12	0	0	0
2103	15	1	0	0
12934	66	4	0	0

ITM Peak Hour Summary

Prepared by:

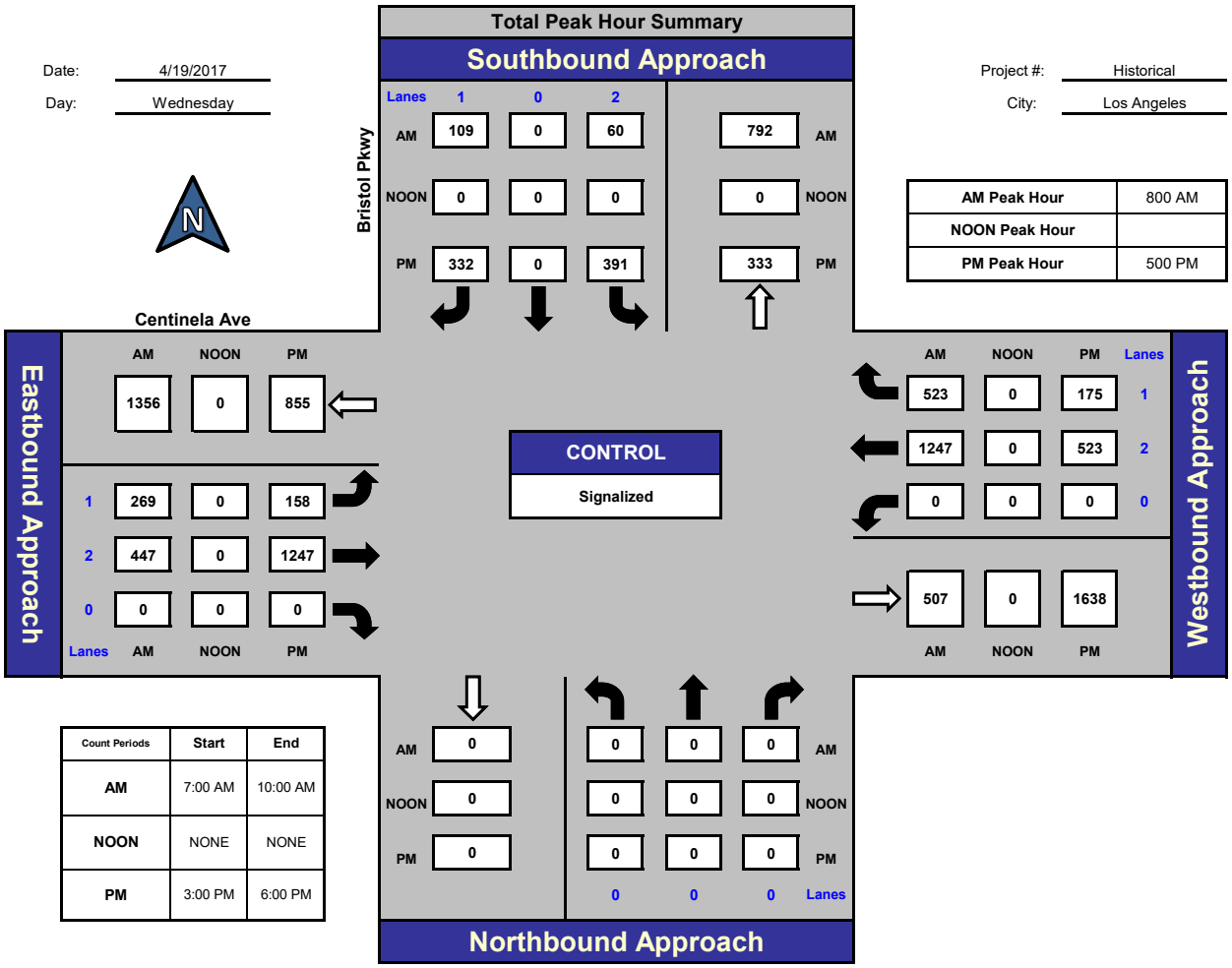
National Data & Surveying Services

Bristol Pkwy and Centinela Ave , Los Angeles

Date: 4/19/2017
Day: Wednesday

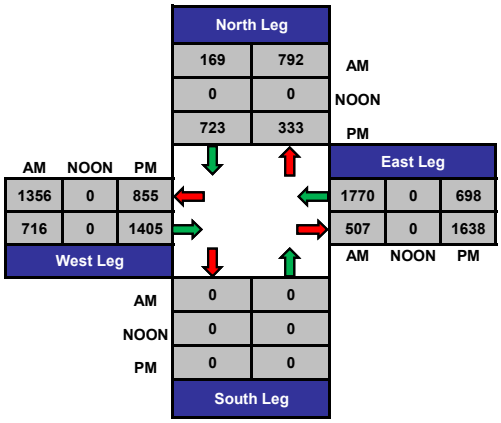
Project #: Historical
City: Los Angeles

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

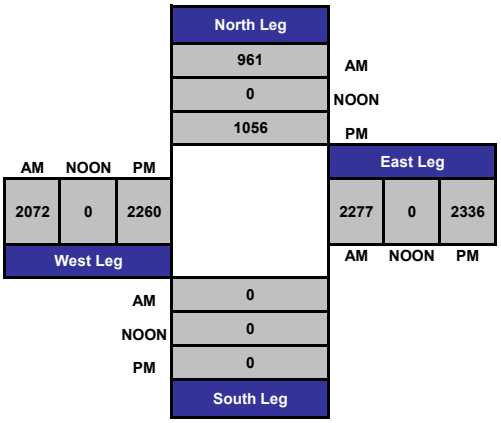


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Wednesday

TOTALS

City: Los Angeles

Date: 4/19/2017

AM

NS/EW Streets:	Bristol Pkwy			Bristol Pkwy			Centinela Ave			Centinela Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	2	0	1	1	2	0	0	2	1	
7:00 AM	0	0	0	14	0	20	28	50	0	0	331	116	559
7:15 AM	0	0	0	3	0	13	40	62	0	0	314	135	567
7:30 AM	0	0	0	12	0	23	45	79	0	0	294	151	604
7:45 AM	0	0	0	11	0	28	67	88	0	0	304	140	638
8:00 AM	0	0	0	12	0	20	64	129	0	0	301	128	654
8:15 AM	0	0	0	11	0	26	74	123	0	0	314	126	674
8:30 AM	0	0	0	17	0	34	62	102	0	0	317	139	671
8:45 AM	0	0	0	20	0	29	69	93	0	0	315	130	656
9:00 AM	0	0	0	20	0	31	55	102	0	0	284	125	617
9:15 AM	0	0	0	10	0	32	47	80	0	0	312	120	601
9:30 AM	0	0	0	24	0	39	38	111	0	0	278	109	599
9:45 AM	0	0	0	12	0	35	28	106	0	0	306	112	599
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	166	0	330	617	1125	0	0	3670	1531	7439
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	33.47%	0.00%	66.53%	35.42%	64.58%	0.00%	0.00%	70.56%	29.44%	

PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	0	0	60	0	109	269	447	0	0	1247	523	2655
PEAK HR FACTOR :		0.000			0.828			0.909			0.970		0.985

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Wednesday

TOTALS

City: Los Angeles

Date: 4/19/2017

PM

NS/EW Streets:	Bristol Pkwy			Bristol Pkwy			Centinela Ave			Centinela Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	2	0	1	1	2	0	0	2	1	
3:00 PM	0	0	0	71	0	41	28	217	0	0	152	48	557
3:15 PM	0	0	0	46	0	33	42	245	0	0	145	52	563
3:30 PM	0	0	0	73	0	56	43	260	0	0	112	48	592
3:45 PM	0	0	0	62	0	42	30	255	0	0	136	40	565
4:00 PM	0	0	0	62	0	70	36	267	0	0	142	56	633
4:15 PM	0	0	0	69	0	62	33	283	0	0	133	47	627
4:30 PM	0	0	0	69	0	78	42	290	0	0	142	51	672
4:45 PM	0	0	0	89	0	75	41	303	0	0	127	42	677
5:00 PM	0	0	0	99	0	85	36	317	0	0	108	39	684
5:15 PM	0	0	0	89	0	80	40	310	0	0	130	47	696
5:30 PM	0	0	0	107	0	83	35	326	0	0	151	46	748
5:45 PM	0	0	0	96	0	84	47	294	0	0	134	43	698
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	932	0	789	453	3367	0	0	1612	559	7712
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	54.15%	0.00%	45.85%	11.86%	88.14%	0.00%	0.00%	74.25%	25.75%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	391	0	332	158	1247	0	0	523	175	2826
PEAK HR FACTOR :		0.000			0.951			0.973			0.886		0.945

CONTROL : Signalized

APPENDIX D

WAIVER OF DEDICATION AND IMPROVEMENTS FINDINGS/JUSTIFICATIONS

WAIVER OF DEDICATION AND IMPROVEMENT

14. The dedication and improvement are not necessary to meet the City's mobility needs for the next twenty years based on guidelines the Streets Standards Committee has established.

Sepulveda Boulevard

Sepulveda Boulevard is designated as a "Boulevard I" by the Mobility Plan, which requires a half right-of-way of 68-feet and a half roadway of 50-feet. Currently, Sepulveda Boulevard's abutting half right-of-way is 50-feet in width, improved with a half roadway 42-feet in width. The Applicant is seeking a Waiver of Dedication and Improvement to eliminate the 18-foot dedication requirement and 8-foot roadway widening improvement requirement along Sepulveda Boulevard. The western side of Sepulveda Boulevard within 500-feet to the north and the south of the project site observes widely variable right-of-way (ROW) widths. While the full ROW requirement of the Mobility Plan is 136-feet, the dimensions of the ROW vary between 100-feet and 119-feet.

To the north, Sepulveda Boulevard leads into the City of Culver City, where the City of Los Angeles' Mobility Plan and Street Standards do not apply. In the City of Culver City, Sepulveda Boulevard is generally characterized as a roadway with three lanes in each direction, consistent with the roadway abutting the project site. Immediately adjacent to the project site to the north is a lot located in the City of Culver City, where the configuration of the abutting half ROW is similar to what is observed now adjoining the project site. Again, this privately-owned lot is not required to adhere to the City of Los Angeles' Mobility Plan and Street Standards and is not expected to widen or improve its adjoining ROW within the next twenty years.

As described previously, the project site is also home to an approximately 7,000 square-foot diner (Dinah's Family Restaurant) that is built to the existing property line adjoining Sepulveda Boulevard. Dinah's Family Restaurant has been in continuous operation at this location since the diner was constructed in 1957, and has retained essential, character-defining features from a period of historic significance. The Project will retain the Dinah's Family Restaurant building, including all of its character-defining features and materials described in the Sepulveda+Centinela Project Historical Resources Technical Report (ARG, 2021). The building will continue to be available as a restaurant and previous alterations, including non-historic blue awnings on the east façade, will be removed. New mechanical, electrical and plumbing (MEP) systems will be installed in order to minimize the need for obtrusive rooftop equipment. A small portion at the rear of the restaurant building (comprising the take-out department, which was added in 1959 and is not character-defining) would be removed to make way for the integration of the mixed-use development. New structural columns will also be installed in the west half of the building, which consists of back-of-house space, to support the section of the new mixed-use building that cantilevers over the back portion of the restaurant. Otherwise, the historic restaurant building will be retained and preserved.

Preservation of the historic resource will ensure that the abutting half ROW will not be widened or improved within the next twenty years. Should the ROW be widened and improved along the

project site's remaining frontage, the sidewalk would be forced to "jog" for the roadway improvements and disrupt pedestrian flow, a configuration antithetical to the City's Complete Streets Design Guide.

Moreover, the R1 residences to the south along Sepulveda will never need to dedicate due to the R3 Ordinance. So, the dedication could never be carried down the street to fully achieve Mobility Element pedestrian circulation benefit regardless. Therefore, the dedication and improvement requirement are not necessary to meet the City's mobility needs for the next twenty years.

Arizona Avenue

Arizona Avenue is designated as a "Standard Local Street" by the Mobility Plan, which requires a half right-of-way of 30-feet and a half roadway of 18-feet. Currently, Arizona Avenue's abutting half right-of-way is 33-feet in width, improved with a half roadway 17-feet in width. The Applicant is seeking a Waiver of Dedication and Improvement to eliminate the 1-foot roadway widening improvement requirement along Arizona Avenue.

Arizona Avenue provides local access to two distinct tracts. The segment adjoining the Project Site provides access between the light industrial and commercial uses to the west of the Project Site and connects to Centinela Avenue. To the south, Arizona Avenue ends in a cul-de-sac that serves the single-family dwellings in the neighborhood and connects only to other Standard Local Streets. The segment of Arizona Avenue between the two neighborhoods is an unimproved paper street. The two neighborhoods are geographically and practically differentiated, and vehicular circulation between the two tracts via Arizona Avenue is neither warranted nor proposed. Therefore, additional roadway widening along the Project Site is not necessary to meet the City's mobility needs for the next twenty years since Arizona Avenue does not provide contiguous roadway access along its designated right-of-way. Should the City desire to pursue roadway widening, the existing half right-of-way is wider than required under the Mobility Plan so the City will have the land to make such improvements.

APPENDIX E

DETAILED PLANS, PROGRAMS, ORDINANCES, AND POLICIES REVIEW

Plans, Policies and Programs Consistency Worksheet

The worksheet provides a structured approach to evaluate the threshold T-1 question below, that asks whether a project conflicts with a program, plan, ordinance or policy addressing the circulation system. The intention of the worksheet is to streamline the project review by highlighting the most relevant plans, policies and programs when assessing potential impacts to the City's circulation system.

> Threshold T-1: Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

This worksheet does not include an exhaustive list of City policies, and does not include community plans, specific plans, or any area-specific regulatory overlays. The Department of City Planning project planner will need to be consulted to determine if the project would obstruct the City from carrying out a policy or program in a community plan, specific plan, streetscape plan, or regulatory overlay that was adopted to support multimodal transportation options or public safety. LADOT staff should be consulted if a project would lead to a conflict with a mobility investment in the Public Right of Way (PROW) that is currently undergoing planning, design, or delivery. This worksheet must be completed for all projects that meet the Section I. Screening Criteria. For description of the relevant planning documents, **see Attachment D.1.**

For any response to the following questions that checks the box in bold text ((i.e. ☐ Yes or ☐ No), further analysis is needed to demonstrate that the project does not conflict with a plan, policy, or program.

I. SCREENING CRITERIA FOR POLICY ANALYSIS

If the answer is 'yes' to any of the following questions, further analysis will be required:

Does the project require a discretionary action that requires the decision maker to find that the project would substantially conform to the purpose, intent and provisions of the General Plan?

☒ Yes ☐ No

Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

☐ Yes ☒ No

Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)?

☒ Yes ☐ No

II. PLAN CONSISTENCY ANALYSIS

A. Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements

These questions address potential conflict with:

Mobility Plan 2035 Policy 2.1 *– Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*

Mobility Plan 2035 Policy 2.3 *– Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*

Mobility Plan 2035 Policy 3.2 – *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

A.1 Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone? [x] Yes [ ] No

A.2 If **A.1 is yes**, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation. [x] Yes [ ] No [ ] N/A

A.3 If **A.2 is yes**, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)?

[ ] Yes [x] No [ ] N/A

If the answer is to **A.1 or A.2 is NO, or to A.1, A.2 and A.3. is YES**, then the project does not conflict with the dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designations and Standard Roadway Dimensions.

A.4 If the answer to **A.3. is NO**, is the project applicant asking to waive from the dedication standards?
[x] **Yes** [ ] **No** [ ] N/A

Lists any streets subject to dedications or voluntary dedications and include existing roadway and sidewalk widths, required roadway and sidewalk widths, and proposed roadway and sidewalk width or waivers.

Frontage 1 Existing PROW'/Curb' : Existing 50'/42' Required 68'/50' Proposed 50'/42' (WDI)
Sepulveda Boulevard (WDI)

Frontage 2 Existing PROW'/Curb' : Existing 33'/17' Required 30'/18' Proposed 33'/17' (WDI)
Arizona Avenue (WDI)

Frontage 3 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

Frontage 4 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

If the answer to **A.4 is NO**, the project is inconsistent with Mobility Plan 2035 street designations and must file for a waiver of street dedication and improvement.

If the answer to **A.4 is YES**, additional analysis is necessary to determine if the dedication and/or improvements are necessary to meet the City's mobility needs for the next 20 years. The following factors may contribute to determine if the dedication or improvement is necessary:

Is the project site along any of the following networks identified in the City's Mobility Plan?

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network

To see the location of the above networks, see **Transportation Assessment Support Map**.[1]

Is the project within the service area of Metro Bike Share, or is there demonstrated demand for micro-mobility services?

If the project dedications and improvements asking to be waived are necessary to meet the City's mobility needs, the project may be found to conflict with a plan that is adopted to protect the environment.

B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes

B.1 Project-Initiated Changes to the PROW Dimensions

These questions address potential conflict with:

> ***Mobility Plan 2035 Policy 2.1*** *– Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*
>
> ***Mobility Plan 2035 Policy 2.3*** *– Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*
>
> ***Mobility Plan 2035 Policy 3.2 –*** *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*
>
> ***Mobility Plan 2035 Policy 2.10*** *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*
>
> **Mobility Plan 2035 Street Designations and Standard Roadway Dimensions**

[1] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

B.1 Does the project physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?

Examples of physical changes to the public right-of-way include:

- widening the roadway,
- narrowing the sidewalk,
- adding space for vehicle turn outs or loading areas,
- removing bicycle lanes, bike share stations, or bicycle parking
- modifying existing bus stop, transit shelter, or other street furniture
- paving, narrowing, shifting or removing an existing parkway or tree well

☐ **Yes** ☒ No

B.2 Driveway Access

These questions address potential conflict with:

Mobility Plan 2035 Policy 2.10 *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*

Mobility Plan 2035 Program PL.1. Driveway Access. *Require driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement.*

Citywide Design Guidelines - Guideline 2*: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.*

Site Planning Best Practices:

- *Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.*
- *Minimize both the number of driveway entrances and overall driveway widths.*
- *Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.*
- *Orient vehicular access as far from street intersections as possible.*
- *Place drive-thru elements away from intersections and avoid placing them so that they create a barrier between the sidewalk and building entrance(s).*
- *Ensure that loading areas do not interfere with on-site pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.*

B.2 Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's Driveway Design Guidelines (See Sec. 321 in the Manual of Policies and Procedures) by any of the following:

- locating new driveways for residential properties on an Avenue or Boulevard, and access is otherwise possible using an alley or a collector/local street, or
- locating new driveways for industrial or commercial properties on an Avenue or Boulevard and access is possible along a collector/local street, or

- the total number of new driveways exceeds 1 driveway per every 200 feet[2] along on the Avenue or Boulevard frontage, or
- locating new driveways on an Avenue or Boulevard within 150 feet from the intersecting street, or
- locating new driveways on a collector or local street within 75 feet from the intersecting street, or
- locating new driveways near mid-block crosswalks, requiring relocation of the mid-block crosswalk

☐ **Yes** ☒ No

If the answer to **B.1 and B.2 are both NO**, then the project would not conflict with a plan or policies that govern the PROW as a result of the project-initiated changes to the PROW.

Impact Analysis

If the answer to either **B.1 or B.2 are YES**, City plans and policies should be reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. The analysis should pay special consideration to substantial changes to the Public Right of Way that may either degrade existing facilities for people walking and bicycling (e.g., removing a bicycle lane), or preclude the City from completing complete street infrastructure as identified in the Mobility Plan 2035, especially if the physical changes are along streets that are on the High Injury Network (HIN). The analysis should also consider if the project is in a Transit Oriented Community (TOC) area, and would degrade or inhibit trips made by biking, walking and/ or transit ridership. The streets that need special consideration are those that are included on the following networks identified in the Mobility Plan 2035, or the HIN:

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network
- High Injury Network

To see the location of the above networks, see **Transportation Assessment Support Map**.[3]

Once the project is reviewed relevant to plans and policies, and existing facilities that may be impacted by the project, the analysis will need to answer the following two questions in concluding if there is an impact due to plan inconsistency.

B.2.1 Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?

☐ **Yes** ☐ No ☒ N/A

[2] for a project frontage that exceeds 400 feet along an Avenue or Boulevard, the incremental additional driveway above 2 is more than 1 driveway for every 400 additional feet.
[3] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

B.2.2 Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?

☐ **Yes** ☐ No ☒ N/A

If either of the answers to either **B.2.1 or B.2.2 are YES**, the project may conflict with the Mobility Plan 2035, and therefore conflict with a plan that is adopted to protect the environment. If either of the answers to both **B.2.1. or B.2.2. are NO**, then the project would not be shown to conflict with plans or policies that govern the Public Right-of-Way.

C. Network Access

C. 1 Alley, Street and Stairway Access

These questions address potential conflict with:

Mobility Plan Policy 3.9 *Increased Network Access: Discourage the vacation of public rights-of-way.*

C.1.1 Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?

☐ Yes ☒ No

C.1.2 If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?

☐ Yes ☐ **No** ☒ N/A

C.2 New Cul-de-sacs

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.10 *Cul-de-sacs: Discourage the use of cul-de-sacs that do not provide access for active transportation options.*

C.2.1 Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?

☐ Yes ☒ No

C.2.2 If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?

☐ Yes ☐ **No** ☒ N/A

If the answers to either C.1.2 or C.2.2 are YES, then the project would not conflict with a plan or policies that ensures access for all modes of travel. If the answer to either **C.1.2 or C.2.2 are NO**, the project may conflict with a plan or policies that governs multimodal access to a property. Further analysis must assess to the degree that pedestrians and bicyclists have sufficient public access to the transportation network.

D. Parking Supply and Transportation Demand Management

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.8 *– Bicycle Parking, Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.*

Mobility Plan 2035 Policy 4.8 – *Transportation Demand Management Strategies. Encourage greater utilization of Transportation Demand Management Strategies to reduce dependence on single-occupancy vehicles.*

Mobility Plan 2035 Policy 4.13 *– Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.*

D.1 Would the project propose a supply of onsite parking that exceeds the baseline amount[4] as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?

☐ Yes ☒ No

D.2 If the answer to D.1. is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?

☐ Yes ☐ **No** ☒ N/A

If the answer to **D.2. is NO** the project may conflict with parking management policies. Further analysis is needed to demonstrate how the supply of parking above city requirements will not result in additional (induced) drive-alone trips as compared to an alternative that provided no more parking than the baseline required by the LAMC or Specific Plan. If there is potential for the supply of parking to result in induced demand for drive-alone trips, the project should further explore transportation demand management (TDM) measures to further off-set the induced demands of driving and vehicle miles travelled (VMT) that may result from higher amounts of on-site parking. The TDM measures should specifically focus on strategies that encourage dynamic and context-sensitive pricing solutions and ensure the parking is efficiently allocated, such as providing real time information. Research has demonstrated that charging a user cost for parking or providing a 'cash-out' option in return for not using it is the most effective strategy to reduce the instances of drive-alone trips and increase non-auto mode share to further reduce VMT. To ensure the parking is efficiently managed and reduce the need to build parking for future uses, further strategies should include sharing parking with other properties and/or the general public.

D.3. Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?

☒ Yes ☐ **No**

[4] The baseline parking is defined here as the default parking requirements in section 12.21 A.4 of the Los Angeles Municipal Code or any applicable Specific Plan, whichever prevails, for each applicable use not taking into consideration other parking incentives to reduce the amount of required parking.

D.4. Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?

☐ Yes ☒ No

D.5 If the answer to D.4. is YES, does the project comply with the City's TDM Ordinance in Section 12.26 J of the LAMC?

☐ Yes ☐ **No** ☒ N/A

If the answer to **D.3. or D.5. is NO** the project conflicts with LAMC code requirements of bicycle parking and TDM measures. If the project includes uses that require bicycle parking (Section 12.21 A.16) or TDM (Section 12.26 J), and the project does not comply with those Sections of the LAMC, further analysis is required to ensure that the project supports the intent of the two LAMC sections. To meet the intent of bicycle parking requirements, the analysis should identify how the project commits to providing safe access to those traveling by bicycle and accommodates storing their bicycle in locations that demonstrates priority over vehicle access.

Similarly, to meet the intent of the TDM requirements of Section 12.26 J of the LAMC, the analysis should identify how the project commits to providing effective strategies in either physical facilities or programs that encourage non-drive alone trips to and from the project site and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks).

E. Consistency with Regional Plans

This section addresses potential inconsistencies with greenhouse gas (GHG) reduction targets forecasted in the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS).

E.1 Does the Project or Plan apply one the City's efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in Section 2.2.3 of the TAG?

☒ Yes ☐ No

E.2 If the Answer to E.1 is YES, does the Project or Plan result in a significant VMT impact?

☐ Yes ☒ No ☐ N/A

E.3 If the Answer to E.1 is NO, does the Project result in a net increase in VMT?

☐ Yes ☐ No ☒ N/A

If the Answer to E.2 or E.3 is NO, then the Project or Plan is shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

E.4 If the Answer to E.2 or E.3 is YES, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS. For the purpose of making a finding that a project is consistent with the GHG reduction targets forecasted in the SCAG RTP/SCS, the project analyst should consult Section 2.2.4 of the Transportation Assessment Guidelines (TAG). Section 2.2.4 provides the methodology for evaluating a land use project's cumulative impacts to VMT, and the appropriate reliance on SCAG's most recently adopted RTP/SCS in reaching that conclusion.

The analysis methods therein can further support findings that the project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board, pursuant to Section 65080(b)(2)(H) of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.

References

BOE Street Standard Dimensions S-470-1 http://eng2.lacity.org/techdocs/stdplans/s-400/S-470-1_20151021_150849.pdf

LADCP Citywide Design Guidelines. https://planning.lacity.org/odocument/f6608be7-d5fe-4187-bea6-20618eec5049/Citywide_Design_Guidelines.pdf

LADOT Transportation Assessment Support Map https://arcg.is/fubbD

Mobility Plan 2035 https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf

SCAG. Connect SoCal, 2020-2045 RTP/SCS, https://www.connectsocal.org/Pages/default.aspx

ATTACHMENT D.1: CITY PLAN, POLICIES AND GUIDELINES

The Transportation Element of the City's General Plan, Mobility Plan 2035, established the "Complete Streets Design Guide" as the City's document to guide the operations and design of streets and other public rights-of-way. It lays out a vision for designing safer, more vibrant streets that are accessible to people, no matter what their mode choice. As a living document, it is intended to be frequently updated as City departments identify and implement street standards and experiment with different configurations to promote complete streets. The guide is meant to be a toolkit that provides numerous examples of what is possible in the public right-of-way and that provides guidance on context-sensitive design.

The Plan for A Healthy Los Angeles (March 2015) includes policies directing several City departments to develop plans that promote active transportation and safety.

The City of Los Angeles Community Plans, which make up the Land Use Element of the City's General Plan, guide the physical development of neighborhoods by establishing the goals and policies for land use. The 35 Community Plans provide specific, neighborhood-level detail for land uses and the transportation network, relevant policies, and implementation strategies necessary to achieve General Plan and community-specific objectives.

The stated goal of Vision Zero is to eliminate traffic-related deaths in Los Angeles by 2025 through a number of strategies, including modifying the design of streets to increase the safety of vulnerable road users. Extensive crash data analysis is conducted on an ongoing basis to prioritize intersections and corridors for implementation of projects that will have the greatest effect on overall fatality reduction. The City designs and deploys Vision Zero Corridor Plans as part of the implementation of Vision Zero. If a project is proposed whose site lies on the High Injury Network (HIN), the applicant should consult with LADOT to inform the project's site plan and to determine appropriate improvements, whether by funding their implementation in full or by making a contribution toward their implementation.

The Citywide Design Guidelines (October 24, 2019) includes sections relevant to development projects where improvements are proposed within the public realm. Specifically, Guidelines one through three provide building design strategies that support the pedestrian experience. The Guidelines provide best practices in designing that apply in three spatial categories of site planning, building design and public right of way. The Guidelines should be followed to ensure that the project design supports pedestrian safety, access and comfort as they access to and from the building and the immediate public right of way.

The City's Transportation Demand Management (TDM) Ordinance (LA Municipal Code 12.26.J) requires certain projects to incorporate strategies that reduce drive-alone vehicle trips and improve access to destinations and services. The ordinance is revised and updated periodically and should be reviewed for application to specific projects as they are reviewed.

The City's LAMC Section 12.37 (Waivers of Dedication and Improvement) requires certain projects to dedicate and/or implement improvements within the public right-of-way to meet the street designation standards of the Mobility Plan 2035.

The Bureau of Engineering (BOE) Street Standard Dimensions S-470-1 provides the specific street widths and public right of way dimensions associated with the City's street standards.

Detailed Responses in Support of General Consistency with Transportation-Related Plans, Programs, Ordinances, or Policies (Adapted from Attachment D in *LADOT Transportation Assessment Guidelines*, July 2020)

The items below correspond with the TAG Attachment D: Plan, Policy, and Program Consistency Worksheet. Defined terms below have the same meanings as in the Transportation Assessment.

A. MOBILITY PLAN 2035 (MP 2035) PROW CLASSIFICATION STANDARDS FOR DEDICATIONS AND IMPROVEMENTS

The Project does include additions or new construction along a street designated as a Boulevard I and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone. The Project proposes new construction along Sepulveda Boulevard, which is designated as a Boulevard I under the Mobility Plan 2035 Street Standards Plan. Additionally, the Project proposes new construction along Arizona Avenue, which is designated as a Local Street – Standard under the Mobility Plan 2035 Street Standards Plan. The Project Site is zoned C4-1 per the LAMC. The Project is required to make an 18-foot street dedication requirement and an eight-foot roadway widening improvement along the Project Site's Sepulveda Boulevard frontage. Additionally, a one-foot roadway widening improvement is required along the Project Site's Arizona Avenue frontage. The Project Applicant is requesting a Waiver of Dedications and Improvements (WDI) pursuant to LAMC Section 12.37 I.3 to seek relief from the dedication and improvement requirements as they are not necessary to meet the City's mobility needs as outlined in Mobility Plan 2035. The WDI findings/justifications are provided in *Appendix D* of the Transportation Assessment. Along the Project Site, Sepulveda Boulevard is included within the Transit Enhanced Network (TEN), Bicycle Enhanced Network (BEN), and as a Pedestrian Enhanced District (PED) within the Mobility Plan 2035. Additionally, along the Project Site, Arizona Avenue is included within the Neighborhood Enhanced Network (NEN) within the Mobility Plan 2035. The Project will not alter adjacent streets or the right-of-way in a manner that would preclude or conflict future changes by various City Departments. Therefore, the Project does not conflict with any dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designation and Standard Roadway Dimensions requirements.

Mobility Plan 2035 Policy 2.1 – Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.

- The Project is required to make dedications or improvements to the public right-of way. Specifically, an 18-foot street dedication requirement and an eight-foot roadway widening improvement is required for Sepulveda Boulevard and a one-foot roadway widening improvement is required for Arizona Avenue along the Project Site. The Project Applicant is requesting a WDI pursuant to LAMC Section 12.37 I.3 to seek relief from this dedication, as the dedication and improvement requirements are not necessary to meet the City's mobility needs as outlined in the Mobility Plan 2035. The WDI findings/justifications are provided in *Appendix D* of the Transportation Assessment. The Project will not alter

adjacent streets or the right-of-way in a manner that would preclude or conflict future changes by various City Departments.

Mobility Plan 2035 Policy 2.3 – Pedestrian Infrastructure. Recognize walking as a component of every trip and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

- The Project will not alter pedestrian infrastructure or the right-of-way in a manner that would preclude or conflict future changes by various City Departments. The Project prioritizes pedestrian access and connectivity. Pedestrian access to the Project will be provided via entrances along Sepulveda Boulevard and Arizona Avenue. Separate pedestrian entrances will be provided for the new restaurant, the existing Dinah's Family Restaurant, and the residential components of the Project. Additionally, the Project proposes to provide a paseo which will provide a pedestrian access point along Centinela Avenue, at the northeasterly portion of the Project Site.

Mobility Plan 2035 Policy 3.2 – People with Disabilities. Accommodate the needs of people with disabilities when modifying of installing infrastructure within the public right-of-way.

- The Project will not alter existing ADA infrastructure or the right-of-way in a manner that would preclude or conflict with future changes by various City Departments. Pedestrian access from the public-right-of-way to the Project will be ADA compliant.

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

- The Project proposes new construction along a street designated as a Boulevard I and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone. Sepulveda Boulevard is designated as a Boulevard I under the Mobility Plan 2035 Street Standards Plan. Arizona Avenue is designated as a Local Street – Standard under the Mobility Plan 2035 Street Standards Plan. The Project Site is zoned C4-1 per the LAMC.

Mobility Plan 2035 Networks

- The Project Site has frontage along the following networks in MP 2035:
    - Transit Enhanced Network: Sepulveda Boulevard
    - Bicycle Enhanced Network: Sepulveda Boulevard
    - Pedestrian Enhanced District: Sepulveda Boulevard (See analysis of MP Policy 2.3 above).
    - Neighborhood Enhanced Network: Arizona Avenue

Mobility Plan 2035 Policy 2.4 – Neighborhood Enhanced Network. Provide a slow speed network of locally serving streets.

- Arizona Avenue has been designated within the City's NEN. The Project will improve the sidewalks along Arizona Avenue. The Project will not preclude or conflict with any potential modifications to Arizona Avenue as part of the NEN (e.g., installation of shared lane markings). The Project will not modify Arizona Boulevard in a manner that would substantially increase travel speed.

Mobility Plan 2035 Policy 2.5 – Transit Network. Improve the performance and reliability of existing and future bus service.

- Sepulveda Boulevard has been designated within the City's TEN. The Project will improve the sidewalks along Sepulveda Boulevard to provide improved pedestrian connections to transit stops along the Sepulveda Boulevard corridor. The Project will not preclude or conflict with any potential improvements to Sepulveda Boulevard as part of the TEN.

Mobility Plan 2035 Policy 2.6 – Bicycle Networks. Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.

- Sepulveda Boulevard has been designated within the City's BEN. Sepulveda Boulevard is improved with Class II Bicycle Lanes in each direction. The Project will not preclude or conflict with any potential improvements to Sepulveda Boulevard as part of the BEN.

B. MOBILITY PLAN 2035 (MP 2035) PROW POLICY ALIGNMENT WITH PROJECT-INITIATED CHANGES

B.1. Project-Initiated Changes to the PROW Dimensions

The Project will not physically modify the curb placement or turning radius, nor does it physically alter the sidewalk and parkways space, in a manner that would change how people access the Project Site. The Project complies with the MP 2035 policies outlined below.

Mobility Plan 2035 Policy 2.1 – Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.

- The Project is required to make dedications or improvements to the public right-of way. Specifically, an 18-foot street dedication requirement and an eight-foot roadway widening improvement is required for Sepulveda Boulevard and a one-foot roadway widening improvement is required for Arizona Avenue along the Project Site. The Project Applicant is requesting a WDI pursuant to LAMC Section 12.37 I.3 to seek relief from this dedication, as the dedication and improvement requirements are not necessary to meet the City's mobility needs as outlined in the Mobility Plan 2035. The WDI findings/justifications are provided in *Appendix D* of the Transportation Assessment. The Project will not alter adjacent streets or the right-of-way in a manner that would preclude or conflict future changes by various City Departments.

Mobility Plan 2035 Policy 2.3 – Pedestrian Infrastructure. Recognize walking as a component of every trip and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

- The Project will not alter pedestrian infrastructure or the right-of-way in a manner that would preclude or conflict future changes by various City Departments. The Project prioritizes pedestrian access and connectivity. Pedestrian access to the Project will be provided via entrances along Sepulveda Boulevard and Arizona Avenue. Separate pedestrian entrances will be provided for the new restaurant, the existing Dinah's Family Restaurant, and the residential components of the Project. Additionally, the Project proposes to provide a paseo which will provide a pedestrian access point along Centinela Avenue, at the northeasterly portion of the Project Site.

Mobility Plan 2035 Policy 3.2 – People with Disabilities. Accommodate the needs of people with disabilities when modifying of installing infrastructure within the public right-of-way.

- The Project will not alter existing ADA infrastructure or the right-of-way in a manner that would preclude or conflict future changes by various City Departments. Pedestrian access from the public-right-of-way to the Project will be ADA compliant.

Mobility Plan 2035 Policy 2.10 – Loading Areas. Facilitate the provision of on and off-site street loading areas.

- All loading activities would occur off-street and internal to the Project Site. Loading activities associated with service and delivery operations, trash collection and waste management for the Project would occur within the at-grade level of the onsite parking garage. Service and delivery vehicles would utilize either Project driveway to access the loading zones and trash/recycling areas located within the at-grade level of the onsite parking garage.

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

- The Project proposes new construction along a street designated as a Boulevard I and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone. Sepulveda Boulevard is designated as a Boulevard I under the Mobility Plan 2035 Street Standards Plan. Arizona Avenue is designated as a Local Street – Standard under the Mobility Plan 2035 Street Standards Plan. The Project Site is zoned C4-1 per the LAMC.

B.2. Driveway Access

The Project does not add new driveways along a street designated as an Avenue or a Boulevard, therefore, the Project does not conflict with LADOT Manual of Policy and Procedures (MPP), Section 321, Driveway Design. Vehicular access to the Project Site will continue to be provided via the existing driveways along the west side of Sepulveda Boulevard and the east side of Arizona

Avenue. It is noted that Sepulveda Boulevard and Arizona Avenue are designated as a Boulevard I and Local Street – Standard, respectively, under the Mobility Plan 2035 Street Standards Plan.

Mobility Plan 2035 Policy 2.10 – Loading Areas. Facilitate the provision of on and off-site street loading areas.

- All loading activities would occur off-street and internal to the Project Site. Loading activities associated with service and delivery operations, trash collection and waste management for the Project would occur within the at-grade level of the onsite parking garage. Service and delivery vehicles would utilize either Project driveway to access the loading zones and trash/recycling areas located within the at-grade level of the onsite parking garage.

Mobility Plan 2035 Program PL.1. Driveway Access. Require driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement.

- Vehicular access to the Project Site will be provided via the existing driveway along the west side of Sepulveda Boulevard and the existing southerly driveway along the east side Arizona Avenue. The Project proposes to close the existing northerly driveway along the east side of Arizona Avenue, reducing the number of driveways along Arizona Avenue from two to one. The Project driveways are located at the southern portion of the Project Site, away from major intersections. The Project has been designed to minimize interference with pedestrian access and vehicular movement.

Citywide Design Guidelines – Guideline 2. Carefully incorporate vehicular access such that it does not degrade the pedestrian experience, in accordance with the Site Planning Best Practices listed below.

- *Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.*

    - The Project prioritizes pedestrian access first. The Project will maintain the existing Sepulveda Boulevard and southerly Arizona Avenue driveway. The Project will remove the northerly Arizona Avenue driveway, reducing the number of curb cuts along Arizona Avenue from two to one. The Sepulveda Boulevard driveway is located approximately 100 feet south of the Centinela Avenue intersection. As the Project will maintain the existing Dinah's Family Restaurant, the Sepulveda Boulevard driveway is located as far from the Centinela Avenue intersection as possible. The existing Arizona Avenue driveway to remain is located at the southwest corner of the Project Site, approximately 107 feet south of the Arizona Circle intersection.

- *Minimize both the number of driveway entrances and overall driveway widths.*

    - The existing curb cut along Sepulveda Boulevard will be maintained. Additionally, the southerly curb cut along Arizona Avenue will be maintained. The Project will remove the northerly Arizona Avenue curb cut, reducing the number of curb cuts along the Arizona Avenue property frontage from two to one. The Project does not propose the addition of new curb cuts along the public right-of-way.

- *Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.*

    - The Project does not propose any on-street drop-off/pick-up areas.

- *Orient vehicular access as far from street intersections as possible.*

    - The Project will maintain the existing driveway along the west side of Sepulveda Boulevard, as well as the existing southerly driveway along the east side of Arizona Avenue. The Sepulveda Boulevard driveway is located approximately 100 feet south of the Centinela Avenue intersection. As the Project will maintain the existing Dinah's Family Restaurant, the Sepulveda Boulevard driveway is located as far from the Centinela Avenue intersection as possible. The existing Arizona Avenue driveway to remain is located approximately 107 feet south of the Arizona Circle intersection.

- *Place drive-through elements away from intersections and avoid placing them so that they create a barrier between the sidewalk and building entrance(s).*

    - The Project does not propose any drive-through elements.

- *Ensure that loading areas do not interfere with onsite pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.*

    - All loading activities would occur off-street and internal to the Project Site. Loading activities associated with service and delivery operations, trash collection and waste management for the Project would occur within the at-grade level of the onsite parking garage. Service and delivery vehicles would utilize either Project driveway to access the loading zones and trash/recycling areas located within the at-grade level of the onsite parking garage.

C. NETWORK ACCESS

C.1. Alley, Street and Stairway Access

The Project does not conflict with Mobility Plan 2035 policy below because it will not vacate or otherwise restrict public access to a street, alley or public stairway.

Mobility Plan 2035 Policy 3.9 – Increased Network Access. Discourage the vacation of public rights-of-way.

- The Project will not vacate any public rights-of-way.

C.2. New Cul-de-sacs

The Project does not conflict with the Mobility Plan 2035 policy below because it will not create a cul-de-sac, nor is the Project located adjacent to an existing cul-de-sac.

Mobility Plan 2035 Policy 3.10 – Cul-de-sacs. Discourage the use of cul-de-sacs that do not provide access for active transportation options.

- The Project Site is not located on a cul-de-sac.

D. Parking Supply and Transportation Demand Management

The Project is consistent with the Mobility Plan 2035 polices below because it does not propose a supply of onsite parking that would exceed the baseline amount as required in the LAMC or the CTCSP. Per the LAMC, the Project is required to provide 587 vehicular parking spaces. The Project will provide 520 vehicular parking spaces within an onsite parking garage. The Project will also provide short-term and long-term bicycle parking per LAMC requirements.

The Project Applicant will comply with the City's existing transportation demand management (TDM) Ordinance in LAMC Section 12.26.J, as well as the TDM requirements of the CTCSP. It is noted that the City's TDM Ordinance is currently being updated. Although not yet adopted, the Project Applicant will comply with the terms of the proposed TDM Ordinance update, which is expected be completed prior to the anticipated construction of the Project.

Therefore, the Project does not conflict the LAMC vehicle and bicycle parking requirements or the City's TDM measures.

Mobility Plan 2035 Policy 3.8 – Bicycle Parking. Provide bicyclists with convenient, secure, and well-maintained bicycle parking facilities.

- The Project is required to provide 23 short-term and 171 long-term bicycle parking spaces in accordance with LAMC. The Project will provide 10 additional short-term and long-term bicycle parking spaces to offset the reduction in vehicular parking spaces. The Project will provide the LAMC-required number of short-term and long-term bicycle parking spaces.

Mobility Plan 2035 Policy 4.8 – Transportation Demand Management Strategies. Encourage greater utilization of Transportation Demand Management Strategies to reduce dependence on single-occupancy vehicles.

- As described in Section 2.9 of the Transportation Assessment, the Project will utilize three TDM strategies as Project Design Features: Reduce Parking Supply; Promotions and Marketing; and Include Bike Parking per the LAMC. The Project Applicant will comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance, referred to in the LAMC Section 12.26.J) and the other requirements per the City's Municipal Code, as well as the TDM requirements of the CTCSP. It is noted that the City's TDM Ordinance is currently being updated. Although not yet adopted, the Project Applicant will comply with the terms of the proposed TDM Ordinance update, which is expected be completed prior to the anticipated construction of the Project.

Mobility Plan 2035 Policy 4.13 – Parking and Land Use Management. Balance on-street and off-street parking supply with other transportation and land use objectives.

- The Project will provide a total of 520 vehicular parking spaces within an onsite parking garage. Additionally, the Project will provide the LAMC-required number of short-term and long-term bicycle parking spaces. Moreover, the Project is located in a Transit Priority Area, and is within convenient walking distance to public transit routes along Sepulveda Boulevard and Centinela Avenue.

E. CONSISTENCY WITH REGIONAL PLANS

The Project applies two of the City's efficiency-based impact thresholds (i.e., VMT per Capita and VMT per Employee) as discussed in Section 4.2 of the Transportation Assessment. The Project's VMT analysis concludes that the Project will not result in a significant VMT impact. As the Project will not result in a significant VMT impact, the Project is shown to be consistent with the VMT and greenhouse gas (GHG) goals of the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Additional Review

The following provides a review of the transportation-related goals listed in the Plan for a Healthy Los Angeles (Healthy LA).

- The Project supports the transportation-related goals listed in Healthy LA. The Project is designed in a manner that facilitates travel on foot between the Project Site and the nearby destinations along the Sepulveda Boulevard and Centinela Avenue corridors. Additionally, the Project features street front restaurant components, as well as direct connections to the Project Site from the Sepulveda Boulevard and Arizona Avenue sidewalks. Furthermore, the Project proposes to provide a paseo which will provide a pedestrian access point along Centinela Avenue, at the northeasterly portion of the Project Site. The Project will provide the LAMC-required number of bicycle parking spaces. The Project would not conflict

with, limit or preclude the City's ability to implement programs and policies in furtherance of Healthy LA.

The following provides a review of relevant policies within the LADOT MPP.

- The LADOT MPP, Section 321, Driveway Design, includes driveway design standards to minimize adverse effects on-street traffic. The Project Site has frontage along Sepulveda Boulevard and Arizona Avenue, which are designated as a Boulevard I and Local Street – Standard, respectively, under the Mobility Plan 2035 Street Standards Plan. Vehicular access to the Project Site will continue to be provided via the existing driveway along the west side of Sepulveda Boulevard and the existing southerly driveway along the east side of Arizona Avenue. The Project will remove the existing northerly driveway along the east side of Arizona Avenue, reducing the number of curb cuts along the Project Site's Arizona Avenue frontage from two to one. It is noted that the Project Site's frontage along Sepulveda Boulevard is approximately 247 feet, while the Project Site's frontage along Arizona Avenue is 398 feet. Per MPP, Section 321, two driveways are permitted along arterial frontage that spans between 200 and 400 feet. On streets classified as a Collector or Local, MPP 321 states that driveways should not be placed within 75 feet of the adjacent street (for a project with frontage greater than 250 feet). As the Project has one driveway along Sepulveda Boulevard, and the Arizona Avenue driveway is approximately 107 feet south of the Arizona Circle intersection, the Project would not conflict with the LADOT MPP.

The following provides a review of Vision Zero.

- Vision Zero is a plan that strives to eliminate traffic-related deaths in Los Angeles by 2025 through strategies, such as modifying streets to better serve vulnerable road users. Projects located in the HIN should make improvements or fund them. The Project Site's Sepulveda Boulevard and Arizona Avenue frontages are not included within the HIN. The Project would not preclude or conflict with the implementation of future Vision Zero projects in the public right-of-way along Sepulveda Boulevard, Arizona Avenue, or other roadways within the immediate vicinity of the Project Site.

The following provides a review of the Mobility Hubs Reader's Guide.

- The Mobility Hubs Reader's Guide specifically focuses on enhancing bicycle connections, providing vehicle sharing services, improving bus infrastructure, providing real-time transit and wayfinding information, and enhancing walkability and pedestrian connections. The Project would incorporate several components, including LAMC-required short-term and long-term bicycle parking that both facilitates and encourages residents, visitors, and employees to bicycle to and from the Project Site. Further, as part of the Project's TDM program, the Project will utilize promotional and marketing tools to educate and inform employees about alternative transportation options and the effects of their travel choices. promotion on available transit options. Lastly, the Project will provide less vehicular

parking than required by the LAMC. The sidewalks surrounding the Project Site will be improved and a pedestrian paseo connecting the Project to Centinela Avenue is proposed. The Project would not conflict with the Mobility Hubs Reader's Guide.

The following provides a review of the City's Walkability Checklist.

- The Project would result in the retention and improvement of all sidewalks along the Project Site's Sepulveda Boulevard and Arizona Avenue frontages. The Project will remove the northerly Arizona Avenue driveway, reducing the number of curb cuts along the Project Site's Arizona Avenue frontage from two to one. The Project will not add additional curb cuts along the public right-of-way in order to provide a safe pedestrian connection between the Project Site and the nearby destinations along the Sepulveda Boulevard and Centinela Avenue corridors. These features support the Walkability Checklist recommendations and serve to enhance the pedestrian experience. The Project would not conflict with the Walkability Checklist.

The following provides a review of the transportation-related goals listed in the Westchester-Playa del Rey Community Plan ("Community Plan"). The Community Plan was adopted in 2004. While an updated Community Plan is currently under development, the plan from 2004 is currently in effect and forms the basis for this review of potential conflicts relating to the transportation system.

From a transportation perspective, the Community Plan offers the following goals and objectives related to the Project.

Goal 13: Discourage nonresident traffic flow on residential local streets, and encourage community involvement in determining neighborhood traffic and parking controls.

Objective 13-1: To initiate and continue existing Residential Neighborhood Traffic Management Plans to mitigate traffic and parking impacts throughout the Westchester-Playa del Rey Community Plan Area.

Policy 13-1.1: The City Planning Department and LADOT should continue to work closely with local community and Neighborhood Council to identify existing and anticipated "cut-through" traffic and spillover parking from adjacent commercial areas. Through neighborhood community meetings, traffic calming programs and strategies should be developed for effective Residential Neighborhood Traffic Management Plans.

- The Project is primarily residential in nature, and it is anticipated that the majority of vehicles accessing the Project Site from Arizona Avenue would be residential traffic. The Project will maintain the existing Sepulveda Boulevard driveway to facilitate vehicular access from the arterial roadway. The Project's onsite parking garage will provide sufficient parking for the Project, thereby greatly reducing the chance of Project residents, visitors, and employees parking in the residential neighborhood to the south and west of the Project. Residential cut-through traffic and spillover parking into the adjacent neighborhood from the Project are not anticipated.

Goal 14: Develop additional public transit services which improve mobility with efficient, reliable, safe convenient alternatives to automobile travel.

Objective 14-2: Increase work trips and non-work trips made on public transit.

- As described in Section 2.9 of the Transportation Assessment, The Project will utilize promotional and marketing tools to educate and inform residents and employees about alternative transportation options (including transit) and the effects of their travel choices. Rather than two-way communication tools or tools that would encourage an individual to consider a different mode of travel at the time the trip is taken (i.e., smartphone application, daily email, etc.), this TDM strategy includes passive educational and promotional materials, such as posters, information boards, or a website with information that residents and employees can choose to read at their own leisure. The Project is located within a HQTC and is within convenient walking distance to transit stops along the Sepulveda Boulevard and Centinela Avenue corridors.

Goal 15: Encourage alternative modes of transportation to reduce single-occupancy vehicles.

Objective 15-1: Pursue Transportation Demand Management Strategies that maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.

- As described in Section 2.9 of the Transportation Assessment, the Project includes three TDM strategies to be implemented as Project Design Features: Reduce Parking Supply; Promotions and Marketing; and Include Bike Parking per LAMC. The Project Applicant will comply with the City's existing TDM Ordinance in LAMC Section 12.26.J, as well as the TDM requirements of the CTCSP. It is noted that the City's TDM Ordinance is currently being updated. Although not yet adopted, the Project Applicant will comply with the terms of the proposed TDM Ordinance update, which is expected be completed prior to the anticipated construction of the Project. As the Project is mixed-use in nature, it is likely that land uses within the Project Site will attract a portion of each other's trip generation. For example, residents will visit the restaurant uses within the Project Site.

Goal 16: Encourage a system of safe, efficient and attractive bicycle and pedestrian facilities.

Objective 16-1: Promote an adequate system of safe bikeways for commuter, school, and recreational use.

Policy 16-1.4: Support the provision of bicycle facilities in all new development.

- The Project will provide short-term and long-term bicycle parking per the LAMC requirements. The long-term bicycle parking spaces will be provided in secure bicycle lockers within the onsite parking garage. Class II bicycle lanes are provided on Sepulveda Boulevard adjacent to the Project Site, and the Project will not conflict with any future

bicycle infrastructure that either the City or the City of Culver City may implement in the future.

As described in Section 2.9 of the Transportation Assessment, The Project will utilize promotional and marketing tools to educate and inform residents and employees about alternative transportation options (including bicycling) and the effects of their travel choices. Rather than two-way communication tools or tools that would encourage an individual to consider a different mode of travel at the time the trip is taken (i.e., smartphone application, daily email, etc.), this TDM strategy includes passive educational and promotional materials, such as posters, information boards, or a website with information that residents and employees can choose to read at their own leisure.

Objective 16-2: To promote pedestrian mobility, safety, amenities, and access between employment centers, residential areas, recreational areas, schools, and transit centers.

Policy 16-2.3: Protect and improve existing pedestrian oriented street segments

- The Project has been designed to encourage pedestrian activity and walking as a transportation mode. The Project is designed in a manner that facilitates travel on foot between the Project Site and the nearby destinations along the Sepulveda Boulevard and Centinela Avenue corridors. Pedestrian access to the Project will be provided via entrances along Sepulveda Boulevard and Arizona Avenue. Separate pedestrian entrances will be provided for the new restaurant, the existing Dinah's Family Restaurant, and the residential components of the Project. Additionally, the Project proposes to provide a paseo which will provide a pedestrian access point along Centinela Avenue, at the northeasterly portion of the Project Site. Furthermore, the Project will improve the sidewalks along the Sepulveda Boulevard and Arizona Avenue property frontages to enhance the pedestrian experience and ensure ADA compliance.

Goal 17: Provide a sufficient system of well-designed and convenient on-street parking and off-street parking facilities throughout the Plan Area.

Objective 17-1: Provide off-street parking in appropriate locations in accord with Citywide standards and community needs.

Policy 17-1.1: Minimize the number of ingress and egress points to and from all Arterials in the Westchester-Playa del Rey Community Plan Area.

Policy 17-1.2: Develop off-street parking resources, including parking structures and underground parking in accordance with design standards.

Policy 17-1.3: Manage the supply of on-street parking to provide convenient parking for customers of commercial land uses and to encourage employees to park in off-street lots or garages or use alternate modes of transportation.

The Project will provide a total of 520 vehicular parking spaces within an onsite parking garage with one subterranean level, one at-grade level, and two above-grade levels. Vehicular access to the onsite parking garage will be provided via the existing driveway along Sepulveda Boulevard, as well as the southerly driveway along Arizona Avenue. All parking for the Project will be provided within the onsite parking garage, therefore reducing the likelihood that Project residents, visitors, and employees will park within the adjacent residential neighborhood. As a Project Design Feature, the Project will utilize promotional and marketing tools to educate and inform residents and employees about alternative transportation options and the effects of their travel choices. Rather than two-way communication tools or tools that would encourage an individual to consider a different mode of travel at the time the trip is taken (i.e., smartphone application, daily email, etc.), this TDM strategy includes passive educational and promotional materials, such as posters, information boards, or a website with information that residents and employees can choose to read at their own leisure. The promotional and marketing tools will ideally encourage residents and employees to consider alternative modes of transportation. The onsite parking garage will be developed in accordance with City standards.

APPENDIX F

HCM AND LEVELS OF SERVICE EXPLANATION
HCM DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2010, level of service for signalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions: in the absence of traffic control, in the absence of geometric delay, in the absence of incidents, and when there are no other vehicles on the road. Only the portion of total delay attributed to the control facility is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for traffic signals are stated in terms of the average control delay per vehicle. Delay is a complex measure and is dependent on a number of variables, including the quality of progression, the cycle length, the green ratio, and the *v/c* ratio for the lane group in question.

Level of Service Criteria for Signalized Intersections

Level of Service	Control Delay (Sec/Veh)
A	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

LOS A describes operations with very low control delay, up to 10 seconds per vehicle. This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay values.

LOS B describes operations with control delay greater than 10 and up to 20 seconds per vehicle. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.

LOS C describes operations with control delay greater than 20 and up to 35 seconds per vehicle. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

LOS D describes operations with control delay greater than 35 and up to 55 seconds per vehicle. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high *v/c* ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

LOS E describes operations with control delay greater than 55 and up to 80 seconds per vehicle. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high *v/c* ratios. Individual cycle failures are frequent occurrences.

LOS F describes operations with control delay in excess of 80 seconds per vehicle. This level, considered to be unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the lane groups. It may also occur at high *v/c* ratios with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors to such delay levels.

LEVEL OF SERVICE FOR UNSIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2010, level of service for unsignalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, in the absence of incidents, control, traffic, or geometric delay. Only the portion of total delay attributed to the traffic control measures, either traffic signals or stop signs, is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for unsignalized intersections are stated in terms of the average control delay per vehicle. The level of service is determined by the computed or measured control delay and is defined for each minor movement. Average control delay for any particular minor movement is a function of the service time for the approach and the degree of utilization. (Level of service is not defined for the intersection as a whole for two-way stop controlled intersections.)

Level of Service Criteria for TWSC/AWSC Intersections

Level of Service	Average Control Delay (Sec/Veh)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

LOS A describes operations with very low control delay, up to 10 seconds per vehicle.

LOS B describes operations with control delay greater than 10 and up to 15 seconds per vehicle.

LOS C describes operations with control delay greater than 15 and up to 25 seconds per vehicle.

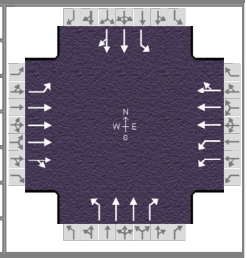
LOS D describes operations with control delay greater than 25 and up to 35 seconds per vehicle.

LOS E describes operations with control delay greater than 35 and up to 50 seconds per vehicle.

LOS F describes operations with control delay in excess of 50 seconds per vehicle. For two-way stop controlled intersections, LOS F exists when there are insufficient gaps of suitable size to allow side-street demand to safely cross through a major-street traffic stream. This level of service is generally evident from extremely long control delays experienced by side-street traffic and by queuing on the minor-street approaches.

HCS7 Signalized Intersection Results Summary

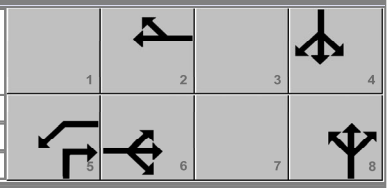
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 21, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - AM	PHF	0.97
Urban Street	Centinela Avenue	Analysis Year	2021	Analysis Period	1> 8:15
Intersection	Bluff Creek-Major/Centi…	File Name	01AM - Existing.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	59	657	59	377	1315	28	11	15	19	32	194	34

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.0	65.7	25.2	0.0	0.0	0.0
Yellow	4.3	4.8	4.1	0.0	0.0	0.0
Red	2.7	1.5	2.7	0.0	0.0	0.0



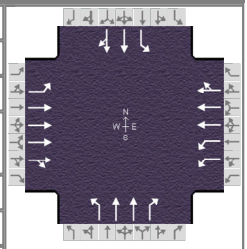
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6	5	2		8		4
Case Number		6.3	2.0	4.0		5.0		6.0
Phase Duration, s		72.0	16.0	88.0		32.0		32.0
Change Period, ($Y+R_c$), s		6.3	7.0	6.3		6.8		6.8
Max Allow Headway (*MAH*), s		0.0	4.1	0.0		4.2		4.2
Queue Clearance Time (g_s), s			11.0			9.5		8.5
Green Extension Time (g_e), s		0.0	0.0	0.0		1.0		1.0
Phase Call Probability			1.00			1.00		1.00
Max Out Probability			1.00			0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	61	559	179	389	926	458	11	15	20	33	119	116
Adjusted Saturation Flow Rate (*s*), veh/h/ln	397	1900	1791	1757	1900	1879	1163	1809	1610	1420	1900	1802
Queue Service Time (g_s), s	9.8	5.9	6.0	9.0	12.3	12.3	1.0	0.4	1.1	2.3	6.3	6.5
Cycle Queue Clearance Time (g_c), s	9.8	5.9	6.0	9.0	12.3	12.3	7.5	0.4	1.1	2.7	6.3	6.5
Green Ratio (*g/C*)	0.55	0.55	0.55	0.08	0.68	0.68	0.21	0.21	0.29	0.21	0.21	0.21
Capacity (*c*), veh/h	277	3121	980	264	2587	1279	241	760	459	353	399	378
Volume-to-Capacity Ratio (*X*)	0.219	0.179	0.183	1.475	0.358	0.358	0.047	0.020	0.043	0.093	0.298	0.307
Back of Queue (*Q*), ft/ln (95 th percentile)	45.1	112.9	112.7	511.7	208.4	211.4	13.1	8.2	18.7	36.7	137	134.3
Back of Queue (*Q*), veh/ln (95 th percentile)	1.8	4.5	4.5	20.5	8.3	8.5	0.5	0.3	0.7	1.5	5.5	5.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	14.5	13.6	13.7	55.5	8.1	8.1	43.2	37.6	31.1	38.7	39.9	40.0
Incremental Delay (d_2), s/veh	1.8	0.1	0.4	233.0	0.4	0.8	0.1	0.0	0.0	0.1	0.4	0.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	16.3	13.7	14.1	288.5	8.5	8.9	43.3	37.6	31.1	38.8	40.4	40.5
Level of Service (LOS)	B	B	B	F	A	A	D	D	C	D	D	D
Approach Delay, s/veh / LOS	14.0	B		70.0	E		36.2	D		40.2	D	
Intersection Delay, s/veh / LOS	51.2						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.31	B	2.86	C	2.74	C
Bicycle LOS Score / LOS	0.82	A	1.46	A	0.53	A	0.71	A

HCS7 Signalized Intersection Results Summary

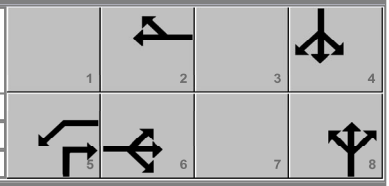
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 21, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - AM	PHF	0.97
Urban Street	Centinela Avenue	Analysis Year	2021	Analysis Period	1> 8:15
Intersection	Bluff Creek-Major/Centi…	File Name	01AM - Existing with Project.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	59	661	59	380	1326	28	11	15	20	35	194	34

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.0	65.7	25.2	0.0	0.0	0.0
Yellow	4.3	4.8	4.1	0.0	0.0	0.0
Red	2.7	1.5	2.7	0.0	0.0	0.0



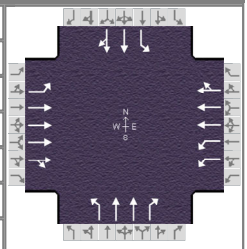
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6	5	2		8		4
Case Number		6.3	2.0	4.0		5.0		6.0
Phase Duration, s		72.0	16.0	88.0		32.0		32.0
Change Period, ($Y+R_c$), s		6.3	7.0	6.3		6.8		6.8
Max Allow Headway (*MAH*), s		0.0	4.1	0.0		4.2		4.2
Queue Clearance Time (g_s), s			11.0			9.5		8.5
Green Extension Time (g_e), s		0.0	0.0	0.0		1.0		1.0
Phase Call Probability			1.00			1.00		1.00
Max Out Probability			1.00			0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	61	562	180	392	934	462	11	15	21	36	119	116
Adjusted Saturation Flow Rate (*s*), veh/h/ln	393	1900	1791	1757	1900	1879	1163	1809	1610	1420	1900	1802
Queue Service Time (g_s), s	9.9	5.9	6.1	9.0	12.5	12.5	1.0	0.4	1.1	2.5	6.3	6.5
Cycle Queue Clearance Time (g_c), s	9.9	5.9	6.1	9.0	12.5	12.5	7.5	0.4	1.1	2.9	6.3	6.5
Green Ratio (*g/C*)	0.55	0.55	0.55	0.08	0.68	0.68	0.21	0.21	0.29	0.21	0.21	0.21
Capacity (*c*), veh/h	275	3121	981	264	2587	1279	241	760	459	353	399	378
Volume-to-Capacity Ratio (*X*)	0.221	0.180	0.184	1.486	0.361	0.361	0.047	0.020	0.045	0.102	0.298	0.307
Back of Queue (*Q*), ft/ln (95 th percentile)	45.2	113.8	113.4	519	210.2	213.3	13.1	8.2	19.7	40.2	137	134.3
Back of Queue (*Q*), veh/ln (95 th percentile)	1.8	4.6	4.5	20.8	8.4	8.5	0.5	0.3	0.8	1.6	5.5	5.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	14.5	13.6	13.7	55.5	8.1	8.1	43.2	37.6	31.1	38.8	39.9	40.0
Incremental Delay (d_2), s/veh	1.8	0.1	0.4	238.1	0.4	0.8	0.1	0.0	0.0	0.1	0.4	0.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	16.4	13.8	14.1	293.6	8.5	8.9	43.3	37.6	31.1	38.9	40.4	40.5
Level of Service (LOS)	B	B	B	F	A	A	D	D	C	D	D	D
Approach Delay, s/veh / LOS	14.0	B		71.1	E		36.1	D		40.2	D	
Intersection Delay, s/veh / LOS	51.9						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.31	B	2.86	C	2.74	C
Bicycle LOS Score / LOS	0.82	A	1.47	A	0.53	A	0.71	A

HCS7 Signalized Intersection Results Summary

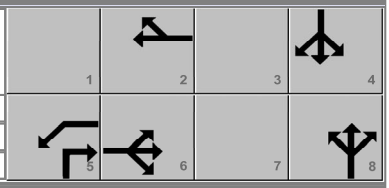
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 21, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - AM	PHF	0.97
Urban Street	Centinela Avenue	Analysis Year	2026	Analysis Period	1> 8:15
Intersection	Bluff Creek-Major/Centi…	File Name	01AM - Future.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	62	741	62	414	1473	29	15	16	22	35	204	36

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.0	65.7	25.2	0.0	0.0	0.0
Yellow	4.3	4.8	4.1	0.0	0.0	0.0
Red	2.7	1.5	2.7	0.0	0.0	0.0



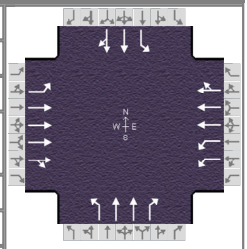
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6	5	2		8		4
Case Number		6.3	2.0	4.0		5.0		6.0
Phase Duration, s		72.0	16.0	88.0		32.0		32.0
Change Period, (*Y+R c*), s		6.3	7.0	6.3		6.8		6.8
Max Allow Headway (*MAH*), s		0.0	4.1	0.0		4.2		4.2
Queue Clearance Time (*g s*), s			11.0			10.3		8.9
Green Extension Time (*g e*), s		0.0	0.0	0.0		1.1		1.1
Phase Call Probability			1.00			1.00		1.00
Max Out Probability			1.00			0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	64	627	201	427	1036	513	15	16	23	36	125	122
Adjusted Saturation Flow Rate (*s*), veh/h/ln	339	1900	1797	1757	1900	1880	1150	1809	1610	1419	1900	1802
Queue Service Time (*g s*), s	12.6	6.7	6.8	9.0	14.4	14.4	1.4	0.4	1.2	2.5	6.7	6.9
Cycle Queue Clearance Time (*g c*), s	12.6	6.7	6.8	9.0	14.4	14.4	8.3	0.4	1.2	2.9	6.7	6.9
Green Ratio (*g/C*)	0.55	0.55	0.55	0.08	0.68	0.68	0.21	0.21	0.29	0.21	0.21	0.21
Capacity (*c*), veh/h	246	3121	984	264	2587	1280	235	760	459	353	399	378
Volume-to-Capacity Ratio (*X*)	0.260	0.201	0.204	1.619	0.400	0.400	0.066	0.022	0.049	0.102	0.314	0.323
Back of Queue (*Q*), ft/ln (95 th percentile)	50.4	128.5	128	602	234.8	238.5	18.1	8.7	21.7	40.2	144.9	142
Back of Queue (*Q*), veh/ln (95 th percentile)	2.0	5.1	5.1	24.1	9.4	9.5	0.7	0.3	0.9	1.6	5.8	5.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh	15.1	13.8	13.8	55.5	8.4	8.4	43.7	37.6	31.1	38.8	40.1	40.2
Incremental Delay (*d 2*), s/veh	2.6	0.1	0.5	295.6	0.5	0.9	0.1	0.0	0.0	0.1	0.4	0.5
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	17.7	13.9	14.3	351.1	8.9	9.3	43.8	37.6	31.2	38.9	40.5	40.7
Level of Service (LOS)	B	B	B	F	A	A	D	D	C	D	D	D
Approach Delay, s/veh / LOS	14.3	B		82.9	F		36.7	D		40.4	D	
Intersection Delay, s/veh / LOS	59.3						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.31	B	2.86	C	2.74	C
Bicycle LOS Score / LOS	0.86	A	1.57	B	0.53	A	0.72	A

HCS7 Signalized Intersection Results Summary

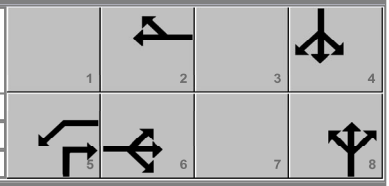
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 21, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - AM	PHF	0.97
Urban Street	Centinela Avenue	Analysis Year	2026	Analysis Period	1> 8:15
Intersection	Bluff Creek-Major/Centi…	File Name	01AM - Future with Project.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	62	745	62	417	1484	29	15	16	23	38	204	36

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.0	65.7	25.2	0.0	0.0	0.0
Yellow	4.3	4.8	4.1	0.0	0.0	0.0
Red	2.7	1.5	2.7	0.0	0.0	0.0



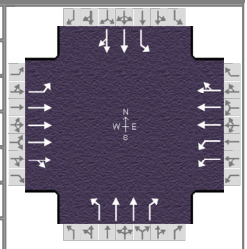
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6	5	2		8		4
Case Number		6.3	2.0	4.0		5.0		6.0
Phase Duration, s		72.0	16.0	88.0		32.0		32.0
Change Period, (*Y+R c*), s		6.3	7.0	6.3		6.8		6.8
Max Allow Headway (*MAH*), s		0.0	4.1	0.0		4.2		4.2
Queue Clearance Time (*g s*), s			11.0			10.3		8.9
Green Extension Time (*g e*), s		0.0	0.0	0.0		1.1		1.1
Phase Call Probability			1.00			1.00		1.00
Max Out Probability			1.00			0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	64	630	202	430	1043	516	15	16	24	39	125	122
Adjusted Saturation Flow Rate (*s*), veh/h/ln	336	1900	1798	1757	1900	1880	1150	1809	1610	1419	1900	1802
Queue Service Time (*g s*), s	12.8	6.7	6.9	9.0	14.5	14.5	1.4	0.4	1.3	2.7	6.7	6.9
Cycle Queue Clearance Time (*g c*), s	12.8	6.7	6.9	9.0	14.5	14.5	8.3	0.4	1.3	3.1	6.7	6.9
Green Ratio (*g/C*)	0.55	0.55	0.55	0.08	0.68	0.68	0.21	0.21	0.29	0.21	0.21	0.21
Capacity (*c*), veh/h	244	3121	984	264	2587	1280	235	760	459	353	399	378
Volume-to-Capacity Ratio (*X*)	0.262	0.202	0.205	1.631	0.403	0.403	0.066	0.022	0.052	0.111	0.314	0.323
Back of Queue (*Q*), ft/ln (95 th percentile)	50.5	129.2	128.6	609.4	236.6	240.4	18.1	8.7	22.7	43.7	144.9	142
Back of Queue (*Q*), veh/ln (95 th percentile)	2.0	5.2	5.1	24.4	9.5	9.6	0.7	0.3	0.9	1.7	5.8	5.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh	15.2	13.8	13.8	55.5	8.4	8.4	43.7	37.6	31.1	38.9	40.1	40.2
Incremental Delay (*d 2*), s/veh	2.6	0.1	0.5	300.7	0.5	0.9	0.1	0.0	0.0	0.1	0.4	0.5
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	17.8	14.0	14.3	356.2	8.9	9.4	43.8	37.6	31.2	39.0	40.5	40.7
Level of Service (LOS)	B	B	B	F	A	A	D	D	C	D	D	D
Approach Delay, s/veh / LOS	14.3	B		84.1	F		36.6	D		40.4	D	
Intersection Delay, s/veh / LOS	60.0						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.31	B	2.86	C	2.74	C
Bicycle LOS Score / LOS	0.86	A	1.58	B	0.53	A	0.72	A

HCS7 Signalized Intersection Results Summary

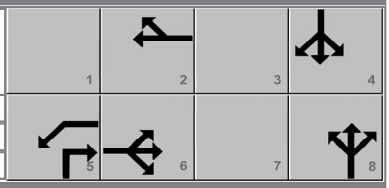
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 21, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - PM	PHF	0.97
Urban Street	Centinela Avenue	Analysis Year	2021	Analysis Period	1> 17:00
Intersection	Bluff Creek-Major/Centi…	File Name	01PM - Existing.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	79	1970	20	41	726	18	27	53	175	49	22	39

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.0	65.7	25.2	0.0	0.0	0.0
Yellow	4.3	4.8	4.1	0.0	0.0	0.0
Red	2.7	1.5	2.7	0.0	0.0	0.0



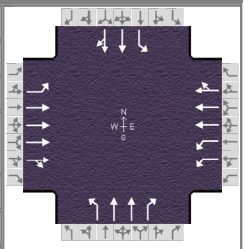
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6	5	2		8		4
Case Number		6.3	2.0	4.0		5.0		6.0
Phase Duration, s		72.0	16.0	88.0		32.0		32.0
Change Period, ($Y+R_c$), s		6.3	7.0	6.3		6.8		6.8
Max Allow Headway (*MAH*), s		0.0	4.1	0.0		4.3		4.3
Queue Clearance Time (g_s), s			3.4			12.8		7.1
Green Extension Time (g_e), s		0.0	0.0	0.0		1.2		1.3
Phase Call Probability			1.00			1.00		1.00
Max Out Probability			0.11			0.02		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	81	1541	510	42	513	254	28	55	180	51	23	40
Adjusted Saturation Flow Rate (*s*), veh/h/ln	712	1900	1886	1757	1900	1875	1360	1809	1610	1371	1900	1610
Queue Service Time (g_s), s	7.0	20.1	20.1	1.4	6.0	6.0	2.0	1.5	10.8	3.7	1.1	2.4
Cycle Queue Clearance Time (g_c), s	7.0	20.1	20.1	1.4	6.0	6.0	4.5	1.5	10.8	5.1	1.1	2.4
Green Ratio (*g/C*)	0.55	0.55	0.55	0.08	0.68	0.68	0.21	0.21	0.29	0.21	0.21	0.21
Capacity (*c*), veh/h	450	3121	1033	264	2587	1277	318	760	459	331	399	338
Volume-to-Capacity Ratio (*X*)	0.181	0.494	0.494	0.160	0.198	0.199	0.087	0.072	0.393	0.153	0.057	0.119
Back of Queue (*Q*), ft/ln (95 th percentile)	54.5	335.6	344	27.1	103.5	105.3	31	29.1	191.8	57.7	24.7	44.5
Back of Queue (*Q*), veh/ln (95 th percentile)	2.2	13.4	13.8	1.1	4.1	4.2	1.2	1.2	7.7	2.3	1.0	1.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	13.9	16.8	16.8	52.0	7.1	7.1	40.2	38.0	34.5	40.1	37.9	38.4
Incremental Delay (d_2), s/veh	0.9	0.6	1.7	0.3	0.2	0.3	0.1	0.0	0.5	0.2	0.1	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	14.8	17.4	18.5	52.2	7.2	7.4	40.3	38.1	35.1	40.3	38.0	38.6
Level of Service (LOS)	B	B	B	D	A	A	D	D	D	D	D	D
Approach Delay, s/veh / LOS	17.6	B		9.6	A		36.3	D		39.2	D	
Intersection Delay, s/veh / LOS	17.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.31	B	2.86	C	2.74	C
Bicycle LOS Score / LOS	1.37	A	0.93	A	0.70	A	0.58	A

HCS7 Signalized Intersection Results Summary

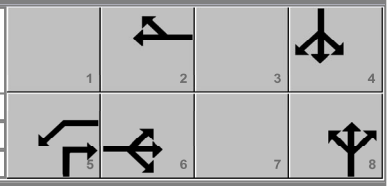
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 21, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - PM	PHF	0.97
Urban Street	Centinela Avenue	Analysis Year	2021	Analysis Period	1> 17:00
Intersection	Bluff Creek-Major/Centi…	File Name	01PM - Existing with Project.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	79	1979	20	43	731	18	27	53	178	57	22	39

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.0	65.7	25.2	0.0	0.0	0.0
Yellow	4.3	4.8	4.1	0.0	0.0	0.0
Red	2.7	1.5	2.7	0.0	0.0	0.0



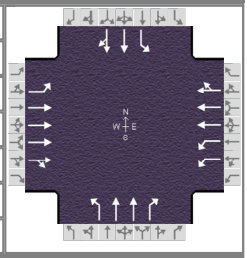
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6	5	2		8		4
Case Number		6.3	2.0	4.0		5.0		6.0
Phase Duration, s		72.0	16.0	88.0		32.0		32.0
Change Period, ($Y+R_c$), s		6.3	7.0	6.3		6.8		6.8
Max Allow Headway (*MAH*), s		0.0	4.1	0.0		4.3		4.3
Queue Clearance Time (g_s), s			3.4			13.0		7.8
Green Extension Time (g_e), s		0.0	0.0	0.0		1.2		1.4
Phase Call Probability			1.00			1.00		1.00
Max Out Probability			0.13			0.03		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	81	1548	512	44	517	256	28	55	184	59	23	40
Adjusted Saturation Flow Rate (*s*), veh/h/ln	709	1900	1886	1757	1900	1875	1360	1809	1610	1371	1900	1610
Queue Service Time (g_s), s	7.1	20.3	20.3	1.4	6.0	6.0	2.0	1.5	11.0	4.3	1.1	2.4
Cycle Queue Clearance Time (g_c), s	7.1	20.3	20.3	1.4	6.0	6.0	4.5	1.5	11.0	5.8	1.1	2.4
Green Ratio (*g/C*)	0.55	0.55	0.55	0.08	0.68	0.68	0.21	0.21	0.29	0.21	0.21	0.21
Capacity (*c*), veh/h	448	3121	1033	264	2587	1277	318	760	459	331	399	338
Volume-to-Capacity Ratio (*X*)	0.182	0.496	0.496	0.168	0.200	0.200	0.087	0.072	0.400	0.177	0.057	0.119
Back of Queue (*Q*), ft/ln (95 th percentile)	54.7	337.3	345.8	28.5	104.2	106	31	29.1	194.6	67.5	24.7	44.5
Back of Queue (*Q*), veh/ln (95 th percentile)	2.2	13.5	13.8	1.1	4.2	4.2	1.2	1.2	7.8	2.7	1.0	1.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	13.9	16.9	16.9	52.0	7.1	7.1	40.2	38.0	34.6	40.3	37.9	38.4
Incremental Delay (d_2), s/veh	0.9	0.6	1.7	0.3	0.2	0.4	0.1	0.0	0.6	0.3	0.1	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	14.8	17.4	18.6	52.3	7.2	7.4	40.3	38.1	35.2	40.6	38.0	38.6
Level of Service (LOS)	B	B	B	D	A	A	D	D	D	D	D	D
Approach Delay, s/veh / LOS	17.6	B		9.7	A		36.3	D		39.4	D	
Intersection Delay, s/veh / LOS	18.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.31	B	2.86	C	2.74	C
Bicycle LOS Score / LOS	1.37	A	0.94	A	0.71	A	0.59	A

HCS7 Signalized Intersection Results Summary

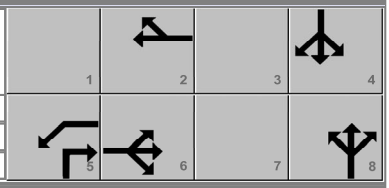
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 21, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - PM	PHF	0.97
Urban Street	Centinela Avenue	Analysis Year	2026	Analysis Period	1> 17:00
Intersection	Bluff Creek-Major/Centi…	File Name	01PM - Future.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	83	2166	25	48	819	19	29	56	199	54	23	41

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.0	65.7	25.2	0.0	0.0	0.0
Yellow	4.3	4.8	4.1	0.0	0.0	0.0
Red	2.7	1.5	2.7	0.0	0.0	0.0



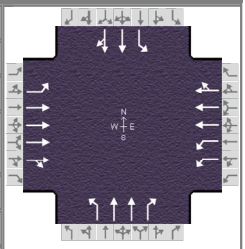
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6	5	2		8		4
Case Number		6.3	2.0	4.0		5.0		6.0
Phase Duration, s		72.0	16.0	88.0		32.0		32.0
Change Period, (*Y+R c*), s		6.3	7.0	6.3		6.8		6.8
Max Allow Headway (*MAH*), s		0.0	4.1	0.0		4.3		4.3
Queue Clearance Time (*g s*), s			3.6			14.5		7.6
Green Extension Time (*g e*), s		0.0	0.0	0.0		1.2		1.5
Phase Call Probability			1.00			1.00		1.00
Max Out Probability			0.17			0.06		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	86	1697	561	49	578	286	30	58	205	56	24	42
Adjusted Saturation Flow Rate (*s*), veh/h/ln	650	1900	1884	1757	1900	1877	1357	1809	1610	1367	1900	1610
Queue Service Time (*g s*), s	8.2	23.0	23.0	1.6	6.9	6.9	2.2	1.5	12.5	4.1	1.2	2.6
Cycle Queue Clearance Time (*g c*), s	8.2	23.0	23.0	1.6	6.9	6.9	4.7	1.5	12.5	5.6	1.2	2.6
Green Ratio (*g/C*)	0.55	0.55	0.55	0.08	0.68	0.68	0.21	0.21	0.29	0.21	0.21	0.21
Capacity (*c*), veh/h	416	3121	1032	264	2587	1278	316	760	459	330	399	338
Volume-to-Capacity Ratio (*X*)	0.206	0.544	0.544	0.188	0.223	0.224	0.095	0.076	0.447	0.169	0.059	0.125
Back of Queue (*Q*), ft/ln (95 th percentile)	59	375.4	385.3	31.9	118.8	120.9	33.4	30.8	215.1	63.9	25.9	46.9
Back of Queue (*Q*), veh/ln (95 th percentile)	2.4	15.0	15.4	1.3	4.8	4.8	1.3	1.2	8.6	2.6	1.0	1.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh	14.1	17.5	17.5	52.1	7.2	7.2	40.4	38.1	35.2	40.3	37.9	38.5
Incremental Delay (*d 2*), s/veh	1.1	0.7	2.1	0.3	0.2	0.4	0.1	0.0	0.7	0.2	0.1	0.2
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	15.3	18.2	19.6	52.4	7.4	7.6	40.5	38.1	35.8	40.6	38.0	38.6
Level of Service (LOS)	B	B	B	D	A	A	D	D	D	D	D	D
Approach Delay, s/veh / LOS	18.4	B		9.9	A		36.8	D		39.4	D	
Intersection Delay, s/veh / LOS	18.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.31	B	2.86	C	2.74	C
Bicycle LOS Score / LOS	1.45	A	0.99	A	0.73	A	0.59	A

HCS7 Signalized Intersection Results Summary

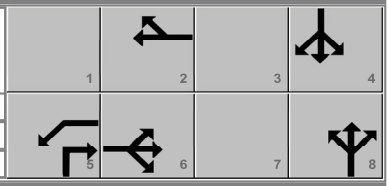
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 21, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - PM	PHF	0.97
Urban Street	Centinela Avenue	Analysis Year	2026	Analysis Period	1> 17:00
Intersection	Bluff Creek-Major/Centi…	File Name	01PM - Future with Project.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	83	2175	25	50	824	19	29	56	202	62	23	41

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.0	65.7	25.2	0.0	0.0	0.0
Yellow	4.3	4.8	4.1	0.0	0.0	0.0
Red	2.7	1.5	2.7	0.0	0.0	0.0



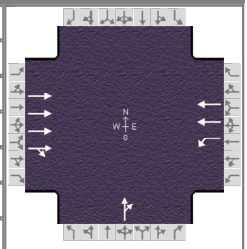
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6	5	2		8		4
Case Number		6.3	2.0	4.0		5.0		6.0
Phase Duration, s		72.0	16.0	88.0		32.0		32.0
Change Period, ($Y+R_c$), s		6.3	7.0	6.3		6.8		6.8
Max Allow Headway (*MAH*), s		0.0	4.1	0.0		4.3		4.3
Queue Clearance Time (g_s), s			3.7			14.7		8.3
Green Extension Time (g_e), s		0.0	0.0	0.0		1.2		1.5
Phase Call Probability			1.00			1.00		1.00
Max Out Probability			0.19			0.07		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	86	1704	564	52	581	288	30	58	208	64	24	42
Adjusted Saturation Flow Rate (*s*), veh/h/ln	647	1900	1884	1757	1900	1877	1357	1809	1610	1367	1900	1610
Queue Service Time (g_s), s	8.3	23.2	23.2	1.7	6.9	6.9	2.2	1.5	12.7	4.7	1.2	2.6
Cycle Queue Clearance Time (g_c), s	8.3	23.2	23.2	1.7	6.9	6.9	4.7	1.5	12.7	6.3	1.2	2.6
Green Ratio (*g/C*)	0.55	0.55	0.55	0.08	0.68	0.68	0.21	0.21	0.29	0.21	0.21	0.21
Capacity (*c*), veh/h	414	3121	1032	264	2587	1278	316	760	459	330	399	338
Volume-to-Capacity Ratio (*X*)	0.207	0.546	0.546	0.196	0.225	0.225	0.095	0.076	0.454	0.194	0.059	0.125
Back of Queue (*Q*), ft/ln (95 th percentile)	59	377.2	387.2	33.2	119.9	122	33.4	30.8	218.1	73.9	25.9	46.9
Back of Queue (*Q*), veh/ln (95 th percentile)	2.4	15.1	15.5	1.3	4.8	4.9	1.3	1.2	8.7	3.0	1.0	1.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	14.2	17.5	17.5	52.1	7.2	7.2	40.4	38.1	35.2	40.6	37.9	38.5
Incremental Delay (d_2), s/veh	1.1	0.7	2.1	0.4	0.2	0.4	0.1	0.0	0.7	0.3	0.1	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	15.3	18.2	19.6	52.5	7.4	7.6	40.5	38.1	35.9	40.9	38.0	38.6
Level of Service (LOS)	B	B	B	D	A	A	D	D	D	D	D	D
Approach Delay, s/veh / LOS	18.4	B		10.0	B		36.8	D		39.6	D	
Intersection Delay, s/veh / LOS	18.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.31	B	2.86	C	2.74	C
Bicycle LOS Score / LOS	1.46	A	0.99	A	0.73	A	0.59	A

HCS7 Signalized Intersection Results Summary

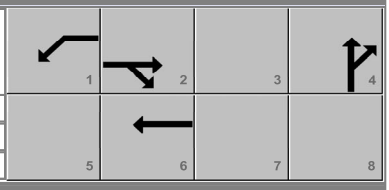
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 8, 2021	Area Type	Other
Jurisdiction	City of Culver City	Time Period	Existing - AM	PHF	0.97
Urban Street	Centinela Avenue	Analysis Year	2021	Analysis Period	1> 8:15
Intersection	Arizona/Centinela	File Name	02AM - Existing.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		867	51	57	2075			0	73			

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.2	26.9	7.2	0.0	0.0	0.0
Yellow	3.8	5.1	3.8	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



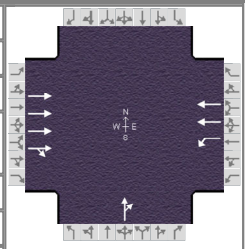
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		4		
Case Number		8.3	2.0	4.0		12.0		
Phase Duration, s		33.0	15.0	48.0		12.0		
Change Period, (*Y+R c*), s		6.1	4.8	6.1		4.8		
Max Allow Headway (*MAH*), s		0.0	3.0	0.0		3.5		
Queue Clearance Time (*g s*), s			3.7			4.6		
Green Extension Time (*g e*), s		0.0	0.0	0.0		0.0		
Phase Call Probability			1.00			1.00		
Max Out Probability			0.00			1.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6			4	14			
Adjusted Flow Rate (*v*), veh/h		715	231	59	2139			75				
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1900	1825	1810	1809			1610				
Queue Service Time (*g s*), s		4.8	4.8	1.7	26.2			2.6				
Cycle Queue Clearance Time (*g c*), s		4.8	4.8	1.7	26.2			2.6				
Green Ratio (*g/C*)		0.45	0.45	0.17	0.70			0.12				
Capacity (*c*), veh/h		2556	818	308	2526			193				
Volume-to-Capacity Ratio (*X*)		0.280	0.283	0.191	0.847			0.389				
Back of Queue (*Q*), ft/ln (95 th percentile)		72	76.2	28.5	220.6			43.9				
Back of Queue (*Q*), veh/ln (95 th percentile)		2.9	3.0	1.1	8.8			1.8				
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00			0.00				
Uniform Delay (*d 1*), s/veh		10.4	10.5	21.4	6.7			24.4				
Incremental Delay (*d 2*), s/veh		0.3	0.9	0.1	3.7			0.5				
Initial Queue Delay (*d 3*), s/veh		0.0	0.0	0.0	0.0			0.0				
Control Delay (*d*), s/veh		10.7	11.3	21.5	10.4			24.8				
Level of Service (LOS)		B	B	C	B			C				
Approach Delay, s/veh / LOS	10.9	B		10.7	B		24.8	C		0.0		
Intersection Delay, s/veh / LOS	11.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.69	B	1.32	A	2.60	C	2.45	B
Bicycle LOS Score / LOS	0.88	A	2.30	B	0.61	A		

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 8, 2021	Area Type	Other
Jurisdiction	City of Culver City	Time Period	Existing with Project - AM	PHF	0.97
Urban Street	Centinela Avenue	Analysis Year	2021	Analysis Period	1> 8:15
Intersection	Arizona/Centinela	File Name	02AM - Existing with Project.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		867	59	67	2101			0	123			

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	10.2	26.9	7.2	0.0	0.0	0.0	5	6	7	8
Yellow	3.8	5.1	3.8	0.0	0.0	0.0				
Red	1.0	1.0	1.0	0.0	0.0	0.0				

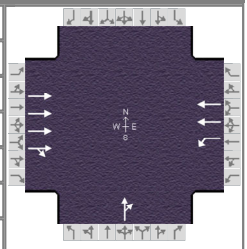
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		4		
Case Number		8.3	2.0	4.0		12.0		
Phase Duration, s		33.0	15.0	48.0		12.0		
Change Period, ($Y+R_c$), s		6.1	4.8	6.1		4.8		
Max Allow Headway (*MAH*), s		0.0	3.0	0.0		3.5		
Queue Clearance Time (g_s), s			4.0			6.5		
Green Extension Time (g_e), s		0.0	0.0	0.0		0.0		
Phase Call Probability			1.00			1.00		
Max Out Probability			0.01			1.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6			4	14			
Adjusted Flow Rate (*v*), veh/h		722	233	69	2166			127				
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1900	1815	1810	1809			1610				
Queue Service Time (g_s), s		4.8	4.9	2.0	27.0			4.5				
Cycle Queue Clearance Time (g_c), s		4.8	4.9	2.0	27.0			4.5				
Green Ratio (*g/C*)		0.45	0.45	0.17	0.70			0.12				
Capacity (*c*), veh/h		2556	814	308	2526			193				
Volume-to-Capacity Ratio (*X*)		0.283	0.286	0.225	0.857			0.656				
Back of Queue (*Q*), ft/ln (95 th percentile)		73.1	76.7	33.7	228.8			89.7				
Back of Queue (*Q*), veh/ln (95 th percentile)		2.9	3.1	1.3	9.2			3.6				
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00			0.00				
Uniform Delay (d_1), s/veh		10.5	10.5	21.5	6.8			25.2				
Incremental Delay (d_2), s/veh		0.3	0.9	0.1	4.0			6.3				
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0			0.0				
Control Delay (*d*), s/veh		10.7	11.4	21.6	10.8			31.5				
Level of Service (LOS)		B	B	C	B			C				
Approach Delay, s/veh / LOS	10.9	B		11.2	B		31.5	C		0.0		
Intersection Delay, s/veh / LOS	11.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.69	B	1.32	A	2.60	C	2.45	B
Bicycle LOS Score / LOS	0.88	A	2.33	B	0.70	A		

HCS7 Signalized Intersection Results Summary

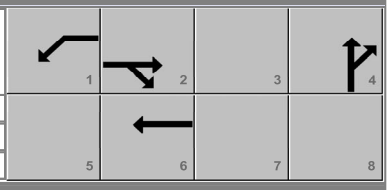
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 14, 2021	Area Type	Other
Jurisdiction	City of Culver City	Time Period	Future - AM	PHF	0.97
Urban Street	Centinela Avenue	Analysis Year	2026	Analysis Period	1> 8:15
Intersection	Arizona/Centinela	File Name	02AM - Future.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		944	54	60	2454			0	77			

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.2	26.9	7.2	0.0	0.0	0.0	
Yellow	3.8	5.1	3.8	0.0	0.0	0.0	
Red	1.0	1.0	1.0	0.0	0.0	0.0	



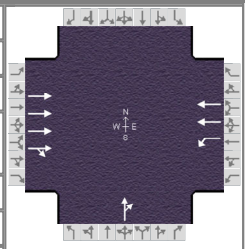
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		4		
Case Number		8.3	2.0	4.0		12.0		
Phase Duration, s		33.0	15.0	48.0		12.0		
Change Period, (*Y+R c*), s		6.1	4.8	6.1		4.8		
Max Allow Headway (*MAH*), s		0.0	3.0	0.0		3.5		
Queue Clearance Time (*g s*), s			3.8			4.7		
Green Extension Time (*g e*), s		0.0	0.0	0.0		0.0		
Phase Call Probability			1.00			1.00		
Max Out Probability			0.00			1.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6			4	14			
Adjusted Flow Rate (*v*), veh/h		777	251	62	2530			79				
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1900	1827	1810	1809			1610				
Queue Service Time (*g s*), s		5.2	5.3	1.8	41.9			2.7				
Cycle Queue Clearance Time (*g c*), s		5.2	5.3	1.8	41.9			2.7				
Green Ratio (*g/C*)		0.45	0.45	0.17	0.70			0.12				
Capacity (*c*), veh/h		2556	819	308	2526			193				
Volume-to-Capacity Ratio (*X*)		0.304	0.307	0.201	1.001			0.411				
Back of Queue (*Q*), ft/ln (95 th percentile)		79.7	84.1	30.1	458.2			46.4				
Back of Queue (*Q*), veh/ln (95 th percentile)		3.2	3.4	1.2	18.3			1.9				
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00			0.00				
Uniform Delay (*d 1*), s/veh		10.6	10.6	21.4	9.1			24.4				
Incremental Delay (*d 2*), s/veh		0.3	1.0	0.1	18.2			0.5				
Initial Queue Delay (*d 3*), s/veh		0.0	0.0	0.0	0.0			0.0				
Control Delay (*d*), s/veh		10.9	11.6	21.5	27.3			25.0				
Level of Service (LOS)		B	B	C	F			C				
Approach Delay, s/veh / LOS	11.0	B		27.2	C		25.0	C		0.0		
Intersection Delay, s/veh / LOS	22.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.69	B	1.32	A	2.60	C	2.45	B
Bicycle LOS Score / LOS	0.91	A	2.63	C	0.62	A		

HCS7 Signalized Intersection Results Summary

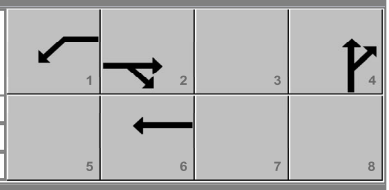
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 14, 2021	Area Type	Other
Jurisdiction	City of Culver City	Time Period	Future with Project - AM	PHF	0.97
Urban Street	Centinela Avenue	Analysis Year	2026	Analysis Period	1> 8:15
Intersection	Arizona/Centinela	File Name	02AM - Future with Project.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		944	62	70	2480			0	127			

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.2	26.9	7.2	0.0	0.0	0.0	
Yellow	3.8	5.1	3.8	0.0	0.0	0.0	
Red	1.0	1.0	1.0	0.0	0.0	0.0	



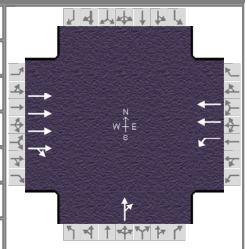
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		4		
Case Number		8.3	2.0	4.0		12.0		
Phase Duration, s		33.0	15.0	48.0		12.0		
Change Period, ($Y+R_c$), s		6.1	4.8	6.1		4.8		
Max Allow Headway (*MAH*), s		0.0	3.0	0.0		3.5		
Queue Clearance Time (g_s), s			4.1			6.7		
Green Extension Time (g_e), s		0.0	0.0	0.0		0.0		
Phase Call Probability			1.00			1.00		
Max Out Probability			0.01			1.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6			4	14			
Adjusted Flow Rate (*v*), veh/h		785	253	72	2557			131				
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1900	1817	1810	1809			1610				
Queue Service Time (g_s), s		5.3	5.3	2.1	41.9			4.7				
Cycle Queue Clearance Time (g_c), s		5.3	5.3	2.1	41.9			4.7				
Green Ratio (*g/C*)		0.45	0.45	0.17	0.70			0.12				
Capacity (*c*), veh/h		2556	815	308	2526			193				
Volume-to-Capacity Ratio (*X*)		0.307	0.310	0.235	1.012			0.678				
Back of Queue (*Q*), ft/ln (95 th percentile)		80.5	84.6	35.3	491.3			95.4				
Back of Queue (*Q*), veh/ln (95 th percentile)		3.2	3.4	1.4	19.7			3.8				
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00			0.00				
Uniform Delay (d_1), s/veh		10.6	10.6	21.5	9.1			25.3				
Incremental Delay (d_2), s/veh		0.3	1.0	0.1	20.9			7.6				
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0			0.0				
Control Delay (*d*), s/veh		10.9	11.6	21.7	30.0			32.9				
Level of Service (LOS)		B	B	C	F			C				
Approach Delay, s/veh / LOS	11.1	B		29.7	C		32.9	C		0.0		
Intersection Delay, s/veh / LOS	24.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.69	B	1.32	A	2.60	C	2.45	B
Bicycle LOS Score / LOS	0.92	A	2.66	C	0.70	A		

HCS7 Signalized Intersection Results Summary

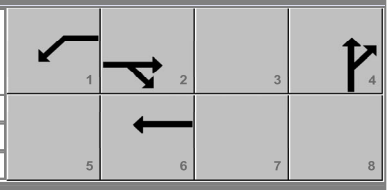
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 8, 2021	Area Type	Other
Jurisdiction	City of Culver City	Time Period	Existing - PM	PHF	0.97
Urban Street	Centinela Avenue	Analysis Year	2021	Analysis Period	1> 17:00
Intersection	Arizona/Centinela	File Name	02PM - Existing.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		2154	32	55	885			0	167			

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.2	26.9	7.2	0.0	0.0	0.0
Yellow	3.8	5.1	3.8	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



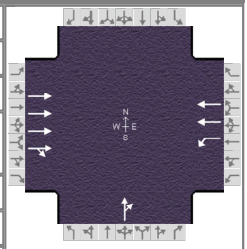
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		4		
Case Number		8.3	2.0	4.0		12.0		
Phase Duration, s		33.0	15.0	48.0		12.0		
Change Period, (*Y+R c*), s		6.1	4.8	6.1		4.8		
Max Allow Headway (*MAH*), s		0.0	3.0	0.0		3.5		
Queue Clearance Time (*g s*), s			3.6			8.3		
Green Extension Time (*g e*), s		0.0	0.0	0.0		0.0		
Phase Call Probability			1.00			1.00		
Max Out Probability			0.00			1.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6			4	14			
Adjusted Flow Rate (*v*), veh/h		1695	559	57	912			172				
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1900	1880	1810	1809			1610				
Queue Service Time (*g s*), s		14.0	14.0	1.6	6.1			6.3				
Cycle Queue Clearance Time (*g c*), s		14.0	14.0	1.6	6.1			6.3				
Green Ratio (*g/C*)		0.45	0.45	0.17	0.70			0.12				
Capacity (*c*), veh/h		2556	843	308	2526			193				
Volume-to-Capacity Ratio (*X*)		0.663	0.663	0.184	0.361			0.891				
Back of Queue (*Q*), ft/ln (95 th percentile)		212.4	232.4	27.5	46.3			189.5				
Back of Queue (*Q*), veh/ln (95 th percentile)		8.5	9.3	1.1	1.9			7.6				
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00			0.00				
Uniform Delay (*d 1*), s/veh		13.0	13.0	21.3	3.7			26.0				
Incremental Delay (*d 2*), s/veh		1.4	4.1	0.1	0.4			35.4				
Initial Queue Delay (*d 3*), s/veh		0.0	0.0	0.0	0.0			0.0				
Control Delay (*d*), s/veh		14.4	17.1	21.4	4.1			61.4				
Level of Service (LOS)		B	B	C	A			E				
Approach Delay, s/veh / LOS	15.0	B		5.1	A		61.4	E		0.0		
Intersection Delay, s/veh / LOS	14.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.69	B	1.32	A	2.60	C	2.45	B
Bicycle LOS Score / LOS	1.42	A	1.29	A	0.77	A		

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 8, 2021	Area Type	Other
Jurisdiction	City of Culver City	Time Period	Existing with Project - PM	PHF	0.97
Urban Street	Centinela Avenue	Analysis Year	2021	Analysis Period	1> 17:00
Intersection	Arizona/Centinela	File Name	02PM - Existing with Project.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		2154	52	79	895			0	187			

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	10.2	26.9	7.2	0.0	0.0	0.0	5	6	7	8
Yellow	3.8	5.1	3.8	0.0	0.0	0.0				
Red	1.0	1.0	1.0	0.0	0.0	0.0				

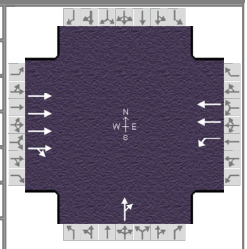
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		4		
Case Number		8.3	2.0	4.0		12.0		
Phase Duration, s		33.0	15.0	48.0		12.0		
Change Period, ($Y+R_c$), s		6.1	4.8	6.1		4.8		
Max Allow Headway (*MAH*), s		0.0	3.0	0.0		3.5		
Queue Clearance Time (g_s), s			4.3			9.2		
Green Extension Time (g_e), s		0.0	0.0	0.0		0.0		
Phase Call Probability			1.00			1.00		
Max Out Probability			0.01			1.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6			4	14			
Adjusted Flow Rate (*v*), veh/h		1713	562	81	923			193				
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1900	1868	1810	1809			1610				
Queue Service Time (g_s), s		14.2	14.2	2.3	6.2			7.2				
Cycle Queue Clearance Time (g_c), s		14.2	14.2	2.3	6.2			7.2				
Green Ratio (*g/C*)		0.45	0.45	0.17	0.70			0.12				
Capacity (*c*), veh/h		2556	837	308	2526			193				
Volume-to-Capacity Ratio (*X*)		0.670	0.671	0.265	0.365			0.998				
Back of Queue (*Q*), ft/ln (95 th percentile)		215	234.6	40	46.8			252.6				
Back of Queue (*Q*), veh/ln (95 th percentile)		8.6	9.4	1.6	1.9			10.1				
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00			0.00				
Uniform Delay (d_1), s/veh		13.1	13.1	21.6	3.7			26.4				
Incremental Delay (d_2), s/veh		1.4	4.3	0.2	0.4			64.0				
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0			0.0				
Control Delay (*d*), s/veh		14.5	17.3	21.8	4.1			90.4				
Level of Service (LOS)		B	B	C	A			F				
Approach Delay, s/veh / LOS	15.2	B		5.5	A		90.4	F		0.0		
Intersection Delay, s/veh / LOS	16.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.69	B	1.32	A	2.60	C	2.45	B
Bicycle LOS Score / LOS	1.43	A	1.32	A	0.81	A		

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 14, 2021	Area Type	Other
Jurisdiction	City of Culver City	Time Period	Future - PM	PHF	0.97
Urban Street	Centinela Avenue	Analysis Year	2026	Analysis Period	1> 17:00
Intersection	Arizona/Centinela	File Name	02PM - Future.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		2549	34	58	994			0	176			

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	10.2	26.9	7.2	0.0	0.0	0.0	5	6	7	8
Yellow	3.8	5.1	3.8	0.0	0.0	0.0				
Red	1.0	1.0	1.0	0.0	0.0	0.0				

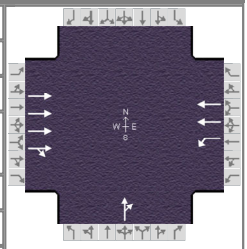
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		4		
Case Number		8.3	2.0	4.0		12.0		
Phase Duration, s		33.0	15.0	48.0		12.0		
Change Period, ($Y+R_c$), s		6.1	4.8	6.1		4.8		
Max Allow Headway (*MAH*), s		0.0	3.0	0.0		3.5		
Queue Clearance Time (g_s), s			3.7			8.7		
Green Extension Time (g_e), s		0.0	0.0	0.0		0.0		
Phase Call Probability			1.00			1.00		
Max Out Probability			0.00			1.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6			4	14			
Adjusted Flow Rate (*v*), veh/h		2001	662	60	1025			181				
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1900	1882	1810	1809			1610				
Queue Service Time (g_s), s		17.9	17.9	1.7	7.2			6.7				
Cycle Queue Clearance Time (g_c), s		17.9	17.9	1.7	7.2			6.7				
Green Ratio (*g/C*)		0.45	0.45	0.17	0.70			0.12				
Capacity (*c*), veh/h		2556	844	308	2526			193				
Volume-to-Capacity Ratio (*X*)		0.783	0.784	0.194	0.406			0.939				
Back of Queue (*Q*), ft/ln (95 th percentile)		263.9	298.5	29	54.4			215.8				
Back of Queue (*Q*), veh/ln (95 th percentile)		10.6	11.9	1.2	2.2			8.6				
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00			0.00				
Uniform Delay (d_1), s/veh		14.1	14.1	21.4	3.8			26.2				
Incremental Delay (d_2), s/veh		2.5	7.2	0.1	0.5			47.0				
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0			0.0				
Control Delay (*d*), s/veh		16.6	21.3	21.5	4.3			73.1				
Level of Service (LOS)		B	C	C	A			E				
Approach Delay, s/veh / LOS	17.7	B		5.2	A		73.1	E		0.0		
Intersection Delay, s/veh / LOS	16.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.69	B	1.32	A	2.60	C	2.45	B
Bicycle LOS Score / LOS	1.59	B	1.38	A	0.79	A		

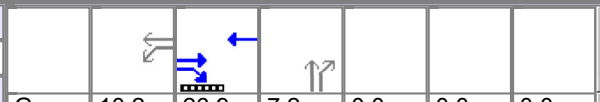
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 14, 2021	Area Type	Other
Jurisdiction	City of Culver City	Time Period	Future with Project - PM	PHF	0.97
Urban Street	Centinela Avenue	Analysis Year	2026	Analysis Period	1> 17:00
Intersection	Arizona/Centinela	File Name	02PM - Future with Project.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				

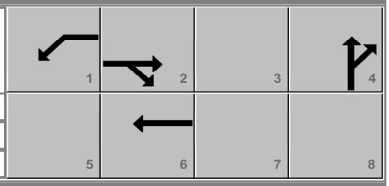


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		2549	54	82	1004			0	196			

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.2	26.9	7.2	0.0	0.0	0.0
Yellow	3.8	5.1	3.8	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		4		
Case Number		8.3	2.0	4.0		12.0		
Phase Duration, s		33.0	15.0	48.0		12.0		
Change Period, ($Y+R_c$), s		6.1	4.8	6.1		4.8		
Max Allow Headway (*MAH*), s		0.0	3.0	0.0		3.5		
Queue Clearance Time (g_s), s			4.4			9.2		
Green Extension Time (g_e), s		0.0	0.0	0.0		0.0		
Phase Call Probability			1.00			1.00		
Max Out Probability			0.02			1.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6			4	14			
Adjusted Flow Rate (*v*), veh/h		2019	664	85	1035			202				
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1900	1872	1810	1809			1610				
Queue Service Time (g_s), s		18.2	18.2	2.4	7.3			7.2				
Cycle Queue Clearance Time (g_c), s		18.2	18.2	2.4	7.3			7.2				
Green Ratio (*g/C*)		0.45	0.45	0.17	0.70			0.12				
Capacity (*c*), veh/h		2556	839	308	2526			193				
Volume-to-Capacity Ratio (*X*)		0.790	0.792	0.275	0.410			1.046				
Back of Queue (*Q*), ft/ln (95 th percentile)		267	302.8	41.7	55.7			281.5				
Back of Queue (*Q*), veh/ln (95 th percentile)		10.7	12.1	1.7	2.2			11.3				
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00			0.00				
Uniform Delay (d_1), s/veh		14.1	14.2	21.7	3.8			26.4				
Incremental Delay (d_2), s/veh		2.6	7.5	0.2	0.5			77.3				
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0			0.0				
Control Delay (*d*), s/veh		16.7	21.7	21.9	4.3			103.7				
Level of Service (LOS)		B	C	C	A			F				
Approach Delay, s/veh / LOS	18.0	B		5.6	A		103.7	F		0.0		
Intersection Delay, s/veh / LOS	18.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.69	B	1.32	A	2.60	C	2.45	B
Bicycle LOS Score / LOS	1.59	B	1.41	A	0.82	A		

HCS7 Two-Way Stop-Control Report

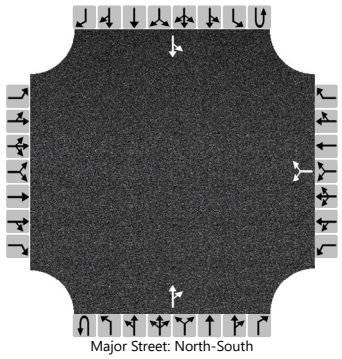
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	6/8/2021
Analysis Year	2021
Time Analyzed	Existing - AM
Intersection Orientation	North-South
Project Description	Sepulveda/Centinela Mixed-Use Project

Site Information

Intersection	Arizona/Arizona Dwy
Jurisdiction	City of Los Angeles
East/West Street	Arizona Avenue Driveway
North/South Street	Arizona Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		18			52	0		77	108	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							20							84		
Capacity, c (veh/h)							1007							1542		
v/c Ratio							0.02							0.05		
95% Queue Length, Q_{95} (veh)							0.1							0.2		
Control Delay (s/veh)							8.6							7.5		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)						8.6								3.4		
Approach LOS						A										

HCS7 Two-Way Stop-Control Report

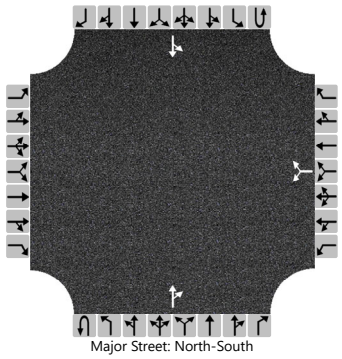
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	6/8/2021
Analysis Year	2021
Time Analyzed	Existing + Project - AM
Intersection Orientation	North-South
Project Description	Sepulveda/Centinela Mixed-Use Project

Site Information

Intersection	Arizona/Arizona Dwy
Jurisdiction	City of Los Angeles
East/West Street	Arizona Avenue Driveway
North/South Street	Arizona Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		71			52	0		96	108	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							77							104		
Capacity, c (veh/h)							1007							1542		
v/c Ratio							0.08							0.07		
95% Queue Length, Q_{95} (veh)							0.2							0.2		
Control Delay (s/veh)							8.9							7.5		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)						8.9								3.8		
Approach LOS						A										

HCS7 Two-Way Stop-Control Report

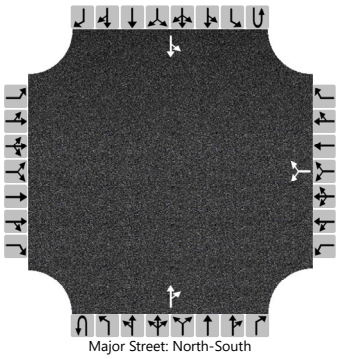
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	6/8/2021
Analysis Year	2026
Time Analyzed	Future - AM
Intersection Orientation	North-South
Project Description	Sepulveda/Centinela Mixed-Use Project

Site Information

Intersection	Arizona/Arizona Dwy
Jurisdiction	City of Los Angeles
East/West Street	Arizona Avenue Driveway
North/South Street	Arizona Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		19			55	0		81	114	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							21							88		
Capacity, c (veh/h)							1003							1537		
v/c Ratio							0.02							0.06		
95% Queue Length, Q_{95} (veh)							0.1							0.2		
Control Delay (s/veh)							8.7							7.5		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)						8.7								3.4		
Approach LOS						A										

HCS7 Two-Way Stop-Control Report

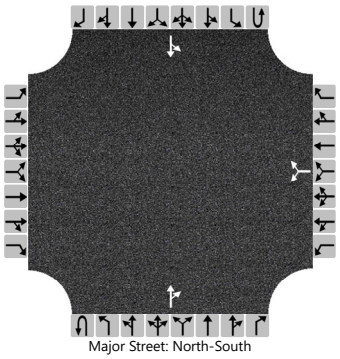
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	6/8/2021
Analysis Year	2026
Time Analyzed	Future + Project - AM
Intersection Orientation	North-South
Project Description	Sepulveda/Centinela Mixed-Use Project

Site Information

Intersection	Arizona/Arizona Dwy
Jurisdiction	City of Los Angeles
East/West Street	Arizona Avenue Driveway
North/South Street	Arizona Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		72			55	0		100	114	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							78							109		
Capacity, c (veh/h)							1003							1537		
v/c Ratio							0.08							0.07		
95% Queue Length, Q_{95} (veh)							0.3							0.2		
Control Delay (s/veh)							8.9							7.5		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)						8.9								3.8		
Approach LOS						A										

HCS7 Two-Way Stop-Control Report

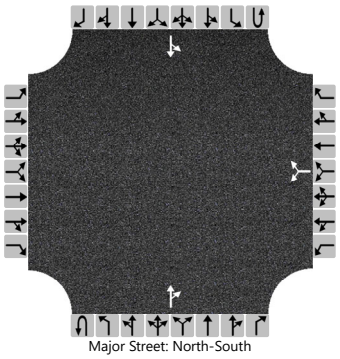
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	6/8/2021
Analysis Year	2021
Time Analyzed	Existing - PM
Intersection Orientation	North-South
Project Description	Sepulveda/Centinela Mixed-Use Project

Site Information

Intersection	Arizona/Arizona Dwy
Jurisdiction	City of Los Angeles
East/West Street	Arizona Avenue Driveway
North/South Street	Arizona Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		24			139	0		42	45	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							26							46		
Capacity, c (veh/h)							893							1424		
v/c Ratio							0.03							0.03		
95% Queue Length, Q_{95} (veh)							0.1							0.1		
Control Delay (s/veh)							9.2							7.6		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)					9.2								3.8			
Approach LOS					A											

HCS7 Two-Way Stop-Control Report

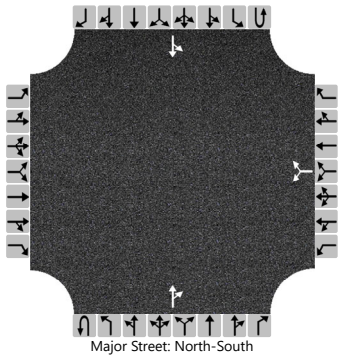
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	6/8/2021
Analysis Year	2021
Time Analyzed	Existing + Project - PM
Intersection Orientation	North-South
Project Description	Sepulveda/Centinela Mixed-Use Project

Site Information

Intersection	Arizona/Arizona Dwy
Jurisdiction	City of Los Angeles
East/West Street	Arizona Avenue Driveway
North/South Street	Arizona Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		48			139	0		86	45	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							52							93		
Capacity, c (veh/h)							893							1424		
v/c Ratio							0.06							0.07		
95% Queue Length, Q_{95} (veh)							0.2							0.2		
Control Delay (s/veh)							9.3							7.7		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)						9.3								5.2		
Approach LOS						A										

HCS7 Two-Way Stop-Control Report

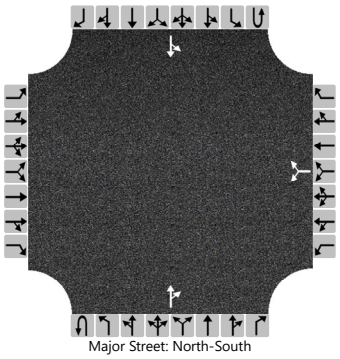
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	6/8/2021
Analysis Year	2026
Time Analyzed	Future - PM
Intersection Orientation	North-South
Project Description	Sepulveda/Centinela Mixed-Use Project

Site Information

Intersection	Arizona/Arizona Dwy
Jurisdiction	City of Los Angeles
East/West Street	Arizona Avenue Driveway
North/South Street	Arizona Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		25			146	0		44	47	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							27							48		
Capacity, c (veh/h)							884							1415		
v/c Ratio							0.03							0.03		
95% Queue Length, Q_{95} (veh)							0.1							0.1		
Control Delay (s/veh)							9.2							7.6		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)						9.2								3.8		
Approach LOS						A										

HCS7 Two-Way Stop-Control Report

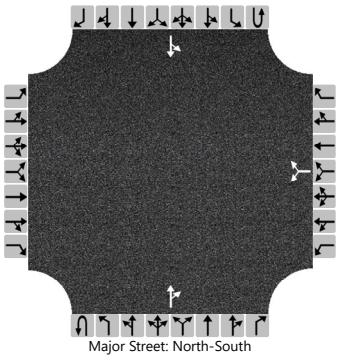
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	6/8/2021
Analysis Year	2026
Time Analyzed	Future + Project - PM
Intersection Orientation	North-South
Project Description	Sepulveda/Centinela Mixed-Use Project

Site Information

Intersection	Arizona/Arizona Dwy
Jurisdiction	City of Los Angeles
East/West Street	Arizona Avenue Driveway
North/South Street	Arizona Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		49			146	0		88	47	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

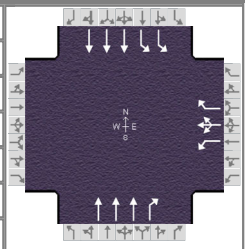
Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							53							96		
Capacity, c (veh/h)							884							1415		
v/c Ratio							0.06							0.07		
95% Queue Length, Q_{95} (veh)							0.2							0.2		
Control Delay (s/veh)							9.3							7.7		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)						9.3								5.2		
Approach LOS						A										

HCS7 Signalized Intersection Results Summary

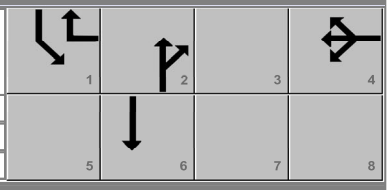
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	6/8/2021	Area Type	Other
Jurisdiction	City of Culver City	Time Period	Existing - AM	PHF	0.99
Urban Street	Sepulveda Boulevard	Analysis Year	2021	Analysis Period	1> 8:00
Intersection	Sepulveda/Green Valley	File Name	04AM - Existing.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				181	0	273		2065	315	147	887	

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	15.1	64.7	24.5	0.0	0.0	0.0
Yellow	3.9	4.3	4.3	0.0	0.0	0.0
Red	1.0	1.0	1.2	0.0	0.0	0.0



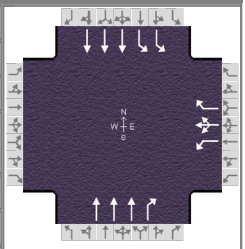
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		2	1	6
Case Number				9.0		7.3	2.0	4.0
Phase Duration, s				30.0		70.0	20.0	90.0
Change Period, ($Y+R_c$), s				5.5		5.3	4.9	5.3
Max Allow Headway (*MAH*), s				6.3		0.0	3.1	0.0
Queue Clearance Time (g_s), s				16.4			6.6	
Green Extension Time (g_e), s				2.2		0.0	0.2	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				0.69			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14		2	12	1	6	
Adjusted Flow Rate (*v*), veh/h				213	0	245		2086	318	148	896	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1810	1900	1610		1725	1610	1757	1725	
Queue Service Time (g_s), s				12.8	0.0	14.4		37.3	13.6	4.6	7.4	
Cycle Queue Clearance Time (g_c), s				12.8	0.0	14.4		37.3	13.6	4.6	7.4	
Green Ratio (*g/C*)				0.20	0.20	0.33		0.54	0.54	0.13	0.71	
Capacity (*c*), veh/h				369	388	531		2791	868	442	3653	
Volume-to-Capacity Ratio (*X*)				0.578	0.000	0.461		0.747	0.367	0.336	0.245	
Back of Queue (*Q*), ft/ln (95 th percentile)				251.4	0	242.1		527	221.8	91.2	111.4	
Back of Queue (*Q*), veh/ln (95 th percentile)				10.1	0.0	9.7		21.1	8.9	3.6	4.5	
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00	0.00		0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh				43.1	0.0	31.8		21.3	15.9	47.9	6.3	
Incremental Delay (d_2), s/veh				3.6	0.0	1.3		1.9	1.2	0.2	0.2	
Initial Queue Delay (d_3), s/veh				0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh				46.7	0.0	33.1		23.2	17.1	48.0	6.4	
Level of Service (LOS)				D		C		C	B	D	A	
Approach Delay, s/veh / LOS	0.0			39.4		D	22.4		C	12.4		B
Intersection Delay, s/veh / LOS	21.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.62	C	2.75	C	2.26	B	1.35	A
Bicycle LOS Score / LOS			1.24	A	1.81	B	1.06	A

HCS7 Signalized Intersection Results Summary

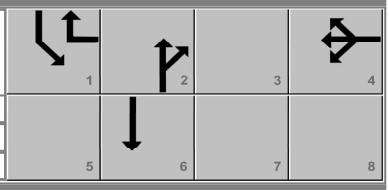
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	6/8/2021	Area Type	Other
Jurisdiction	City of Culver City	Time Period	Existing with Project - AM	PHF	0.99
Urban Street	Sepulveda Boulevard	Analysis Year	2021	Analysis Period	1> 8:00
Intersection	Sepulveda/Green Valley	File Name	04AM - Existing with Project.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				181	0	273		2076	315	147	891	

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	15.1	64.7	24.5	0.0	0.0	0.0
Yellow	3.9	4.3	4.3	0.0	0.0	0.0
Red	1.0	1.0	1.2	0.0	0.0	0.0



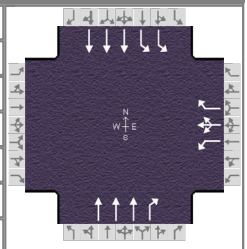
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		2	1	6
Case Number				9.0		7.3	2.0	4.0
Phase Duration, s				30.0		70.0	20.0	90.0
Change Period, ($Y+R_c$), s				5.5		5.3	4.9	5.3
Max Allow Headway (*MAH*), s				6.3		0.0	3.1	0.0
Queue Clearance Time (g_s), s				16.4			6.6	
Green Extension Time (g_e), s				2.2		0.0	0.2	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				0.69			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14		2	12	1	6	
Adjusted Flow Rate (*v*), veh/h				213	0	245		2097	318	148	900	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1810	1900	1610		1725	1610	1757	1725	
Queue Service Time (g_s), s				12.8	0.0	14.4		37.7	13.6	4.6	7.4	
Cycle Queue Clearance Time (g_c), s				12.8	0.0	14.4		37.7	13.6	4.6	7.4	
Green Ratio (*g/C*)				0.20	0.20	0.33		0.54	0.54	0.13	0.71	
Capacity (*c*), veh/h				369	388	531		2791	868	442	3653	
Volume-to-Capacity Ratio (*X*)				0.578	0.000	0.461		0.751	0.367	0.336	0.246	
Back of Queue (*Q*), ft/ln (95 th percentile)				251.4	0	242.1		531.4	221.8	91.2	112	
Back of Queue (*Q*), veh/ln (95 th percentile)				10.1	0.0	9.7		21.3	8.9	3.6	4.5	
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00	0.00		0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh				43.1	0.0	31.8		21.4	15.9	47.9	6.3	
Incremental Delay (d_2), s/veh				3.6	0.0	1.3		1.9	1.2	0.2	0.2	
Initial Queue Delay (d_3), s/veh				0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh				46.7	0.0	33.1		23.3	17.1	48.0	6.4	
Level of Service (LOS)				D		C		C	B	D	A	
Approach Delay, s/veh / LOS	0.0			39.4		D	22.5		C	12.3		B
Intersection Delay, s/veh / LOS	21.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.62	C	2.75	C	2.26	B	1.35	A
Bicycle LOS Score / LOS			1.24	A	1.82	B	1.06	A

HCS7 Signalized Intersection Results Summary

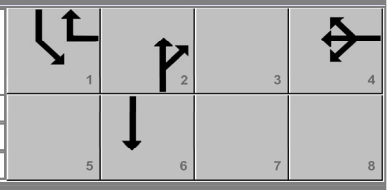
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 14, 2021	Area Type	Other
Jurisdiction	City of Culver City	Time Period	Future - AM	PHF	0.99
Urban Street	Sepulveda Boulevard	Analysis Year	2026	Analysis Period	1> 8:00
Intersection	Sepulveda/Green Valley	File Name	04AM - Future.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				242	0	326		2189	342	163	962	

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	15.1	64.7	24.5	0.0	0.0	0.0
Yellow	3.9	4.3	4.3	0.0	0.0	0.0
Red	1.0	1.0	1.2	0.0	0.0	0.0



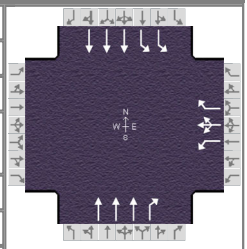
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		2	1	6
Case Number				9.0		7.3	2.0	4.0
Phase Duration, s				30.0		70.0	20.0	90.0
Change Period, ($Y+R_c$), s				5.5		5.3	4.9	5.3
Max Allow Headway (*MAH*), s				6.3		0.0	3.1	0.0
Queue Clearance Time (g_s), s				20.5			7.2	
Green Extension Time (g_e), s				1.6		0.0	0.2	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				1.00			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14		2	12	1	6	
Adjusted Flow Rate (*v*), veh/h				272	0	301		2211	345	165	972	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1810	1900	1610		1725	1610	1757	1725	
Queue Service Time (g_s), s				16.9	0.0	18.5		41.2	15.1	5.2	8.2	
Cycle Queue Clearance Time (g_c), s				16.9	0.0	18.5		41.2	15.1	5.2	8.2	
Green Ratio (*g/C*)				0.20	0.20	0.33		0.54	0.54	0.13	0.71	
Capacity (*c*), veh/h				369	388	531		2791	868	442	3653	
Volume-to-Capacity Ratio (*X*)				0.737	0.000	0.567		0.792	0.398	0.372	0.266	
Back of Queue (*Q*), ft/ln (95 th percentile)				330.2	0	298.7		576.2	241.1	101.7	123	
Back of Queue (*Q*), veh/ln (95 th percentile)				13.2	0.0	11.9		23.0	9.6	4.1	4.9	
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00	0.00		0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh				44.7	0.0	33.1		22.2	16.2	48.1	6.4	
Incremental Delay (d_2), s/veh				9.1	0.0	2.3		2.4	1.4	0.2	0.2	
Initial Queue Delay (d_3), s/veh				0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh				53.9	0.0	35.5		24.6	17.6	48.3	6.6	
Level of Service (LOS)				D		D		C	B	D	A	
Approach Delay, s/veh / LOS	0.0			44.2		D	23.7		C	12.6		B
Intersection Delay, s/veh / LOS	23.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.62	C	2.75	C	2.26	B	1.35	A
Bicycle LOS Score / LOS			1.43	A	1.89	B	1.11	A

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 14, 2021	Area Type	Other
Jurisdiction	City of Culver City	Time Period	Future with Project - AM	PHF	0.99
Urban Street	Sepulveda Boulevard	Analysis Year	2026	Analysis Period	1> 8:00
Intersection	Sepulveda/Green Valley	File Name	04AM - Future with Project.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				242	0	326		2200	342	163	966	

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	15.1	64.7	24.5	0.0	0.0	0.0	5	6	7	8
Yellow	3.9	4.3	4.3	0.0	0.0	0.0				
Red	1.0	1.0	1.2	0.0	0.0	0.0				

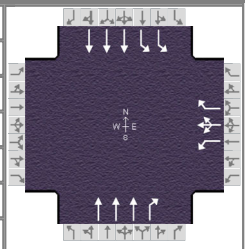
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		2	1	6
Case Number				9.0		7.3	2.0	4.0
Phase Duration, s				30.0		70.0	20.0	90.0
Change Period, ($Y+R_c$), s				5.5		5.3	4.9	5.3
Max Allow Headway (*MAH*), s				6.3		0.0	3.1	0.0
Queue Clearance Time (g_s), s				20.5			7.2	
Green Extension Time (g_e), s				1.6		0.0	0.2	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				1.00			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14		2	12	1	6	
Adjusted Flow Rate (*v*), veh/h				272	0	301		2222	345	165	976	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1810	1900	1610		1725	1610	1757	1725	
Queue Service Time (g_s), s				16.9	0.0	18.5		41.6	15.1	5.2	8.2	
Cycle Queue Clearance Time (g_c), s				16.9	0.0	18.5		41.6	15.1	5.2	8.2	
Green Ratio (*g/C*)				0.20	0.20	0.33		0.54	0.54	0.13	0.71	
Capacity (*c*), veh/h				369	388	531		2791	868	442	3653	
Volume-to-Capacity Ratio (*X*)				0.737	0.000	0.567		0.796	0.398	0.372	0.267	
Back of Queue (*Q*), ft/ln (95 th percentile)				330.2	0	298.7		580.9	241.1	101.7	123.9	
Back of Queue (*Q*), veh/ln (95 th percentile)				13.2	0.0	11.9		23.2	9.6	4.1	5.0	
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00	0.00		0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh				44.7	0.0	33.1		22.3	16.2	48.1	6.4	
Incremental Delay (d_2), s/veh				9.1	0.0	2.3		2.5	1.4	0.2	0.2	
Initial Queue Delay (d_3), s/veh				0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh				53.9	0.0	35.5		24.8	17.6	48.3	6.6	
Level of Service (LOS)				D		D		C	B	D	A	
Approach Delay, s/veh / LOS	0.0			44.2		D	23.8		C	12.6		B
Intersection Delay, s/veh / LOS	23.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.62	C	2.75	C	2.26	B	1.35	A
Bicycle LOS Score / LOS			1.43	A	1.90	B	1.11	A

HCS7 Signalized Intersection Results Summary

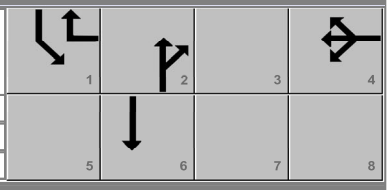
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	6/8/2021	Area Type	Other
Jurisdiction	City of Culver City	Time Period	Existing - PM	PHF	0.93
Urban Street	Sepulveda Boulevard	Analysis Year	2021	Analysis Period	1> 17:00
Intersection	Sepulveda/Green Valley	File Name	04PM - Existing.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				395	0	252		1436	467	252	1546	

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	15.1	64.7	24.5	0.0	0.0	0.0
Yellow	3.9	4.3	4.3	0.0	0.0	0.0
Red	1.0	1.0	1.2	0.0	0.0	0.0



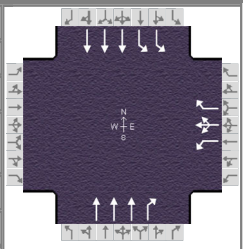
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		2	1	6
Case Number				9.0		7.3	2.0	4.0
Phase Duration, s				30.0		70.0	20.0	90.0
Change Period, ($Y+R_c$), s				5.5		5.3	4.9	5.3
Max Allow Headway (*MAH*), s				6.2		0.0	3.1	0.0
Queue Clearance Time (g_s), s				26.5			10.8	
Green Extension Time (g_e), s				0.0		0.0	0.3	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				1.00			0.30	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14		2	12	1	6	
Adjusted Flow Rate (*v*), veh/h				374	0	322		1544	502	271	1662	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1810	1900	1610		1725	1610	1757	1725	
Queue Service Time (g_s), s				24.5	0.0	20.1		23.5	25.1	8.8	16.7	
Cycle Queue Clearance Time (g_c), s				24.5	0.0	20.1		23.5	25.1	8.8	16.7	
Green Ratio (*g/C*)				0.20	0.20	0.33		0.54	0.54	0.13	0.71	
Capacity (*c*), veh/h				369	388	531		2791	868	442	3653	
Volume-to-Capacity Ratio (*X*)				1.012	0.000	0.605		0.553	0.578	0.613	0.455	
Back of Queue (*Q*), ft/ln (95 th percentile)				567.7	0	321		354.3	368	177	237.6	
Back of Queue (*Q*), veh/ln (95 th percentile)				22.7	0.0	12.8		14.2	14.7	7.1	9.5	
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00	0.00		0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh				47.8	0.0	33.7		18.2	18.5	49.7	7.6	
Incremental Delay (d_2), s/veh				50.0	0.0	2.9		0.8	2.8	1.8	0.4	
Initial Queue Delay (d_3), s/veh				0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh				97.7	0.0	36.6		19.0	21.3	51.5	8.1	
Level of Service (LOS)				F		D		B	C	D	A	
Approach Delay, s/veh / LOS	0.0			69.5		E	19.5		B	14.2		B
Intersection Delay, s/veh / LOS	24.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.62	C	2.75	C	2.26	B	1.35	A
Bicycle LOS Score / LOS			1.64	B	1.61	B	1.55	B

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	6/8/2021	Area Type	Other
Jurisdiction	City of Culver City	Time Period	Existing with Project - PM	PHF	0.93
Urban Street	Sepulveda Boulevard	Analysis Year	2021	Analysis Period	1> 17:00
Intersection	Sepulveda/Green Valley	File Name	04PM - Existing with Project.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				395	0	252		1441	467	252	1555	

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	15.1	64.7	24.5	0.0	0.0	0.0
Yellow	3.9	4.3	4.3	0.0	0.0	0.0
Red	1.0	1.0	1.2	0.0	0.0	0.0

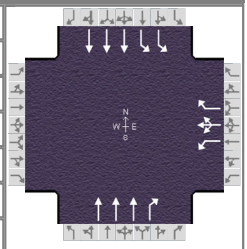
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		2	1	6
Case Number				9.0		7.3	2.0	4.0
Phase Duration, s				30.0		70.0	20.0	90.0
Change Period, ($Y+R_c$), s				5.5		5.3	4.9	5.3
Max Allow Headway (*MAH*), s				6.2		0.0	3.1	0.0
Queue Clearance Time (g_s), s				26.5			10.8	
Green Extension Time (g_e), s				0.0		0.0	0.3	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				1.00			0.30	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14		2	12	1	6	
Adjusted Flow Rate (*v*), veh/h				374	0	322		1549	502	271	1672	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1810	1900	1610		1725	1610	1757	1725	
Queue Service Time (g_s), s				24.5	0.0	20.1		23.6	25.1	8.8	16.8	
Cycle Queue Clearance Time (g_c), s				24.5	0.0	20.1		23.6	25.1	8.8	16.8	
Green Ratio (*g/C*)				0.20	0.20	0.33		0.54	0.54	0.13	0.71	
Capacity (*c*), veh/h				369	388	531		2791	868	442	3653	
Volume-to-Capacity Ratio (*X*)				1.012	0.000	0.605		0.555	0.578	0.613	0.458	
Back of Queue (*Q*), ft/ln (95 th percentile)				567.7	0	321		355.8	368	177	239.3	
Back of Queue (*Q*), veh/ln (95 th percentile)				22.7	0.0	12.8		14.2	14.7	7.1	9.6	
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00	0.00		0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh				47.8	0.0	33.7		18.2	18.5	49.7	7.7	
Incremental Delay (d_2), s/veh				50.0	0.0	2.9		0.8	2.8	1.8	0.4	
Initial Queue Delay (d_3), s/veh				0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh				97.7	0.0	36.6		19.0	21.3	51.5	8.1	
Level of Service (LOS)				F		D		B	C	D	A	
Approach Delay, s/veh / LOS	0.0			69.5		E	19.6		B	14.1		B
Intersection Delay, s/veh / LOS	24.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.62	C	2.75	C	2.26	B	1.35	A
Bicycle LOS Score / LOS			1.64	B	1.62	B	1.56	B

HCS7 Signalized Intersection Results Summary

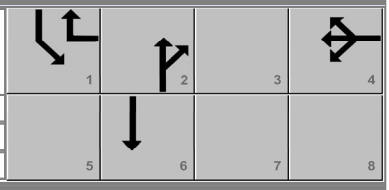
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 14, 2021	Area Type	Other
Jurisdiction	City of Culver City	Time Period	Future - PM	PHF	0.93
Urban Street	Sepulveda Boulevard	Analysis Year	2026	Analysis Period	1> 17:00
Intersection	Sepulveda/Green Valley	File Name	04PM - Future.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				431	0	277		1552	530	295	1662	

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	15.1	64.7	24.5	0.0	0.0	0.0
Yellow	3.9	4.3	4.3	0.0	0.0	0.0
Red	1.0	1.0	1.2	0.0	0.0	0.0



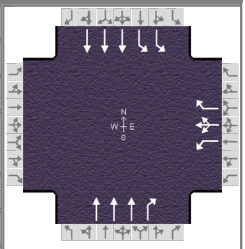
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		2	1	6
Case Number				9.0		7.3	2.0	4.0
Phase Duration, s				30.0		70.0	20.0	90.0
Change Period, ($Y+R_c$), s				5.5		5.3	4.9	5.3
Max Allow Headway (*MAH*), s				6.2		0.0	3.1	0.0
Queue Clearance Time (g_s), s				26.5			12.4	
Green Extension Time (g_e), s				0.0		0.0	0.2	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				1.00			1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14		2	12	1	6	
Adjusted Flow Rate (*v*), veh/h				409	0	352		1669	570	317	1787	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1810	1900	1610		1725	1610	1757	1725	
Queue Service Time (g_s), s				24.5	0.0	22.5		26.3	30.3	10.4	18.6	
Cycle Queue Clearance Time (g_c), s				24.5	0.0	22.5		26.3	30.3	10.4	18.6	
Green Ratio (*g/C*)				0.20	0.20	0.33		0.54	0.54	0.13	0.71	
Capacity (*c*), veh/h				369	388	531		2791	868	442	3653	
Volume-to-Capacity Ratio (*X*)				1.107	0.000	0.663		0.598	0.656	0.717	0.489	
Back of Queue (*Q*), ft/ln (95 th percentile)				688.5	0	356.8		389.8	434.6	210.8	259.3	
Back of Queue (*Q*), veh/ln (95 th percentile)				27.5	0.0	14.3		15.6	17.4	8.4	10.4	
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00	0.00		0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh				47.8	0.0	34.5		18.8	19.7	50.4	7.9	
Incremental Delay (d_2), s/veh				78.7	0.0	4.1		1.0	3.9	4.8	0.5	
Initial Queue Delay (d_3), s/veh				0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh				126.5	0.0	38.6		19.8	23.6	55.2	8.4	
Level of Service (LOS)				F		D		B	C	E	A	
Approach Delay, s/veh / LOS	0.0			85.8		F	20.7		C	15.5		B
Intersection Delay, s/veh / LOS	28.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.62	C	2.75	C	2.26	B	1.35	A
Bicycle LOS Score / LOS			1.74	B	1.72	B	1.64	B

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 14, 2021	Area Type	Other
Jurisdiction	City of Culver City	Time Period	Future with Project - PM	PHF	0.93
Urban Street	Sepulveda Boulevard	Analysis Year	2026	Analysis Period	1> 17:00
Intersection	Sepulveda/Green Valley	File Name	04PM - Future with Project.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				431	0	277		1557	530	295	1671	

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	15.1	64.7	24.5	0.0	0.0	0.0	5	6	7	8
Yellow	3.9	4.3	4.3	0.0	0.0	0.0				
Red	1.0	1.0	1.2	0.0	0.0	0.0				

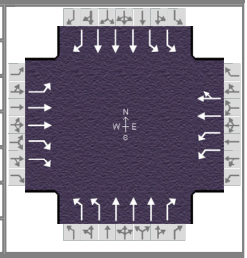
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		2	1	6
Case Number				9.0		7.3	2.0	4.0
Phase Duration, s				30.0		70.0	20.0	90.0
Change Period, ($Y+R_c$), s				5.5		5.3	4.9	5.3
Max Allow Headway (*MAH*), s				6.2		0.0	3.1	0.0
Queue Clearance Time (g_s), s				26.5			12.4	
Green Extension Time (g_e), s				0.0		0.0	0.2	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				1.00			1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14		2	12	1	6	
Adjusted Flow Rate (*v*), veh/h				409	0	352		1674	570	317	1797	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1810	1900	1610		1725	1610	1757	1725	
Queue Service Time (g_s), s				24.5	0.0	22.5		26.4	30.3	10.4	18.8	
Cycle Queue Clearance Time (g_c), s				24.5	0.0	22.5		26.4	30.3	10.4	18.8	
Green Ratio (*g/C*)				0.20	0.20	0.33		0.54	0.54	0.13	0.71	
Capacity (*c*), veh/h				369	388	531		2791	868	442	3653	
Volume-to-Capacity Ratio (*X*)				1.107	0.000	0.663		0.600	0.656	0.717	0.492	
Back of Queue (*Q*), ft/ln (95 th percentile)				688.5	0	356.8		391.3	434.6	210.8	261	
Back of Queue (*Q*), veh/ln (95 th percentile)				27.5	0.0	14.3		15.7	17.4	8.4	10.4	
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00	0.00		0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh				47.8	0.0	34.5		18.8	19.7	50.4	8.0	
Incremental Delay (d_2), s/veh				78.7	0.0	4.1		1.0	3.9	4.8	0.5	
Initial Queue Delay (d_3), s/veh				0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh				126.5	0.0	38.6		19.8	23.6	55.2	8.4	
Level of Service (LOS)				F		D		B	C	E	A	
Approach Delay, s/veh / LOS	0.0			85.8		F	20.8		C	15.4		B
Intersection Delay, s/veh / LOS	28.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.62	C	2.75	C	2.26	B	1.35	A
Bicycle LOS Score / LOS			1.74	B	1.72	B	1.65	B

HCS7 Signalized Intersection Results Summary

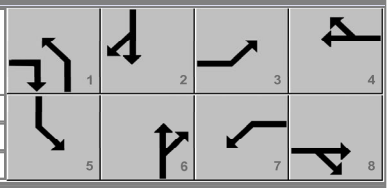
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 8, 2021	Area Type	Other
Jurisdiction	City of Culver City	Time Period	Existing - AM	PHF	0.97
Urban Street	Sepulveda Boulevard	Analysis Year	2021	Analysis Period	1> 7:30
Intersection	Sepulveda/Centinela	File Name	05AM - Existing.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	37	298	437	249	961	101	951	1436	359	60	671	152

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	16.6	16.0	15.3	15.8	27.5	0.0	
Yellow	3.4	4.7	3.0	3.8	5.1	0.0	
Red	2.0	2.0	2.0	1.4	1.4	0.0	



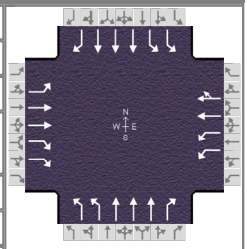
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	3.0	2.0	4.0	2.0	3.0	2.0	3.0
Phase Duration, s	21.0	34.0	21.0	34.0	22.0	44.7	20.3	43.0
Change Period, ($Y+R_c$), s	5.2	6.5	5.2	6.5	5.4	6.7	6.3	6.3
Max Allow Headway (*MAH*), s	3.0	3.0	3.0	3.0	3.1	0.0	3.1	0.0
Queue Clearance Time (g_s), s	4.2	16.3	10.2	29.5	18.6		3.9	
Green Extension Time (g_e), s	0.0	3.6	0.3	0.0	0.0	0.0	1.9	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	0.00	0.23	0.06	1.00	1.00		0.06	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	38	307	451	257	557	538	980	1480	370	62	692	157
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809	1425	1757	1900	1836	1757	1725	1610	1757	1725	1610
Queue Service Time (g_s), s	2.2	8.6	14.3	8.2	27.5	27.5	16.6	32.9	24.5	1.9	12.9	9.0
Cycle Queue Clearance Time (g_c), s	2.2	8.6	14.3	8.2	27.5	27.5	16.6	32.9	24.5	1.9	12.9	9.0
Green Ratio (*g/C*)	0.13	0.23	0.37	0.36	0.23	0.23	0.14	0.32	0.32	0.12	0.31	0.31
Capacity (*c*), veh/h	238	829	1047	463	435	421	486	1639	510	410	1583	492
Volume-to-Capacity Ratio (*X*)	0.160	0.371	0.430	0.555	1.278	1.279	2.017	0.903	0.726	0.151	0.437	0.318
Back of Queue (*Q*), ft/ln (95 th percentile)	44.8	167.6	206.4	160.9	1096.4	1066.9	1515	530.3	341.7	37.5	232.2	166.8
Back of Queue (*Q*), veh/ln (95 th percentile)	1.8	6.7	8.3	6.4	43.9	42.7	60.6	21.2	13.7	1.5	9.3	6.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	46.2	39.0	28.5	48.8	46.3	46.3	51.7	39.2	2.4	47.7	33.4	32.0
Incremental Delay (d_2), s/veh	0.1	0.1	0.1	0.9	142.0	142.8	464.8	8.6	8.7	0.1	0.9	1.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	46.3	39.1	28.6	49.7	188.3	189.1	516.5	47.8	11.1	47.7	34.3	33.7
Level of Service (LOS)	D	D	C	D	F	F	F	D	B	D	C	C
Approach Delay, s/veh / LOS	33.5	C		162.3	F		205.3	F		35.1	D	
Intersection Delay, s/veh / LOS	145.9						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.85	C	2.85	C	2.46	B	2.59	C
Bicycle LOS Score / LOS	1.14	A	1.60	B	2.04	B	0.99	A

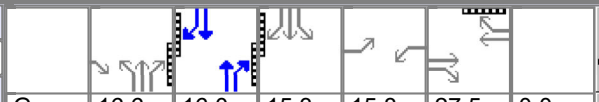
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 8, 2021	Area Type	Other
Jurisdiction	City of Culver City	Time Period	Existing with Project - AM	PHF	0.97
Urban Street	Sepulveda Boulevard	Analysis Year	2021	Analysis Period	1> 7:30
Intersection	Sepulveda/Centinela	File Name	05AM - Existing with Project.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				

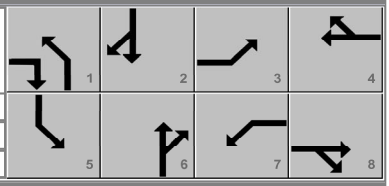


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	74	310	437	252	963	101	960	1436	359	60	675	152

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	16.6	16.0	15.3	15.8	27.5	0.0
Yellow	3.4	4.7	3.0	3.8	5.1	0.0
Red	2.0	2.0	2.0	1.4	1.4	0.0



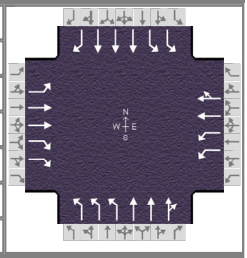
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	3.0	2.0	4.0	2.0	3.0	2.0	3.0
Phase Duration, s	21.0	34.0	21.0	34.0	22.0	44.7	20.3	43.0
Change Period, ($Y+R_c$), s	5.2	6.5	5.2	6.5	5.4	6.7	6.3	6.3
Max Allow Headway (*MAH*), s	3.0	3.0	3.0	3.0	3.1	0.0	3.1	0.0
Queue Clearance Time (g_s), s	6.6	16.3	10.3	29.5	18.6		3.9	
Green Extension Time (g_e), s	0.1	3.6	0.3	0.0	0.0	0.0	1.9	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	0.00	0.24	0.07	1.00	1.00		0.06	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	76	320	451	260	558	539	990	1480	370	62	696	157
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809	1425	1757	1900	1836	1757	1725	1610	1757	1725	1610
Queue Service Time (g_s), s	4.6	9.0	14.3	8.3	27.5	27.5	16.6	32.9	24.5	1.9	12.9	9.0
Cycle Queue Clearance Time (g_c), s	4.6	9.0	14.3	8.3	27.5	27.5	16.6	32.9	24.5	1.9	12.9	9.0
Green Ratio (*g/C*)	0.13	0.23	0.37	0.36	0.23	0.23	0.14	0.32	0.32	0.12	0.31	0.31
Capacity (*c*), veh/h	238	829	1047	463	435	421	486	1639	510	410	1583	492
Volume-to-Capacity Ratio (*X*)	0.320	0.385	0.430	0.561	1.281	1.281	2.036	0.903	0.726	0.151	0.440	0.318
Back of Queue (*Q*), ft/ln (95 th percentile)	91.8	175.1	206.4	163	1101.1	1071.6	1537.3	530.3	341.7	37.5	233.6	166.8
Back of Queue (*Q*), veh/ln (95 th percentile)	3.7	7.0	8.3	6.5	44.0	42.9	61.5	21.2	13.7	1.5	9.3	6.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	47.2	39.1	28.5	48.9	46.3	46.3	51.7	39.2	2.4	47.7	33.4	32.0
Incremental Delay (d_2), s/veh	0.3	0.1	0.1	1.0	143.0	143.8	473.3	8.6	8.7	0.1	0.9	1.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	47.5	39.2	28.6	49.8	189.3	190.1	525.0	47.8	11.1	47.7	34.3	33.7
Level of Service (LOS)	D	D	C	D	F	F	F	D	B	D	C	C
Approach Delay, s/veh / LOS	34.3	C		162.9	F		209.3	F		35.1	D	
Intersection Delay, s/veh / LOS	147.1						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.85	C	2.85	C	2.46	B	2.59	C
Bicycle LOS Score / LOS	1.19	A	1.61	B	2.05	B	0.99	A

HCS7 Signalized Intersection Results Summary

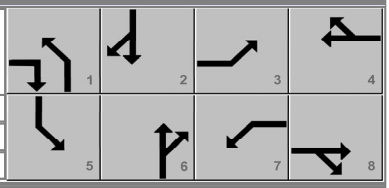
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 14, 2021	Area Type	Other
Jurisdiction	City of Culver City	Time Period	Future - AM	PHF	0.97
Urban Street	Sepulveda Boulevard	Analysis Year	2026	Analysis Period	1> 7:30
Intersection	Sepulveda/Centinela	File Name	05AM - Future.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	51	324	466	271	1076	106	1133	1528	402	63	725	222

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	16.6	16.0	15.3	15.8	27.5	0.0
Yellow	3.4	4.7	3.0	3.8	5.1	0.0
Red	2.0	2.0	2.0	1.4	1.4	0.0



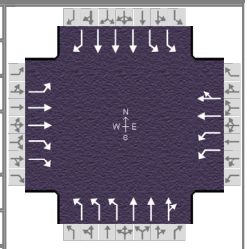
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	3.0	2.0	4.0	2.0	4.0	2.0	3.0
Phase Duration, s	21.0	34.0	21.0	34.0	22.0	44.7	20.3	43.0
Change Period, ($Y+R_c$), s	5.2	6.5	5.2	6.5	5.4	6.7	6.3	6.3
Max Allow Headway (*MAH*), s	3.0	3.0	3.0	3.0	3.1	0.0	3.1	0.0
Queue Clearance Time (g_s), s	5.1	17.4	11.0	29.5	18.6		4.0	
Green Extension Time (g_e), s	0.0	3.8	0.3	0.0	0.0	0.0	2.2	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	0.00	0.34	0.16	1.00	1.00		0.08	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	53	334	480	279	618	600	1168	1370	620	65	747	229
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809	1425	1757	1900	1840	1757	1900	1696	1757	1725	1610
Queue Service Time (g_s), s	3.1	9.4	15.4	9.0	27.5	27.5	16.6	38.0	38.0	2.0	14.1	13.8
Cycle Queue Clearance Time (g_c), s	3.1	9.4	15.4	9.0	27.5	27.5	16.6	38.0	38.0	2.0	14.1	13.8
Green Ratio (*g/C*)	0.13	0.23	0.37	0.13	0.23	0.23	0.14	0.32	0.32	0.12	0.31	0.31
Capacity (*c*), veh/h	238	829	1047	463	435	422	729	1203	537	410	1583	492
Volume-to-Capacity Ratio (*X*)	0.221	0.403	0.459	0.604	1.420	1.423	1.602	1.138	1.155	0.158	0.472	0.465
Back of Queue (*Q*), ft/ln (95 th percentile)	62.4	183.7	219.2	178.2	1391.1	1358.8	1017.1	1041.5	1026.8	39.4	249.6	242.7
Back of Queue (*Q*), veh/ln (95 th percentile)	2.5	7.3	8.8	7.1	55.6	54.4	40.7	41.7	41.1	1.6	10.0	9.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	46.6	39.3	28.9	49.1	46.3	46.3	51.7	41.0	41.0	47.7	33.8	33.7
Incremental Delay (d_2), s/veh	0.2	0.1	0.1	1.6	202.3	203.9	277.3	72.7	89.1	0.1	1.0	3.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	46.8	39.4	29.0	50.7	248.5	250.1	329.0	113.7	130.1	47.8	34.8	36.8
Level of Service (LOS)	D	D	C	D	F	F	F	F	F	D	C	D
Approach Delay, s/veh / LOS	34.1	C		212.3	F		196.6	F		36.1	D	
Intersection Delay, s/veh / LOS	153.2						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.85	C	2.85	C	2.46	B	2.72	C
Bicycle LOS Score / LOS	1.20	A	1.72	B	2.22	B	1.06	A

HCS7 Signalized Intersection Results Summary

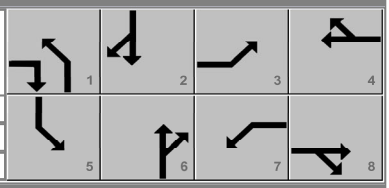
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 14, 2021	Area Type	Other
Jurisdiction	City of Culver City	Time Period	Future with Project - AM	PHF	0.97
Urban Street	Sepulveda Boulevard	Analysis Year	2026	Analysis Period	1> 7:30
Intersection	Sepulveda/Centinela	File Name	05AM - Future with Project.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	88	336	466	274	1078	106	1142	1528	402	63	729	222

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	16.6	16.0	15.3	15.8	27.5	0.0
Yellow	3.4	4.7	3.0	3.8	5.1	0.0
Red	2.0	2.0	2.0	1.4	1.4	0.0



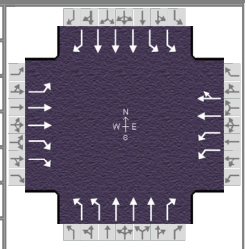
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	3.0	2.0	4.0	2.0	4.0	2.0	3.0
Phase Duration, s	21.0	34.0	21.0	34.0	22.0	44.7	20.3	43.0
Change Period, ($Y+R_c$), s	5.2	6.5	5.2	6.5	5.4	6.7	6.3	6.3
Max Allow Headway (*MAH*), s	3.0	3.0	3.0	3.0	3.1	0.0	3.1	0.0
Queue Clearance Time (g_s), s	7.5	17.4	11.1	29.5	18.6		4.0	
Green Extension Time (g_e), s	0.1	3.8	0.3	0.0	0.0	0.0	2.2	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	0.00	0.35	0.18	1.00	1.00		0.09	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	91	346	480	282	620	601	1177	1370	620	65	752	229
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809	1425	1757	1900	1840	1757	1900	1696	1757	1725	1610
Queue Service Time (g_s), s	5.5	9.8	15.4	9.1	27.5	27.5	16.6	38.0	38.0	2.0	14.2	13.8
Cycle Queue Clearance Time (g_c), s	5.5	9.8	15.4	9.1	27.5	27.5	16.6	38.0	38.0	2.0	14.2	13.8
Green Ratio (*g/C*)	0.13	0.23	0.37	0.13	0.23	0.23	0.14	0.32	0.32	0.12	0.31	0.31
Capacity (*c*), veh/h	238	829	1047	463	435	422	729	1203	537	410	1583	492
Volume-to-Capacity Ratio (*X*)	0.381	0.418	0.459	0.611	1.423	1.426	1.615	1.138	1.155	0.158	0.475	0.465
Back of Queue (*Q*), ft/ln (95 th percentile)	110.2	190.7	219.2	180.4	1396.1	1363.3	1032.3	1041.5	1026.8	39.4	251	242.7
Back of Queue (*Q*), veh/ln (95 th percentile)	4.4	7.6	8.8	7.2	55.8	54.5	41.3	41.7	41.1	1.6	10.0	9.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	47.6	39.4	28.9	49.2	46.3	46.3	51.7	41.0	41.0	47.7	33.8	33.7
Incremental Delay (d_2), s/veh	0.4	0.1	0.1	1.7	203.3	204.9	282.9	72.7	89.1	0.1	1.0	3.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	48.0	39.6	29.0	50.9	249.5	251.2	334.6	113.7	130.1	47.8	34.8	36.8
Level of Service (LOS)	D	D	C	D	F	F	F	F	F	D	C	D
Approach Delay, s/veh / LOS	34.9	C		212.9	F		199.0	F		36.1	D	
Intersection Delay, s/veh / LOS	153.8						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.85	C	2.85	C	2.46	B	2.72	C
Bicycle LOS Score / LOS	1.24	A	1.73	B	2.23	B	1.06	A

HCS7 Signalized Intersection Results Summary

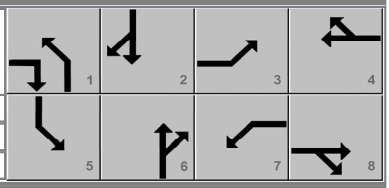
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 8, 2021	Area Type	Other
Jurisdiction	City of Culver City	Time Period	Existing - PM	PHF	0.97
Urban Street	Sepulveda Boulevard	Analysis Year	2021	Analysis Period	1> 17:00
Intersection	Sepulveda/Centinela	File Name	05PM - Existing.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	96	708	1168	483	313	103	475	953	386	191	1718	81

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	16.6	16.0	15.3	15.8	27.5	0.0
Yellow	3.4	4.7	3.0	3.8	5.1	0.0
Red	2.0	2.0	2.0	1.4	1.4	0.0



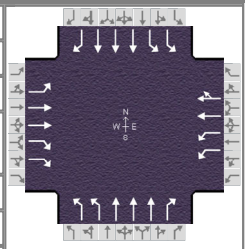
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	3.0	2.0	4.0	2.0	3.0	2.0	3.0
Phase Duration, s	21.0	34.0	21.0	34.0	22.0	44.7	20.3	43.0
Change Period, ($Y+R_c$), s	5.2	6.5	5.2	6.5	5.4	6.7	6.3	6.3
Max Allow Headway (*MAH*), s	3.0	3.1	3.0	3.1	3.1	0.0	3.1	0.0
Queue Clearance Time (g_s), s	8.0	29.5	17.8	14.5	18.6		8.3	
Green Extension Time (g_e), s	0.1	0.0	0.0	5.8	0.0	0.0	3.3	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	0.00	1.00	1.00	0.33	1.00		0.70	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	99	730	1204	498	221	208	490	982	398	197	1771	84
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809	1425	1757	1900	1740	1757	1725	1610	1757	1725	1610
Queue Service Time (g_s), s	6.0	23.4	27.5	15.8	12.2	12.5	16.6	19.2	26.9	6.3	36.7	4.6
Cycle Queue Clearance Time (g_c), s	6.0	23.4	27.5	15.8	12.2	12.5	16.6	19.2	26.9	6.3	36.7	4.6
Green Ratio (*g/C*)	0.13	0.23	0.37	0.36	0.23	0.23	0.14	0.32	0.32	0.12	0.31	0.31
Capacity (*c*), veh/h	238	829	1047	463	435	399	486	1639	510	410	1583	492
Volume-to-Capacity Ratio (*X*)	0.415	0.880	1.150	1.076	0.508	0.521	1.007	0.599	0.780	0.480	1.119	0.170
Back of Queue (*Q*), ft/ln (95 th percentile)	120.8	420.9	927.2	419.9	236.1	226.6	384.2	322	372.2	124.5	871.4	83.9
Back of Queue (*Q*), veh/ln (95 th percentile)	4.8	16.8	37.1	16.8	9.4	9.1	15.4	12.9	14.9	5.0	34.9	3.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	47.9	44.7	38.0	52.1	40.3	40.5	51.7	34.6	2.4	49.6	41.7	30.5
Incremental Delay (d_2), s/veh	0.4	10.4	78.7	63.8	0.4	0.6	42.7	1.6	11.3	0.3	62.7	0.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	48.3	55.1	116.6	115.9	40.7	41.1	94.4	36.2	13.7	49.9	104.3	31.2
Level of Service (LOS)	D	E	F	F	D	D	F	D	B	D	F	C
Approach Delay, s/veh / LOS	91.2	F		81.2	F		46.6	D		96.1	F	
Intersection Delay, s/veh / LOS	79.2						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.85	C	2.85	C	2.46	B	2.59	C
Bicycle LOS Score / LOS	2.16	B	1.25	A	1.52	B	1.62	B

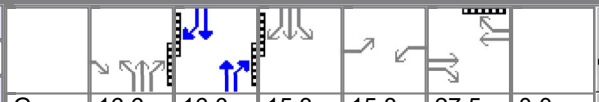
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 8, 2021	Area Type	Other
Jurisdiction	City of Culver City	Time Period	Existing with Project - PM	PHF	0.97
Urban Street	Sepulveda Boulevard	Analysis Year	2021	Analysis Period	1> 17:00
Intersection	Sepulveda/Centinela	File Name	05PM - Existing with Project.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				

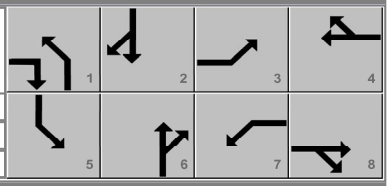


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	111	713	1168	488	317	103	495	953	386	191	1727	81

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	16.6	16.0	15.3	15.8	27.5	0.0
Yellow	3.4	4.7	3.0	3.8	5.1	0.0
Red	2.0	2.0	2.0	1.4	1.4	0.0



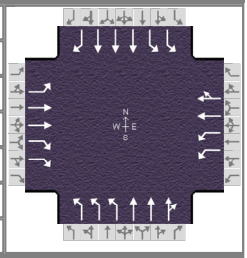
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	3.0	2.0	4.0	2.0	3.0	2.0	3.0
Phase Duration, s	21.0	34.0	21.0	34.0	22.0	44.7	20.3	43.0
Change Period, ($Y+R_c$), s	5.2	6.5	5.2	6.5	5.4	6.7	6.3	6.3
Max Allow Headway (*MAH*), s	3.0	3.1	3.0	3.1	3.1	0.0	3.1	0.0
Queue Clearance Time (g_s), s	9.0	29.5	17.8	14.7	18.6		8.3	
Green Extension Time (g_e), s	0.1	0.0	0.0	5.8	0.0	0.0	3.3	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	0.01	1.00	1.00	0.34	1.00		0.70	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	114	735	1204	503	223	210	510	982	398	197	1780	84
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809	1425	1757	1900	1741	1757	1725	1610	1757	1725	1610
Queue Service Time (g_s), s	7.0	23.6	27.5	15.8	12.3	12.7	16.6	19.2	26.9	6.3	36.7	4.6
Cycle Queue Clearance Time (g_c), s	7.0	23.6	27.5	15.8	12.3	12.7	16.6	19.2	26.9	6.3	36.7	4.6
Green Ratio (*g/C*)	0.13	0.23	0.37	0.13	0.23	0.23	0.14	0.32	0.32	0.12	0.31	0.31
Capacity (*c*), veh/h	238	829	1047	463	435	399	486	1639	510	410	1583	492
Volume-to-Capacity Ratio (*X*)	0.480	0.887	1.150	1.087	0.512	0.526	1.050	0.599	0.780	0.480	1.125	0.170
Back of Queue (*Q*), ft/ln (95 th percentile)	141.1	425.6	927.2	429.4	238.5	228.7	417.1	322	372.2	124.5	884.9	83.9
Back of Queue (*Q*), veh/ln (95 th percentile)	5.6	17.0	37.1	17.2	9.5	9.1	16.7	12.9	14.9	5.0	35.4	3.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	48.3	44.7	38.0	52.1	40.4	40.5	51.7	34.6	2.4	49.6	41.7	30.5
Incremental Delay (d_2), s/veh	0.6	11.0	78.7	67.5	0.4	0.6	54.5	1.6	11.3	0.3	65.0	0.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	48.9	55.8	116.6	119.6	40.8	41.2	106.2	36.2	13.7	49.9	106.7	31.2
Level of Service (LOS)	D	E	F	F	D	D	F	D	B	D	F	C
Approach Delay, s/veh / LOS	91.1	F		83.2	F		50.4	D		98.2	F	
Intersection Delay, s/veh / LOS	81.0						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.85	C	2.85	C	2.46	B	2.59	C
Bicycle LOS Score / LOS	2.18	B	1.26	A	1.53	B	1.62	B

HCS7 Signalized Intersection Results Summary

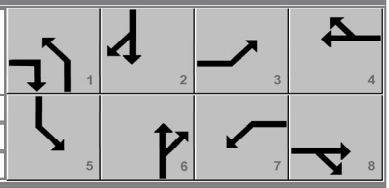
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 14, 2021	Area Type	Other
Jurisdiction	City of Culver City	Time Period	Future - PM	PHF	0.97
Urban Street	Sepulveda Boulevard	Analysis Year	2026	Analysis Period	1> 17:00
Intersection	Sepulveda/Centinela	File Name	05PM - Future.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	160	810	1380	533	343	108	529	1026	414	201	1843	101

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	16.6	16.0	15.3	15.8	27.5	0.0
Yellow	3.4	4.7	3.0	3.8	5.1	0.0
Red	2.0	2.0	2.0	1.4	1.4	0.0



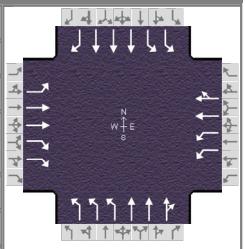
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	3.0	2.0	4.0	2.0	4.0	2.0	3.0
Phase Duration, s	21.0	34.0	21.0	34.0	22.0	44.7	20.3	43.0
Change Period, ($Y+R_c$), s	5.2	6.5	5.2	6.5	5.4	6.7	6.3	6.3
Max Allow Headway (*MAH*), s	3.0	3.1	3.0	3.1	3.1	0.0	3.1	0.0
Queue Clearance Time (g_s), s	12.5	29.5	17.8	15.7	13.9		8.6	
Green Extension Time (g_e), s	0.1	0.0	0.0	6.6	0.5	0.0	3.4	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	0.69	1.00	1.00	0.49	1.00		0.76	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	165	835	1423	549	240	225	545	1041	444	207	1900	104
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809	1425	1757	1900	1745	1757	1900	1620	1757	1725	1610
Queue Service Time (g_s), s	10.5	27.5	27.5	15.8	13.4	13.7	11.9	30.9	30.9	6.6	36.7	5.8
Cycle Queue Clearance Time (g_c), s	10.5	27.5	27.5	15.8	13.4	13.7	11.9	30.9	30.9	6.6	36.7	5.8
Green Ratio (*g/C*)	0.13	0.23	0.37	0.13	0.23	0.23	0.46	0.32	0.32	0.12	0.31	0.31
Capacity (*c*), veh/h	238	829	1047	463	435	400	729	1203	513	410	1583	492
Volume-to-Capacity Ratio (*X*)	0.692	1.007	1.358	1.188	0.551	0.563	0.748	0.865	0.865	0.505	1.200	0.211
Back of Queue (*Q*), ft/ln (95 th percentile)	219.1	557.3	1434	523.5	256.4	245.4	231.9	549	518.7	131.6	1066.9	106.2
Back of Queue (*Q*), veh/ln (95 th percentile)	8.8	22.3	57.4	20.9	10.3	9.8	9.3	22.0	20.7	5.3	42.7	4.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	49.8	46.3	38.0	52.1	40.8	40.9	49.7	38.6	38.6	49.8	41.7	30.9
Incremental Delay (d_2), s/veh	7.0	33.0	167.5	104.3	0.9	1.1	3.8	8.4	17.5	0.4	96.5	1.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	56.8	79.3	205.5	156.4	41.7	42.1	53.5	47.0	56.1	50.2	138.2	31.9
Level of Service (LOS)	E	F	F	F	D	D	D	D	E	D	F	C
Approach Delay, s/veh / LOS	151.9	F		103.9	F		50.7	D		124.9	F	
Intersection Delay, s/veh / LOS	111.0						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.85	C	2.85	C	2.46	B	2.72	C
Bicycle LOS Score / LOS	2.49	B	1.32	A	1.60	B	1.70	B

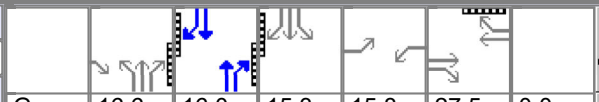
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 14, 2021	Area Type	Other
Jurisdiction	City of Culver City	Time Period	Future with Project - PM	PHF	0.97
Urban Street	Sepulveda Boulevard	Analysis Year	2026	Analysis Period	1> 17:00
Intersection	Sepulveda/Centinela	File Name	05PM - Future with Project.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				

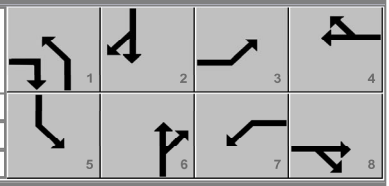


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	175	815	1380	538	347	108	549	1026	414	201	1852	101

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	16.6	16.0	15.3	15.8	27.5	0.0
Yellow	3.4	4.7	3.0	3.8	5.1	0.0
Red	2.0	2.0	2.0	1.4	1.4	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	3.0	2.0	4.0	2.0	4.0	2.0	3.0
Phase Duration, s	21.0	34.0	21.0	34.0	22.0	44.7	20.3	43.0
Change Period, ($Y+R_c$), s	5.2	6.5	5.2	6.5	5.4	6.7	6.3	6.3
Max Allow Headway (*MAH*), s	3.0	3.1	3.0	3.1	3.1	0.0	3.1	0.0
Queue Clearance Time (g_s), s	13.5	29.5	17.8	15.8	14.4		8.6	
Green Extension Time (g_e), s	0.1	0.0	0.0	6.5	0.4	0.0	3.4	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	1.00	1.00	1.00	0.50	1.00		0.77	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	180	840	1423	555	242	227	566	1041	444	207	1909	104
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809	1425	1757	1900	1746	1757	1900	1620	1757	1725	1610
Queue Service Time (g_s), s	11.5	27.5	27.5	15.8	13.5	13.8	12.4	30.9	30.9	6.6	36.7	5.8
Cycle Queue Clearance Time (g_c), s	11.5	27.5	27.5	15.8	13.5	13.8	12.4	30.9	30.9	6.6	36.7	5.8
Green Ratio (*g/C*)	0.13	0.23	0.37	0.13	0.23	0.23	0.46	0.32	0.32	0.12	0.31	0.31
Capacity (*c*), veh/h	238	829	1047	463	435	400	729	1203	513	410	1583	492
Volume-to-Capacity Ratio (*X*)	0.757	1.013	1.358	1.199	0.555	0.568	0.776	0.865	0.865	0.505	1.206	0.211
Back of Queue (*Q*), ft/ln (95 th percentile)	246.1	564.9	1434	534.7	258.7	247.4	241.5	549	518.7	131.6	1081.5	106.2
Back of Queue (*Q*), veh/ln (95 th percentile)	9.8	22.6	57.4	21.4	10.3	9.9	9.7	22.0	20.7	5.3	43.3	4.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	50.3	46.3	38.0	52.1	40.9	41.0	49.9	38.6	38.6	49.8	41.7	30.9
Incremental Delay (d_2), s/veh	11.8	34.6	167.5	108.7	0.9	1.2	4.8	8.4	17.5	0.4	99.0	1.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	62.0	80.9	205.5	160.8	41.8	42.2	54.7	47.0	56.1	50.2	140.7	31.9
Level of Service (LOS)	E	F	F	F	D	D	D	D	E	D	F	C
Approach Delay, s/veh / LOS	152.0	F		106.4	F		51.1	D		127.1	F	
Intersection Delay, s/veh / LOS	112.1						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.85	C	2.85	C	2.46	B	2.72	C
Bicycle LOS Score / LOS	2.50	C	1.33	A	1.62	B	1.71	B

HCS7 Two-Way Stop-Control Report

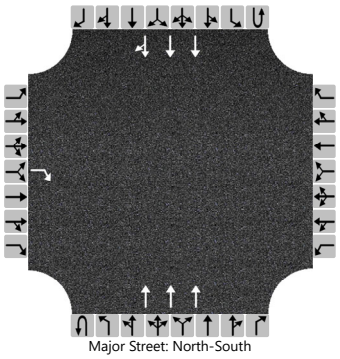
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	6/8/2021
Analysis Year	2021
Time Analyzed	Existing - AM
Intersection Orientation	North-South
Project Description	Sepulveda/Centinela Mixed-Use Project

Site Information

Intersection	Sepulveda/Sepulveda Dwy
Jurisdiction	City of Los Angeles
East/West Street	Sepulveda Boulevard Dwy
North/South Street	Sepulveda Boulevard
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	3	0	0	0	3	0
Configuration				R							T				T	TR
Volume (veh/h)				11							2746				1347	10
Percent Heavy Vehicles (%)				3												
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1												
Critical Headway (sec)				7.16												
Base Follow-Up Headway (sec)				3.9												
Follow-Up Headway (sec)				3.93												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				12												
Capacity, c (veh/h)				308												
v/c Ratio				0.04												
95% Queue Length, Q_{95} (veh)				0.1												
Control Delay (s/veh)				17.2												
Level of Service (LOS)				C												
Approach Delay (s/veh)	17.2															
Approach LOS	C															

HCS7 Two-Way Stop-Control Report

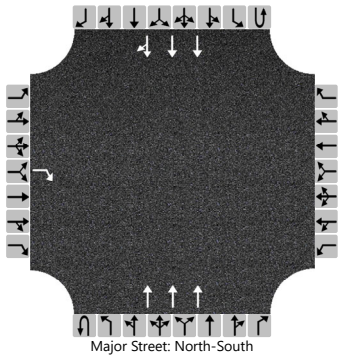
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	6/8/2021
Analysis Year	2021
Time Analyzed	Existing + Project - AM
Intersection Orientation	North-South
Project Description	Sepulveda/Centinela Mixed-Use Project

Site Information

Intersection	Sepulveda/Sepulveda Dwy
Jurisdiction	City of Los Angeles
East/West Street	Sepulveda Boulevard Dwy
North/South Street	Sepulveda Boulevard
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	3	0	0	0	3	0
Configuration				R							T				T	TR
Volume (veh/h)				38							2755				1347	17
Percent Heavy Vehicles (%)				3												
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No														
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1												
Critical Headway (sec)				7.16												
Base Follow-Up Headway (sec)				3.9												
Follow-Up Headway (sec)				3.93												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				41												
Capacity, c (veh/h)				306												
v/c Ratio				0.14												
95% Queue Length, Q_{95} (veh)				0.5												
Control Delay (s/veh)				18.6												
Level of Service (LOS)				C												
Approach Delay (s/veh)		18.6														
Approach LOS		C														

HCS7 Two-Way Stop-Control Report

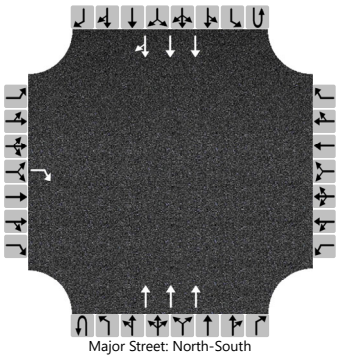
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	6/14/2021
Analysis Year	2026
Time Analyzed	Future - AM
Intersection Orientation	North-South
Project Description	Sepulveda/Centinela Mixed-Use Project

Site Information

Intersection	Sepulveda/Sepulveda Dwy
Jurisdiction	City of Los Angeles
East/West Street	Sepulveda Boulevard Dwy
North/South Street	Sepulveda Boulevard
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	3	0	0	0	3	0
Configuration				R							T				T	TR
Volume (veh/h)				12							3069				1451	11
Percent Heavy Vehicles (%)				3												
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1												
Critical Headway (sec)				7.16												
Base Follow-Up Headway (sec)				3.9												
Follow-Up Headway (sec)				3.93												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				13												
Capacity, c (veh/h)				282												
v/c Ratio				0.05												
95% Queue Length, Q_{95} (veh)				0.1												
Control Delay (s/veh)				18.4												
Level of Service (LOS)				C												
Approach Delay (s/veh)	18.4															
Approach LOS	C															

HCS7 Two-Way Stop-Control Report

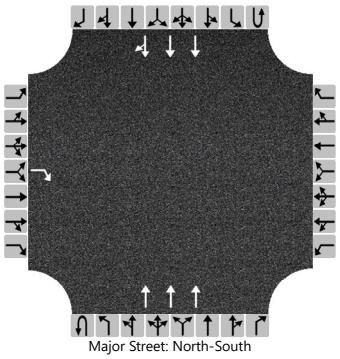
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	6/14/2021
Analysis Year	2026
Time Analyzed	Future + Project - AM
Intersection Orientation	North-South
Project Description	Sepulveda/Centinela Mixed-Use Project

Site Information

Intersection	Sepulveda/Sepulveda Dwy
Jurisdiction	City of Los Angeles
East/West Street	Sepulveda Boulevard Dwy
North/South Street	Sepulveda Boulevard
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	3	0	0	0	3	0
Configuration				R							T				T	TR
Volume (veh/h)				39							3078				1451	18
Percent Heavy Vehicles (%)				3												
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No														
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1												
Critical Headway (sec)				7.16												
Base Follow-Up Headway (sec)				3.9												
Follow-Up Headway (sec)				3.93												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				42												
Capacity, c (veh/h)				280												
v/c Ratio				0.15												
95% Queue Length, Q_{95} (veh)				0.5												
Control Delay (s/veh)				20.1												
Level of Service (LOS)				C												
Approach Delay (s/veh)		20.1														
Approach LOS		C														

HCS7 Two-Way Stop-Control Report

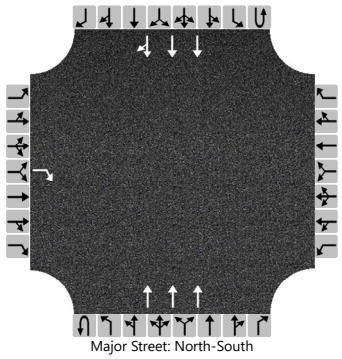
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	6/8/2021
Analysis Year	2021
Time Analyzed	Existing - PM
Intersection Orientation	North-South
Project Description	Sepulveda/Centinela Mixed-Use Project

Site Information

Intersection	Sepulveda/Sepulveda Dwy
Jurisdiction	City of Los Angeles
East/West Street	Sepulveda Boulevard Dwy
North/South Street	Sepulveda Boulevard
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	3	0	0	0	3	0
Configuration				R							T				T	TR
Volume (veh/h)				15							1814				3355	14
Percent Heavy Vehicles (%)				3												
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No														
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1												
Critical Headway (sec)				7.16												
Base Follow-Up Headway (sec)				3.9												
Follow-Up Headway (sec)				3.93												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				16												
Capacity, c (veh/h)				56												
v/c Ratio				0.29												
95% Queue Length, Q_{95} (veh)				1.0												
Control Delay (s/veh)				94.9												
Level of Service (LOS)				F												
Approach Delay (s/veh)		94.9														
Approach LOS		F														

HCS7 Two-Way Stop-Control Report

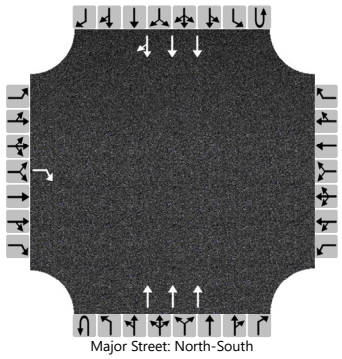
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	6/8/2021
Analysis Year	2021
Time Analyzed	Existing + Project - PM
Intersection Orientation	North-South
Project Description	Sepulveda/Centinela Mixed-Use Project

Site Information

Intersection	Sepulveda/Sepulveda Dwy
Jurisdiction	City of Los Angeles
East/West Street	Sepulveda Boulevard Dwy
North/South Street	Sepulveda Boulevard
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	3	0	0	0	3	0
Configuration				R							T				T	TR
Volume (veh/h)				26							1834				3355	29
Percent Heavy Vehicles (%)				3												
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No														
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1												
Critical Headway (sec)				7.16												
Base Follow-Up Headway (sec)				3.9												
Follow-Up Headway (sec)				3.93												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				28												
Capacity, c (veh/h)				55												
v/c Ratio				0.52												
95% Queue Length, Q_{95} (veh)				2.0												
Control Delay (s/veh)				126.5												
Level of Service (LOS)				F												
Approach Delay (s/veh)		126.5														
Approach LOS		F														

HCS7 Two-Way Stop-Control Report

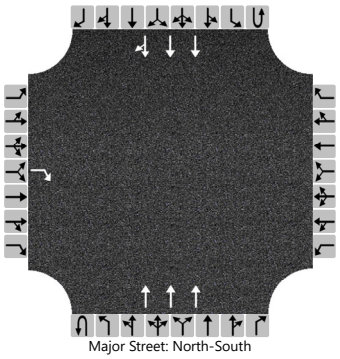
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	6/14/2021
Analysis Year	2026
Time Analyzed	Future - PM
Intersection Orientation	North-South
Project Description	Sepulveda/Centinela Mixed-Use Project

Site Information

Intersection	Sepulveda/Sepulveda Dwy
Jurisdiction	City of Los Angeles
East/West Street	Sepulveda Boulevard Dwy
North/South Street	Sepulveda Boulevard
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	3	0	0	0	3	0
Configuration				R							T				T	TR
Volume (veh/h)				16							1956				3740	15
Percent Heavy Vehicles (%)				3												
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No														
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1												
Critical Headway (sec)				7.16												
Base Follow-Up Headway (sec)				3.9												
Follow-Up Headway (sec)				3.93												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				17												
Capacity, c (veh/h)				39												
v/c Ratio				0.44												
95% Queue Length, Q_{95} (veh)				1.5												
Control Delay (s/veh)				154.4												
Level of Service (LOS)				F												
Approach Delay (s/veh)		154.4														
Approach LOS		F														

HCS7 Two-Way Stop-Control Report

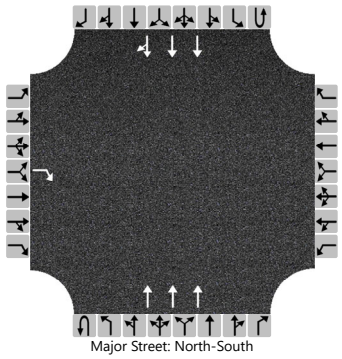
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	6/14/2021
Analysis Year	2026
Time Analyzed	Future + Project - PM
Intersection Orientation	North-South
Project Description	Sepulveda/Centinela Mixed-Use Project

Site Information

Intersection	Sepulveda/Sepulveda Dwy
Jurisdiction	City of Los Angeles
East/West Street	Sepulveda Boulevard Dwy
North/South Street	Sepulveda Boulevard
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	3	0	0	0	3	0
Configuration				R							T				T	TR
Volume (veh/h)				27							1976				3740	30
Percent Heavy Vehicles (%)				3												
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No														
Median Type | Storage		Undivided														

Critical and Follow-up Headways

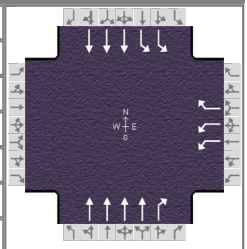
Base Critical Headway (sec)				7.1												
Critical Headway (sec)				7.16												
Base Follow-Up Headway (sec)				3.9												
Follow-Up Headway (sec)				3.93												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				29												
Capacity, c (veh/h)				39												
v/c Ratio				0.75												
95% Queue Length, Q_{95} (veh)				2.8												
Control Delay (s/veh)				227.2												
Level of Service (LOS)				F												
Approach Delay (s/veh)		227.2														
Approach LOS		F														

HCS7 Signalized Intersection Results Summary

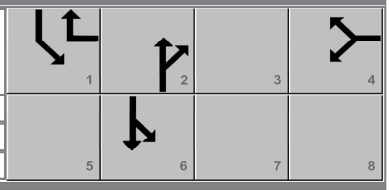
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 8, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - AM	PHF	0.97
Urban Street	Sepulveda Boulevard	Analysis Year	2021	Analysis Period	1> 8:00
Intersection	Sepulveda/Center	File Name	07AM - Existing.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				21		185		2888	137	337	1270	

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.0	44.0	24.6	0.0	0.0	0.0
Yellow	3.2	4.3	3.6	0.0	0.0	0.0
Red	1.8	1.7	1.8	0.0	0.0	0.0



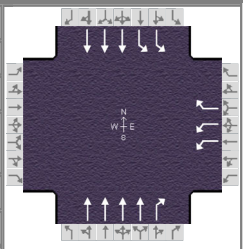
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		2	1	6
Case Number				9.0		7.3	1.0	4.0
Phase Duration, s				30.0		50.0	10.0	60.0
Change Period, ($Y+R_c$), s				5.4		6.0	5.0	6.0
Max Allow Headway (*MAH*), s				3.3		0.0	3.0	0.0
Queue Clearance Time (g_s), s				10.1			6.3	
Green Extension Time (g_e), s				0.4		0.0	0.0	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				0.00			1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7		14		2	12	1	6	
Adjusted Flow Rate (*v*), veh/h				22		191		2977	141	347	1309	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1757		1610		1725	1610	1757	1725	
Queue Service Time (g_s), s				0.4		8.1		34.9	2.1	4.3	12.2	
Cycle Queue Clearance Time (g_c), s				0.4		8.1		34.9	2.1	4.3	12.2	
Green Ratio (*g/C*)				0.27		0.33		0.49	0.76	0.57	0.60	
Capacity (*c*), veh/h				961		530		3374	1227	372	3105	
Volume-to-Capacity Ratio (*X*)				0.023		0.360		0.883	0.115	0.934	0.422	
Back of Queue (*Q*), ft/ln (95 th percentile)				7.4		134		470.7	66.8	141.8	174.6	
Back of Queue (*Q*), veh/ln (95 th percentile)				0.3		5.4		18.8	2.7	5.7	7.0	
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00		0.00		0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh				23.9		23.0		20.7	2.8	21.0	9.6	
Incremental Delay (d_2), s/veh				0.0		0.2		3.7	0.2	30.0	0.4	
Initial Queue Delay (d_3), s/veh				0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh				23.9		23.1		24.4	3.0	51.0	10.1	
Level of Service (LOS)				C		C		C	A	D	B	
Approach Delay, s/veh / LOS	0.0			23.2		C	23.4		C	18.7		B
Intersection Delay, s/veh / LOS	21.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.74	C	2.85	C	2.30	B	0.68	A
Bicycle LOS Score / LOS				F	1.77	B	1.40	A

HCS7 Signalized Intersection Results Summary

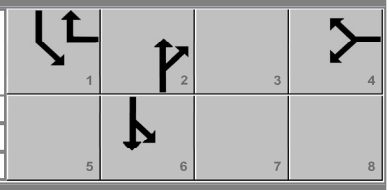
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 8, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - AM	PHF	0.97
Urban Street	Sepulveda Boulevard	Analysis Year	2021	Analysis Period	1> 8:00
Intersection	Sepulveda/Center	File Name	07AM - Existing with Project.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				21		188		2895	137	345	1289	

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.0	44.0	24.6	0.0	0.0	0.0
Yellow	3.2	4.3	3.6	0.0	0.0	0.0
Red	1.8	1.7	1.8	0.0	0.0	0.0



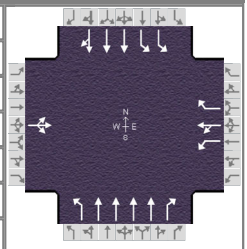
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		2	1	6
Case Number				9.0		7.3	1.0	4.0
Phase Duration, s				30.0		50.0	10.0	60.0
Change Period, ($Y+R_c$), s				5.4		6.0	5.0	6.0
Max Allow Headway (*MAH*), s				3.3		0.0	3.0	0.0
Queue Clearance Time (g_s), s				10.3			6.5	
Green Extension Time (g_e), s				0.4		0.0	0.0	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				0.00			1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7		14		2	12	1	6	
Adjusted Flow Rate (*v*), veh/h				22		194		2985	141	356	1329	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1757		1610		1725	1610	1757	1725	
Queue Service Time (g_s), s				0.4		8.3		35.1	2.1	4.5	12.4	
Cycle Queue Clearance Time (g_c), s				0.4		8.3		35.1	2.1	4.5	12.4	
Green Ratio (*g/C*)				0.27		0.33		0.49	0.76	0.57	0.60	
Capacity (*c*), veh/h				961		530		3374	1227	371	3105	
Volume-to-Capacity Ratio (*X*)				0.023		0.366		0.885	0.115	0.957	0.428	
Back of Queue (*Q*), ft/ln (95 th percentile)				7.4		136.5		472.7	66.8	155.8	178.4	
Back of Queue (*Q*), veh/ln (95 th percentile)				0.3		5.5		18.9	2.7	6.2	7.1	
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00		0.00		0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh				23.9		23.0		20.7	2.8	21.6	9.7	
Incremental Delay (d_2), s/veh				0.0		0.2		3.8	0.2	35.3	0.4	
Initial Queue Delay (d_3), s/veh				0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh				23.9		23.2		24.5	3.0	56.9	10.1	
Level of Service (LOS)				C		C		C	A	E	B	
Approach Delay, s/veh / LOS	0.0			23.3		C	23.6		C	20.0		C
Intersection Delay, s/veh / LOS	22.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.74	C	2.85	C	2.30	B	0.68	A
Bicycle LOS Score / LOS				F	1.78	B	1.41	A

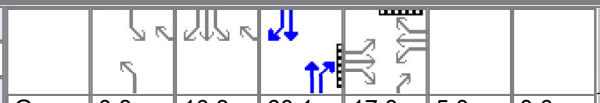
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 14, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - AM	PHF	0.97
Urban Street	Sepulveda Boulevard	Analysis Year	2026	Analysis Period	1> 8:00
Intersection	Sepulveda/Center	File Name	07AM - Future.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				

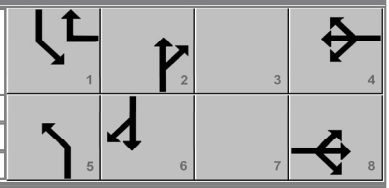


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	34	6	15	22	2	228	5	3144	144	388	1427	5

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	0.8	10.3	60.1	17.0	5.0	0.0
Yellow	3.2	3.2	4.3	3.6	3.6	0.0
Red	1.8	1.8	1.7	1.8	1.8	0.0



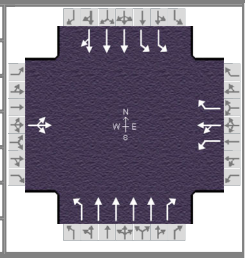
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	5	2	1	6
Case Number		12.0		9.0	2.0	3.0	2.0	4.0
Phase Duration, s		10.4		22.4	5.8	66.1	21.1	81.4
Change Period, (*Y+R c*), s		5.4		5.4	5.0	6.0	5.0	6.0
Max Allow Headway (*MAH*), s		3.2		3.3	3.0	0.0	3.0	0.0
Queue Clearance Time (*g s*), s		5.8		16.9	2.3		15.3	
Green Extension Time (*g e*), s		0.1		0.2	0.0	0.0	0.7	0.0
Phase Call Probability		0.85		1.00	0.16		1.00	
Max Out Probability		0.00		1.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		57		15	10	235	5	3241	148	400	985	491
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1759		1810	1829	1610	1810	1725	1610	1757	1900	1896
Queue Service Time (*g s*), s		3.8		0.9	0.5	14.9	0.3	53.1	4.4	13.3	15.6	15.6
Cycle Queue Clearance Time (*g c*), s		3.8		0.9	0.5	14.9	0.3	53.1	4.4	13.3	15.6	15.6
Green Ratio (*g/C*)		0.04		0.14	0.14	0.28	0.01	0.50	0.64	0.13	0.63	0.63
Capacity (*c*), veh/h		73		257	259	444	12	3456	1035	471	2387	1192
Volume-to-Capacity Ratio (*X*)		0.773		0.059	0.037	0.529	0.433	0.938	0.143	0.849	0.412	0.412
Back of Queue (*Q*), ft/ln (95 th percentile)		81.8		17.7	11.1	244.7	8.2	729.6	99.9	244.7	252.3	257.8
Back of Queue (*Q*), veh/ln (95 th percentile)		3.3		0.7	0.4	9.8	0.3	29.2	4.0	9.8	10.1	10.3
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh		56.9		44.6	44.4	36.8	59.4	28.2	8.4	50.8	11.2	11.2
Incremental Delay (*d 2*), s/veh		6.3		0.0	0.0	0.4	8.9	6.4	0.3	1.8	0.5	1.1
Initial Queue Delay (*d 3*), s/veh		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		63.3		44.6	44.4	37.2	68.3	34.6	8.7	52.5	11.7	12.2
Level of Service (LOS)		E		D	D	D	E	C	A	D	B	B
Approach Delay, s/veh / LOS	63.3	E		37.9	D		33.5	C		20.6	C	
Intersection Delay, s/veh / LOS	29.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.87	C	2.86	C	2.31	B	1.66	B
Bicycle LOS Score / LOS	0.58	A	0.92	A	1.89	B	1.52	B

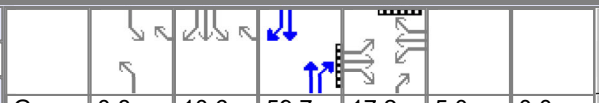
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 14, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - AM	PHF	0.97
Urban Street	Sepulveda Boulevard	Analysis Year	2026	Analysis Period	1> 8:00
Intersection	Sepulveda/Center	File Name	07AM - Future with Project.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				

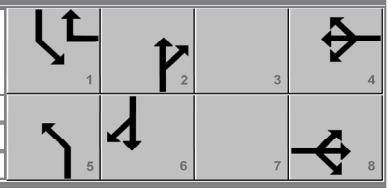


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	34	6	15	22	2	231	5	3151	144	396	1446	5

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	0.8	10.6	59.7	17.2	5.0	0.0
Yellow	3.2	3.2	4.3	3.6	3.6	0.0
Red	1.8	1.8	1.7	1.8	1.8	0.0



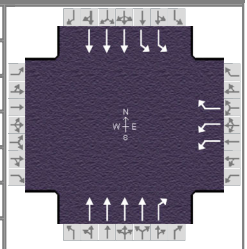
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	5	2	1	6
Case Number		12.0		9.0	2.0	3.0	2.0	4.0
Phase Duration, s		10.4		22.6	5.8	65.7	21.4	81.2
Change Period, (*Y+R c*), s		5.4		5.4	5.0	6.0	5.0	6.0
Max Allow Headway (*MAH*), s		3.2		3.3	3.0	0.0	3.0	0.0
Queue Clearance Time (*g s*), s		5.8		17.0	2.3		15.6	
Green Extension Time (*g e*), s		0.1		0.2	0.0	0.0	0.8	0.0
Phase Call Probability		0.85		1.00	0.16		1.00	
Max Out Probability		0.00		1.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		57		15	10	238	5	3248	148	408	998	498
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1759		1810	1829	1610	1810	1725	1610	1757	1900	1896
Queue Service Time (*g s*), s		3.8		0.9	0.5	15.0	0.3	53.7	4.4	13.6	15.9	15.9
Cycle Queue Clearance Time (*g c*), s		3.8		0.9	0.5	15.0	0.3	53.7	4.4	13.6	15.9	15.9
Green Ratio (*g/C*)		0.04		0.14	0.14	0.28	0.01	0.50	0.64	0.14	0.63	0.63
Capacity (*c*), veh/h		73		259	262	450	12	3431	1031	479	2383	1189
Volume-to-Capacity Ratio (*X*)		0.773		0.059	0.036	0.529	0.433	0.947	0.144	0.852	0.419	0.419
Back of Queue (*Q*), ft/ln (95 th percentile)		81.8		17.7	11.1	246.5	8.2	742	100.8	249.6	256	262
Back of Queue (*Q*), veh/ln (95 th percentile)		3.3		0.7	0.4	9.9	0.3	29.7	4.0	10.0	10.2	10.5
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh		56.9		44.4	44.3	36.6	59.4	28.7	8.6	50.6	11.3	11.3
Incremental Delay (*d 2*), s/veh		6.3		0.0	0.0	0.4	8.9	7.2	0.3	2.3	0.5	1.1
Initial Queue Delay (*d 3*), s/veh		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		63.3		44.5	44.3	36.9	68.3	35.8	8.8	52.9	11.9	12.4
Level of Service (LOS)		E		D	D	D	E	D	A	D	B	B
Approach Delay, s/veh / LOS	63.3	E		37.6	D		34.7	C		20.8	C	
Intersection Delay, s/veh / LOS	30.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.87	C	2.86	C	2.31	B	1.66	B
Bicycle LOS Score / LOS	0.58	A	0.92	A	1.89	B	1.53	B

HCS7 Signalized Intersection Results Summary

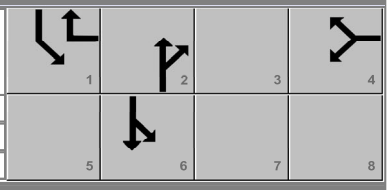
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 8, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - PM	PHF	0.98
Urban Street	Sepulveda Boulevard	Analysis Year	2021	Analysis Period	1> 17:00
Intersection	Sepulveda/Center	File Name	07PM - Existing.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				185		337		1398	86	354	2929	

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.0	44.0	24.6	0.0	0.0	0.0
Yellow	3.2	4.3	3.6	0.0	0.0	0.0
Red	1.8	1.7	1.8	0.0	0.0	0.0



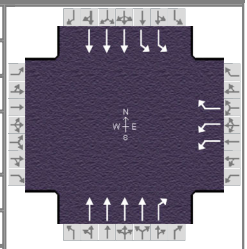
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		2	1	6
Case Number				9.0		7.3	1.0	4.0
Phase Duration, s				30.0		50.0	10.0	60.0
Change Period, (*Y+R c*), s				5.4		6.0	5.0	6.0
Max Allow Headway (*MAH*), s				3.3		0.0	3.0	0.0
Queue Clearance Time (*g s*), s				18.4			6.5	
Green Extension Time (*g e*), s				0.8		0.0	0.0	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				0.20			1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7		14		2	12	1	6	
Adjusted Flow Rate (*v*), veh/h				189		344		1427	88	361	2989	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1757		1610		1725	1610	1757	1725	
Queue Service Time (*g s*), s				3.7		16.4		12.0	1.2	4.5	49.2	
Cycle Queue Clearance Time (*g c*), s				3.7		16.4		12.0	1.2	4.5	49.2	
Green Ratio (*g/C*)				0.27		0.33		0.49	0.76	0.57	0.60	
Capacity (*c*), veh/h				961		530		3374	1227	627	3105	
Volume-to-Capacity Ratio (*X*)				0.197		0.649		0.423	0.072	0.576	0.962	
Back of Queue (*Q*), ft/ln (95 th percentile)				67.7		260.2		190.2	40.2	68.6	621.8	
Back of Queue (*Q*), veh/ln (95 th percentile)				2.7		10.4		7.6	1.6	2.7	24.9	
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00		0.00		0.00	0.00	0.00	0.00	
Uniform Delay (*d 1*), s/veh				25.1		25.8		14.8	2.7	11.5	17.0	
Incremental Delay (*d 2*), s/veh				0.0		2.2		0.4	0.1	0.9	9.5	
Initial Queue Delay (*d 3*), s/veh				0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh				25.1		28.0		15.2	2.8	12.3	26.5	
Level of Service (LOS)				C		C		B	A	B	C	
Approach Delay, s/veh / LOS	0.0			27.0		C	14.5		B	25.0		C
Intersection Delay, s/veh / LOS	22.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.74	C	2.85	C	2.30	B	0.68	A
Bicycle LOS Score / LOS				F	1.11	A	2.33	B

HCS7 Signalized Intersection Results Summary

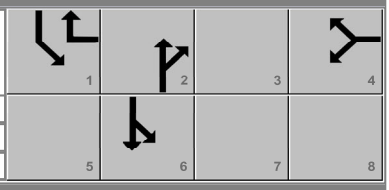
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 8, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - PM	PHF	0.98
Urban Street	Sepulveda Boulevard	Analysis Year	2021	Analysis Period	1> 17:00
Intersection	Sepulveda/Center	File Name	07PM - Existing with Project.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				185		342		1413	86	357	2937	

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.0	44.0	24.6	0.0	0.0	0.0
Yellow	3.2	4.3	3.6	0.0	0.0	0.0
Red	1.8	1.7	1.8	0.0	0.0	0.0



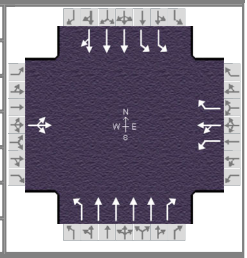
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		2	1	6
Case Number				9.0		7.3	1.0	4.0
Phase Duration, s				30.0		50.0	10.0	60.0
Change Period, ($Y+R_c$), s				5.4		6.0	5.0	6.0
Max Allow Headway (*MAH*), s				3.3		0.0	3.0	0.0
Queue Clearance Time (g_s), s				18.7			6.5	
Green Extension Time (g_e), s				0.8		0.0	0.0	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				0.24			1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7		14		2	12	1	6	
Adjusted Flow Rate (*v*), veh/h				189		349		1442	88	364	2997	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1757		1610		1725	1610	1757	1725	
Queue Service Time (g_s), s				3.7		16.7		12.1	1.2	4.5	49.5	
Cycle Queue Clearance Time (g_c), s				3.7		16.7		12.1	1.2	4.5	49.5	
Green Ratio (*g/C*)				0.27		0.33		0.49	0.76	0.57	0.60	
Capacity (*c*), veh/h				961		530		3374	1227	621	3105	
Volume-to-Capacity Ratio (*X*)				0.197		0.659		0.427	0.072	0.586	0.965	
Back of Queue (*Q*), ft/ln (95 th percentile)				67.7		265.1		192.1	40.2	69.8	626.8	
Back of Queue (*Q*), veh/ln (95 th percentile)				2.7		10.6		7.7	1.6	2.8	25.1	
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00		0.00		0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh				25.1		25.9		14.9	2.7	11.6	17.1	
Incremental Delay (d_2), s/veh				0.0		2.4		0.4	0.1	1.0	9.8	
Initial Queue Delay (d_3), s/veh				0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh				25.1		28.3		15.3	2.8	12.6	27.0	
Level of Service (LOS)				C		C		B	A	B	C	
Approach Delay, s/veh / LOS	0.0			27.2		C	14.5		B	25.4		C
Intersection Delay, s/veh / LOS	22.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.74	C	2.85	C	2.30	B	0.68	A
Bicycle LOS Score / LOS				F	1.12	A	2.34	B

HCS7 Signalized Intersection Results Summary

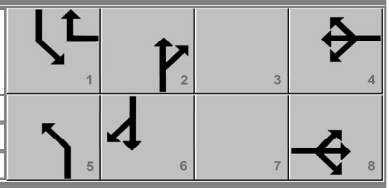
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 14, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - PM	PHF	0.98
Urban Street	Sepulveda Boulevard	Analysis Year	2026	Analysis Period	1> 17:00
Intersection	Sepulveda/Center	File Name	07PM - Future.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	4	9	194	7	333	24	1531	90	351	3183	24

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.8	6.8	60.6	19.6	3.4	0.0						
Yellow	3.2	3.2	4.3	3.6	3.6	0.0						
Red	1.8	1.8	1.7	1.8	1.8	0.0						



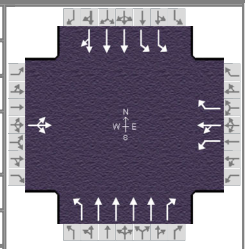
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	5	2	1	6
Case Number		12.0		9.0	2.0	3.0	2.0	4.0
Phase Duration, s		8.8		25.0	7.8	66.6	19.6	78.4
Change Period, (*Y+R c*), s		5.4		5.4	5.0	6.0	5.0	6.0
Max Allow Headway (*MAH*), s		3.2		3.3	3.0	0.0	3.0	0.0
Queue Clearance Time (*g s*), s		4.3		21.6	3.6		14.0	
Green Extension Time (*g e*), s		0.0		0.0	0.0	0.0	0.7	0.0
Phase Call Probability		0.67		1.00	0.56		1.00	
Max Out Probability		0.00		1.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		34		133	72	340	24	1562	92	358	2182	1091
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1760		1810	1818	1610	1810	1725	1610	1757	1900	1892
Queue Service Time (*g s*), s		2.3		7.9	4.2	19.6	1.6	17.4	2.4	12.0	64.1	64.7
Cycle Queue Clearance Time (*g c*), s		2.3		7.9	4.2	19.6	1.6	17.4	2.4	12.0	64.1	64.7
Green Ratio (*g/C*)		0.03		0.16	0.16	0.29	0.02	0.51	0.67	0.12	0.60	0.60
Capacity (*c*), veh/h		49		296	297	459	42	3485	1076	428	2294	1142
Volume-to-Capacity Ratio (*X*)		0.680		0.449	0.244	0.740	0.582	0.448	0.085	0.837	0.951	0.955
Back of Queue (*Q*), ft/ln (95 th percentile)		48.9		161	84.7	367.9	34.9	271.4	58.7	224.3	918.7	989.5
Back of Queue (*Q*), veh/ln (95 th percentile)		2.0		6.4	3.4	14.7	1.4	10.9	2.3	9.0	36.7	39.6
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh		57.8		45.3	43.7	38.9	58.0	19.0	7.0	51.5	22.1	22.3
Incremental Delay (*d 2*), s/veh		6.0		0.4	0.2	5.6	4.7	0.4	0.2	1.7	10.4	17.8
Initial Queue Delay (*d 3*), s/veh		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		63.7		45.7	43.9	44.4	62.7	19.4	7.2	53.2	32.5	40.0
Level of Service (LOS)		E		D	D	D	E	B	A	D	C	D
Approach Delay, s/veh / LOS	63.7	E		44.7	D		19.4	B		36.8	D	
Intersection Delay, s/veh / LOS	32.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.87	C	2.86	C	2.31	B	1.66	B
Bicycle LOS Score / LOS	0.54	A	1.39	A	1.18	A	2.48	B

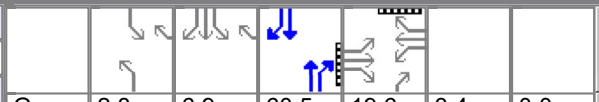
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 14, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - PM	PHF	0.98
Urban Street	Sepulveda Boulevard	Analysis Year	2026	Analysis Period	1> 17:00
Intersection	Sepulveda/Center	File Name	07PM - Future with Project.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				

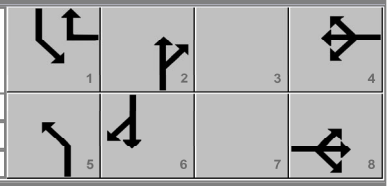


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	4	9	194	7	338	24	1546	90	354	3191	24

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	2.8	6.9	60.5	19.6	3.4	0.0
Yellow	3.2	3.2	4.3	3.6	3.6	0.0
Red	1.8	1.8	1.7	1.8	1.8	0.0



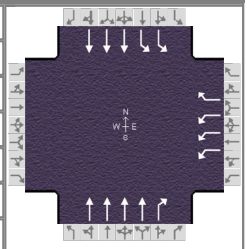
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	5	2	1	6
Case Number		12.0		9.0	2.0	3.0	2.0	4.0
Phase Duration, s		8.8		25.0	7.8	66.5	19.7	78.4
Change Period, ($Y+R_c$), s		5.4		5.4	5.0	6.0	5.0	6.0
Max Allow Headway (*MAH*), s		3.2		3.3	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s		4.3		21.6	3.6		14.1	
Green Extension Time (g_e), s		0.0		0.0	0.0	0.0	0.7	0.0
Phase Call Probability		0.67		1.00	0.56		1.00	
Max Out Probability		0.00		1.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		34		133	72	345	24	1578	92	361	2187	1094
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1760		1810	1818	1610	1810	1725	1610	1757	1900	1892
Queue Service Time (g_s), s		2.3		7.9	4.2	19.6	1.6	17.6	2.4	12.1	64.5	65.1
Cycle Queue Clearance Time (g_c), s		2.3		7.9	4.2	19.6	1.6	17.6	2.4	12.1	64.5	65.1
Green Ratio (*g/C*)		0.03		0.16	0.16	0.29	0.02	0.50	0.67	0.12	0.60	0.60
Capacity (*c*), veh/h		49		296	297	461	42	3479	1075	431	2294	1142
Volume-to-Capacity Ratio (*X*)		0.680		0.449	0.244	0.749	0.582	0.453	0.085	0.838	0.953	0.957
Back of Queue (*Q*), ft/ln (95 th percentile)		48.9		161	84.7	374.7	34.9	274.7	58.8	225.7	924.8	997.3
Back of Queue (*Q*), veh/ln (95 th percentile)		2.0		6.4	3.4	15.0	1.4	11.0	2.4	9.0	37.0	39.9
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		57.8		45.3	43.7	38.9	58.0	19.1	7.0	51.5	22.2	22.3
Incremental Delay (d_2), s/veh		6.0		0.4	0.2	6.0	4.7	0.4	0.2	1.7	10.7	18.2
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		63.7		45.7	43.9	44.9	62.7	19.6	7.2	53.2	32.9	40.5
Level of Service (LOS)		E		D	D	D	E	B	A	D	C	D
Approach Delay, s/veh / LOS	63.7	E		45.0	D		19.5	B		37.2	D	
Intersection Delay, s/veh / LOS	33.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.87	C	2.86	C	2.31	B	1.66	B
Bicycle LOS Score / LOS	0.54	A	1.40	A	1.19	A	2.49	B

HCS7 Signalized Intersection Results Summary

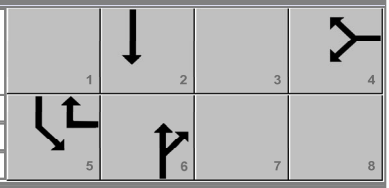
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 14, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - AM	PHF	0.97
Urban Street	Sepulveda Boulevard	Analysis Year	2021	Analysis Period	1> 7:45
Intersection	Sepulveda/HH Pkwy	File Name	08AM - Existing.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				969		304		2885	989	187	1164	

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	38.8	6.6	29.7	0.0	0.0	0.0	
Yellow	4.3	3.0	3.9	0.0	0.0	0.0	
Red	1.3	1.0	1.4	0.0	0.0	0.0	



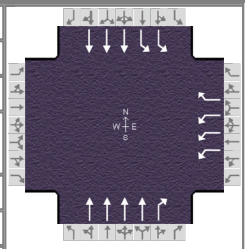
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		6	5	2
Case Number				9.0		7.4	2.0	4.0
Phase Duration, s				35.0		44.4	10.6	55.0
Change Period, (*Y+R c*), s				5.3		5.6	5.6	5.6
Max Allow Headway (*MAH*), s				6.1		0.0	4.0	0.0
Queue Clearance Time (*g s*), s				16.1			6.9	
Green Extension Time (*g e*), s				8.7		0.0	0.0	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				0.68			1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7		14		6	16	5	2	
Adjusted Flow Rate (*v*), veh/h				999		313		2974	1020	193	1200	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1757		1610		1725	1610	1757	1725	
Queue Service Time (*g s*), s				14.1		13.4		38.8	38.8	4.9	12.3	
Cycle Queue Clearance Time (*g c*), s				14.1		13.4		38.8	38.8	4.9	12.3	
Green Ratio (*g/C*)				0.33		0.39		0.43	0.43	0.06	0.55	
Capacity (*c*), veh/h				1739		621		2975	694	195	2841	
Volume-to-Capacity Ratio (*X*)				0.574		0.505		1.000	1.469	0.988	0.422	
Back of Queue (*Q*), ft/ln (95 th percentile)				241.5		10.2		602.9	2113.8	166	186.5	
Back of Queue (*Q*), veh/ln (95 th percentile)				9.7		0.4		24.1	84.6	6.6	7.5	
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00		0.00		0.00	0.00	0.00	0.00	
Uniform Delay (*d 1*), s/veh				24.9		21.1		25.6	25.6	42.5	11.9	
Incremental Delay (*d 2*), s/veh				0.7		1.3		16.4	218.8	60.6	0.5	
Initial Queue Delay (*d 3*), s/veh				0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh				25.7		22.4		42.0	244.4	103.1	12.4	
Level of Service (LOS)				C		C		D	F	F	B	
Approach Delay, s/veh / LOS	0.0			24.9		C	93.7		F	24.9		C
Intersection Delay, s/veh / LOS	65.9						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.74	C	2.86	C	2.46	B	0.69	A
Bicycle LOS Score / LOS				F	2.14	B	1.25	A

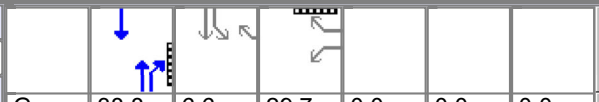
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 14, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - AM	PHF	0.97
Urban Street	Sepulveda Boulevard	Analysis Year	2021	Analysis Period	1> 7:45
Intersection	Sepulveda/HH Pkwy	File Name	08AM - Existing with Project.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				

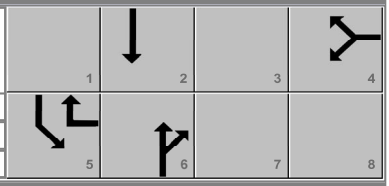


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				969		308		2888	989	198	1172	

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	38.8	6.6	29.7	0.0	0.0	0.0
Yellow	4.3	3.0	3.9	0.0	0.0	0.0
Red	1.3	1.0	1.4	0.0	0.0	0.0



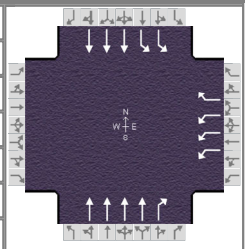
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		6	5	2
Case Number				9.0		7.4	2.0	4.0
Phase Duration, s				35.0		44.4	10.6	55.0
Change Period, ($Y+R_c$), s				5.3		5.6	5.6	5.6
Max Allow Headway (*MAH*), s				6.1		0.0	4.0	0.0
Queue Clearance Time (g_s), s				16.1			7.0	
Green Extension Time (g_e), s				8.8		0.0	0.0	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				0.68			1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7		14		6	16	5	2	
Adjusted Flow Rate (*v*), veh/h				999		318		2977	1020	204	1208	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1757		1610		1725	1610	1757	1725	
Queue Service Time (g_s), s				14.1		13.6		38.8	38.8	5.0	12.4	
Cycle Queue Clearance Time (g_c), s				14.1		13.6		38.8	38.8	5.0	12.4	
Green Ratio (*g/C*)				0.33		0.39		0.43	0.43	0.06	0.55	
Capacity (*c*), veh/h				1739		621		2975	694	195	2841	
Volume-to-Capacity Ratio (*X*)				0.574		0.511		1.001	1.469	1.046	0.425	
Back of Queue (*Q*), ft/ln (95 th percentile)				241.5		127.9		606.1	2113.8	187.1	188.3	
Back of Queue (*Q*), veh/ln (95 th percentile)				9.7		5.1		24.2	84.6	7.5	7.5	
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00		0.00		0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh				24.9		21.2		25.6	25.6	42.5	11.9	
Incremental Delay (d_2), s/veh				0.7		1.4		16.7	218.8	76.9	0.5	
Initial Queue Delay (d_3), s/veh				0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh				25.7		22.5		42.3	244.4	119.4	12.4	
Level of Service (LOS)				C		C		F	F	F	B	
Approach Delay, s/veh / LOS	0.0			24.9		C	93.8		F	27.9		C
Intersection Delay, s/veh / LOS	66.5						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.74	C	2.86	C	2.46	B	0.69	A
Bicycle LOS Score / LOS				F	2.14	B	1.26	A

HCS7 Signalized Intersection Results Summary

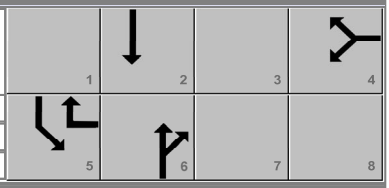
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 14, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - AM	PHF	0.97
Urban Street	Sepulveda Boulevard	Analysis Year	2026	Analysis Period	1> 7:45
Intersection	Sepulveda/HH Pkwy	File Name	08AM - Future.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				1018		397		3069	1039	254	1274	

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	38.8	6.6	29.7	0.0	0.0	0.0						
Yellow	4.3	3.0	3.9	0.0	0.0	0.0						
Red	1.3	1.0	1.4	0.0	0.0	0.0						



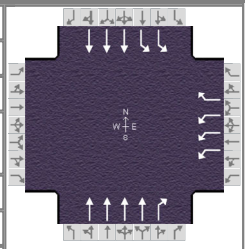
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		6	5	2
Case Number				9.0		7.4	2.0	4.0
Phase Duration, s				35.0		44.4	10.6	55.0
Change Period, ($Y+R_c$), s				5.3		5.6	5.6	5.6
Max Allow Headway (*MAH*), s				6.1		0.0	4.0	0.0
Queue Clearance Time (g_s), s				20.8			7.0	
Green Extension Time (g_e), s				6.7		0.0	0.0	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				0.89			1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7		14		6	16	5	2	
Adjusted Flow Rate (*v*), veh/h				1049		409		3164	1071	262	1313	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1757		1610		1725	1610	1757	1725	
Queue Service Time (g_s), s				15.0		18.8		38.8	38.8	5.0	13.8	
Cycle Queue Clearance Time (g_c), s				15.0		18.8		38.8	38.8	5.0	13.8	
Green Ratio (*g/C*)				0.33		0.39		0.43	0.43	0.06	0.55	
Capacity (*c*), veh/h				1739		621		2975	694	195	2841	
Volume-to-Capacity Ratio (*X*)				0.603		0.659		1.063	1.543	1.341	0.462	
Back of Queue (*Q*), ft/ln (95 th percentile)				254		219		760	2380.3	308.1	205.2	
Back of Queue (*Q*), veh/ln (95 th percentile)				10.2		8.8		30.4	95.2	12.3	8.2	
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00		0.00		0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh				25.2		22.8		25.6	25.6	42.5	12.3	
Incremental Delay (d_2), s/veh				0.9		3.4		36.5	251.5	183.9	0.5	
Initial Queue Delay (d_3), s/veh				0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh				26.1		26.2		62.1	277.1	226.4	12.8	
Level of Service (LOS)				C		C		F	F	F	B	
Approach Delay, s/veh / LOS	0.0			26.1		C	116.5		F	48.3		D
Intersection Delay, s/veh / LOS	83.6						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.74	C	2.86	C	2.46	B	0.69	A
Bicycle LOS Score / LOS				F	2.23	B	1.35	A

HCS7 Signalized Intersection Results Summary

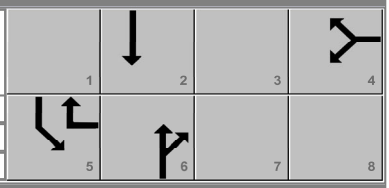
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 14, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - AM	PHF	0.97
Urban Street	Sepulveda Boulevard	Analysis Year	2026	Analysis Period	1> 7:45
Intersection	Sepulveda/HH Pkwy	File Name	08AM - Future with Project.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				1018		401		3072	1039	265	1282	

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	38.8	6.6	29.7	0.0	0.0	0.0
Yellow	4.3	3.0	3.9	0.0	0.0	0.0
Red	1.3	1.0	1.4	0.0	0.0	0.0



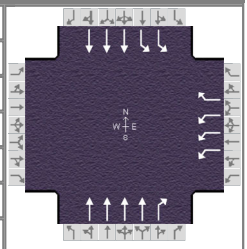
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		6	5	2
Case Number				9.0		7.4	2.0	4.0
Phase Duration, s				35.0		44.4	10.6	55.0
Change Period, ($Y+R_c$), s				5.3		5.6	5.6	5.6
Max Allow Headway (*MAH*), s				6.1		0.0	4.0	0.0
Queue Clearance Time (g_s), s				21.1			7.0	
Green Extension Time (g_e), s				6.5		0.0	0.0	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				0.90			1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7		14		6	16	5	2	
Adjusted Flow Rate (*v*), veh/h				1049		413		3167	1071	273	1322	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1698		1610		1725	1610	1757	1725	
Queue Service Time (g_s), s				15.6		19.1		38.8	38.8	5.0	13.9	
Cycle Queue Clearance Time (g_c), s				15.6		19.1		38.8	38.8	5.0	13.9	
Green Ratio (*g/C*)				0.33		0.39		0.43	0.43	0.06	0.55	
Capacity (*c*), veh/h				1681		621		2975	694	195	2841	
Volume-to-Capacity Ratio (*X*)				0.624		0.666		1.065	1.543	1.399	0.465	
Back of Queue (*Q*), ft/ln (95 th percentile)				256.2		222.9		763	2380.3	333.9	207.1	
Back of Queue (*Q*), veh/ln (95 th percentile)				10.2		8.9		30.5	95.2	13.4	8.3	
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00		0.00		0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh				25.4		22.9		25.6	25.6	42.5	12.3	
Incremental Delay (d_2), s/veh				1.0		3.5		36.9	251.5	207.7	0.5	
Initial Queue Delay (d_3), s/veh				0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh				26.5		26.4		62.5	277.1	250.2	12.8	
Level of Service (LOS)				C		C		F	F	F	B	
Approach Delay, s/veh / LOS	0.0			26.4		C	116.7		F	53.5		D
Intersection Delay, s/veh / LOS	84.8						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.74	C	2.86	C	2.46	B	0.69	A
Bicycle LOS Score / LOS				F	2.24	B	1.36	A

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	6/8/2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - PM	PHF	0.96
Urban Street	Sepulveda Boulevard	Analysis Year	2021	Analysis Period	1> 17:00
Intersection	Sepulveda/HH Pkwy	File Name	08PM - Existing.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				812		118		1419	724	622	2496	

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	38.8	6.6	29.7	0.0	0.0	0.0	5	6	7	8
Yellow	4.3	3.0	3.9	0.0	0.0	0.0				
Red	1.3	1.0	1.4	0.0	0.0	0.0				

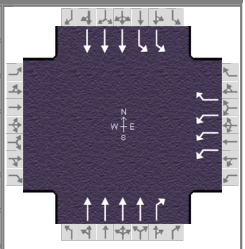
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		6	5	2
Case Number				9.0		7.4	2.0	4.0
Phase Duration, s				35.0		44.4	10.6	55.0
Change Period, (*Y+R c*), s				5.3		5.6	5.6	5.6
Max Allow Headway (*MAH*), s				6.1		0.0	4.0	0.0
Queue Clearance Time (*g s*), s				13.5			7.0	
Green Extension Time (*g e*), s				7.5		0.0	0.0	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				0.40			1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7		14		6	16	5	2	
Adjusted Flow Rate (*v*), veh/h				846		123		1478	754	648	2600	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1757		1610		1725	1610	1757	1725	
Queue Service Time (*g s*), s				11.5		4.6		14.0	38.8	5.0	41.0	
Cycle Queue Clearance Time (*g c*), s				11.5		4.6		14.0	38.8	5.0	41.0	
Green Ratio (*g/C*)				0.33		0.39		0.43	0.43	0.06	0.55	
Capacity (*c*), veh/h				1739		621		2975	694	195	2841	
Volume-to-Capacity Ratio (*X*)				0.486		0.198		0.497	1.086	3.319	0.915	
Back of Queue (*Q*), ft/ln (95 th percentile)				205		75.9		220.8	867.4	1193.2	535	
Back of Queue (*Q*), veh/ln (95 th percentile)				8.2		3.0		8.8	34.7	47.7	21.4	
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00		0.00		0.00	0.00	0.00	0.00	
Uniform Delay (*d 1*), s/veh				24.1		18.4		18.5	25.6	42.5	18.4	
Incremental Delay (*d 2*), s/veh				0.4		0.3		0.6	60.0	1056.5	5.9	
Initial Queue Delay (*d 3*), s/veh				0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh				24.5		18.7		19.1	85.6	1099.0	24.3	
Level of Service (LOS)				C		B		B	F	F	C	
Approach Delay, s/veh / LOS	0.0			23.8		C	41.6		D	238.7		F
Intersection Delay, s/veh / LOS	138.2						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.74	C	2.86	C	2.46	B	0.69	A
Bicycle LOS Score / LOS				F	1.41	A	2.27	B

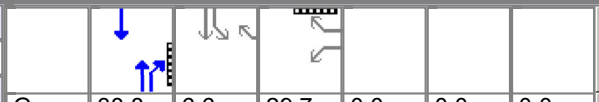
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	6/8/2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - PM	PHF	0.96
Urban Street	Sepulveda Boulevard	Analysis Year	2021	Analysis Period	1> 17:00
Intersection	Sepulveda/HH Pkwy	File Name	08PM - Existing with Project.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				

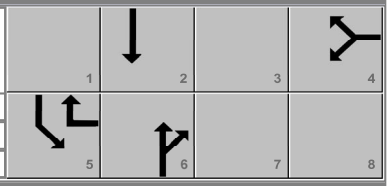


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				812		127		1424	724	627	2499	

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	38.8	6.6	29.7	0.0	0.0	0.0						
Yellow	4.3	3.0	3.9	0.0	0.0	0.0						
Red	1.3	1.0	1.4	0.0	0.0	0.0						



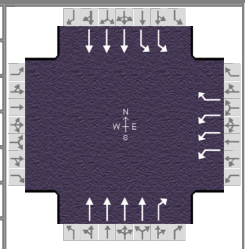
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		6	5	2
Case Number				9.0		7.4	2.0	4.0
Phase Duration, s				35.0		44.4	10.6	55.0
Change Period, ($Y+R_c$), s				5.3		5.6	5.6	5.6
Max Allow Headway (*MAH*), s				6.1		0.0	4.0	0.0
Queue Clearance Time (g_s), s				13.5			7.0	
Green Extension Time (g_e), s				7.6		0.0	0.0	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				0.40			1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7		14		6	16	5	2	
Adjusted Flow Rate (*v*), veh/h				846		132		1483	754	653	2603	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1757		1610		1725	1610	1757	1725	
Queue Service Time (g_s), s				11.5		5.0		14.0	38.8	5.0	41.1	
Cycle Queue Clearance Time (g_c), s				11.5		5.0		14.0	38.8	5.0	41.1	
Green Ratio (*g/C*)				0.33		0.39		0.43	0.43	0.06	0.55	
Capacity (*c*), veh/h				1739		621		2975	694	195	2841	
Volume-to-Capacity Ratio (*X*)				0.486		0.213		0.499	1.086	3.346	0.916	
Back of Queue (*Q*), ft/ln (95 th percentile)				205		82.2		222.2	867.4	1204.7	536	
Back of Queue (*Q*), veh/ln (95 th percentile)				8.2		3.3		8.9	34.7	48.2	21.4	
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00		0.00		0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh				24.1		18.5		18.6	25.6	42.5	18.4	
Incremental Delay (d_2), s/veh				0.4		0.3		0.6	60.0	1068.5	6.0	
Initial Queue Delay (d_3), s/veh				0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh				24.5		18.9		19.2	85.6	1111.0	24.4	
Level of Service (LOS)				C		B		B	F	F	C	
Approach Delay, s/veh / LOS	0.0			23.7		C	41.6		D	242.3		F
Intersection Delay, s/veh / LOS	139.9						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.74	C	2.86	C	2.46	B	0.69	A
Bicycle LOS Score / LOS				F	1.41	A	2.28	B

HCS7 Signalized Intersection Results Summary

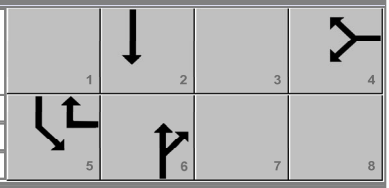
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 14, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - PM	PHF	0.96
Urban Street	Sepulveda Boulevard	Analysis Year	2026	Analysis Period	1> 17:00
Intersection	Sepulveda/HH Pkwy	File Name	08PM - Future.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				853		165		1537	761	724	2667	

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	38.8	6.6	29.7	0.0	0.0	0.0	
Yellow	4.3	3.0	3.9	0.0	0.0	0.0	
Red	1.3	1.0	1.4	0.0	0.0	0.0	



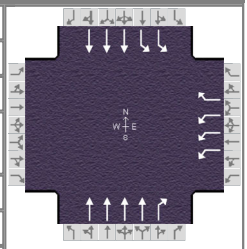
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		6	5	2
Case Number				9.0		7.4	2.0	4.0
Phase Duration, s				35.0		44.4	10.6	55.0
Change Period, ($Y+R_c$), s				5.3		5.6	5.6	5.6
Max Allow Headway (*MAH*), s				6.1		0.0	4.0	0.0
Queue Clearance Time (g_s), s				14.2			7.0	
Green Extension Time (g_e), s				7.9		0.0	0.0	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				0.48			1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7		14		6	16	5	2	
Adjusted Flow Rate (*v*), veh/h				889		172		1601	793	754	2778	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1757		1610		1725	1610	1757	1725	
Queue Service Time (g_s), s				12.2		6.6		15.5	38.8	5.0	47.0	
Cycle Queue Clearance Time (g_c), s				12.2		6.6		15.5	38.8	5.0	47.0	
Green Ratio (*g/C*)				0.33		0.39		0.43	0.43	0.06	0.55	
Capacity (*c*), veh/h				1739		621		2975	694	195	2841	
Volume-to-Capacity Ratio (*X*)				0.511		0.277		0.538	1.142	3.863	0.978	
Back of Queue (*Q*), ft/ln (95 th percentile)				214.7		109.7		240.2	1021.8	1426.2	645.9	
Back of Queue (*Q*), veh/ln (95 th percentile)				8.6		4.4		9.6	40.9	57.0	25.8	
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00		0.00		0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh				24.3		19.0		19.0	25.6	42.5	19.8	
Incremental Delay (d_2), s/veh				0.5		0.5		0.7	80.4	1300.7	12.5	
Initial Queue Delay (d_3), s/veh				0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh				24.8		19.5		19.7	106.0	1343.2	32.2	
Level of Service (LOS)				C		B		B	F	F	C	
Approach Delay, s/veh / LOS	0.0			23.9		C	48.3		D	312.1		F
Intersection Delay, s/veh / LOS	178.0						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.74	C	2.86	C	2.46	B	0.69	A
Bicycle LOS Score / LOS				F	1.48	A	2.43	B

HCS7 Signalized Intersection Results Summary

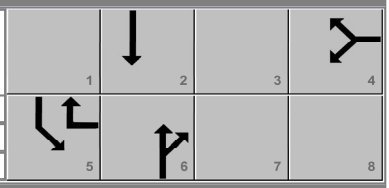
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 14, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - PM	PHF	0.96
Urban Street	Sepulveda Boulevard	Analysis Year	2026	Analysis Period	1> 17:00
Intersection	Sepulveda/HH Pkwy	File Name	08PM - Future with Project.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				853		174		1542	761	729	2670	

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	38.8	6.6	29.7	0.0	0.0	0.0	
Yellow	4.3	3.0	3.9	0.0	0.0	0.0	
Red	1.3	1.0	1.4	0.0	0.0	0.0	



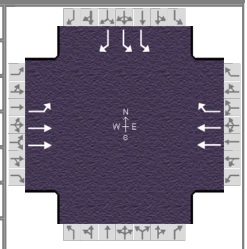
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		6	5	2
Case Number				9.0		7.4	2.0	4.0
Phase Duration, s				35.0		44.4	10.6	55.0
Change Period, ($Y+R_c$), s				5.3		5.6	5.6	5.6
Max Allow Headway (*MAH*), s				6.1		0.0	4.0	0.0
Queue Clearance Time (g_s), s				14.2			7.0	
Green Extension Time (g_e), s				8.0		0.0	0.0	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				0.48			1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7		14		6	16	5	2	
Adjusted Flow Rate (*v*), veh/h				889		181		1606	793	759	2781	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1757		1610		1725	1610	1757	1725	
Queue Service Time (g_s), s				12.2		7.0		15.5	38.8	5.0	47.2	
Cycle Queue Clearance Time (g_c), s				12.2		7.0		15.5	38.8	5.0	47.2	
Green Ratio (*g/C*)				0.33		0.39		0.43	0.43	0.06	0.55	
Capacity (*c*), veh/h				1739		621		2975	694	195	2841	
Volume-to-Capacity Ratio (*X*)				0.511		0.292		0.540	1.142	3.890	0.979	
Back of Queue (*Q*), ft/ln (95 th percentile)				214.7		116.5		240.8	1021.8	1437.6	648.6	
Back of Queue (*Q*), veh/ln (95 th percentile)				8.6		4.7		9.6	40.9	57.5	25.9	
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00		0.00		0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh				24.3		19.1		19.0	25.6	42.5	19.8	
Incremental Delay (d_2), s/veh				0.5		0.5		0.7	80.4	1312.7	12.6	
Initial Queue Delay (d_3), s/veh				0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh				24.8		19.7		19.7	106.0	1355.2	32.4	
Level of Service (LOS)				C		B		B	F	F	C	
Approach Delay, s/veh / LOS	0.0			23.9		C	48.2		D	316.1		F
Intersection Delay, s/veh / LOS	179.8						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.74	C	2.86	C	2.46	B	0.69	A
Bicycle LOS Score / LOS				F	1.48	A	2.43	B

HCS7 Signalized Intersection Results Summary

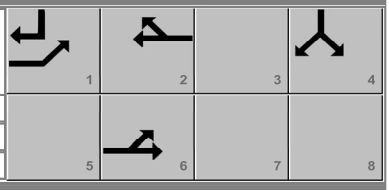
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 14, 2021	Area Type	Other
Jurisdiction	City of Culver City	Time Period	Existing - AM	PHF	0.99
Urban Street	Centinela Avenue	Analysis Year	2021	Analysis Period	1> 8:00
Intersection	Bristol Pkwy/Centinela	File Name	09AM - Existing.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	280	465			1280	544				62		113

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	17.0	56.9	30.4	0.0	0.0	0.0
Yellow	3.0	5.1	4.3	0.0	0.0	0.0
Red	1.0	1.0	1.3	0.0	0.0	0.0



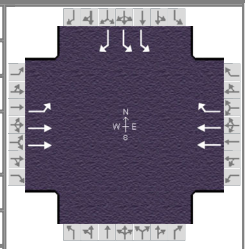
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2				4
Case Number	1.0	4.0		7.3				9.0
Phase Duration, s	21.0	84.0		63.0				36.0
Change Period, ($Y+R_c$), s	4.0	6.1		6.1				5.6
Max Allow Headway (*MAH*), s	3.0	0.0		0.0				3.3
Queue Clearance Time (g_s), s	10.2							7.5
Green Extension Time (g_e), s	0.3	0.0		0.0				0.4
Phase Call Probability	1.00							1.00
Max Out Probability	0.04							0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7		14
Adjusted Flow Rate (*v*), veh/h	283	470			1293	549				63		114
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809			1809	1610				1757		1610
Queue Service Time (g_s), s	8.2	6.3			35.1	32.7				1.6		5.5
Cycle Queue Clearance Time (g_c), s	8.2	6.3			35.1	32.7				1.6		5.5
Green Ratio (*g/C*)	0.63	0.65			0.47	0.47				0.25		0.40
Capacity (*c*), veh/h	395	2348			1715	763				890		636
Volume-to-Capacity Ratio (*X*)	0.716	0.200			0.754	0.720				0.070		0.179
Back of Queue (*Q*), ft/ln (95 th percentile)	188.6	101.7			528.4	469.9				31.3		94.6
Back of Queue (*Q*), veh/ln (95 th percentile)	7.5	4.1			21.1	18.8				1.3		3.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00				0.00		0.00
Uniform Delay (d_1), s/veh	21.0	8.5			25.8	25.2				34.1		23.6
Incremental Delay (d_2), s/veh	5.3	0.2			3.1	5.8				0.0		0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0				0.0		0.0
Control Delay (*d*), s/veh	26.3	8.7			28.9	31.0				34.1		23.7
Level of Service (LOS)	C	A			C	C				C		C
Approach Delay, s/veh / LOS	15.3	B		29.5	C		0.0			27.4	C	
Intersection Delay, s/veh / LOS	25.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.68	A	2.10	B	2.32	B	2.33	B
Bicycle LOS Score / LOS	1.11	A	2.01	B				F

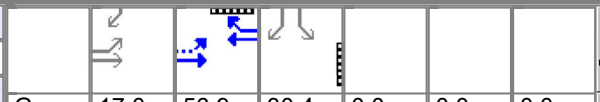
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 14, 2021	Area Type	Other
Jurisdiction	City of Culver City	Time Period	Existing with Project - AM	PHF	0.99
Urban Street	Centinela Avenue	Analysis Year	2021	Analysis Period	1> 8:00
Intersection	Bristol Pkwy/Centinela	File Name	09AM - Existing with Project.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				

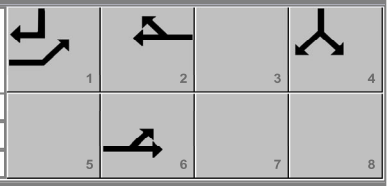


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	285	473			1283	544				62		115

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	17.0	56.9	30.4	0.0	0.0	0.0
Yellow	3.0	5.1	4.3	0.0	0.0	0.0
Red	1.0	1.0	1.3	0.0	0.0	0.0



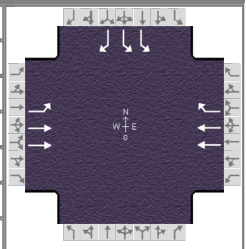
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2				4
Case Number	1.0	4.0		7.3				9.0
Phase Duration, s	21.0	84.0		63.0				36.0
Change Period, ($Y+R_c$), s	4.0	6.1		6.1				5.6
Max Allow Headway (*MAH*), s	3.0	0.0		0.0				3.3
Queue Clearance Time (g_s), s	10.6							7.6
Green Extension Time (g_e), s	0.3	0.0		0.0				0.4
Phase Call Probability	1.00							1.00
Max Out Probability	0.05							0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7		14
Adjusted Flow Rate (*v*), veh/h	288	478			1296	549				63		116
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809			1809	1610				1757		1610
Queue Service Time (g_s), s	8.6	6.4			35.2	32.7				1.6		5.6
Cycle Queue Clearance Time (g_c), s	8.6	6.4			35.2	32.7				1.6		5.6
Green Ratio (*g/C*)	0.63	0.65			0.47	0.47				0.25		0.40
Capacity (*c*), veh/h	394	2348			1715	763				890		636
Volume-to-Capacity Ratio (*X*)	0.730	0.203			0.756	0.720				0.070		0.183
Back of Queue (*Q*), ft/ln (95 th percentile)	193.7	103.5			529.6	469.9				31.3		96.4
Back of Queue (*Q*), veh/ln (95 th percentile)	7.7	4.1			21.2	18.8				1.3		3.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00				0.00		0.00
Uniform Delay (d_1), s/veh	21.7	8.5			25.9	25.2				34.1		23.7
Incremental Delay (d_2), s/veh	5.9	0.2			3.2	5.8				0.0		0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0				0.0		0.0
Control Delay (*d*), s/veh	27.7	8.7			29.0	31.0				34.1		23.7
Level of Service (LOS)	C	A			C	C				C		C
Approach Delay, s/veh / LOS	15.8	B		29.6	C		0.0			27.3	C	
Intersection Delay, s/veh / LOS	25.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.68	A	2.10	B	2.32	B	2.33	B
Bicycle LOS Score / LOS	1.12	A	2.01	B				F

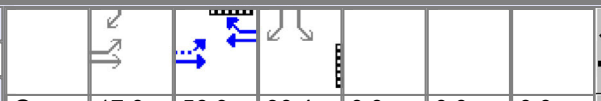
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 14, 2021	Area Type	Other
Jurisdiction	City of Culver City	Time Period	Future - AM	PHF	0.99
Urban Street	Centinela Avenue	Analysis Year	2026	Analysis Period	1> 8:00
Intersection	Bristol Pkwy/Centinela	File Name	09AM - Future.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				

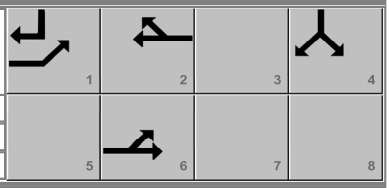


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	311	509			1376	583				117		164

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	17.0	56.9	30.4	0.0	0.0	0.0
Yellow	3.0	5.1	4.3	0.0	0.0	0.0
Red	1.0	1.0	1.3	0.0	0.0	0.0



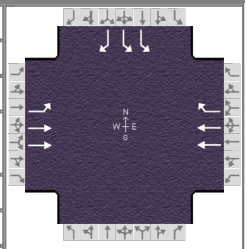
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2				4
Case Number	1.0	4.0		7.3				9.0
Phase Duration, s	21.0	84.0		63.0				36.0
Change Period, ($Y+R_c$), s	4.0	6.1		6.1				5.6
Max Allow Headway (*MAH*), s	3.0	0.0		0.0				3.3
Queue Clearance Time (g_s), s	14.2							10.3
Green Extension Time (g_e), s	0.2	0.0		0.0				0.6
Phase Call Probability	1.00							1.00
Max Out Probability	1.00							0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7		14
Adjusted Flow Rate (*v*), veh/h	314	514			1390	589				118		166
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809			1809	1610				1757		1610
Queue Service Time (g_s), s	12.2	7.0			39.4	36.4				3.1		8.3
Cycle Queue Clearance Time (g_c), s	12.2	7.0			39.4	36.4				3.1		8.3
Green Ratio (*g/C*)	0.63	0.65			0.47	0.47				0.25		0.40
Capacity (*c*), veh/h	374	2348			1715	763				890		636
Volume-to-Capacity Ratio (*X*)	0.840	0.219			0.810	0.771				0.133		0.260
Back of Queue (*Q*), ft/ln (95 th percentile)	235.6	112.7			587.7	520				60.1		142.3
Back of Queue (*Q*), veh/ln (95 th percentile)	9.4	4.5			23.5	20.8				2.4		5.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00				0.00		0.00
Uniform Delay (d_1), s/veh	29.0	8.6			26.9	26.2				34.6		24.5
Incremental Delay (d_2), s/veh	14.8	0.2			4.3	7.4				0.0		0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0				0.0		0.0
Control Delay (*d*), s/veh	43.8	8.8			31.2	33.6				34.6		24.6
Level of Service (LOS)	D	A			C	C				C		C
Approach Delay, s/veh / LOS	22.1		C	31.9		C	0.0			28.8		C
Intersection Delay, s/veh / LOS	29.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.68	A	2.10	B	2.32	B	2.33	B
Bicycle LOS Score / LOS	1.17	A	2.12	B				F

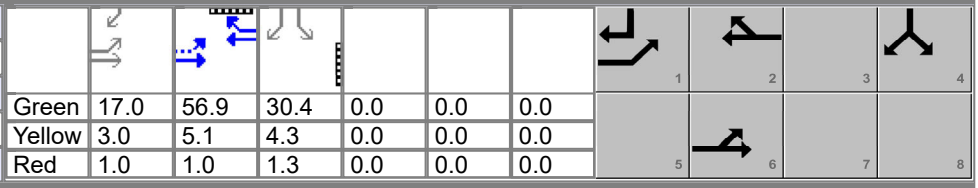
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 14, 2021	Area Type	Other
Jurisdiction	City of Culver City	Time Period	Future with Project - AM	PHF	0.99
Urban Street	Centinela Avenue	Analysis Year	2026	Analysis Period	1> 8:00
Intersection	Bristol Pkwy/Centinela	File Name	09AM - Future with Project.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	316	517			1379	583				117		166

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	17.0	56.9	30.4	0.0	0.0	0.0
Yellow	3.0	5.1	4.3	0.0	0.0	0.0
Red	1.0	1.0	1.3	0.0	0.0	0.0

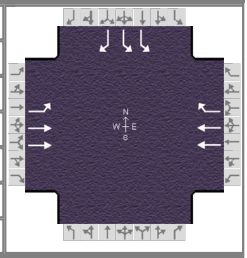
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2				4
Case Number	1.0	4.0		7.3				9.0
Phase Duration, s	21.0	84.0		63.0				36.0
Change Period, ($Y+R_c$), s	4.0	6.1		6.1				5.6
Max Allow Headway (*MAH*), s	3.0	0.0		0.0				3.3
Queue Clearance Time (g_s), s	14.6							10.4
Green Extension Time (g_e), s	0.2	0.0		0.0				0.6
Phase Call Probability	1.00							1.00
Max Out Probability	1.00							0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7		14
Adjusted Flow Rate (*v*), veh/h	319	522			1393	589				118		168
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809			1809	1610				1757		1610
Queue Service Time (g_s), s	12.6	7.1			39.5	36.4				3.1		8.4
Cycle Queue Clearance Time (g_c), s	12.6	7.1			39.5	36.4				3.1		8.4
Green Ratio (*g/C*)	0.63	0.65			0.47	0.47				0.25		0.40
Capacity (*c*), veh/h	373	2348			1715	763				890		636
Volume-to-Capacity Ratio (*X*)	0.855	0.222			0.812	0.771				0.133		0.264
Back of Queue (*Q*), ft/ln (95 th percentile)	244	115.2			589.6	520				60.1		144.2
Back of Queue (*Q*), veh/ln (95 th percentile)	9.8	4.6			23.6	20.8				2.4		5.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00				0.00		0.00
Uniform Delay (d_1), s/veh	29.6	8.6			27.0	26.2				34.6		24.5
Incremental Delay (d_2), s/veh	16.6	0.2			4.3	7.4				0.0		0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0				0.0		0.0
Control Delay (*d*), s/veh	46.2	8.9			31.3	33.6				34.6		24.6
Level of Service (LOS)	D	A			C	C				C		C
Approach Delay, s/veh / LOS	23.0	C		32.0	C		0.0			28.7	C	
Intersection Delay, s/veh / LOS	29.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.68	A	2.10	B	2.32	B	2.33	B
Bicycle LOS Score / LOS	1.18	A	2.12	B				F

HCS7 Signalized Intersection Results Summary

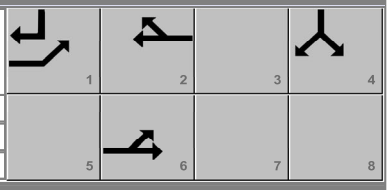
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 15, 2021	Area Type	Other
Jurisdiction	City of Culver City	Time Period	Existing - PM	PHF	0.95
Urban Street	Centinela Avenue	Analysis Year	2021	Analysis Period	1> 17:00
Intersection	Bristol Pkwy/Centinela	File Name	09PM - Existing.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	164	1280			544	182				407		346

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	17.0	56.9	30.4	0.0	0.0	0.0
Yellow	3.0	5.1	4.3	0.0	0.0	0.0
Red	1.0	1.0	1.3	0.0	0.0	0.0



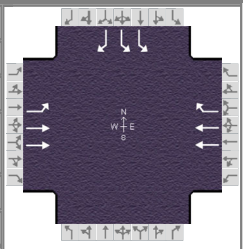
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2				4
Case Number	1.0	4.0		7.3				9.0
Phase Duration, s	21.0	84.0		63.0				36.0
Change Period, ($Y+R_c$), s	4.0	6.1		6.1				5.6
Max Allow Headway (*MAH*), s	3.0	0.0		0.0				3.2
Queue Clearance Time (g_s), s	6.7							23.2
Green Extension Time (g_e), s	0.2	0.0		0.0				1.4
Phase Call Probability	1.00							1.00
Max Out Probability	0.00							0.19

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7		14
Adjusted Flow Rate (*v*), veh/h	173	1347			573	192				428		364
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809			1809	1610				1757		1610
Queue Service Time (g_s), s	4.7	25.0			11.9	8.5				12.4		21.2
Cycle Queue Clearance Time (g_c), s	4.7	25.0			11.9	8.5				12.4		21.2
Green Ratio (*g/C*)	0.63	0.65			0.47	0.47				0.25		0.40
Capacity (*c*), veh/h	636	2348			1715	763				890		636
Volume-to-Capacity Ratio (*X*)	0.271	0.574			0.334	0.251				0.481		0.573
Back of Queue (*Q*), ft/ln (95 th percentile)	74.7	350.9			212.3	144.5				228		321.3
Back of Queue (*Q*), veh/ln (95 th percentile)	3.0	14.0			8.5	5.8				9.1		12.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00				0.00		0.00
Uniform Delay (d_1), s/veh	10.0	11.8			19.7	18.8				38.1		28.4
Incremental Delay (d_2), s/veh	0.1	1.0			0.5	0.8				0.2		0.8
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0				0.0		0.0
Control Delay (*d*), s/veh	10.0	12.8			20.2	19.6				38.2		29.2
Level of Service (LOS)	B	B			C	B				D		C
Approach Delay, s/veh / LOS	12.5		B	20.1		C	0.0			34.1		C
Intersection Delay, s/veh / LOS	19.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.68	A	2.10	B	2.32	B	2.33	B
Bicycle LOS Score / LOS	1.74	B	1.12	A				F

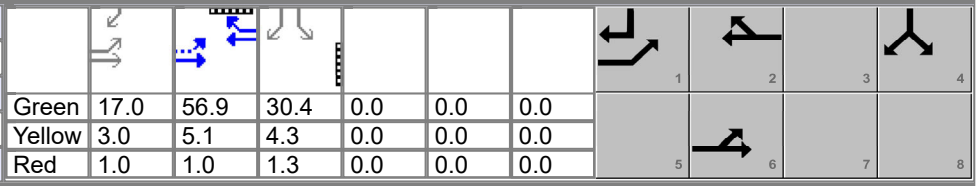
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 15, 2021	Area Type	Other
Jurisdiction	City of Culver City	Time Period	Existing with Project - PM	PHF	0.95
Urban Street	Centinela Avenue	Analysis Year	2021	Analysis Period	1> 17:00
Intersection	Bristol Pkwy/Centinela	File Name	09PM - Existing with Project.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	165	1283			549	182				407		350

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	17.0	56.9	30.4	0.0	0.0	0.0
Yellow	3.0	5.1	4.3	0.0	0.0	0.0
Red	1.0	1.0	1.3	0.0	0.0	0.0

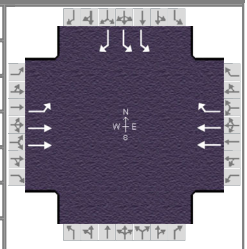
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2				4
Case Number	1.0	4.0		7.3				9.0
Phase Duration, s	21.0	84.0		63.0				36.0
Change Period, ($Y+R_c$), s	4.0	6.1		6.1				5.6
Max Allow Headway (*MAH*), s	3.0	0.0		0.0				3.2
Queue Clearance Time (g_s), s	6.7							23.5
Green Extension Time (g_e), s	0.2	0.0		0.0				1.3
Phase Call Probability	1.00							1.00
Max Out Probability	0.00							0.22

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7		14
Adjusted Flow Rate (*v*), veh/h	174	1351			578	192				428		368
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809			1809	1610				1757		1610
Queue Service Time (g_s), s	4.7	25.1			12.0	8.5				12.4		21.5
Cycle Queue Clearance Time (g_c), s	4.7	25.1			12.0	8.5				12.4		21.5
Green Ratio (*g/C*)	0.63	0.65			0.47	0.47				0.25		0.40
Capacity (*c*), veh/h	634	2348			1715	763				890		636
Volume-to-Capacity Ratio (*X*)	0.274	0.575			0.337	0.251				0.481		0.579
Back of Queue (*Q*), ft/ln (95 th percentile)	75.4	351.7			214.4	144.5				228		325.7
Back of Queue (*Q*), veh/ln (95 th percentile)	3.0	14.1			8.6	5.8				9.1		13.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00				0.00		0.00
Uniform Delay (d_1), s/veh	10.0	11.8			19.7	18.8				38.1		28.5
Incremental Delay (d_2), s/veh	0.1	1.0			0.5	0.8				0.2		0.9
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0				0.0		0.0
Control Delay (*d*), s/veh	10.1	12.8			20.3	19.6				38.2		29.4
Level of Service (LOS)	B	B			C	B				D		C
Approach Delay, s/veh / LOS	12.5	B		20.1	C		0.0			34.1	C	
Intersection Delay, s/veh / LOS	20.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.68	A	2.10	B	2.32	B	2.33	B
Bicycle LOS Score / LOS	1.75	B	1.12	A				F

HCS7 Signalized Intersection Results Summary

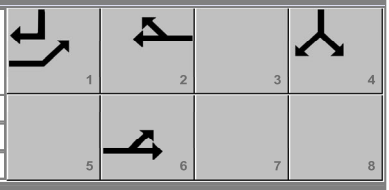
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 15, 2021	Area Type	Other
Jurisdiction	City of Culver City	Time Period	Future - PM	PHF	0.95
Urban Street	Centinela Avenue	Analysis Year	2026	Analysis Period	1> 17:00
Intersection	Bristol Pkwy/Centinela	File Name	09PM - Future.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	211	1380			594	230				444		382

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	17.0	56.9	30.4	0.0	0.0	0.0
Yellow	3.0	5.1	4.3	0.0	0.0	0.0
Red	1.0	1.0	1.3	0.0	0.0	0.0



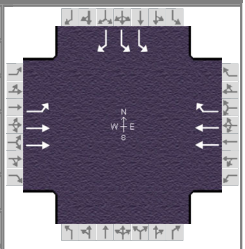
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2				4
Case Number	1.0	4.0		7.3				9.0
Phase Duration, s	21.0	84.0		63.0				36.0
Change Period, ($Y+R_c$), s	4.0	6.1		6.1				5.6
Max Allow Headway (*MAH*), s	3.0	0.0		0.0				3.2
Queue Clearance Time (g_s), s	8.2							26.2
Green Extension Time (g_e), s	0.2	0.0		0.0				1.1
Phase Call Probability	1.00							1.00
Max Out Probability	0.00							0.68

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7		14
Adjusted Flow Rate (*v*), veh/h	222	1453			625	242				467		402
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809			1809	1610				1757		1610
Queue Service Time (g_s), s	6.2	28.2			13.2	11.2				13.7		24.2
Cycle Queue Clearance Time (g_c), s	6.2	28.2			13.2	11.2				13.7		24.2
Green Ratio (*g/C*)	0.63	0.65			0.47	0.47				0.25		0.40
Capacity (*c*), veh/h	612	2348			1715	763				890		636
Volume-to-Capacity Ratio (*X*)	0.363	0.619			0.365	0.317				0.525		0.632
Back of Queue (*Q*), ft/ln (95 th percentile)	99.3	389.4			231.1	189.5				247.4		361.1
Back of Queue (*Q*), veh/ln (95 th percentile)	4.0	15.6			9.2	7.6				9.9		14.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00				0.00		0.00
Uniform Delay (d_1), s/veh	10.6	12.3			20.1	19.5				38.6		29.3
Incremental Delay (d_2), s/veh	0.1	1.2			0.6	1.1				0.3		1.6
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0				0.0		0.0
Control Delay (*d*), s/veh	10.7	13.6			20.7	20.6				38.9		30.8
Level of Service (LOS)	B	B			C	C				D		C
Approach Delay, s/veh / LOS	13.2	B		20.6	C		0.0			35.1	D	
Intersection Delay, s/veh / LOS	20.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.68	A	2.10	B	2.32	B	2.33	B
Bicycle LOS Score / LOS	1.87	B	1.20	A				F

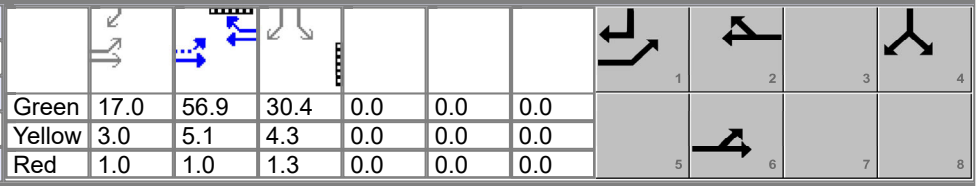
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 15, 2021	Area Type	Other
Jurisdiction	City of Culver City	Time Period	Future with Project - PM	PHF	0.95
Urban Street	Centinela Avenue	Analysis Year	2026	Analysis Period	1> 17:00
Intersection	Bristol Pkwy/Centinela	File Name	09PM - Future with Project.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	212	1383			599	230				444		386

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	17.0	56.9	30.4	0.0	0.0	0.0
Yellow	3.0	5.1	4.3	0.0	0.0	0.0
Red	1.0	1.0	1.3	0.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2				4
Case Number	1.0	4.0		7.3				9.0
Phase Duration, s	21.0	84.0		63.0				36.0
Change Period, ($Y+R_c$), s	4.0	6.1		6.1				5.6
Max Allow Headway (*MAH*), s	3.0	0.0		0.0				3.2
Queue Clearance Time (g_s), s	8.2							26.5
Green Extension Time (g_e), s	0.3	0.0		0.0				1.0
Phase Call Probability	1.00							1.00
Max Out Probability	0.00							0.78

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7		14
Adjusted Flow Rate (*v*), veh/h	223	1456			631	242				467		406
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809			1809	1610				1757		1610
Queue Service Time (g_s), s	6.2	28.4			13.3	11.2				13.7		24.5
Cycle Queue Clearance Time (g_c), s	6.2	28.4			13.3	11.2				13.7		24.5
Green Ratio (*g/C*)	0.63	0.65			0.47	0.47				0.25		0.40
Capacity (*c*), veh/h	610	2348			1715	763				890		636
Volume-to-Capacity Ratio (*X*)	0.366	0.620			0.368	0.317				0.525		0.639
Back of Queue (*Q*), ft/ln (95 th percentile)	99.8	389.5			233.2	189.5				247.4		365.8
Back of Queue (*Q*), veh/ln (95 th percentile)	4.0	15.6			9.3	7.6				9.9		14.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00				0.00		0.00
Uniform Delay (d_1), s/veh	10.6	12.4			20.1	19.5				38.6		29.4
Incremental Delay (d_2), s/veh	0.1	1.2			0.6	1.1				0.3		1.7
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0				0.0		0.0
Control Delay (*d*), s/veh	10.7	13.6			20.7	20.6				38.9		31.0
Level of Service (LOS)	B	B			C	C				D		C
Approach Delay, s/veh / LOS	13.2	B		20.7	C		0.0			35.2	D	
Intersection Delay, s/veh / LOS	20.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.68	A	2.10	B	2.32	B	2.33	B
Bicycle LOS Score / LOS	1.87	B	1.21	A				F