

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

6501 South Sepulveda Boulevard
DOT Case No. CTC21-111067 (51293)

Date: October 6, 2021

To: Susan Jimenez, Administrative Clerk
Department of City Planning

From: 
Robert Sanchez (Oct 6 2021 15:04 PDT)
Robert Sanchez, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE PROPOSED SEPULVEDA/CENTINELA MIXED-USED PROJECT LOCATED AT 6501-6521 S. SEPULVEDA BLVD AND 6502-6520 S. ARIZONA AVENUE (ENV-2021-4938-EAF/CPC-2021-4937-CU-DB-SPR-WDI-HCA)**

The Department of Transportation (DOT) has reviewed the transportation analysis prepared by Linscott, Law & Greenspan, Engineers, dated July 8, 2021, with a subsequent revision dated September 1, 2021, for the proposed project located at 6501-6521 S. Sepulveda Blvd and 6502-6520 S. Arizona Avenue. In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to construct an eight-story mixed-use building consisting of 321 market-rate apartment dwelling units, 41 affordable housing dwelling units and 3,700 square feet of ground floor restaurant floor area. The existing Dinah's restaurant located on the southern portion of the project site, will remain as part of the proposed project. The project site is located within the Westchester-Playa del Rey Community Plan Area and is comprised of 2.205 acres. Existing on site is a single-story multi-tenant strip mall commercial plaza and a single-story multi-tenant industrial building; overall resulting in 23,222 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 in a surface level parking lot 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 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. Vehicular access will remain off the existing southerly driveway along the east side of Arizona Avenue and the existing driveway along the west side of Sepulveda Blvd. The driveway along Arizona Avenue will accommodate for a two-way operation whereas the driveway along Sepulveda Blvd will remain as a right-turn only operation. All project loading will occur off-street and internal to the project site. The project's site plan is shown in Figure 2-2, **Attachment A** to this report. The project is expected to be completed by 2026.

B. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold. The VMT calculator version 1.3 was the latest VMT calculator available at the time the analysis was submitted and accepted by DOT. A copy of the VMT calculator screening page, with the corresponding net daily trips estimate, is provided as **Attachment B** to this report.

C. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.3 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as a criteria in determining transportation impacts under CEQA. The new DOT Transportation Assessment Guidelines (TAG) provides instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the West Los Angeles APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 7.4
- Work VMT per Employee: 11.1

As cited in the VMT Analysis report, prepared by Linscott, Law & Greenspan, Engineers, the Work VMT per employee is not applicable since the project's restaurant component of 10,783 square feet is considered a local-serving retail use. However, the Household VMT per capita is applicable but remains under the threshold at 7.1 Daily Household VMT per Capita. The project's Household VMT per Capita does not exceed the West Los Angeles APC area threshold thus the project is not expected to result in a significant VMT impact.

The project has proposed to use the following TDM strategies as Project Design Features:

- Reduce Parking Supply
- Bicycle Parking per the Los Angeles Municipal Code (LAMC)
- Promotion and Marketing to 100% of employees/residents consistent with the requirements of the CTCSP for a TDM program

By applying the above Project Design features, the project will not result in a significant Household or Work VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment C** to this report.

D. Access and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the LAMC. Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed.

In accordance with this authority, the Project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will not result in adverse circulation conditions at any of the studied locations, and will not cause or extend vehicle queuing that exceeds the TAG thresholds. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table (Table 5-2) that summarizes these potential deficiencies is shown as, **Attachment D**.

PROJECT REQUIREMENTS

To comply with transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the following:

1. Parking Requirements
Parking for vehicles and bicycles will be provided onsite. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for this project. The Project is proposing 520 vehicle parking spaces within an on-site parking garage with one subterranean level, one at-grade level and two above-grade levels.
2. Highway Dedication and Street Widening Requirements
In order to mitigate potential access and circulation impacts, the applicant may be required to make highway dedications and improvements. The applicant shall consult the Bureau of Engineering (BOE) for any highway dedication or street widening requirements. These requirements must be guaranteed before the issuance of any building permit through the B-permit process of the BOE. They must be constructed and completed prior to the issuance of any certificate of occupancy to the satisfaction of DOT and BOE.
3. Project Access and Circulation
The proposed site plan is acceptable to DOT; however, review of the study does not constitute approval of the driveway dimensions and internal circulation schemes. Those require separate review and approval and should be coordinated with DOT's West LA/Coastal Development Review Section (7166 W Manchester Ave, @ 213-485-1062). In order to minimize potential building design changes, the applicant should contact

DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All new driveways should be Case 2 driveways and any security gates should be a minimum of 20 feet from the property line. All truck loading and unloading should take place on site with no vehicles backing into the project from public streets via any of the project driveways. The applicant should also check with The Department of City Planning regarding the project's driveway placement and design.

4. Worksite Traffic Control Requirements

DOT recommends that a construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to <http://ladot.lacity.org/what-we-do/plan-review> to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related truck traffic be restricted to off-peak hours to the extent feasible.

5. Transportation Impact Assessment (TIA) Fee

Pursuant to Section 1.D.2 of the Fee Ordinance No. 186105 as authorized by the Coastal Transportation Corridor Specific Plan (CTC SP), an applicant for a project within the Specific Plan area, except as exempted, shall pay, or guarantee payment of a TIA Fee prior to issuance of any building permit. Applicable fee rates are identified in the TIA Fee Table of the Fee Ordinance. In addition, credit for affordable housing units can be granted as detailed in Section D.3.b.i of Ordinance No. 186105. The applicable fee for the proposed project has been determined as follows:

Land Use/ TIA fee Rate:

Apartment = \$4,720.00 / dwelling unit

Retail/ Restaurant = \$13,561.00 / ksf

Proposed Use:

*Apartment: (321 Market Rate DU) * (\$4,720.00/ DU) = \$1,515,120.00*

*Restaurant: (10.783 ksf) * (\$13,561.00/ ksf) = \$146,228.26*

*Apartment: (41 Affordable DU) * - (2 x \$4,720.00/ DU) = -\$387,040.00*

Subtotal Proposed TIA Fee = \$1,274,308.26

Existing Use:

*Retail: (23.223 ksf) * (\$13,561.00/ ksf) = \$314,927.10*

*Restaurant: (9.448 ksf) * (\$13,561.00/ ksf) = \$128,124.33*

Subtotal Existing TIA Fee (for credit) = \$443,051.43

TOTAL TIA fee = \$831,256.83

Pursuant to Section 1.C.4 of the Fee Ordinance No. 186105 as authorized by the WLA TIMP SP, the Transportation Cost Factor shall be increased (or decreased) as of January

1 of each year by the amount of the percentage increase (or decrease) in the most recently available City Building Code Index, as determined by DOT. Therefore, the actual TIA Fee may vary depending upon when payment is made to DOT.

6. Development Review Fees

Section 19.15 of the LAMC identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

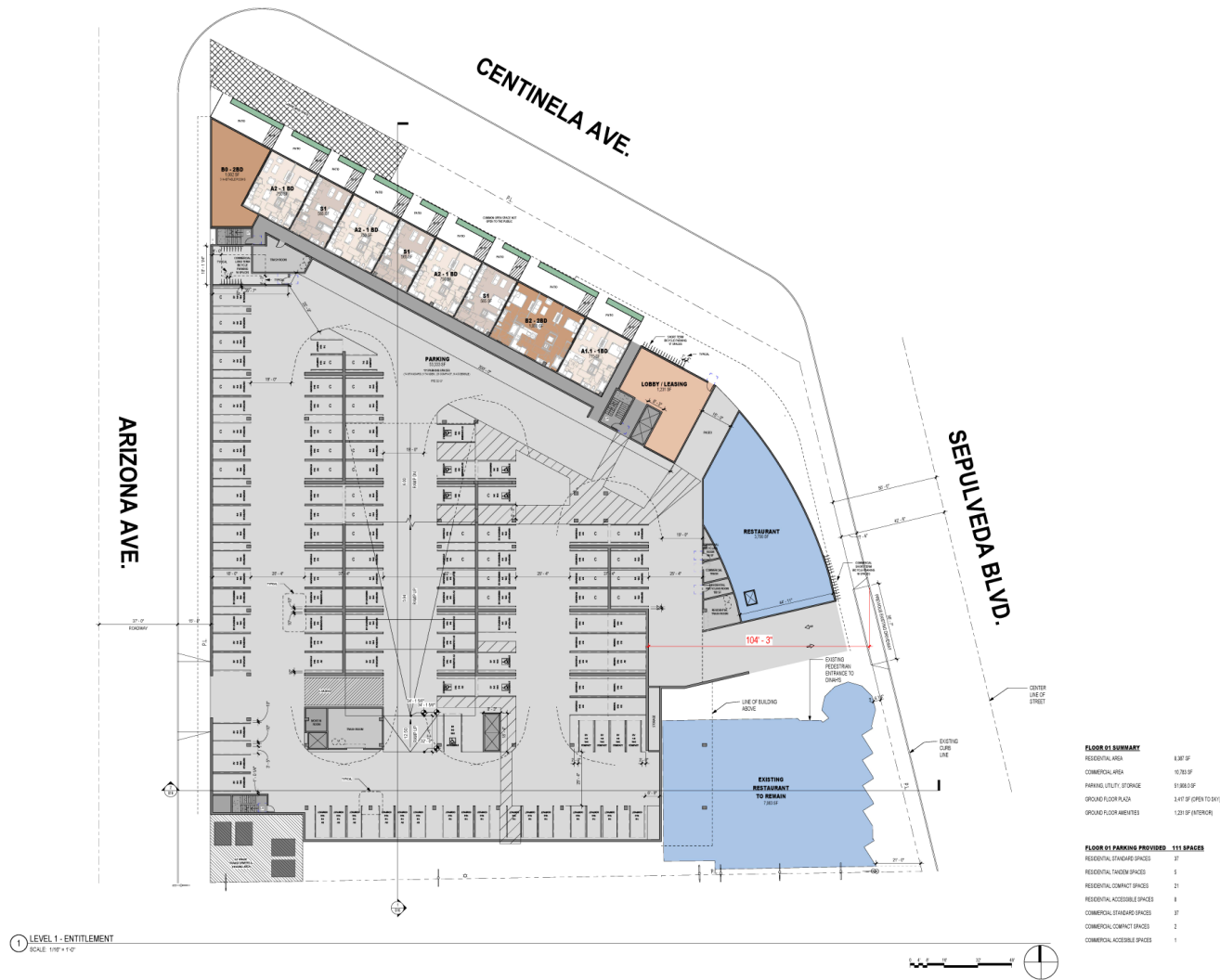
If you have any questions, please contact me, Valeria Ceja or Pedro Ayala (213) 485-1062.

Attachments

c: Jason Douglas, Len Nguyen, Council District No. 11
Chuanzhe Song, DCP
Tim Fremaux, Rudy Guevara, DOT
Mike Patonai, Oscar Gutierrez, BOE
Jason Shender, David Shender, Linscott, Law & Greenspan, Engineers

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LEVEL 1
FLOOR PLAN

004



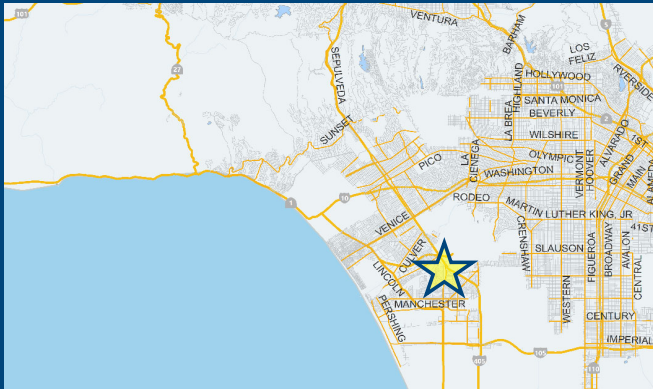
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



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

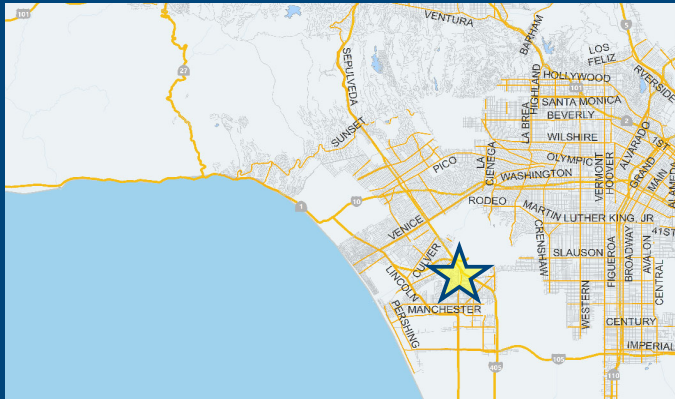
The proposed project is required to perform VMT analysis.

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

Max Home Based TDM Achieved?

Proposed Project

No

With Mitigation

No

Max Work Based TDM Achieved?

No

No

A **Parking**

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

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

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

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

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

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 Trips2,650
Daily Vehicle Trips19,243
Daily VMT19,243
Daily VMT7.1
Household VMT
per Capita7.1
Household VMT
per CapitaN/A
Work VMT
per EmployeeN/A
Work VMT
per Employee

Significant VMT Impact?

Household: No
Threshold = 7.4
15% Below APCHousehold: No
Threshold = 7.4
15% Below APCWork: N/A
Threshold = 11.1
15% Below APCWork: N/A
Threshold = 11.1
15% Below APC

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

19-Aug-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				YEAR 2026 FUTURE W/ PROJECT + IMPROVEMENTS			
				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]	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	--	--	--	--
2	Arizona Avenue / 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	E	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	--	--	--	--
3	Arizona Avenue / Arizona Avenue Driveway (Unsignalized)	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 Avenue / 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	--	--	--	--
		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				YEAR 2026 FUTURE W/ PROJECT + IMPROVEMENTS			
				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]	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				YEAR 2026 FUTURE W/ PROJECT + IMPROVEMENTS			
				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]	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	E B	760.0 240.2	62.5 19.7	E B	763.0 240.8	3.0 0.6	23.3 20.8	C C	487.4 248.7	-272.6 8.5
		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	161.5 124.1	F F	1733.5 1118.9	-646.8 97.1
		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	125.9 55.6	F E	242.5 379.3	-65.6 -1046.9
		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	7.8 10.1	A B	143.6 321.7	-61.6 -324.2
		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	43.2 58.9	D E	320.8 319.6	66.8 104.9
		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	44.3 18.7	D B	286.6 112.8	67.6 3.1

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				YEAR 2026 FUTURE W/ PROJECT + IMPROVEMENTS			
				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]	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)

<= 10

> 10-20

> 20-35

> 35-55

> 55-80

> 80

LOS

A

B

C

D

E

F

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

Control Delay (s/veh)

<= 10

> 10-15

> 15-25

> 25-35

> 35-50

> 50

LOS

A

B

C

D

E

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.