MEMORANDUM

To: Barry Kurtz Traffic Engineering City of Culver City

From: Alejandro Angel, PhD, P.E., PTOE

Date: October 26, 2015

Subject: Inglewood Oil Field – Environmental Impact Report Project Trip Generation and Distribution

This memorandum outlines the development of trip generation for the Inglewood Oil Field project as well as the trip distribution and projected peak hour traffic volumes at four selected study intersections. The Inglewood Oil Field is part of the larger Baldwin Hills oil field area, and is expected to include a maximum of 30 new drilled wells.

Trip generation for the Inglewood Oil Field Specific Plan was developed based on information provided in the 2008 *Baldwin Hills Community Standards District (CSD) Final Environmental Impact Report* and the 2015 *Analysis of Oil and Gas Well Stimulation Treatments in California Final Environmental Impact Report* prepared by the California Department of Conservation. The projected trip generation for this project, shown in Table 1, was developed for the peak year of the project. The peak year was assumed to be 2027, when the final well would be drilled and all others would already be in operation.

The values shown in the table are based on assumptions made in both the Baldwin Hills report and for this specific project, including:

- Maximum of one well pad under construction at any given time
- Maximum of one well drilling at any given time
- Maximum of two well workover operations at any given time
- Maximum number of workers and trucks for facility operations
- Maximum of one well stimulation activity at any given time

As seen in the table, the project is expected to generate a maximum of 31 trips during the AM peak hour and 26 trips during the PM peak hour.

Facility Operations	Per Well			Max Trip Generation (2027)		
	Peak Day	AM Peak	PM Peak	Peak Day	AM Peak	PM Peak
	Volume	Hour	Hour	Volume	Hour	Hour
	(vpd)	Total	Total	(vpd)	Total	Total
Well Pad Construction						
Workers Commuting	4	0.4	0.4	4	0.4	0.4
Trucks	2	0.2	0.2	2	0.2	0.2
Visitors	3	0.3	0.3	3	0.3	0.3
Well Drilling/Completion						
Workers Commuting - Day Shift (per drill rig)	14	1.4	1.4	14	1.4	1.4
Workers Commuting - Night Shift (per drill rig)	14	1.4	1.4	14	1.4	1.4
Trucks (per drill rig)	6	0.6	0.6	6	0.6	0.6
Visitors	3	0.3	0.3	3	0.3	0.3
Well Workover/Abandonment						
Workers Commuting (per well)	4	0.4	0.4	8	0.8	0.8
Trucks (per well)	4	0.4	0.4	8	0.8	0.8
Facility Operations						
Workers Commuting (weekday day shift)	20	1.0	1.0	20	1.0	1.0
Workers Commuting (weekday nightshift)	1	0.1	0.1	1	0.1	0.1
Workers Commuting (weekend day shift)	2	0.0	0.0	2	0.0	0.0
Workers Commuting (weekend night shift)	1	0.0	0.0	1	0.0	0.0
Trucks - General Operations	3	0.3	0.3	3	0.3	0.3
Trucks - Propane Transport	1	0.1	0.1	1	0.1	0.1
Visitors	1	0.1	0.1	1	0.1	0.1
Employee Trips						
Workers Commuting (day shift, per well)	8-15	15	0	15	15	0
Workers Commuting (night shift, per well, if needed)	8-15	0	15	15	0	15
Additional Personnel	5	3	2	5	3	2
Truck Trips						
Sand (per well)	1-3	3	0	3	3	0
Water (per well)	9-10	0	0	0	0	0
Chemical Flatbed, Manifold Trailer (per well)	1	1	0	1	1	0
Waste (per well)	1	0	1	1	0	1
Others (pump truck, mixer, blender, crane) - per well	1	1	0	1	1	0
Maximum Totals	134	30	25	132	31	26
Employee/Visitor Traffic	102	23	22	106	24	23
Truck Traffic	32	7	3	26	7	3

Table 1. Existing Ramp Level of Service (LOS)

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The project trip distribution was also based on information in the Baldwin Hills CSD report. However, for this project, it was separately assumed that 50% of the employee and visitor traffic (i.e. non-truck traffic) would access the site via the intersection of Jefferson Boulevard and Duquesne Avenue. The trip distribution is shown in Figure 1.





The proposed study intersections for this project are assumed to be the following:

- Stocker Street and La Cienega Boulevard Los Angeles County
- Stocker Street and Fairfax Avenue (main site access) Los Angeles County
- Stocker Street/La Brea Avenue/Overhill Drive Los Angeles County
- Jefferson Boulevard/Duquesne Avenue (secondary employee/visitor access) City of Culver City

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Given the trip generation and distribution, the project trip traffic was developed and is shown in Figure 2. As seen in the figure, the main project access intersection of Stocker Street and Fairfax Avenue will serve the highest traffic volumes, including 19 trips in the AM peak hour and 14 trips in the PM peak hour.





Based on the projected traffic volumes to be generated by the project, a traffic impact study would not be required for any of the jurisdictions in the area, including the City of Culver City, the City of Los Angeles, Los Angeles County, and Caltrans.

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