

G. Traffic and Parking

Traffic Impact Analysis-Plaza at the Glen Project, Overland Traffic Consultants, Inc., July 30, 2008

LADOT letter dated October 6, 2008

Letters from Overland Traffic Consultants (September 24, 2008 and October 2, 2008) responding to LADOT comments.

Shared Parking Analysis, Overland Traffic Consultants, July 2008

TRAFFIC IMPACT ANALYSIS FOR A THE PLAZA @ THE GLEN

Located at 13007-13075 Victory Boulevard
in the City of Los Angeles



Prepared for:
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Prepared by:
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Revised July 30, 2008

TRAFFIC IMPACT ANALYSIS FOR A
PROPOSED MIXED-USE DEVELOPMENT

THE PLAZA @ THE GLEN

Located on the North Side of Victory Blvd
from W/O Ethel Ave to Morse Ave
In the City of Los Angeles

Prepared for:
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EXECUTIVE SUMMARY

This report documents the results of a study evaluating potential traffic impacts created by the development of mixed-use development (The Plaza @ the Glen) on land which currently has 70,917 square feet of retail, a 32,000 square foot C.V.S Pharmacy, a 4,524 square foot Golan Restaurant, 3,324 square foot Citibank, and 41,141 square foot Health/Fitness Club. The proposed project consists of the construction of up to a 1,500,000 square foot development including 150 unit condominiums (which may initially be rented as apartments), a hotel with 230 rooms, a 450,000 square foot office, a 100,000 square foot medical office, a 45,000 square foot health and fitness center, a 2,700 seat theater, and a 285,000 square foot of shopping center.

The Plaza @ The Glen project site is located along the north side of Victory Boulevard from west of Morse Avenue to Ethel Avenue in the Van Nuys – North Sherman Oaks community of the City of Los Angeles, as shown in the following aerial photograph. Parking will be provided under the structures with access from Victory Boulevard at Ethel Avenue and a driveway on Victory Boulevard west of Morse Avenue. It is estimated that the project at completion will generate a net of approximately 18,763 daily vehicular trips with 1,144 morning and 1,712 afternoon peak hour trips.

In addition to The Plaza @ The Glen, this traffic study evaluates the potential traffic impacts associated with four areas where a General Plan Amendment would be incorporated along with this project. Although no development is currently proposed, the add area projects are development which theoretically could be proposed by others. The add area projects evaluated are as follows:

Add Area 1: The area is located at 13005 Victory Boulevard east of the project site along the southwest side of Morse Avenue and northwest of Add Area 2. The area has a Victory Boulevard address due to current access but is not physically located along Victory Boulevard. The existing 18,414 square foot self storage building could be



replaced with a 4 story, 39 unit condominium project. A project of this size could add approximately 183 daily trips, 14 morning peak hour and 17 evening peak hour trips.

Add Area 2: The area is located at 13001 Victory Boulevard immediately east of the project site along the north side of Victory Boulevard northerly to Hamlin Street and west of Add Area 3 and 4. The existing school and church would remain. There would be no change in vehicular trips.

Add Area 3: The area is located at 6455 Coldwater Canyon Avenue on the southwest corner of Coldwater Canyon Avenue and Hamlin Street east of Add Area 2 and north of Add Area 4. The existing 43,026 square foot private school could be replaced with a mixed use development including 36,000 square shopping center, 56,000 square foot office and 143 units of multi family housing. A project of this size could create a net of increase of 1,887 daily trips, with 306 fewer during the AM peak hour and 246 more trips during the PM peak hour.

Add Area 4: The area is located at 12091 - 12929 Victory Boulevard on the northwest corner of Coldwater Canyon Avenue and Victory Boulevard south of Add Area 3 and east of Add Area 2. The existing 4,792 square foot fast food restaurant and 5,766 square foot retail could be replaced with a 21,000 square foot shopping center and 112,000 square foot office building. A project of this size could create an additional 550 daily trips, 84 more trips during the AM peak hour and an additional 147 trips during the PM peak hour.

The focus of this traffic study is to evaluate the potential traffic impacts created by the project. The potential impacts have been evaluated for The Plaza @ The Glen alone and for The Plaza @ The Glen with the four Add Areas. The parameters for this study have been developed with the City of Los Angeles Department of Transportation (LADOT). The study intersections were determined based on the traffic assignment to the roadways and the estimated amount of project generated traffic that would have the potential to create significant traffic impacts.



Three mitigation packages are presented for consideration. The first option incorporates area wide credits for the construction of an on-site multi-modal transit center as part of the development with 5% reduction away from the site and 10% reduction along the Victory Boulevard intersections close to the site, reduction of project trips for the on-site multi-modal transit center based upon Congestion Management Program Credits (CMP) of 20% and physical mitigation at six intersections and a 5% project trip reduction based upon a Transportation Demand Management (TDM) program. The second mitigation option incorporates the same area wide credits and TDM but reduces the transit credits to a 10% reduction of project trips and physical mitigation at six intersections. The third option does not incorporate any area wide credits, allows for the 10% transit reduction of project trips, TDM and proposes physical mitigation at 18 intersections.

PROJECT ONLY

The analysis contained in this study has determined that the added traffic volume generated by The Plaza @ The Glen project will significantly impact the traffic flow at twenty-two of the study intersections and two street segments.

The significantly impacted intersections are located at:

- Fulton Avenue & Sherman Way – PM Peak Hour
- Coldwater Canyon Avenue & Sherman Way – PM Peak Hour
- Sherman Way & Whitsett Avenue – AM & PM Peak Hour
- Vanowen Street & Woodman Avenue – AM & PM Peak Hour
- Fulton Avenue & Vanowen Street – AM & PM Peak Hour
- Coldwater Canyon Avenue & Vanowen Street – AM & PM Peak Hour
- Vanowen Street & Whitsett Avenue – PM Peak Hour
- Coldwater Canyon Avenue & Hamlin Street – AM & PM Peak Hour
- Victory Boulevard & Woodman Avenue – AM & PM Peak Hour
- Fulton Avenue & Victory Boulevard – AM & PM Peak Hour
- Ethel Avenue & Victory Boulevard – AM & PM Peak Hour
- Morse Avenue & Victory Boulevard – AM & PM Peak Hour



Coldwater Canyon Avenue & Victory Boulevard – AM & PM Peak Hour
Victory Boulevard & Whitsett Avenue – AM & PM Peak Hour
Victory Blvd & Hollywood Fwy Southbound Ramp (South Side) – AM & PM Peak Hour
Victory Blvd & Hollywood Fwy Northbound Ramp (North Side) – PM Peak Hour
Victory Blvd & Hollywood Freeway Northbound Ramp (South Side) –AM&PM Peak Hour
Victory Blvd & Hollywood Freeway Northbound Ramp (North Side) –AM&PM Peak Hour
Laurel Canyon Boulevard & Victory Boulevard – PM Peak Hour
Fulton Avenue & Oxnard Street – PM Peak Hour
Coldwater Canyon Avenue & Oxnard Street – AM & PM Peak Hour
Oxnard Street & Whitsett Avenue – PM Peak Hour

MITIGATION Option 1

Mitigation Option 1 incorporates an extensive new multi-modal transit center as part of the project with a 20% project transit credit based upon Congestion Management Program Credits (CMP) and 5% capacity increase at the study intersections with an additional 5% at the nearby Victory Boulevard intersections due to encouragement of transit usage in the area due to the new transit center, a Transportation Demand Management Plan with a 5% credit, and physical roadway improvements at four intersections. The improvements necessary to reduce these significant impacts to a level of insignificance are listed below:

New Multi-Modal Transit Center - As a project feature, The Plaza @ The Glen will create a multi-modal transit center along the northeast corner of Ethel Avenue and Victory Boulevard. The Transit Center will provide an opportunity for existing and future transit lines to provide layovers and transfers with amenities for the riders in a comfortable amenity rich environment. The Transfer Center is proposed partially over a newly constructed bridge over the Tujunga Wash incorporating a park-like environment. The Transit Center will provide service linkage to the Orange Line south of the project, pedestrian inviting environment, bicycle amenities and linkage to the new Tujunga River Project. Although this is proposed as a project feature, traffic credits for the Transit



Center were not incorporated into the traffic analysis until the mitigation section of the report at the request of LADOT.

Transportation Demand Management (TDM) - The office and medical office components of this project would be required provide a TDM plan as part of Ordinance No. 168,700. However, this project proposes to augment the required TDM plan with measures including vehicle trip incentives and services for employees, residents and visitors, on-site facilities including bicycle storage and enhanced pedestrian connections. In addition, the TDM plan will be expanded to the commercial and residential components of the project. A Transportation Management Office (TMO) is proposed as part of the TDM plan. The TDM plan will be submitted to the City of Los Angeles as a separate document for review and approval.

Implementation of these improvement measures (TDM & New Transit Center) has been estimated to reduce the project trip generation by 20% for the transit center and 5% for the TDM plan at the study intersections based upon Congestion Management Program estimates. Further detail is provided in the mitigation section of this analysis. The On-Site Transit Center will reduce not only project related traffic by overall traffic traveling through the study area. It is estimated that the improvements implemented by the project for a new Transit Center will reduce the overall traffic at all of the study intersections by 5% with an additional 5% reduction at the closest intersections of Victory Boulevard at Woodman, Fulton Avenue, Ethel Avenue, Morse Avenue, Coldwater Canyon Avenue and Whitsett Avenue. The implementation of these improvements reduces the traffic impacts to a level of insignificance at but four of the significantly impacted study intersections.

Additional improvements are needed as described below to reduce all impacts to a level of insignificance. Note that these improvements are subject to LADOT approval. If any of these improvements are not approved, the project traffic impact will not be reduced to a level of insignificance and a statement of overriding considerations may be necessary for any of the four following intersections.



Physical Improvements

Ethel Avenue & Victory Boulevard – Design and install a westbound right turn lane and southbound left, shared left/through lane and right turn lane.

Morse Avenue & Victory Boulevard – Design and install a new traffic signal at this location. Installation of the new traffic signal will provide for an orderly assignment of right-of-way as well as provide for safer pedestrian crossing and connectivity.

Coldwater Canyon Avenue & Hamlin Street – Design and install an east and westbound restriping from a single lane to a dedicated left and shared through-right turn lane at this location. A secondary impact would be created due to loss of parking. LADOT has indicated that this will not be acceptable mitigation. Consideration was also given to install a traffic signal at this location. LADOT has indicated that this will not be acceptable mitigation due to a secondary impact of a creating a bad signal timing point.

Coldwater Canyon Avenue & Victory Boulevard – Widen the west side of Coldwater Canyon Avenue north of Victory Boulevard by 4 feet within the existing right-of-way to incorporate a functional southbound right turn lane at this intersection. Move the existing bus stop to the far side of the intersection through coordination with the Metropolitan Transit Authority (MTA). The implementation of this improvement measure will reduce the existing sidewalk width from 12 feet to 8 feet until the property on the northwest corner of the intersection (Add Area 4) is improved and additional land is dedicated for sidewalk width.

Implementation Option 1 mitigation package and the proposed physical improvements reduces all significant traffic impacts to a level of insignificance.

The significant street segments occur at Erwin Street east of Fulton Avenue and Ethel Avenue south of Victory Boulevard. The project developer will work with the community and LADOT to implement traffic improvement measures such as speed bumps in order to discourage cut through traffic and reduce these impacts to a level of insignificance. If sufficient improvements are not in place at the time of development significant traffic impacts may remain on these street segments.



MITIGATION OPTION 2

Mitigation Option 2 incorporates the same improvements as proposed in Option 1 but reduces the credits for the new multi-modal transit center to a conservative 10% project transit credit reduction based prior Los Angeles Department of Transportation practices, a 5% capacity increase at the study intersections with an additional 5% at the nearby Victory Boulevard intersections due to encouragement of transit usage in the area due to the new transit center, a Transportation Demand Management Plan with a 5% credit, and physical roadway improvements at four intersections. The improvements necessary to reduce these significant impacts to a level of insignificance are listed below:

New Multi-Modal Transit Center – same as option 1

TDM Plan – same as option 1

Implementation of these two elements with the aforementioned conservative 10% reduction in project trips for the transit center, 5% increase in capacity at the study intersections due to the additional transit facility, additional 5% increase in capacity at the nearby Victory Boulevard intersections and 5% reduction in project trips for the TDM plan reduces all the impacts to a level of insignificance with the exception of four intersections.

Additional improvements are needed as described below to reduce the impacts to a level of insignificance. Note that these improvements are subject to LADOT approval. If any of these improvements are not approved, the project traffic impact will not be reduced to a level of insignificance and a statement of overriding considerations may be necessary for any of the four following intersections.

Physical Improvements

Ethel Avenue & Victory Boulevard – Same as option 1 - Design and install a westbound right turn lane and southbound left, shared left/through lane and right turn lane. A further mitigation at this intersection includes a shift in traffic from this intersection to Morse Avenue & Victory Boulevard due to a change in striping at that intersection.



Morse Avenue & Victory Boulevard – Same as option 1 - Design and install a new traffic signal at this location. Installation of the new traffic signal will provide for an orderly assignment of right-of-way as well as provide for safer pedestrian crossing and connectivity. A further mitigation at this intersection requires that there be a southbound left and shared left/right turn lane installed.

Coldwater Canyon Avenue & Hamlin Street – Same as option 1 - Design and install an east and westbound restriping from a single lane to a dedicated left and shared through-right turn lane at this location. No additional requirements under Option 2. A secondary impact would be created due to loss of parking. The Los Angeles Department of Transportation (LADOT) has indicated that this will not be acceptable mitigation. Consideration was also given to install a traffic signal at this location. LADOT has indicated that this will not be acceptable.

Coldwater Canyon Avenue & Victory Boulevard – Same as option 1 - Widen the west side of Coldwater Canyon Avenue north of Victory Boulevard by 4 feet within the existing right-of-way to incorporate a functional southbound right turn lane at this intersection. Move the existing bus stop to the far side of the intersection through coordination with the Metropolitan Transit Authority (MTA). The implementation of this improvement measure will reduce the existing sidewalk width from 12 feet to 8 feet until the property on the northwest corner of the intersection (Add Area 4) is improved and additional land is dedicated for sidewalk width. No additional mitigation under Option 2. Implementation Option 2 mitigation package and the proposed physical improvements reduces all significant traffic impacts to a level of insignificance.

As with Option 1, the significant street segments occur at Erwin Street east of Fulton Avenue and Ethel Avenue south of Victory Boulevard. The project developer will work with the community and LADOT to implement traffic improvement measures such as speed bumps in order to discourage cut through traffic and reduce these impacts to a level of insignificance. If sufficient improvements are not in place at the time of development significant traffic impacts may remain on these street segments.



MITIGATION OPTION 3

Mitigation Option 3 incorporates some of the same improvements as proposed in Option 1 and 2 but reduces the credits for the new multi-modal transit center to a conservative 10% project transit credit reduction based prior Los Angeles Department of Transportation practices with no credits incorporated at the study intersections for mass transit usage, a Transportation Demand Management Plan with a 5% credit, and physical roadway improvements at sixteen intersections. The improvements necessary to reduce most of these significant impacts to a level of insignificance are listed below:

New Multi-Modal Transit Center – Similar to option 1 but with a smaller transit center. Some of the same elements will be incorporated but the land mass and amenities dedicated to the center will be minimized.

TDM Plan – same as option 1

Implementation of these two elements with the aforementioned conservative 10% reduction in project trips and 5% reduction in project trips for the TDM plan reduces the impacts to a level of insignificance at three intersections. Physical improvements are proposed at 16 intersections.

Additional improvements are needed as described below to reduce the impacts. Note that these improvements are subject to LADOT/Caltrans approval. If any of these improvements are not approved, the project traffic impact will not be reduced to a level of insignificance and a statement of overriding considerations may be necessary for any of the following intersections. Even with implementation of the below noted improvements four intersections will not be sufficiently mitigated so as to be below a level of insignificance and will need a statement of overriding considerations. These intersections include Fulton Avenue/Vanowen Street, Coldwater Canyon/Hamlin Street, Fulton Avenue/Victory Boulevard, Ethel Avenue/Victory Boulevard, Coldwater Canyon/Victory Boulevard, Whitsett Avenue/Victory Boulevard, 170 Freeway Northbound/Victory Boulevard (South Side), Fulton Avenue/Oxnard Street, and



Coldwater Canyon/Oxnard Street. Several of the other intersections may create secondary impacts by creating narrow sidewalks and removing parking.

Physical Improvements

Coldwater Canyon Avenue & Sherman Way – Widen west side of Coldwater Canyon south of Sherman Way to create a wider northbound curb lane providing for an essentially functional northbound right turn lane. The improvement will reduce sidewalk width and may require removal of parking thereby creating potential secondary impacts.

Whitsett Avenue & Sherman Way – Widen west side of Whitsett Avenue south of Sherman Way to create a wider northbound curb lane and restripe for a dedicated northbound right turn lane. The improvement will reduce sidewalk width and may require removal of parking thereby creating potential secondary impacts.

Woodman Avenue & Vanowen Street – Widen south side of Vanowen Street west of Woodman Avenue to create a wider eastbound curb lane providing and restripe for a dedicated eastbound right turn lane. The improvement will reduce sidewalk width and may require removal of parking thereby creating potential secondary impacts.

Coldwater Canyon Avenue & Vanowen Street – Widen south side of Vanowen Street west of Coldwater Canyon Avenue to create a wider eastbound curb lane providing for an essentially functional eastbound right turn lane. The improvement will reduce sidewalk width and require removal of parking thereby creating potential secondary impacts.

Whitsett Avenue & Vanowen Street – Widen north side of Vanowen Street east of Whitsett Avenue to create a wider westbound curb lane providing for an essentially functional westbound right turn lane. The improvement will reduce sidewalk width and require removal of parking thereby creating potential secondary impacts.

Coldwater Canyon Avenue & Hamlin Street – Design and install a new traffic signal at this location. Installation of the new traffic signal will provide for an orderly assignment of right-of-way as well as provide for safer pedestrian crossing and connectivity. A



secondary impact would be created due to loss of parking and signal timing decay. LADOT has indicated that this will not be acceptable mitigation.

Woodman Avenue & Victory Boulevard – Widen east side of Woodman Avenue south of Victory Boulevard and the west side of Woodman Avenue north of Victory Boulevard to create a wider north and southbound curb lane providing for an essentially functional north and southbound right turn lane. The improvement will reduce sidewalk width and require removal of parking thereby creating potential secondary impacts.

Fulton Avenue & Victory Boulevard – Widen south side of Victory Boulevard west of Fulton Avenue and the north side of Victory Boulevard west of Fulton Avenue to create a wider east and westbound curb lane providing for an essentially functional east and westbound right turn lane. The improvement will reduce sidewalk width and require removal of parking thereby creating potential secondary impacts.

Ethel Avenue & Victory Boulevard – Same as option 2 - Design and install a westbound right turn lane and southbound left, shared left/through lane and right turn lane. A further mitigation at this intersection includes a shift in traffic from this intersection to Morse Avenue & Victory Boulevard due to a change in striping at that intersection.

Morse Avenue & Victory Boulevard – Same as option 2 - Design and install a new traffic signal at this location. Installation of the new traffic signal will provide for an orderly assignment of right-of-way as well as provide for safer pedestrian crossing and connectivity. A further mitigation at this intersection requires that there be a southbound left and shared left/right turn lane installed.

Coldwater Canyon Avenue & Victory Boulevard – Same as option and 2 for a functional southbound right turn lane. In addition widen the east side of Coldwater Canyon south of Victory Boulevard, the south side of Victory Boulevard west of Coldwater Canyon and the north side of Victory Boulevard east of Coldwater Canyon for essentially functional right turn lanes in all directions. The improvement will reduce sidewalk width and require removal of parking thereby creating potential secondary impacts.



Whitsett Avenue & Victory Boulevard – Widen the east and west side of Whitsett Avenue north Victory Boulevard and restripe north and south of the intersection to provide for dual southbound left turn lanes. The improvement will reduce sidewalk width and may require removal of parking thereby creating secondary impacts.

Hollywood Freeway Southbound ramps south side of Victory Boulevard – Widen the existing northbound ramp within Caltrans right-of-way for a dual northbound right offramp to Victory Boulevard. This improvement will require Caltrans review and approval.

Hollywood Freeway Northbound ramps north side of Victory Boulevard – Extend the current center median and remove the eastbound left turn pocket to the northbound ramp and Saint Clair. Implementation of this improvement restricts access to an existing roadway thereby creating a secondary impact.

Hollywood Freeway Northbound ramps south side of Victory Boulevard – Convert the curb through lane on Victory Boulevard to a right turn, create a buffer beyond the lane to create a free off-ramp right. This improvement will require Caltrans review and approval.

Laurel Canyon Boulevard & Victory Boulevard – Widen the east and west side of Laurel Canyon Boulevard north and south of Victory Boulevard and remove the existing center median. Restripe for a north and southbound dual left turn lane. Reconfigure the existing traffic signal for left turn phases. Implementation of this improvement will require the reduction of sidewalk width thereby creating secondary impacts.

Whitsett Avenue & Oxnard Street – Lengthen the red curb on south side of Oxnard Street west of Whitsett Avenue to create a longer reservoir on the eastbound curb lane providing for a functional eastbound right turn lane. The improvement will require removal of parking thereby creating potential secondary impacts.

As with Option 1 & 2, the significant street segments occur at Erwin Street east of Fulton Avenue and Ethel Avenue south of Victory Boulevard. The project developer will work with the community and LADOT to implement traffic improvement measures such



as speed bumps in order to discourage cut through traffic and reduce these impacts to a level of insignificance. If sufficient improvements are not in place at the time of development significant traffic impacts may remain on these street segments.

PROJECT WITH ADD AREAS

The project along with the add areas could significantly impact the same twenty-two study intersections as with the project alone. The time periods for the impacts shift slightly at some intersections.

The significantly impacted intersections are located at:

- Fulton Avenue & Sherman Way – PM Peak Hour
- Coldwater Canyon Avenue & Sherman Way – PM Peak Hour
- Sherman Way & Whitsett Avenue – PM Peak Hour
- Vanowen Street & Woodman Avenue – AM & PM Peak Hour
- Fulton Avenue & Vanowen Street – PM Peak Hour
- Coldwater Canyon Avenue & Vanowen Street – AM & PM Peak Hour
- Vanowen Street & Whitsett Avenue – PM Peak Hour
- Coldwater Canyon Avenue & Hamlin Street – AM & PM Peak Hour
- Victory Boulevard & Woodman Avenue – AM & PM Peak Hour
- Fulton Avenue & Victory Boulevard – AM & PM Peak Hour
- Ethel Avenue & Victory Boulevard – PM Peak Hour
- Morse Avenue & Victory Boulevard – AM & PM Peak Hour
- Coldwater Canyon Avenue & Victory Boulevard – AM & PM Peak Hour
- Victory Boulevard & Whitsett Avenue – AM & PM Peak Hour
- Victory Blvd & Hollywood Fwy Southbound Ramp (North Side) – PM Peak Hour
- Victory Blvd & Hollywood Fwy Southbound Ramp (South Side) – PM Peak Hour
- Victory Blvd & Hollywood Fwy Northbound Ramp (North Side) – PM Peak Hour
- Victory Blvd & Hollywood Freeway Northbound Ramp (South Side) – PM Peak Hour
- Laurel Canyon Boulevard & Victory Boulevard – AM & PM Peak Hour
- Fulton Avenue & Oxnard Street – PM Peak Hour



Coldwater Canyon & Oxnard Street – PM Peak Hour
Oxnard Street & Whitsett Avenue – PM Peak Hour

MITIGATION OPTION 1 – Add Areas

Mitigation Option 1 incorporates an extensive new multi-modal transit center as part of the project with a 20% project transit credit based upon Congestion Management Program Credits (CMP) and 5% capacity increase at the study intersections with an additional 5% at the nearby Victory Boulevard intersections due to encouragement of transit usage in the area due to the new transit center, a Transportation Demand Management Plan with a 5% credit, and physical roadway improvements at four intersections.

The improvement measures as noted above in the project mitigation Option 1 are sufficient to reduce the significant impacts to a level of insignificance with the Add Areas at all but four of the study intersections. As with the previous options a statement of overriding considerations will be required for any physical improvement not approved by LADOT. The additional improvements are listed below.

The additional improvements are needed are described below to reduce all impacts to a level of insignificance with the Project & Add Areas.

Coldwater Canyon Avenue and Victory Boulevard - The add area analysis provides an additional benefit of the property on the northwest corner of the intersection to construct the southbound right-turn lane without reduction of sidewalk width. However, an additional improvement is needed. The installation of a northbound right turn lane within the existing right-of-way reduces the impact to a level of insignificance.

Coldwater Canyon Avenue & Hamlin Street - Design and install an east and westbound restriping from a single lane to a dedicated left and shared through-right turn lane at this location as with the project only. In addition, design and install a new traffic signal at this location. LADOT has indicated that this will not be acceptable mitigation due to secondary impacts.



Morse Avenue & Victory Boulevard – Provide a southbound Left and shared Right/Through lane instead of a single lane.

Coldwater Canyon Avenue & Victory Boulevard – In addition to the dedicated southbound right, widen the south side of Victory Boulevard west of Coldwater Canyon to provide a westbound right turn lane. This improvement will reduce the sidewalk width creating a potential secondary impact to the pedestrian traffic.

Victory Boulevard & Whitsett Avenue – Widen the east side of Whitsett Avenue south of Victory Boulevard within the existing right-of-way to provide a dedicated northbound right turn only lane. This improvement will reduce the sidewalk width creating a potential secondary impact to the pedestrian traffic.

Southbound Hollywood Freeway (south side) & Victory Boulevard – Convert the existing curb through lane to a right turn lane, buffer the lane beyond the right turn to provide a free right turn at the off ramp.

MITIGATION OPTION 2 – Add Areas

Mitigation Option 2 Add Areas incorporates the same improvements as proposed in Option 1 but reduces the credits for the new multi-modal transit center to a conservative 10% project transit credit reduction based prior Los Angeles Department of Transportation practices, a 5% capacity increase at the study intersections with an additional 5% at the nearby Victory Boulevard intersections due to encouragement of transit usage in the area due to the new transit center, a Transportation Demand Management Plan with a 5% credit, and physical roadway improvements at four intersections.

The improvement measures as noted above in the project mitigation Option 2 and With Add Area Option 1 are sufficient to reduce the significant impacts to a level of insignificance with the Add Areas in Option 2. A statement of overriding considerations may be required on up to 6 intersections if the physical improvements are not acceptable to LADOT/Caltrans.



MITIGATION OPTION 3 – Add Areas

Mitigation Option 3 incorporates some of the same improvements as proposed in Option 1 and 2 but reduces the credits for the new multi-modal transit center to a conservative 10% project transit credit reduction based prior Los Angeles Department of Transportation practices with no credits incorporated at the study intersections for mass transit usage, a Transportation Demand Management Plan with a 5% credit, and physical roadway improvements at seventeen intersections. The improvements necessary to reduce most of these significant impacts to a level of insignificance are listed below:

The improvement measures as noted above in the project mitigation Option 3 and With Add Area Option 1 and 2 are sufficient to reduce the significant impacts to a level of insignificance with the Add Areas in Option 3 with the exception of 6 expanded or additional improvements. A statement of overriding considerations will be required on 5 intersections and could be required on all 20 significantly impacted intersections if the physical improvements are not acceptable to LADOT/Caltrans. The four intersections which would require a statement of overriding considerations under option 3 include Fulton Avenue/Victory Boulevard, Ethel Avenue/Victory Boulevard, Coldwater Canyon/Victory Boulevard, Whitsett Avenue/Victory Boulevard and Fulton Avenue/Oxnard Street.

Physical Improvements

Woodman Avenue & Vanowen Street – Same as Option 3 project only including the widening of the north side of Vanowen Street west of Woodman Avenue for an essentially functioning westbound right turn lane. This improvement will require reducing sidewalk width and may require removal of parking thereby creating secondary impacts.

Coldwater Canyon Avenue & Vanowen Street – Same as Option 3 project only including widening of the north side of Vanowen Street west of Coldwater Canyon for an essentially functioning westbound right turn lane. This improvement will require reducing sidewalk width and may require removal of parking thereby creating secondary impacts.



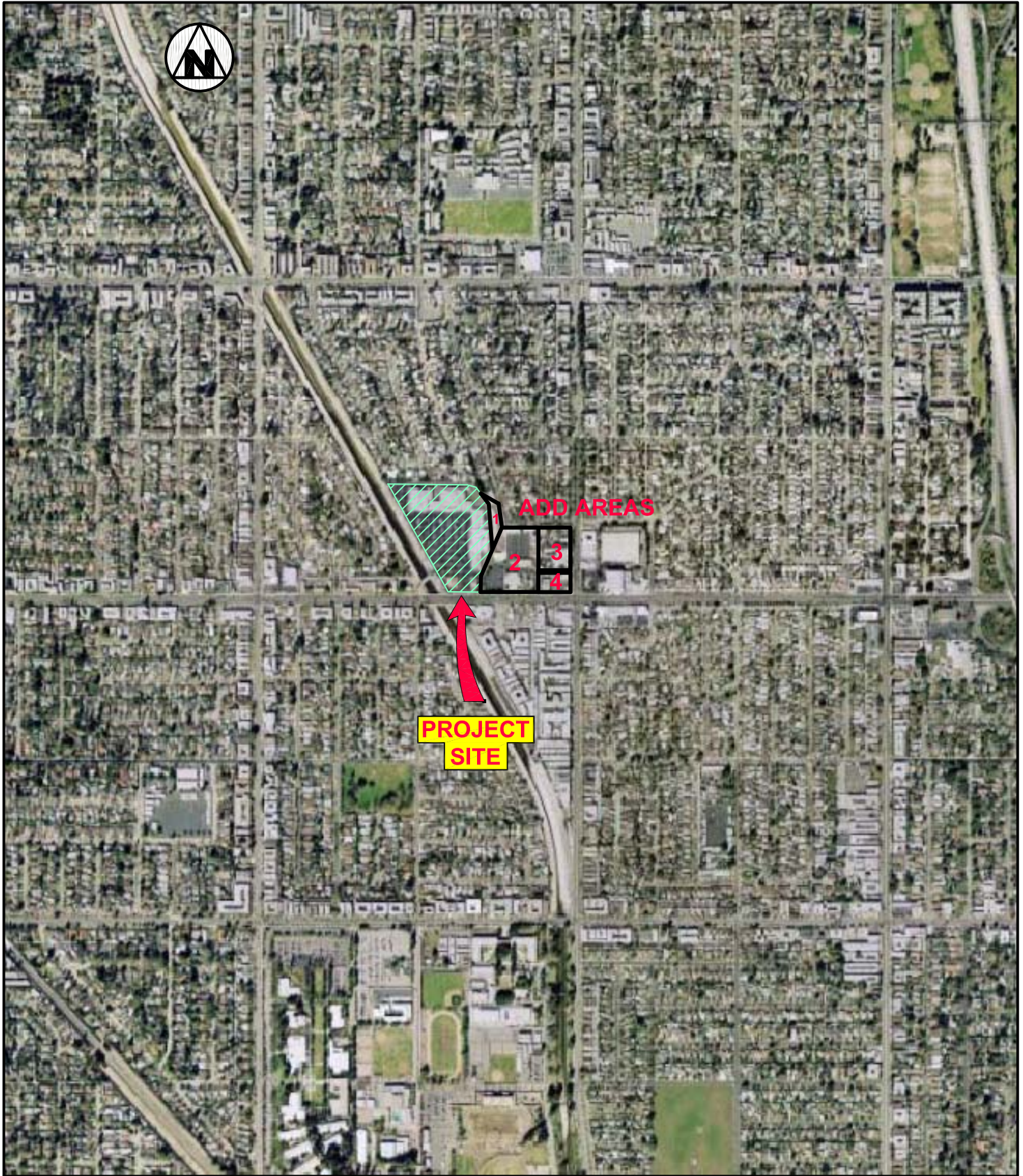
Coldwater Canyon Avenue & Victory Boulevard – Same as Option 3 project only. Evaluation of alternative mitigation was conducted including dual west or southbound left turn lanes. However, sufficient right-of-way is not available to implement either improvement.

Hollywood Freeway Southbound ramps South side of Victory Boulevard – Convert the existing curb through lane to a right turn lane, buffer the lane beyond the right turn to provide a free right turn at the off ramp. This improvement will require Caltrans approval.

Fulton Avenue & Oxnard Street – Evaluation of alternative mitigation was conducted including dual westbound left turn lanes. Sufficient right-of-way is not available to implement this improvement.

Coldwater Canyon Avenue & Oxnard Street – Widen the south side of Oxnard Street west of Coldwater Canyon to provide an essentially operating westbound right turn lane. Implementation of this improvement required reduction of sidewalk width and removal of parking creating secondary impacts.

The project and add areas are portrayed on the following aerial photograph.



PROJECT SETTING



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CHAPTER 1

INTRODUCTION

As part of the process for the approval of the proposed development, the potential traffic impact of the proposed project has been evaluated using the Critical Movement Analysis (CMA) method. The CMA analysis method calculates the operating conditions of an intersection using a ratio of peak hour traffic volume to intersection capacity. The amount of new traffic added to an intersection by the proposed project determines the significance of the project traffic impact. Twenty-four key intersections have been selected and approved by the City of Los Angeles for this traffic impact analysis. These intersections are:

1. Fulton Avenue and Sherman Way
2. Coldwater Canyon Avenue and Sherman Way
3. Whitsett Avenue and Sherman Way
4. Woodman Avenue and Vanowen Street
5. Fulton Avenue and Vanowen Street
6. Coldwater Canyon Avenue and Vanowen Street
7. Whitsett Avenue and Vanowen Street
8. Coldwater Canyon Avenue and Hamlin Street
9. Victory Boulevard and Woodman Avenue
10. Fulton Avenue and Victory Boulevard
11. Ethel Avenue and Victory Boulevard
12. Coldwater Canyon Avenue and Victory Boulevard
13. Whitsett Avenue and Victory Boulevard
14. Victory Boulevard and US 170 SB (North Side)
15. Victory Boulevard and US 170 SB (South Side)
16. Victory Boulevard and US 170 NB (North Side)



17. Victory Boulevard and US 170 NB (South Side)
18. Erwin Street & Fulton Avenue
19. Fulton Avenue and Oxnard Street
20. Coldwater Canyon Avenue and Oxnard Street
21. Oxnard Street and Whitsett Avenue
22. Coldwater Canyon Avenue and Burbank Boulevard
23. Laurel Canyon Boulevard and Victory Boulevard
24. Morse Avenue and Victory Boulevard

The freeway ramp locations are separated by raised center medians and do not interact. The analysis separates the north and south side of Victory Boulevard to adequately portray this lack of influence at the request of LADOT.

The CMA analysis of traffic conditions has been conducted for present peak hour conditions and for the future peak hour conditions with the project traffic added. The future analysis also documents traffic conditions with other potential land development projects in the study area. Pursuant to the City of Los Angeles traffic impact guidelines, the following steps have been taken to develop the future traffic volume estimate:

- (a) Existing traffic plus ambient growth to 2013 study year (added 2% per year);
- (b) Traffic in (a) plus related projects (without project scenario);
- (c) Traffic in (b) with the proposed project traffic (with project scenario);
- (d) Traffic in (c) plus the proposed traffic mitigation, if necessary.



CHAPTER 2

PROJECT DESCRIPTION

The proposed project is the development of a maximum of 1,500,000 square foot mixed-use project to replace an existing shopping center on the north side of Victory Boulevard east of Ethel Avenue and the Tujunga Wash. The project (The Plaza @ The Glen) will replace a 41,141 square foot health club, 3,324 square foot bank, 4,524 square foot restaurant, 32,000 square foot pharmacy and 70,817 square feet of retail with 285,000 square feet of shopping center, 230 room hotel, 450,000 square feet of office, 100,000 square feet of medical office, a 2,700 seat theater and 150 units of condominium which may be rented as apartments initially.

Parking for the new project will be from access driveways on the north side of Victory Boulevard west of Morse Avenue and Ethel Avenue. The parking will be submerged under the proposed buildings which will span from west of Ethel Avenue to Morse Avenue with frontage along the north side of Victory Boulevard. These existing access points into the site will be enhanced to improve safety and ingress/egress. The Ethel Avenue access way will be widened over the Tujunga Wash with additional turn lanes. A traffic signal is proposed at the entrance way just west of Morse Avenue incorporating the Morse Avenue intersection into the operation of the traffic signal.

Planning entitlement for this project requires a General Plan Amendment (GPA). Although no development is currently proposed, as part of the GPA four project site areas were added to the traffic evaluation. Potential development for the add areas is described below.

Add Area 1: The area is located at 13005 Victory Boulevard east of the project site along the southwest side of Morse Avenue and northwest of Add Area 2. The project is not physically located along Victory Boulevard. The existing 18,414 square foot self storage building could be replaced with a 4 story, 39 unit condominium project. Access would be from Morse Avenue and the termination of Hamlin Street at the project site.



Add Area 2: The area is located at 13001 Victory Boulevard immediately east of the project site along the north side of Victory Boulevard to Hamlin Street and west of Add Area 3 and 4. The existing 20,255 square foot school and 18,356 square foot church would remain. Vehicular access would remain the same from Victory Boulevard and Hamlin Street.

Add Area 3: The area is located 6455 Coldwater Canyon Avenue on the southwest corner of Coldwater Canyon Avenue and Hamlin Street east of Add Area 2 and north of Add Area 4. The existing 43,026 square foot private school could be replaced with a mixed use development including a 36,000 square shopping center, 56,000 square foot office and 143 units of multi family housing. Vehicular access would be from Coldwater Canyon Avenue and Hamlin Street.

Add Area 4: The area is located at 12091 – 12929 Victory Boulevard on the northwest corner of Coldwater Canyon Avenue and Victory Boulevard south of Add Area 3 and east of Add Area 2. The existing 4,792 square foot fast food restaurant and 5,766 square foot retail could be replaced with a 21,000 square foot shopping center and 112,000 square foot office building. Vehicular access would be from Coldwater Canyon Avenue and Victory Boulevard.

Figure 1 provides a map displaying the location of the project site and add areas. Figure 2 displays a site plan for The Plaza@ The Glen project site.

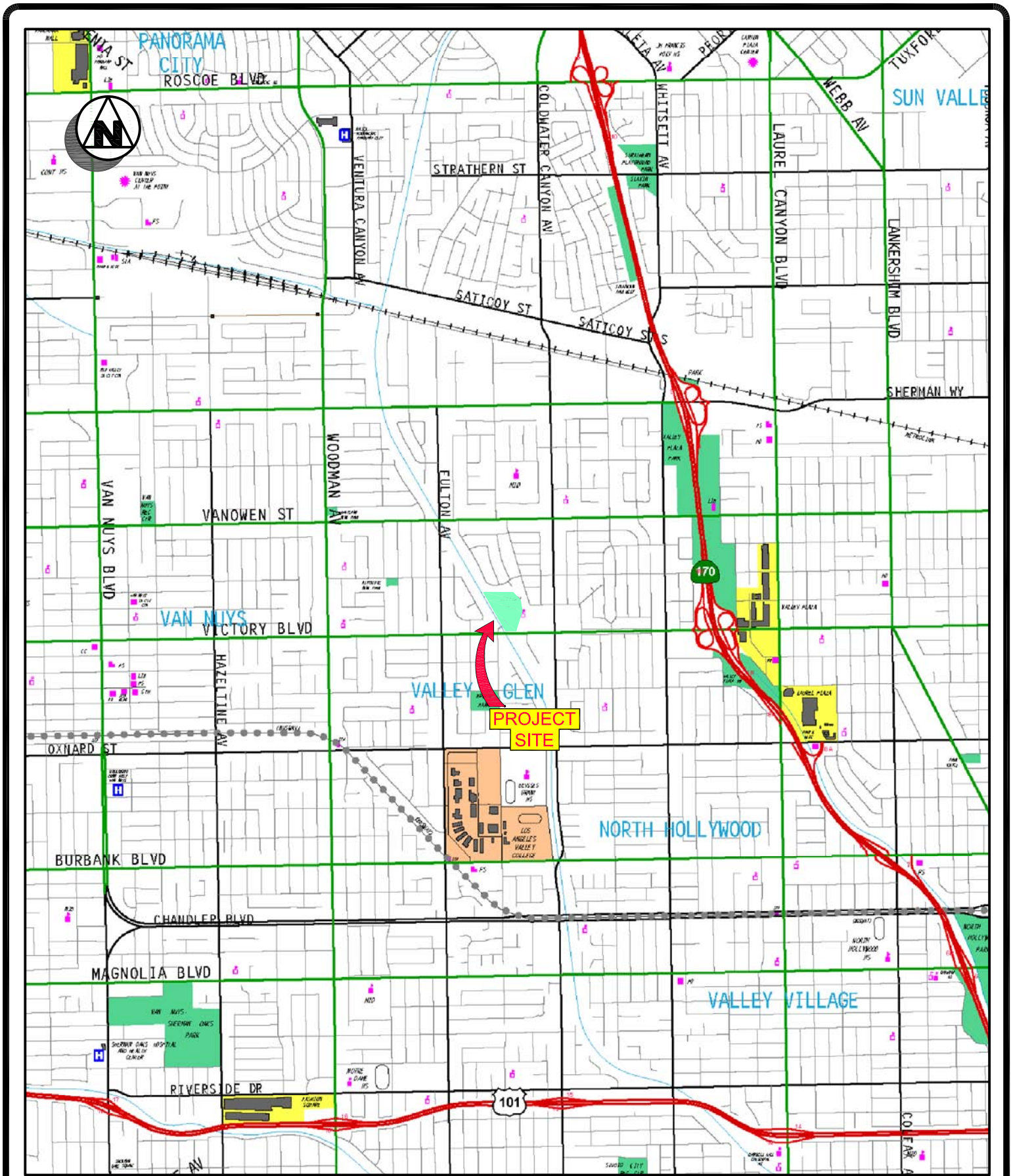


FIGURE 1

7/14/2007

PROJECT LOCATION

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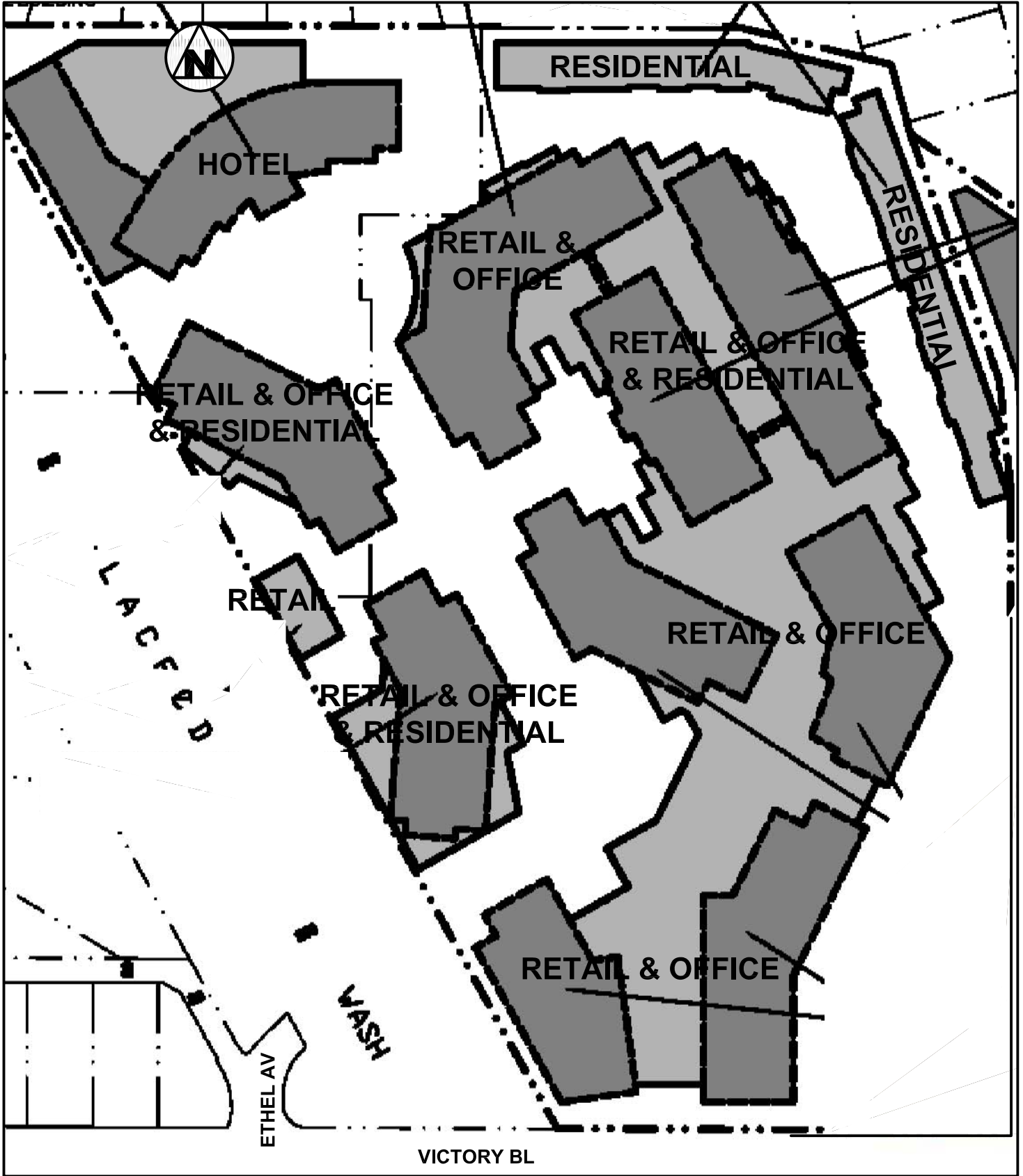
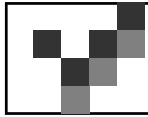


FIGURE 2

2/08

PROJECT SITE LAYOUT


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CHAPTER 3

ENVIRONMENTAL SETTING

The project is located in the North Hollywood Valley Village Community Plan area, approximately 13 miles north of downtown Los Angeles. The planning area is essentially bounded by the Ventura Freeway to the south, Clybourn Avenue to the east, Sherman Way to the north and Coldwater Canyon Avenue & Fulton Avenue to the west. The North Hollywood Valley Village Community Plan area contains 6,823 square acres with 32.1% single family residential, 20.0% multi-family residential, 8% commercial, 6.1% industrial, 10.4% open space/public land and 23.3% street development.

Although the project is located within the North Hollywood Village Community Plan area it is along the eastern boundary of the Van Nuys – North Sherman Oaks Community Plan area. The planning area is bounded by Tujunga Wash to the west, the Metropolitan Transit Authority (MTA) rail right-of-way to the north, Valjean Avenue north of Victory Boulevard and the San Diego Freeway south of Victory Boulevard to the west and the Ventura Freeway to the south. The Van Nuys- North Sherman Oaks Community plan area contains 8,220 square acres with 38.2% single family residential, 15.2% multi-family residential, 7.1% commercial, 7.4% industrial, 10.4% open space/public land and 21.8% street development.

The two land use maps and summary of the land use are provided in Appendix A of this report.

The streets within the study area are under the jurisdiction of the City of Los Angeles. Appendix B provides a map illustrating the community plan highway designations and the Los Angeles street standards.



Freeway and Street Characteristics

The three freeways serving the site are the Hollywood Freeway (Hwy 170) approximately one mile east of the project site, the Ventura Freeway (Hwy 101) approximately 2 miles south of the project site and the San Diego Freeway (I-405) approximately 3 miles west of the project site.

The north-south Hollywood freeway provides four lanes in each direction with an average daily traffic (ADT) volume of 182,000 vehicles per day (VPD) at Victory Boulevard. Freeway capacities are typically 2,000 vehicles per hour (VPH) per lane. Using this capacity, the 170 Freeway provides a theoretical free flow capacity of approximately 16,000 VPH. Current non-directional peak hour traffic volume on the Hollywood Freeway is 14,800 VPH. Therefore, this segment of the freeway is operating at approximately 93 percent capacity.

The north-south San Diego Freeway provides four free flow lanes and one carpool lane in each direction. Average daily traffic volume on the 405 Freeway at Victory Boulevard is approximately 236,000 vehicles per day. Using the freeway capacity of 2,000 vehicles per hour (VPH) per lane for the mixed flow lanes and 1,600 vehicles per hour for the carpool lane, the San Diego Freeway provides a theoretical free flow capacity of approximately 19,200 VPH. Current non-directional peak hour traffic volume on the 405 Freeway is 15,000 VPH. Therefore, this segment of the freeway is operating at approximately 78 percent capacity.

The east-west Ventura Freeway provides five lanes each direction. Average daily traffic volume on the 101 Freeway at Coldwater Canyon Avenue is approximately 293,000 vehicles per day. Using the freeway capacity of 2,000 vehicles per hour (VPH) per lane, the Ventura Freeway provides a theoretical free flow capacity of approximately 20,000 VPH. Current non-directional peak hour traffic volume on the 101 Freeway is 19,200 VPH. Therefore, this segment of the freeway is operating at approximately 96 percent capacity.



Victory Boulevard is an east-west major highway providing three lanes in each direction in the vicinity of the project site. The roadway width varies but is generally 74 to 77 feet in width. Parking restrictions along Victory Boulevard include a two hour parking limits throughout the day with the exception of no stopping during the morning and afternoon peak hours.

Woodman Avenue is a north-south major highway in the study area. The roadway provides two lanes in each direction in the study area.

Coldwater Canyon Avenue is a major highway in the project area with two lanes in each direction and left turn lanes at most intersections.

Sherman Way is an east-west major highway in the project area with three lanes in each direction and off peak hour parking on the north and south side of the street. In portions of the project area the eastbound curb lane is an AM peak hour lane and the westbound curb lane is a PM peak hour lane with parking available in the off-peak time periods of the day.

Laurel Canyon Boulevard is a north-south major highway east of the project and east of the Hollywood Freeway. The roadway provides two lanes in each direction in the project vicinity.

Vanowen Street, Fulton Avenue, Oxnard Street and Whitsett Avenue are all designated as secondary highways by the City of Los Angeles in the project area. Vanowen Street is approximately 70 feet in the project area and provides two lanes in each direction. Fulton Avenue provides one to two lanes in each direction under a varying width roadway.

Oxnard Street is approximately 63 to 74 feet in the project area and provides two lanes in each direction in the project area. Whitsett Avenue provides two lanes in each direction in the project area.



Erwin Street is an east-west collector street in the immediate project area. Erwin Street is a discontinuous roadway which is signalized at Fulton Avenue and terminates at Van Nord just west of Tujunga Wash.

Morse Avenue, Hamlin Street and Ethel Avenue are local roadways.

Figure 3 displays the location of the study intersections along with the numbering used throughout this analysis. The existing intersection lane configurations and traffic controls are illustrated in Figure 4. Street plans in aerial photographs, the study area roadway widths, right-of-way, traffic lane striping and signing are contained in Appendix B.

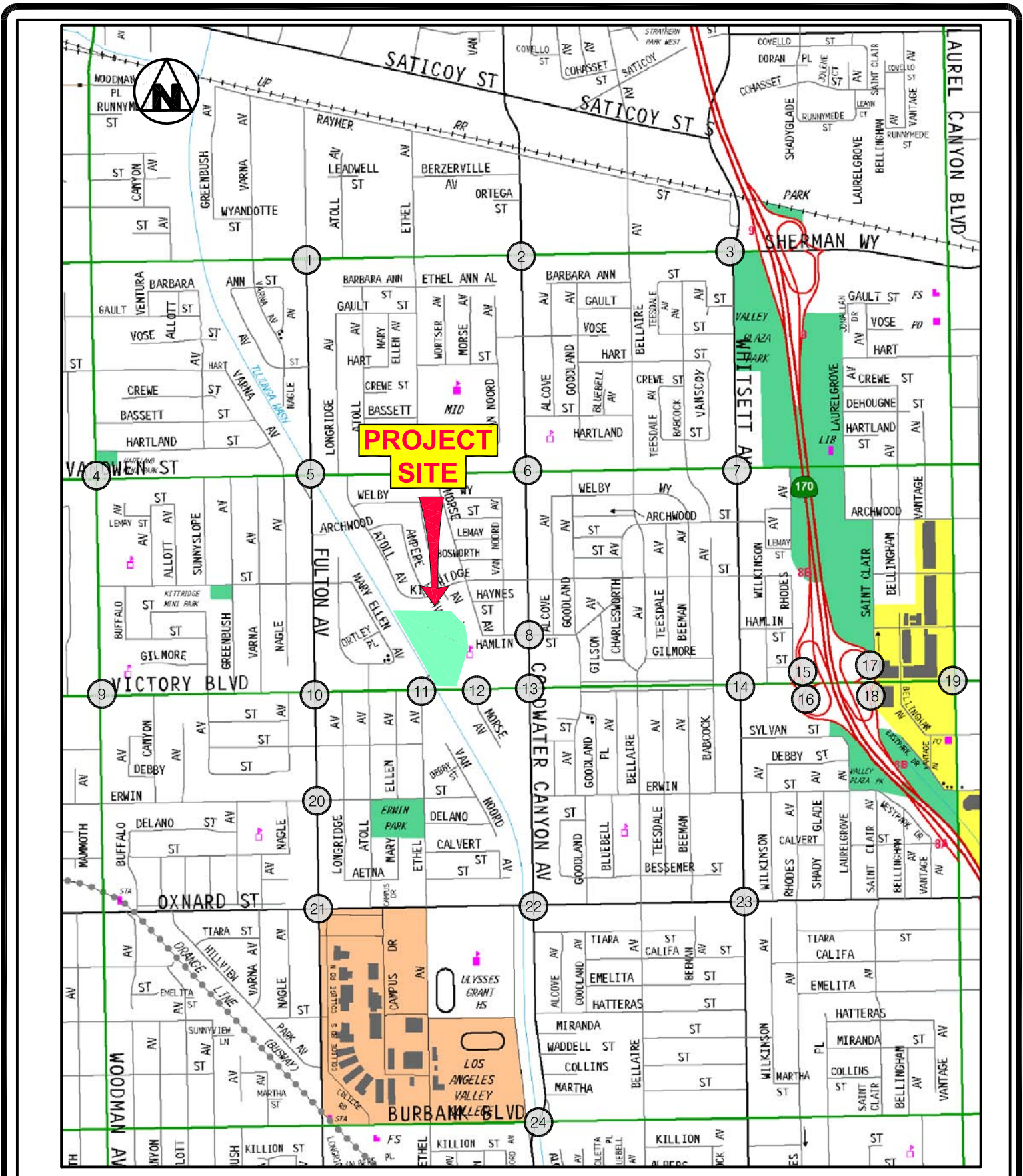


FIGURE 3

STUDY INTERSECTION LOCATION & NUMBERING



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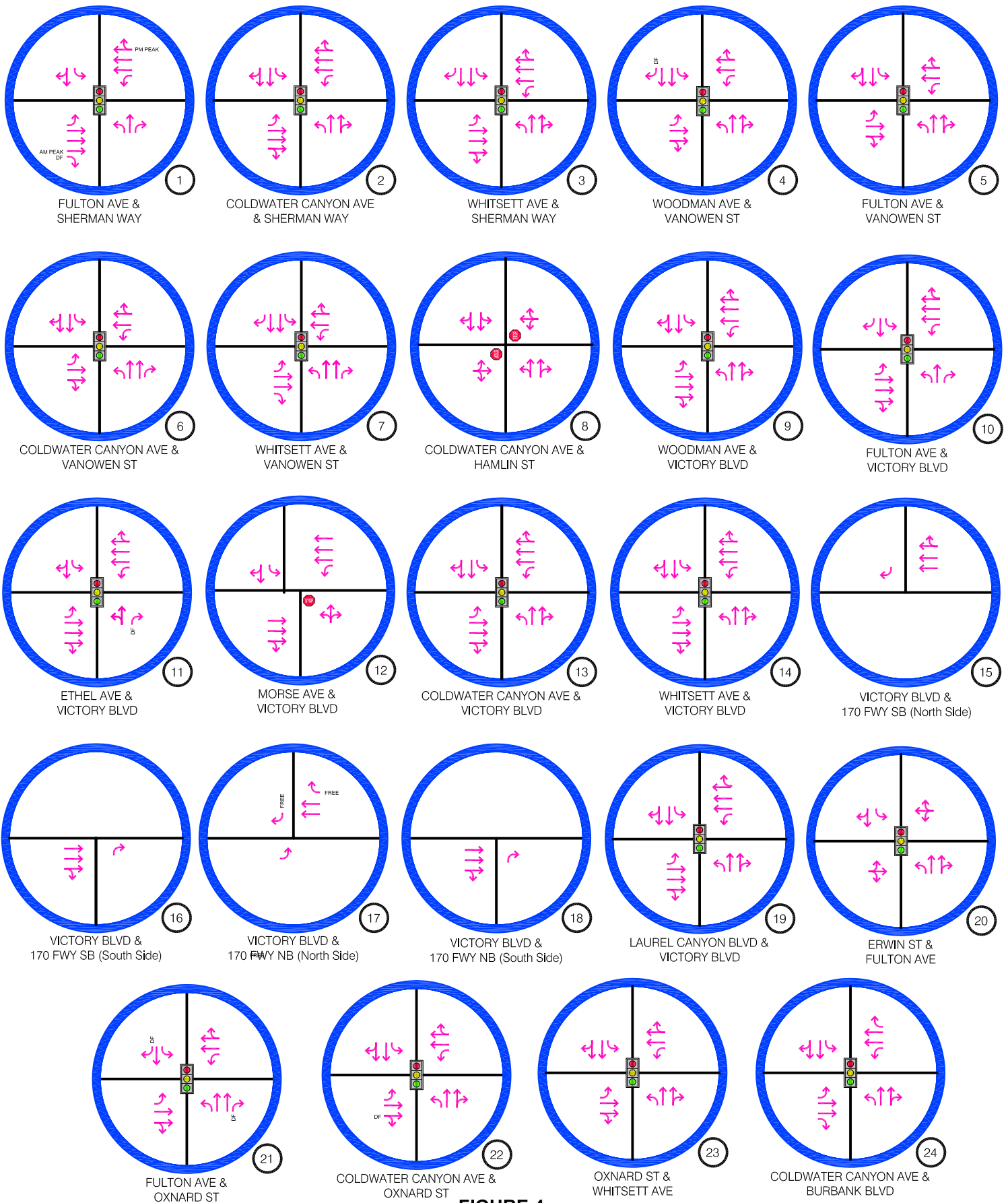


FIGURE 4

7/2008

Project Characteristics



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Transit Service

Public transportation in the study area is provided by the Metropolitan Transportation Authority (MTA) and Los Angeles Department of Transportation. MTA Route 154 operates from Tujunga to Burbank via Burbank and Oxnard Street. MTA route 158 operates from Chatsworth to Sherman Oaks via Devonshire Street and Woodman Avenue. MTA Route 163/363 operates from West Hills to Hollywood via Sherman Way and Hollywood Way. MTA Route 164 operates from West Hills to Burbank via Victory Boulevard along the project frontage. MTA route 165 runs from West Hills to Burbank via Vanowen Street. MTA Route 167 operates from Plummer Street, Coldwater Canyon Avenue and the Chatsworth Transportation Center. LADOT Commuter Express Line 413 operates along Laurel Canyon and Sherman Way in the project area. The Orange Line express way spans the San Fernando Valley from the Warner Center to North Hollywood and connects the project area to the greater regional system including the Metro Red Line in North Hollywood and ultimately downtown Los Angeles. The project proposes to enhance the transit system by providing a transit center along Victory Boulevard and the Tujunga Wash with connections to the local bus systems, the Orange Line, pedestrian and bicycle systems along the Wash area. While this is a project feature with details still being refined, it is listed as mitigation for the traffic study. Details regarding the existing service routes are provided in Appendix C.

Traffic Generation

Traffic-generating characteristics of residential land uses, shopping center, market, pharmacy, restaurant, bank, health/fitness club, hotel, condominium, theater, medical office and office buildings such as existing and proposed on the site have been extensively surveyed by the Institute of Transportation Engineers (ITE). The database has been published in a handbook titled Trip Generation, 7th Edition. This publication of traffic generation studies has become the industry standard for estimating traffic generation of different land uses. These ITE studies indicate that land uses of the size associated with the existing and proposed development generally exhibit the trip-making characteristics as shown by the trip rates in Table 1.

On the basis of the ITE trip generation rates shown in Table 1, estimates of the project's traffic were calculated and are summarized in Table 2. The proposed condominiums were evaluated in the traffic study as apartments since they may be rented prior to selling the individual units. The apartment trip generation rate is higher than condominiums and is the more conservative analysis. Traffic which was generated by the previous shopping center on the site was reduced from the project traffic. The project is a mixed-use project which will encourage interaction between the components of the project (internal trips) and is likely to attract some patrons to the health club and shopping center as part of another trip (pass-by trips). A 20% reduction for the shopping center, theater and health club has been included in the analysis. In keeping with LADOT standards, these reductions were not taken at the site adjacent intersections. As shown in Table 2, the proposed project could be expected to add an average of 18,763 vehicle trips per day with 1,144 morning trips and 1,712 afternoon trips to the roadway network.



Table 1
The Plaza @ The Glen Project Trip Generation Rates

<u>Description</u>	<u>ITE Code</u>	<u>Daily</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
			<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
Shopping Center	820	$LN(T) = .65LN(X) + 5.83$	$LN(T) = .6LN(X) + 2.29$	61%	39%	$LN(T) = .66LN(X) + 3.4$	48%	52%
Office	710	$LN(T) = .77LN(X) + 3.65$	$LN(T) = .8LN(X) + 1.55$	88%	12%	$T = 1.12(X) + 78.81$	17%	83%
Medical Office	720	36.13	2.48	1.96	0.52	3.72	1.00	2.72
Hotel	310	8.17	0.56	0.34	0.22	0.59	0.31	0.28
Market	850	102.24	3.25	1.98	1.27	10.45	5.33	5.12
Fitness Club	492	32.93	1.21	0.51	0.7	4.05	2.07	1.98
Movie Theater	444	1.76	0.01	0.01	0.00	0.07	0.03	0.04
Condominium	230	5.86	0.44	0.07	0.37	0.52	0.35	0.17
Apartment	220	6.72	0.51	0.10	0.41	0.62	0.40	0.22
Drug Store	880	90.06	3.20	1.89	1.31	8.42	4.21	4.21
Quality Restaurant	931	89.95	0.81	0.41	0.4	7.49	5.02	2.47
Bank	912	246.49	12.34	6.91	5.45	45.74	22.87	22.87

Rates are per 1,000sf for shopping center, office, market, drugstore & restaurant
 Rates are per seat for theater, per unit for condominium and per room for the hotel



Table 2
Estimated The Plaza @ The Glen Project Traffic Generation

Proposed Mixed Use Project			AM Peak Hour			PM Peak Hour		
Description	Size	Daily	Total	In	Out	Total	In	Out
Shopping Center	285,000 sf	13,415	293	179	114	1,250	600	650
Pass By	10%	<u>(1,342)</u>	<u>(29)</u>	<u>(18)</u>	<u>(11)</u>	<u>(125)</u>	<u>(60)</u>	<u>(65)</u>
Subtotal		12,073	264	161	103	1,125	540	585
Hotel	230 rooms	1,879	129	78	51	135	71	64
Internal Capture	20%	<u>(376)</u>	<u>(26)</u>	<u>(16)</u>	<u>(10)</u>	<u>(27)</u>	<u>(14)</u>	<u>(13)</u>
Subtotal		1,503	103	62	41	108	57	51
Office	450,000 sf	4,248	625	550	75	583	99	484
Medical Office	100,000 sf	3,613	248	196	52	372	100	272
Health/Fitness Club	45,000 sf	1,482	55	23	32	182	93	89
Internal Capture	20%	<u>(296)</u>	<u>(11)</u>	<u>(5)</u>	<u>(6)</u>	<u>(37)</u>	<u>(19)</u>	<u>(18)</u>
Pass By	20%	<u>(237)</u>	<u>(8)</u>	<u>(4)</u>	<u>(4)</u>	<u>(29)</u>	<u>(15)</u>	<u>(14)</u>
Subtotal		949	36	14	22	116	59	57
Theater	2,700 seat	4,752	27	27	0	189	81	108
Internal Capture	20%	<u>(950)</u>	<u>(5)</u>	<u>(5)</u>	0	<u>(38)</u>	<u>(16)</u>	<u>(22)</u>
Pass By	10%	<u>(380)</u>	<u>(2)</u>	<u>(2)</u>	0	<u>(16)</u>	<u>(7)</u>	<u>(9)</u>
Subtotal		3,422	20	20	0	135	58	77
Condo/Apartment	150 units	1,008	77	15	62	93	60	33
Proposed PROJECT TOTAL		26,817	1,373	1,018	355	2,532	973	1,559



Table 2 (continued)
 Estimated The Plaza @ The Glen Project Traffic Generation

Existing Shopping Center			AM Peak Hour			PM Peak Hour		
Description	Size	Daily	Total	In	Out	Total	In	Out
MISC Retail								
Misc Retail TOTAL	70,817 sf	5,427	127	77	50	499	240	259
Pass By	10%	(543)	(13)	(8)	(5)	(50)	(24)	(26)
Subtotal		4,884	114	69	45	449	216	233
CVS Pharmacy	32,000 sf	2,882	102	60	42	270	135	135
Internal Capture	20%	(576)	(20)	(12)	(8)	(54)	(27)	(27)
Pass By	40%	(922)	(33)	(19)	(14)	(86)	(43)	(43)
Subtotal		1,384	49	29	20	130	65	65
GOLAN RESTAURAN	4,524 sf	407	4	2	2	34	23	11
Internal Capture	10%	(41)	0	0	0	(3)	(2)	(1)
Pass By	10%	(37)	0	0	0	(3)	(2)	(1)
Subtotal		329	4	2	2	28	19	9
CITIBANK	3,324 sf	819	41	23	18	152	76	76
Internal Capture	10%	(82)	(4)	(2)	(2)	(16)	(8)	(8)
Pass By	20%	(147)	(7)	(4)	(3)	(28)	(14)	(14)
Subtotal		590	30	17	13	108	54	54
Health/Fitness Club	41,141 sf	1,355	50	21	29	165	84	81
Internal Capture	20%	(271)	(10)	(4)	(6)	(34)	(18)	(16)
Pass By	20%	(217)	(8)	(3)	(5)	(26)	(13)	(13)
Subtotal		867	32	14	18	105	53	52
EXISTING TOTAL	151,806 sf	8,054	229	131	98	820	407	413
Net TOTAL		18,763	1,144	887	257	1,712	566	1,146

The trip generation associated with the add areas was estimated based upon the methodologies described for the project. Table 3, 4, 5 and 6 detail the trip generation rates and trip generation for Add Area 1, 2, 3 and 4 respectively. Add Area 1 is anticipated to add 183 daily trips with 14 trips during the AM peak hour and 17 trips during the PM peak hour. Add Area 2 is anticipated to not change the existing



roadway traffic. Add Area 3 is anticipated to add 1,887 daily trips with 306 fewer trips during the AM peak hour and 246 new trips during the PM peak hour. Add Area 3 is anticipated to add 550 daily trips with 84 new trips during the AM peak hour and 147 new trips during the PM peak hour.

Table 3
Add Area 1 Project Trip Generation Rates and Generation

<u>Description</u>	<u>ITE Code</u>	<u>Daily</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
			<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
Condominium	230	5.86	0.44	0.07	0.37	0.52	0.35	0.17
Mini-Warehouse	151	2.5	0.15	0.09	0.06	0.26	0.13	0.13

Rates are per 1,000sf for self storage & per unit for condo

Proposed		AM Peak Hour				PM Peak Hour		
<u>Description</u>	<u>Size</u>	<u>Daily</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
Condominium	39 units	229	17	3	14	21	14	7
Proposed TOTAL		229	17	3	14	21	14	7

Existing		AM Peak Hour				PM Peak Hour		
<u>Description</u>	<u>Size</u>	<u>Daily</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
Self Storage	18,414 sf	46	3	2	1	4	2	2
EXISTING TOTAL		46	3	2	1	4	2	2

Net TOTAL		183	14	1	13	17	12	5
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Table 4
Add Area 2 Project Trip Generation Rates and Generation

<u>Description</u>	<u>ITE Code</u>	<u>Daily</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
			<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
Private School	534/520/SANDAG	14.49	11.91	6.55	5.36	1.01	0.30	0.71
Church	560	9.11	0.72	0.39	0.33	0.66	0.34	0.32

Rates are per 1,000sf

Proposed		AM Peak Hour				PM Peak Hour		
<u>Description</u>	<u>Size</u>	<u>Daily</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
School	20,255 sf	293	242	133	109	20	6	14
Church	18,356 sf	<u>167</u>	<u>13</u>	<u>7</u>	<u>6</u>	<u>12</u>	<u>6</u>	<u>6</u>
Subtotal		460	255	140	115	32	12	20
Proposed (No Changes)		460	255	140	115	32	12	20

Existing		AM Peak Hour				PM Peak Hour		
<u>Description</u>	<u>Size</u>	<u>Daily</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
School	20,255 sf	293	242	133	109	20	6	14
Church	18,356 sf	167	13	7	6	12	6	6
Subtotal		460	255	140	115	32	12	20
Existing		460	255	140	115	32	12	20

Net TOTAL		0	0	0	0	0	0	0
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Table 5
Add Area 3 Project Trip Generation Rates and Generation

<u>Description</u>	<u>ITE Code</u>	<u>Daily</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
			<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
Apartment	220	6.72	0.51	0.10	0.41	0.62	0.40	0.22
Shopping Center (rate)	820	42.94	1.03	0.63	0.40	3.75	1.80	1.95
Office	710	same as Table 1						
Private School	534/520/SANDAG	14.49	11.91	6.55	5.36	1.01	0.30	0.71

Rates are per 1,000sf

Proposed Mixed Use			AM Peak Hour			PM Peak Hour		
<u>Description</u>	<u>Size</u>	<u>Daily</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
Shopping Center	36,000 sf	1,546	37	23	14	135	65	70
Internal Capture	10%	(155)	(3)	(2)	(1)	(14)	(7)	(7)
Pass By	50%	(696)	(18)	(11)	(7)	(61)	(29)	(32)
Subtotal		695	16	10	6	60	29	31
Office	56,000 sf	854	118	104	14	142	25	117
Subtotal		854	118	104	14	142	25	117
Multi-family Housing	143 unit:	961	73	14	59	88	57	31
Proposed PROJECT TOTAL		2,510	207	128	79	290	111	179

Existing			AM Peak Hour			PM Peak Hour		
<u>Description</u>	<u>Size</u>	<u>Daily</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
Private School	43,026 sf	623	513	282	231	44	13	31
EXISTING TOTAL		623	513	282	231	44	13	31

Net TOTAL		1,887	(306)	(154)	(152)	246	98	148
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Table 6
Add Area 4 Project Trip Generation Rates and Generation

<u>Description</u>	<u>ITE Code</u>	<u>Daily</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
			<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
Shopping Center (rate)	820	42.94	1.03	0.63	0.40	3.75	1.80	1.95
Office	710	same as Table 1						
Fast Food W/ Drive Thru	934	496.12	53.11	27.09	26.02	34.64	18.01	16.63

Rates are per 1,000sf for shopping center & office, per unit for housing

Proposed Mixed Use			AM Peak Hour			PM Peak Hour		
<u>Description</u>	<u>Size</u>	<u>Daily</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
Shopping Center	21,000 sf	902	21	13	8	79	38	41
Internal Capture	10%	(90)	(2)	(1)	(1)	(8)	(4)	(4)
Pass By	50%	(406)	(10)	(6)	(4)	(36)	(17)	(19)
Subtotal		406	9	6	3	35	17	18
Office	112,000 sf	1,456	205	180	25	205	35	170
Proposed PROJECT TOTAL		1,862	214	186	28	240	52	188

Existing Shopping Center			AM Peak Hour			PM Peak Hour		
<u>Description</u>	<u>Size</u>	<u>Daily</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
Fast Food	4,792 sf	2,377	255	130	125	166	86	80
Pass By	50%	(1,189)	(128)	(65)	(63)	(83)	(43)	(40)
Subtotal		1,188	127	65	62	83	43	40
Shopping Center	5,766 sf	248	6	4	2	21	10	11
Pass By	50%	(124)	(3)	(2)	(1)	(11)	(5)	(6)
Subtotal		124	3	2	1	10	5	5
EXISTING TOTAL		1,312	130	67	63	93	48	45

Net TOTAL		550	84	119	(35)	147	4	143
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Trip Distribution

A primary factor affecting trip direction is the location of the employment centers for the residents and distribution of population which would generate potential office/medical office employees and employees and patrons of the of the shopping center, theater, hotel and health/fitness center. The estimated project directional trip distribution used in this analysis was based the location of the employment and population centers and the available freeways and surface streets used to access the project site. Figure 5 illustrates the estimated overall project traffic distribution for The Plaza @ The Glen, Add Area 1, Add Area 3 and Add Area 4.

Traffic Assignment

The allocation of project traffic volume to the study intersections was calculated by multiplying the assigned distribution percentages as shown in Figure 6 a, b, c & d to the traffic generation estimates for The Plaza @ The Glen, Add Area 1, Add Area 3 and Add Area 4. Since Add Area 2 does not generate any new traffic it was not included in the analysis. Results of the traffic assignments at the study intersections are shown in Figure 7a, b, c & d for the project site and Add Areas. The project traffic assignment provides the necessary level of detail to analyze the proposed project peak hour traffic impacts at the study locations.

Parking, Access and Circulation

Access to parking will be provided from a driveway off of Ethel Avenue and a driveway off of Victory Boulevard. The northeast corner of Ethel Avenue and Victory Boulevard will be enhanced for the new center driveway with portion of the Tujung Wash covered and a new transit plaza. The driveway directly off of Victory Boulevard will be located west of the projection of Morse Avenue. A traffic signal is proposed at this location incorporating Morse Avenue. Installation of the traffic signal will improve operations at the location for both vehicular and pedestrian traffic. It will provide connectivity to the center providing for a protected crossing of the intersection for pedestrians.

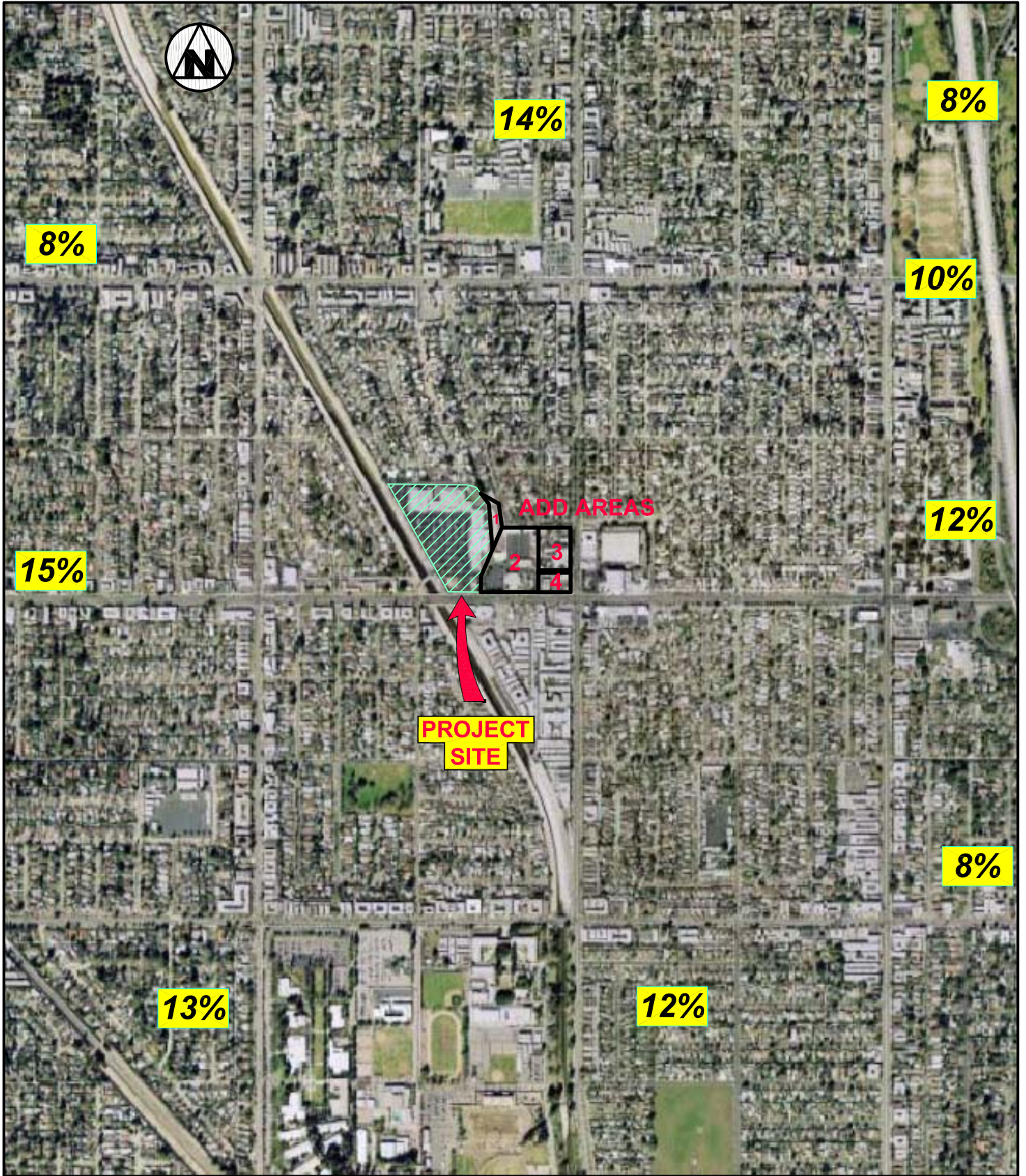


FIGURE 5

3/08

PROJECT AREA DISTRIBUTION



Overland Traffic Consultants, Inc.

27201 Tourney Road #206, Santa Clarita, CA 91355
 (661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com

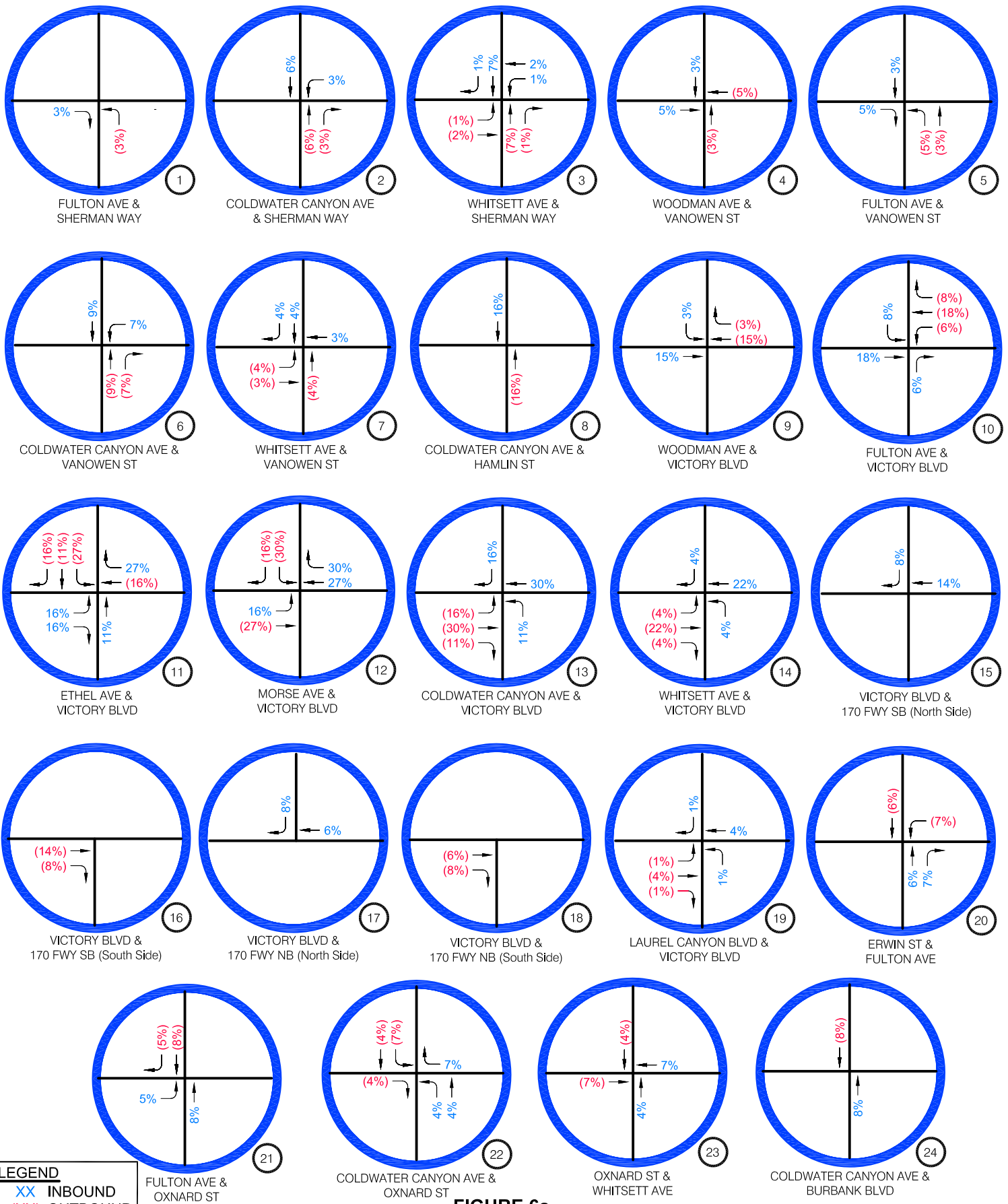


FIGURE 6a

7/2008

**PROJECT DISTRIBUTION
 THE PLAZA @ THE GLEN**

Overland Traffic Consultants, Inc.
 27201 Tourney Road #206, Santa Clarita, CA 91355
 (661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com

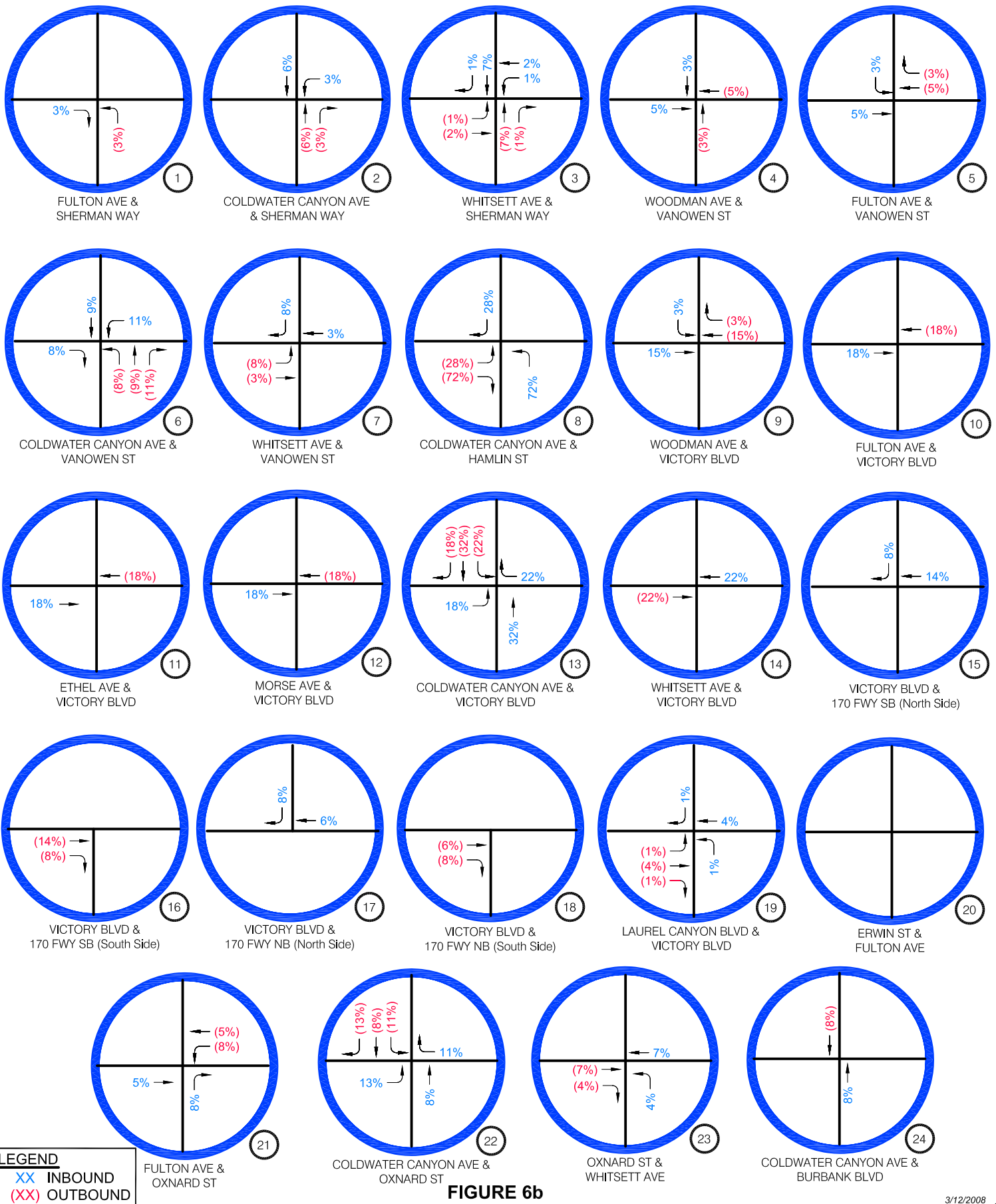


FIGURE 6b

3/12/2008

**PROJECT DISTRIBUTION
ADD AREA 1**

Overland Traffic Consultants, Inc.
 27201 Tourney Road #206, Santa Clarita, CA 91355
 (661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com

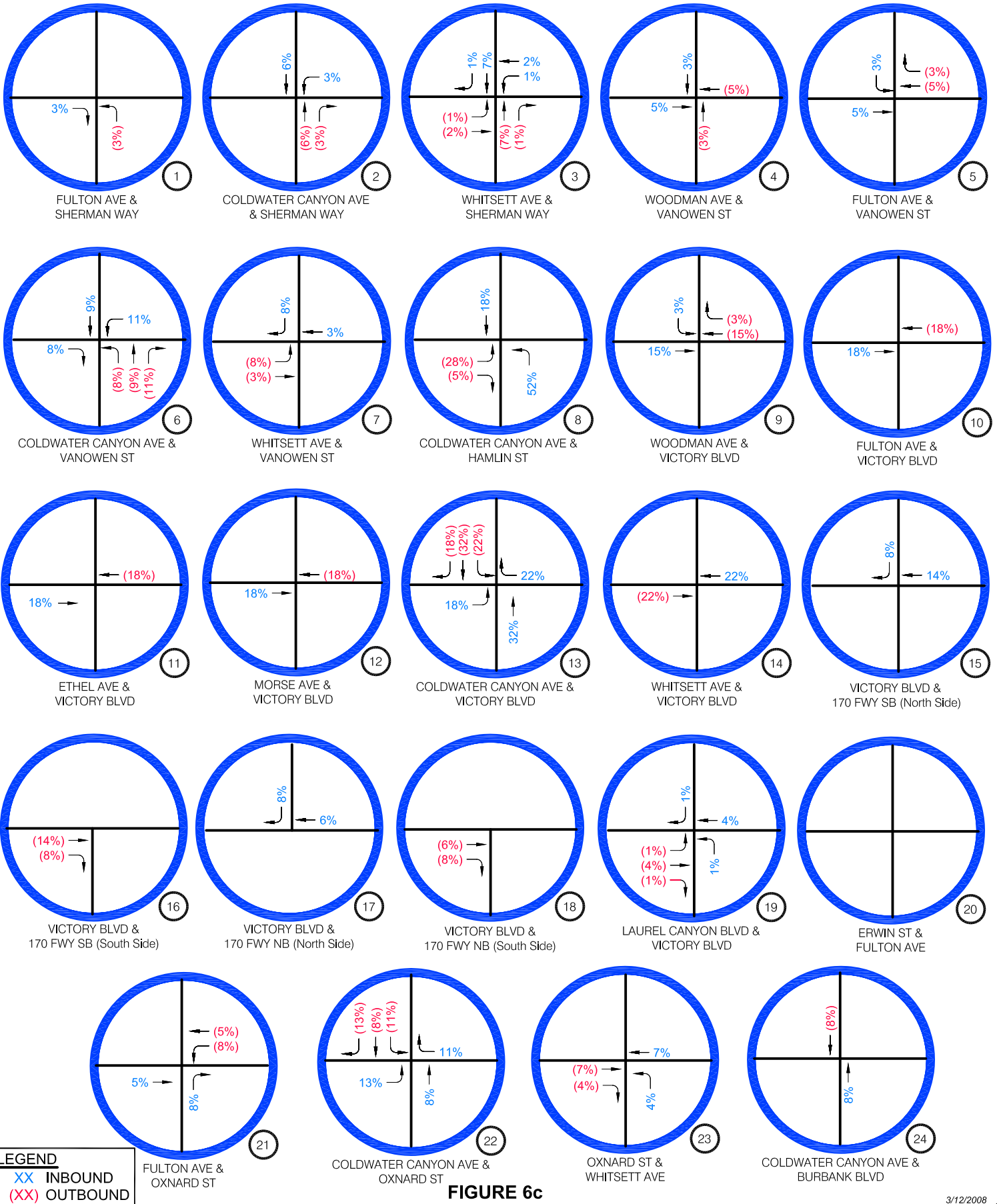


FIGURE 6c

3/12/2008

**PROJECT DISTRIBUTION
ADD AREA 3**

Overland Traffic Consultants, Inc.
 27201 Tourney Road #206, Santa Clarita, CA 91355
 (661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com

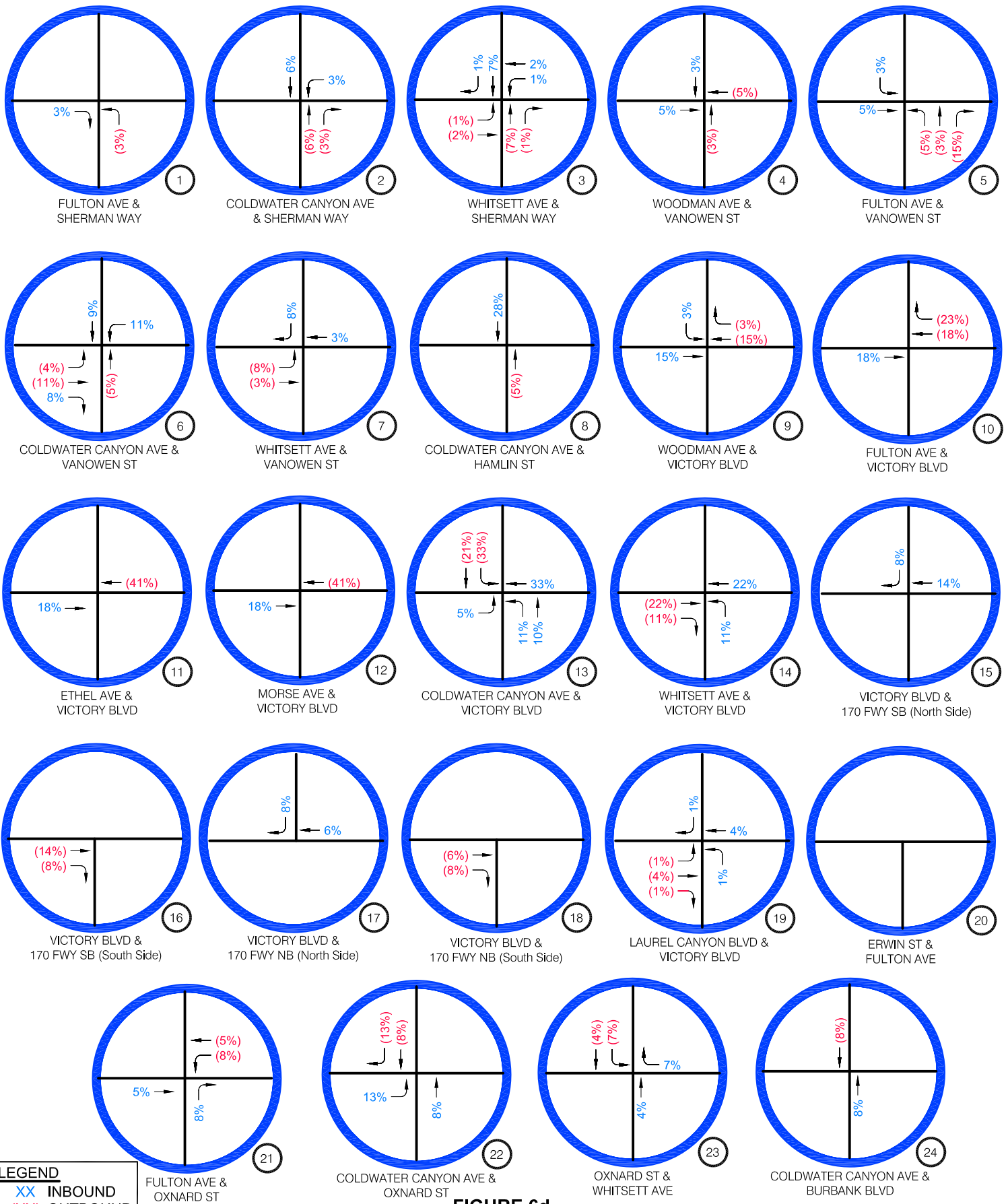


FIGURE 6d

3/12/2008

**PROJECT DISTRIBUTION
ADD AREA 4**

Overland Traffic Consultants, Inc.
 27201 Tourney Road #206, Santa Clarita, CA 91355
 (661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com

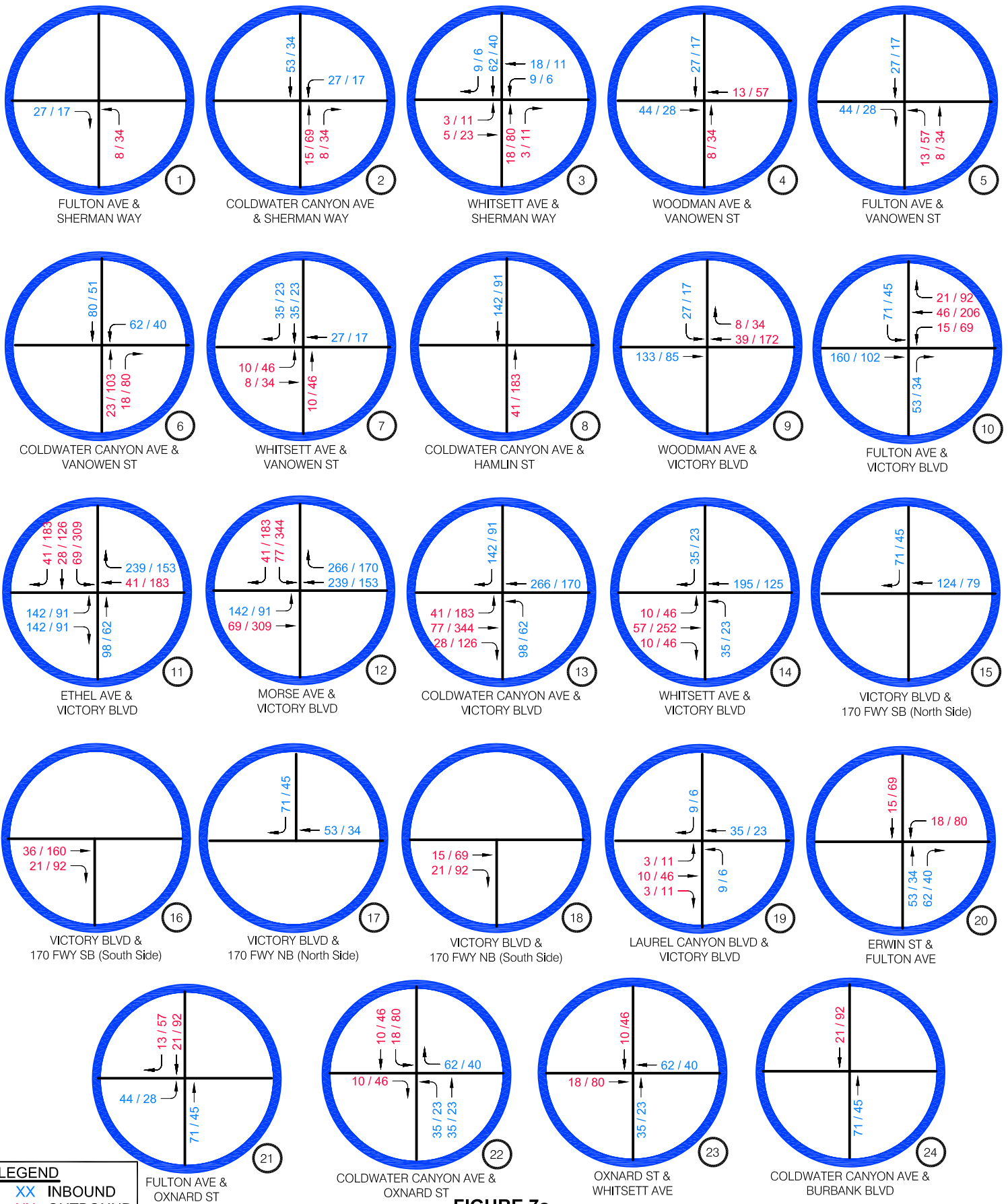
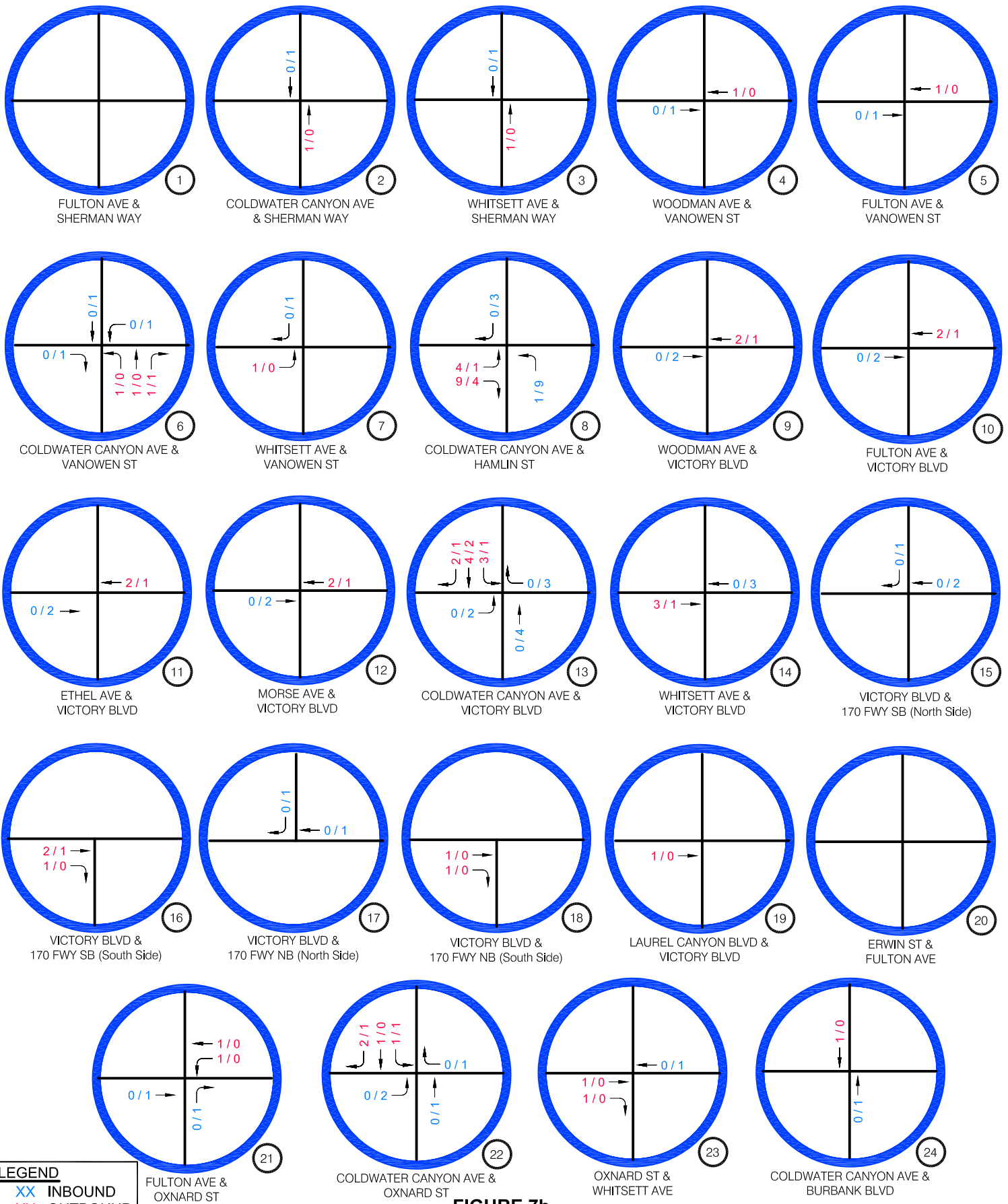


FIGURE 7a

LEGEND
 XX INBOUND
 XX OUTBOUND
 AM PEAK/PM PEAK

**PROJECT TRIPS ONLY
 THE PLAZA @ THE GLEN**

Overland Traffic Consultants, Inc.
 27201 Tourney Road #206, Santa Clarita, CA 91355
 (661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com



LEGEND
 XX INBOUND
 XX OUTBOUND
 AM PEAK/PM PEAK

FIGURE 7b

3/12/2008

**PROJECT TRIPS ONLY
 ADD AREA 1**

Overland Traffic Consultants, Inc.
 27201 Tourney Road #206, Santa Clarita, CA 91355
 (661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com

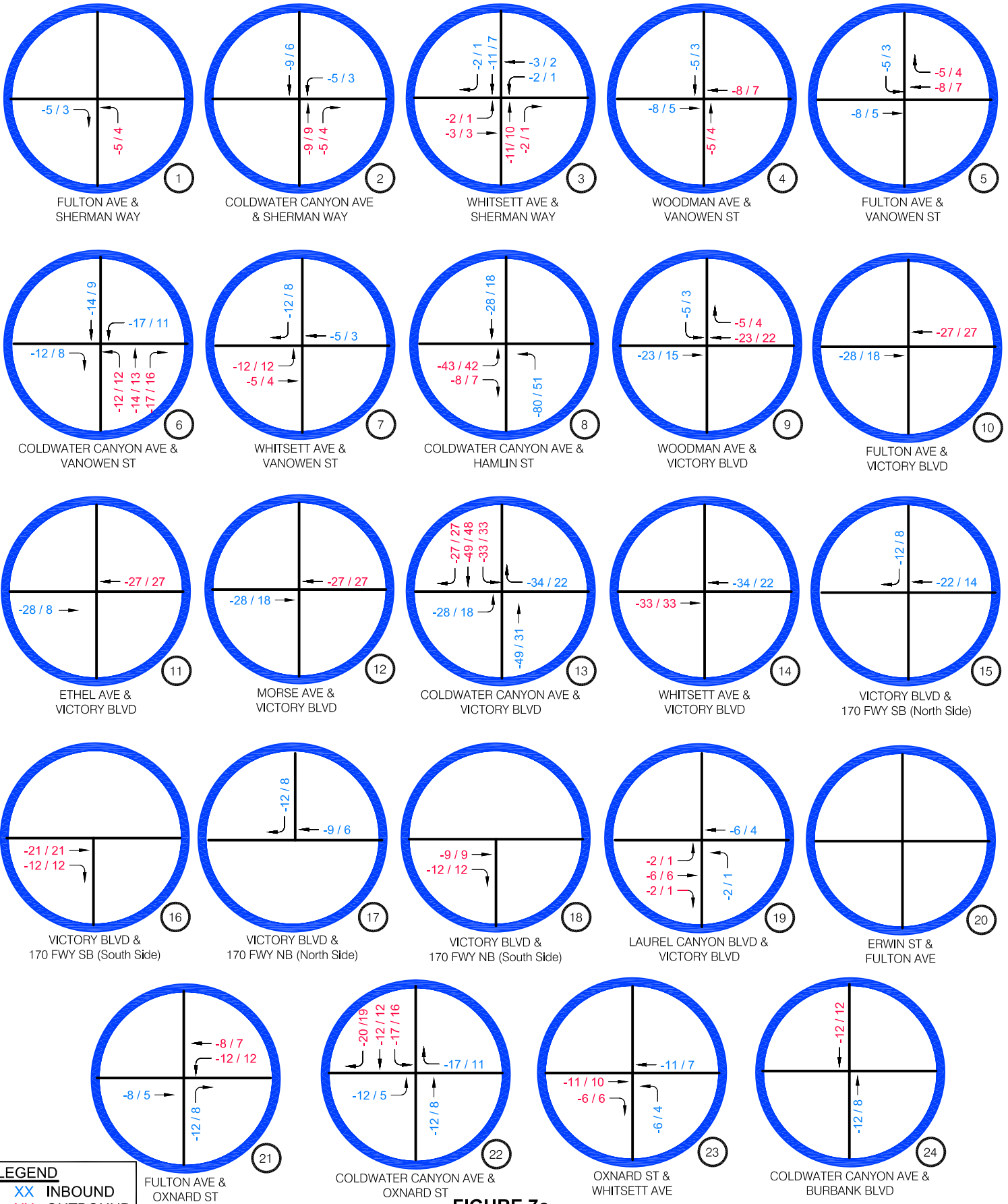


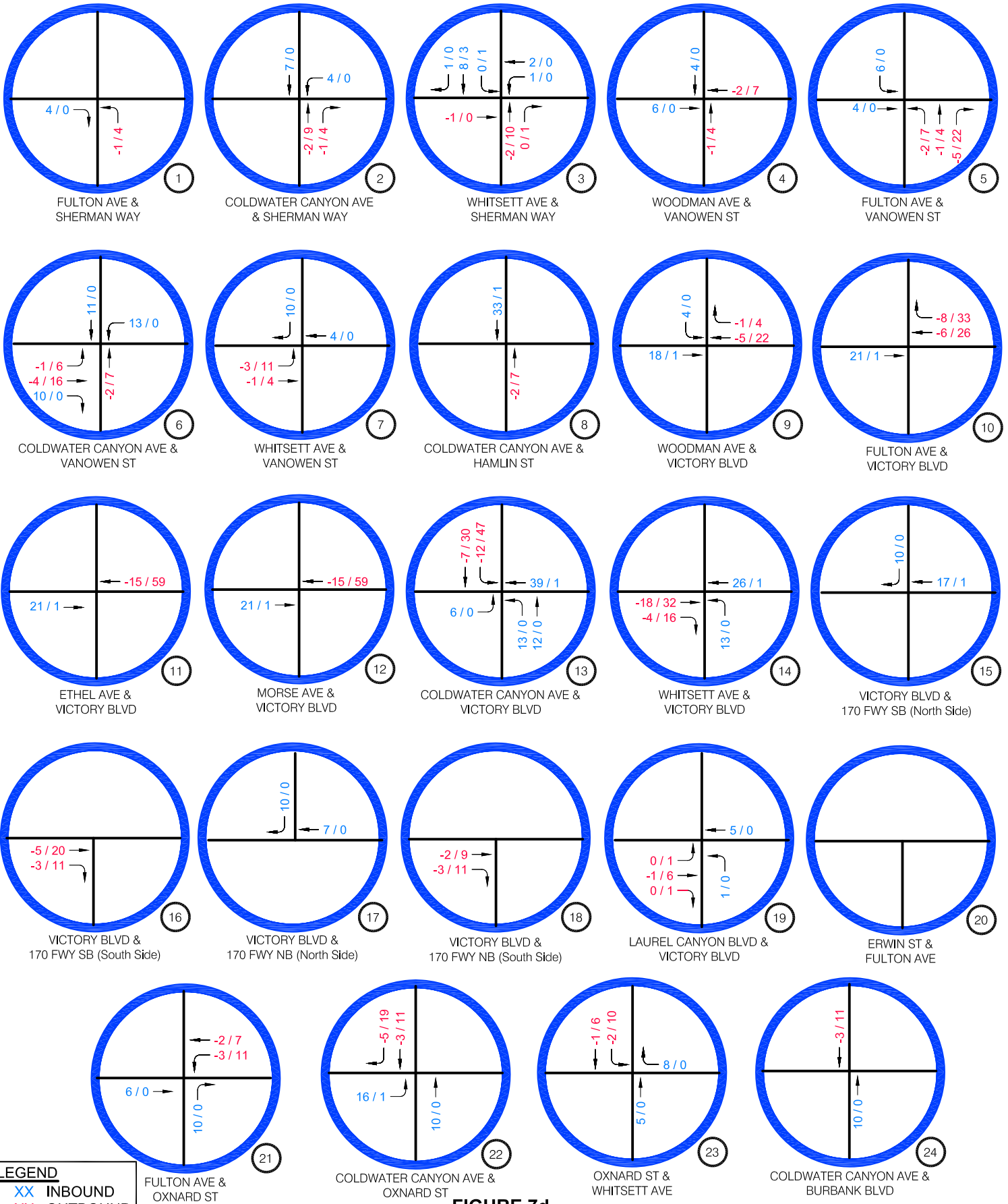
FIGURE 7c

LEGEND
 XX INBOUND
 XX OUTBOUND
 AM PEAK/PM PEAK

**PROJECT TRIPS ONLY
 ADD AREA 3**

Overland Traffic Consultants, Inc.
 27201 Tourney Road #206, Santa Clarita, CA 91355
 (661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com

4/15/2008



LEGEND
 XX INBOUND
 XX OUTBOUND
 AM PEAK/PM PEAK

FIGURE 7d

4/15/2008

**PROJECT TRIPS ONLY
 ADD AREA 4**

Overland Traffic Consultants, Inc.
 27201 Tourney Road #206, Santa Clarita, CA 91355
 (661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com



The project is mixed-use where parking for the components of the project will peak at different times. A shared parking analysis is being conducted for the project and will be submitted separately to the Department of City Planning. The project will provide sufficient parking to meet the peak parking demand. No access or parking impacts are anticipated with the project.

The project envelopes anticipated for the add areas assume parking sufficient to meet demand and/or code required. The Add Area 1 driveway is assumed from Hamlin Street extension and Morse Avenue. Add Area 2 driveways would remain unchanged on Victory Boulevard and Hamlin Street. Add Area 3 driveways would be from Coldwater Canyon Avenue and Hamlin Street. Add Area 4 driveways would be from alleys and driveways off of Coldwater Canyon Avenue and Victory Boulevard.

Construction Traffic

Construction of the proposed project will require the removal of debris and dirt in order to remove the existing structures and excavate to create the garage areas. In order to maintain little as possible interference with on-street traffic movement, the project will not conduct construction activities that impede into the roadway during peak travel times. Any construction activities during this time period will be conducted on-site. Every effort will be made to maintain construction activities on-site. However, it is likely that there will be some work that will need some of the roadway space to be conducted. A traffic lane requirement plan through LADOT with approval by public works will be requested by the contractor, as necessary.