CRAIN & ASSOCIATES

VIA EMAIL

August 29, 2006

Mr. Sergio Valdez
Transportation Engineer
Valley Development Review Section
Los Angeles Department of Transportation
6262 Van Nuys Boulevard, Suite 320
Van Nuys, California 91401

RE: Trip Generation Calculation for Proposed Residential Development at 22255 Mulholland Drive, City of Los Angeles

Dear Sergio,

Crain & Associates has been retained by DS Ventures, LLC, to assess the potential impacts of 29 single family residential homes on the surrounding roadway system. The project site is an irregular-shaped parcel located east of the intersection of Mullholland Drive and San Feliciano Drive in the Mulholland Scenic Parkway Specific Plan (MSPSP) area of the City of Los Angeles. The site address is 22255 Mulholland Drive. The Project Site Vicinity Map is provided as Attachment 1.

As proposed, the project site is comprised of two vacant lots which will be further subdivided for the development of 29 single-family residential homes. Each of the residential homes will be accommodated with private parking which will be designed to meet City code requirements. Vehicular access to the individual residential homes is proposed via a single driveway on San Feliciano Drive and two driveways on Mulholland Drive. The internal roadway extending from San Feliciano Drive will end at a cul-de-sac, and will not have connection to the Mulholland Drive access points. The conceptual project site plan is included as Attachment 2.

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This document provides our preliminary assessment of the potential trip generation for this residential development. Trip generation was computed using procedures approved by Los Angeles Department of Transportation (LADOT). In accordance with LADOT procedures, the current 7th Edition of Trip Generation from the Institute of Transportation Engineers (ITE) was used to identify trip generation rates for single family residential use. The ITE Trip Generation rates, provided in Table 1, were used to determine the daily, AM and PM peak-hour trips generated by the proposed project.

Table 1
Project Trip Generation Rates

Single Family Detached Housing (per dwelling unit) – LU 210

Daily:	T = 9.57 (D)
AM Peak Hour:	T = 0.75 (D); I/B = 25%, O/B = 75%
PM Peak Hour:	T = 1.01 (D); I/B = 63%, O/B = 37%

Where:

T = trip ends	I/B = inbound percentages
D = dwelling unit	O/B = outbound percentages
	LU = ITE land use code

Source: Trip Generation, 7th Edition, Institute of Transportation Engineers, Washington DC, 2003.

The trip generation rates shown in Table 1 were applied to the number of residential units (29 units) proposed to calculate the total project trips.

As shown in Table 2, at completion and full occupancy, the project is expected to generate approximately 278 daily trips, including 22 AM peak-hour trips (6 inbound, 16 outbound) and 29 PM peak-hour trips (18 inbound, 11 outbound).

Table 2
Project Trip Generation

			AM Peak Hour			PM Peak Hour		
Proposed Use	**Size**	**Daily**	**I/B**	**O/B**	**Total**	**I/B**	**O/B**	**Total**
Single-Family Detached Housing	29 du	278	6	16	22	18	11	29

The trip generation is well below the 43 peak-hour trips threshold used by LADOT to determine whether a project traffic study should be required. Therefore, as has been documented herein, no traffic study is warranted for the residential development. Your formal concurrence at your earliest possible convenience is requested.

Please feel free to contact me if you have any questions.

Sincerely,

George Rhyner
Senior Transportation Engineer

GR:ct
C17413
attachments

cc: Bruce Roberts

ATTACHMENT 1

Project Site Vicinity Map

ATTACHMENT 1

8/29/2006

FN: SAN FELICIANO & MULHOLLAND RESIDENTIAL\SITEVICN-ATTACH1

SITE VICNITY MAP

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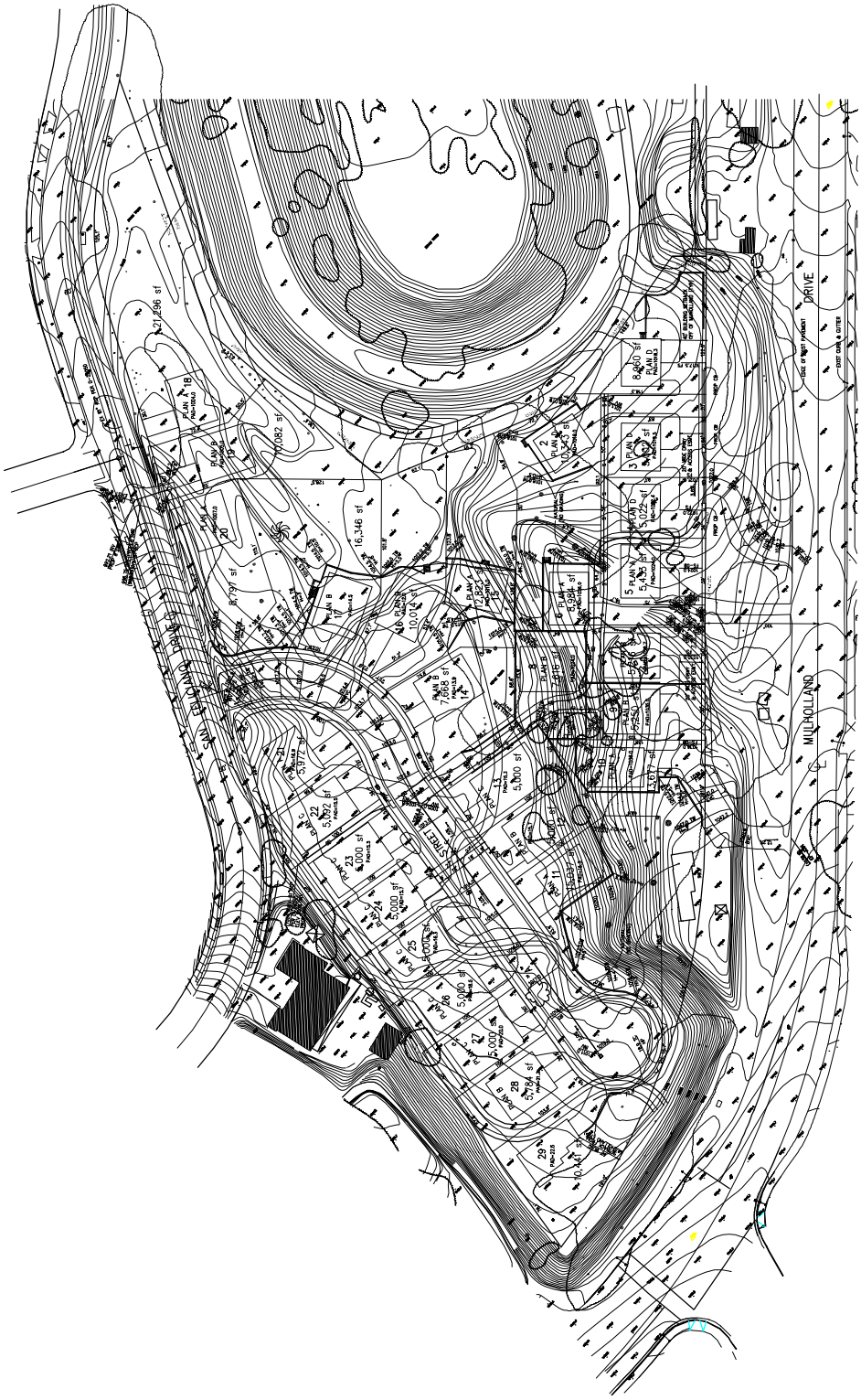
ATTACHMENT 2

Conceptual Project Site Plan



ATTACHMENT 2

8/28/2006

FN: SAN FELICIANO & MULHOLLAND RESIDENTIAL\SITEPLAN2

CONCEPTUAL PROJET SITE PLAN

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