

**APPENDIX 6.0**

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**Traffic Memorandum**



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**To:** Wayne Ko, P.E., Principal Traffic Engineer, City of Glendale  
**From:** Jano Baghdanian, P.E., JB & Associates  
**Date:** August 25, 2014  
**Subject:** Enclave Multifamily Residential Project Trip Generation Memorandum

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JB & Associates is pleased to present the Enclave Multifamily Residential Project (the "Project") Traffic Trip Generation. The purpose of this memorandum is to document the proposed trip generation and receive approval for the project's Trip Generation methodology.

## Project Location

The Project site consists of two continuous parcels of land located north of W. Elk Avenue between San Fernando Road and S. Pacific Avenue. The addresses are 509 and 525 W. Elk Avenue. The Project site is bound on the south by W. Elk Avenue, on the west by the five-story ICIS apartment complex, on the north by auto repair and medical office including Hamlet's BMW service and a medical office building, and on the east by a 2-story apartment building.

The project consists of the construction of 71 multifamily residential units (Studio, 1 bedroom, and 2 bedroom). The proposed project would include the demolition and removal of the existing 20,450 square foot Warehouse/Distribution Center and adjacent surface parking lot.

Alternative transportation modes are available and in walking distance from in the Project site. The Los Angeles County Metropolitan Transportation Authority (MTA) and the City of Glendale presently operate bus routes along Colorado Street and Pacific Avenue. All routes serving the Project connect to additional routes and stop at the Glendale Transportation Center (GTC), which provides access to the greater Los Angeles Metropolitan region via bus and commuter trains. The GTC also provides statewide access via Amtrak long-distance trains. The nearest GTC

stop is located approximately 1.25 miles south from the Project site and is accessible via San Fernando Road.

## Project Access

The proposed project will have a subterranean parking structure to serve the development. Access to the parking structure will be from an approximately 22 foot wide driveway located on W. Elk Avenue. Please refer to **Exhibit 1** for an illustration of the proposed project’s site plan.

## Project Trip Generation Methodology

Trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual 9<sup>th</sup> Edition* were used in this analysis.

**Table 1** summarizes the trip generation findings.

**TABLE 1: PROJECT TRIP GENERATION**<sup>1</sup>

Land Use (ITE Code)	Size	Units	AM Peak Hour Trips				PM Peak Hour Trips				Daily Trips	
			Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total
<b>New Project Land Use Added</b>												
Residential Apartments (220)	71	du	0.51	36	20%	80%	0.62	44	65%	35%	6.65	472
					7	29			29	15.4		
<b>Subtotal</b>				36	7	29	-	44	29	15	-	472
<b>Existing Land Use Removed</b>												
Warehouse/Distribution Center (152)	20.45	tsf	0.11	-2	69%	31%	0.12	-2	31%	69%	1.68	-17
					-1	-1			-1	-1		
<b>Subtotal</b>				-2	-1	-1	-	-2	-1	-1	-	-17
<b>Net Trip Generation</b>				34	6	28	-	42	28	14	-	455

<sup>1</sup> ITE "Trip Generation" Manual, 9th Edition, 2012

As shown in **Table 1**, the proposed project is forecast to result in 34 new a.m. peak hour trips and 42 new p.m. peak hour trips.

## CONCLUSION

Based on the above trip generation analysis, the net change in trips generated by the proposed project is less than 50 trips in both the AM and PM peak periods. Therefore the proposed project does not exceed the City’s thresholds for the preparation of a Traffic Impact Study.