Traffic Commission
REGULAR MEETING AGENDA
April 9, 2014 – 7:00 p.m.

City of Los Alamitos
3191 Katella Avenue
Los Alamitos, CA 90720

NOTICE TO THE PUBLIC

This Agenda contains a brief general description of each item to be considered. Except as provided by law, action or discussion shall not be taken on any item not appearing on the agenda. Supporting documents, including staff reports, are available for review at City Hall in the Engineering office once the agenda has been publicly posted.

Any written materials relating to an item on this agenda submitted to the Traffic Commission after distribution of the agenda packet are available for public inspection in the Engineering Office, 3191 Katella Ave., Los Alamitos CA 90720, during normal business hours. In addition, such writings or documents will be made available for public review at the respective public meeting.

It is the intention of the City of Los Alamitos to comply with the Americans with Disabilities Act (ADA) in all respects. If, as an attendee, or a participant at this meeting, you will need special assistance beyond what is normally provided, please contact the Engineering Office at (562) 431-3538, extension 101, 48 hours prior to the meeting so that reasonable arrangements may be made. Assisted listening devices may be obtained from the Traffic Commission Secretary at the meeting for individuals with hearing impairments.

Persons wishing to address the Traffic Commission on any item on the Traffic Commission Agenda should complete a "Request to Speak" card and will be called upon at the time the agenda item is called or during the Traffic Commission's consideration of the item and may address the Traffic Commission for up to three minutes.

1. **CALL TO ORDER**

2. **ROLL CALL**

Commissioner Biri
Commissioner Mejia
Commissioner Schleuter
Commissioner Vardeman
Commissioner Wilhelm
Vice-Chair Patz
Chair Person Emerson

3. **PLEDGE OF ALLEGIANCE**

4. **ORAL COMMUNICATION**

At this time any individual in the audience may address the Traffic Commission and speak on any item within the subject matter jurisdiction of the Commission. Please state if you wish to speak on an item on the Agenda. Remarks are to be limited to not more than five minutes.

5. **MINUTES**

Approval of March 12, 2014 Regular Traffic Commission Meeting minutes.

6. STAFF REPORTS

A. THE VILLAGE AT LOS ALAMITOS TRAFFIC STUDY

This staff report addresses the potential traffic impacts and circulation needs associated with the proposed The Village at Los Alamitos Project. Seven (7) key study intersections were selected for detailed peak hour level of service analyses under Existing Traffic Conditions, Existing plus Project Traffic Conditions, Year 2016 Cumulative Traffic Conditions and Year 2016 Cumulative plus Project Results were provided.

Recommendation: Provide the Planning Commission any comments or recommendations on The Village at Los Alamitos Traffic Study.

7. ITEMS FROM THE PUBLIC WORKS DEPARTMENT

A. Traffic Commission Status Log

8. TRAFFIC COMMISSION INITIATED BUSINESS

At this time, Commissioners may report on items not included on the agenda, but no such matter may be discussed, nor may any action be taken in which there is interest to the community, except as to provide staff direction to report back or to place the item on a future agenda.

9. ADJOURNMENT

Adjourn to Wednesday, May 14, 2014.

I hereby certify, under penalty of perjury under the laws of the State of California that the foregoing Agenda was posted at the Community Center, Museum, and City Hall not less than 72 hours prior to the meeting. **Dated this 3rd day of April, 2014.**

Sharon Nowell

Sharon Nowell, Department Secretary

MINUTES OF REGULAR
TRAFFIC COMMISSION MEETING

CITY OF LOS ALAMITOS
3191 Katella Avenue
Los Alamitos, California

March 12, 2014

1. CALL TO ORDER

A Regular meeting of the Traffic Commission was called to order at 7:02 p.m. on March 12, 2014, in the Council Chambers, 3191 Katella Avenue, Los Alamitos, Chair Emerson presiding.

2. ROLL CALL

PRESENT:	COMMISSIONERS	Biri, Emerson, Mejia, Patz, Schleuter, Wilhelm
ABSENT:	COMMISSIONER	Vardeman
PRESENT:	STAFF	Dave Hunt, City Engineer Sharon Nowell, Department Secretary Bruce McAlpine, Captain

3. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Commissioner Mejia.

4. ORAL COMMUNICATIONS

None

5. MINUTES

- Traffic Commission Meeting Minutes of January 8, 2014

MOTION/SECOND/ABSTAIN: Patz/Mejia/Biri, Schleuter
Commissioner Wilhelm noted that Bullet Item 5 on Page 3 should read "Add protected right-turn from Bloomfield Street onto *Cerritos Avenue* for cars going to McAuliffe School". Motion unanimously carried to approve minutes with change as noted.

- Traffic Commission Meeting Minutes of February 12, 2014

MOTION/SECOND: Mejia/Schleuter
Motion unanimously carried to approve minutes.

6. **STAFF REPORTS**

A. POWERS AND DUTIES OF THE TRAFFIC COMMISSION FOR THE CITY OF LOS ALAMITOS

City Engineer, Dave Hunt, gave a summary of the staff report and the information contained therein. The information presented was to familiarize the Commission with the powers and duties of the Traffic Commission as outlined in the City Municipal Code.

Discussion ensued regarding traffic priorities in the City. The priorities were as follows:

- Cut-thru traffic
- Increased density and traffic volume
- Future development
- School traffic
- Possible JFTB closure
- Maintaining safety
- Good traffic flow
- Katella Ave. and Cerritos Ave./605 Interchanges
- Katella Ave. and Los Alamitos Blvd. traffic

There was no action taken or recommendation associated with this agenda item.

B. USE OF AD HOC COMMITTEES BY THE TRAFFIC COMMISSION FOR THE CITY OF LOS ALAMITOS

Mr. Hunt gave a summary of the staff report and the information contained therein. Brief discussion ensued regarding the use of Ad Hoc committees. Commissioners were informed that an ad hoc committee can be used as a body composed of less than a quorum, serving for a single purpose, and dissolved once that specific task is completed.

There was no action taken or recommendation associated with this agenda item.

C. DRAFT CAPITAL IMPROVEMENT PROGRAM (CIP) FOR FY 2014-15 THROUGH FY 2020-21 FOR THE CITY OF LOS ALAMITOS

Mr. Hunt gave a summary of the staff report and the information contained therein. A seven-year Capital Improvement plan is a required of Measure M

for funding for street improvement projects. Mr. Hunt gave an overview of proposed CIP projects and funding breakdown. City Council will review and approve the projects during the upcoming budget process.

Mr. Hunt stated that the Los Alamitos Boulevard Downtown project and the school traffic study are the two main proposed projects that the Traffic Commission would be involved with. Discussion ensued regarding the Los Alamitos Boulevard Downtown project. Mr. Hunt stated that for the Downtown project to go any further City Council needs to make a decision on whether to bring it back or not.

Mr. Hunt answered further questions regarding several items on the CIP list. Mr. Hunt stated that he will also be adding an item to fund citywide traffic counts. This study would provide 24-hour traffic counts on collector streets; counts have not been done since 2004.

Commission discussed ways to fund more hours or help for the City Engineer, and funds to pay for a grant writer. Mr. Hunt stated that according to the City Manager, in the upcoming year he will have grant writers seeking grants for the City.

MOTION: FIRST/SECOND: PATZ/SCHLEUTER
Motion was made to approve draft Capital Improvement Program (CIP) for FY 2014-15 through FY 2020-21 for the City of Los Alamitos, with the addition of a request for funds to complete a traffic count study collector streets in the City. Motion carried unanimously.

7. **ITEMS FROM THE PUBLIC WORKS DEPARTMENT**

- Speed Survey – Issues with speed on Katella Avenue have been raised with the City of Cypress. Staff is working with Cypress to get it straightened out. This has delayed taking the Speed Survey to City Council for their approval.
- Mr. Hunt gave an update on the Katella Avenue/605 Study being done by Caltrans.
- Hospital construction project on Katella Avenue will start soon. Information regarding this project will be presented at the March 17, City Council meeting.

8. TRAFFIC COMMISSION INITIATED BUSINESS

- Chair Emerson inquired about the Farquhar alley; Mr. Hunt stated that it is still on his list.

9. ADJOURNMENT

MOTION/SECOND: EMERSON/BIRI

There being no further business, the meeting was adjourned at 9:02 p.m. to the next regularly scheduled meeting on April 9, 2014, at 7:00 p.m.

_____

Dave Hunt, City Engineer

City of Los Alamitos

Agenda Report	**April 9, 2014**
Discussion	**Item No: 6A**

To: **Chairman and Members of the Traffic Commission**

From: **David Hunt, City Engineer**

Subject: **The Village at Los Alamitos Traffic Study**

Summary: This staff report addresses the potential traffic impacts and circulation needs associated with the proposed The Village at Los Alamitos Project. Seven (7) key study intersections were selected for detailed peak hour level of service analyses under Existing Traffic Conditions, Existing plus Project Traffic Conditions, Year 2016 Cumulative Traffic Conditions and Year 2016 Cumulative plus Project Results were provided.

Recommendation: Provide the Planning Commission any comments or recommendations on The Village at Los Alamitos Traffic Study.

Background

Highland Pointe Partners has filed applications to obtain consideration to develop a mixed use project at 10650 Los Alamitos Boulevard (vacant Lew Webb Site). This project will be formally presented to the Planning Commission and City Council once the Environmental Impact Report has been drafted and circulated for 45 days. The Planning Commission and the City Council will take into consideration all impacts. The role of the Traffic Commission is to provide necessary input regarding traffic and circulation related issues.

Tonight's report addresses the potential traffic impacts and circulation needs associated with the proposed The Village at Los Alamitos Project (hereinafter referred to as Project). The project site is a vacant lot that is bound by Briggeman Drive on the north, Serpentine Drive on the south, Los Alamitos Boulevard on the west and industrial buildings on Reagan Street to the east.

The Proposed Project

The applicant is proposing to develop a 133-unit apartment complex with approximately 4,600 square-feet (SF) of ground floor retail space. The 133-unit apartment complex is comprised of 69 one-bedroom units, 60 two-bedroom units and 4 three bedroom units. A total of 287 parking spaces will be provided for the project via a four-story, five level parking garage. On-street parking is also available on Los Alamitos Boulevard, Serpentine Drive and Briggeman Drive but shall not be calculate to meet on site parking minimums. The developer is proposing to construct in one phase to be fully occupied by Year 2016. In addition to the above, per the City of Los Alamitos, the following project-specific improvements will be required of the proposed Project:

- Dedicate right-of-way on Briggeman Drive along a portion of project frontage to realign the intersection of Los Alamitos Boulevard/Sausalito Street-Briggeman Drive.
- Install a "STOP" sign and stop bar at the proposed driveway along Briggeman Drive
- Other Mitigation measure may be developed as the EIR gets fully developed

Traffic Analysis

The traffic analysis evaluates the existing operating conditions at seven (7) key study intersections within the project vicinity, estimates the trip generation potential of the proposed Project and forecasts future operating conditions without and with the proposed Project. Where necessary, intersection improvements/mitigation measures are identified.

This traffic report analyzes existing and future weekday AM peak hour and PM peak hour traffic conditions for a near-term (Year 2016) traffic setting upon completion of the proposed Project. Peak hour traffic forecasts for the Year 2016 horizon year have been projected by increasing existing traffic volumes by an annual growth rate of 2.0% per year and adding traffic volumes generated by three (3) cumulative projects which are:

1. 78,350 SF Gaming Floor Area for Hawaiian Gardens Casino Expansion Phase I - North side of Carson Street between Pioneer Blvd and Juan Ave
2. Los Alamitos Race Course - Track Extension Project of the existing 5/8-mile track to a one-mile track
3. 146,284 SF Retail/Commercial Center Northeast corner of Katella Avenue and Siboney Street in the City of Cypress

The following seven (7) key study intersections were selected for detailed peak hour level of service analyses under Existing Traffic Conditions, Existing plus Project Traffic Conditions, Year 2016 Cumulative Traffic Conditions and Year 2016 Cumulative plus Project

Key Study Intersections

1. Los Alamitos Boulevard at Cerritos Avenue
2. Los Alamitos Boulevard at Sausalito Street/Briggeman Drive
3. Los Alamitos Boulevard at Florista Street
4. Walnut Street/Wallingsford Road at Katella Avenue
5. Los Alamitos Boulevard at Katella Avenue
6. Bloomfield Street at Katella Avenue
7. Los Alamitos Boulevard at Farquhar Avenue

The analysis is focused on assessing potential traffic impacts during the morning and evening commute peak hours (between 7:00-9:00 AM, and 4:00-6:00 PM) on a typical weekday.

Results of Study

Existing Traffic Conditions – All seven (7) key study intersections currently operate at an acceptable level of service during the AM and PM peak hours.
Project Trip Generation – The proposed Project is forecast to generate 1,031 daily trips, with 72 trips (16 inbound, 56 outbound) produced in the AM peak hour and 93 trips (58 inbound, 35 outbound) produced in the PM peak hour.

Cumulative Projects Traffic Characteristics – Three (3) cumulative projects were considered as part of the cumulative background setting. The three (3) cumulative projects are expected to generate 21,025 daily trips, with 378 trips (237 inbound, 141 outbound) anticipated during the AM peak hour and 1,413 trips (518 inbound, 895 outbound) produced during the PM peak hour.

Existing Plus Project Traffic Conditions – The results of the "Existing Plus Project" analysis indicates that traffic associated with the proposed Project ***will not*** significantly impact any of the seven (7) key study intersections, when compared to the LOS standards and significant impact criteria specified in this report. The seven (7) key study intersections currently operate and are forecast to continue to operate at an acceptable LOS D or better during the AM and PM peak hours with the addition of Project generated traffic to existing traffic.

Year 2016 Cumulative Plus Project Traffic Conditions – The results of the "Year 2016 Plus Project" analysis indicates that the proposed Project will cumulatively impact one key study intersection, when compared to the LOS standards and significant impact criteria specified in this report. The remaining six key study intersections are forecast to

continue to operate at an acceptable LOS with the addition of Project generated traffic in the Year 2016 traffic condition.

Recommended Existing Plus Project Improvements – The results of the intersection capacity analysis shows that the proposed Project will not significantly impact any of the seven (7) key study intersections under the "Existing Plus Project" traffic scenario. Given that there are no significant project impacts, no improvements are required under this traffic scenario.

Recommended Year 2016 Plus Project Improvements – The following improvements listed below have been identified to mitigate the Year 2016 cumulative impact at the intersection of Los Alamitos Boulevard/Cerritos Avenue. Per City of Los Alamitos requirements, the proposed Project can be expected to pay a fair-share of the construction costs to implement these
mitigation measures.

- Los Alamitos Boulevard at Cerritos Avenue: Widen and/or restripe Cerritos Avenue to provide a second westbound left-turn lane. Implementation of this improvement, which is estimated to cost approximately $50,000.00, will require the approval of the City of Los Alamitos. The Project's fair share contribution to offset its Year 2016 cumulative impact totals **$5,550.00**.

Internal Circulation Evaluation – Internal circulation for the proposed Project site plan is adequate. Curb return radii have been confirmed and are generally adequate for small service/delivery trucks (FedEx, UPS), trash trucks and large trucks.

City Code Parking Requirements – Direct application of the City's code to the proposed development results in a code-parking requirement of 287 spaces. With a proposed parking supply of 287 spaces, the City's code parking requirements are satisfied and the project will provide adequate parking.

Recommendation

It is recommended that the Traffic Commission review the attached information and provide suggestions that will be forwarded to the Planning Commission for their consideration during the future public hearing process.

Submitted By:

David L. Hunt, PE
City Engineer

Attachments: 1) Traffic Study
2) Project Site – Pictures & Map

ATTACHMENT 1

TRAFFIC IMPACT ANALYSIS
THE VILLAGE AT LOS ALAMITOS PROJECT

Los Alamitos, California
January 17, 2014

Prepared for:
Highland Pointe Partners
2082 Michelson Drive, Suite 100
Irvine, CA 92612

LLG Ref. 2-13-3438-1

REGISTERED PROFESSIONAL ENGINEER
DANIEL A. KLOOS
No. 2200
Exp. 9-30-15
TRAFFIC
STATE OF CALIFORNIA

Prepared by:
Daniel A. Kloos, P.E.
Senior Transportation Engineer

Linscott, Law & Greenspan, Engineers
2 Executive Circle
Suite 250
Irvine, CA 92614
949.825.6175 T
949.825.6173 F
www.llgengineers.com

TABLE OF CONTENTS

TABLE OF CONTENTS (CONTINUED)

APPENDICES

LIST OF FIGURES

LIST OF TABLES

TRAFFIC IMPACT ANALYSIS

THE VILLAGE AT LOS ALAMITOS PROJECT

Los Alamitos, California
January 17, 2014

1.0 INTRODUCTION

This traffic impact analysis addresses the potential traffic impacts and circulation needs associated with the proposed The Village at Los Alamitos Project (hereinafter referred to as Project). The project applicant, Highland Pointe Partners proposes to construct a 133-unit apartment complex with 4,600 square-feet (SF) of retail space. The project site is located at 10650 Los Alamitos Boulevard in the City of Los Alamitos, California. The project site is a vacant lot that is bound by Briggeman Drive on the north, Serpentine Drive on the south, Los Alamitos Boulevard on the west and industrial buildings on Reagan Street to the east.

This traffic report documents the findings and recommendations of a traffic impact analysis conducted by Linscott, Law & Greenspan, Engineers (LLG) to determine the potential impacts associated with the proposed Project. The traffic analysis evaluates the existing operating conditions at seven (7) key study intersections within the project vicinity, estimates the trip generation potential of the proposed Project and forecasts future operating conditions without and with the proposed Project. Where necessary, intersection improvements/mitigation measures are identified.

This traffic report satisfies the traffic impact requirements of the City of Los Alamitos and is consistent with the current *Congestion Management Program (CMP) for Orange County.* The Scope of Work for this traffic study, which is included in ***Appendix A***, was developed in conjunction with City of Los Alamitos Public Works Department staff.

The Project site has been visited and an inventory of adjacent area roadways and intersections was performed. Existing peak hour traffic count information has been collected at seven (7) key study intersections on a "typical" weekday for use in the preparation of intersection level of service calculations. Information concerning cumulative projects (planned and/or approved) in the vicinity of the proposed Project has been researched at the City of Los Alamitos, City of Seal Beach, City of Cypress, City of Long Beach and City of Hawaiian Gardens. Based on our research, there is one (1) cumulative project in the City of Hawaiian Gardens and two (2) cumulative projects in the City of Cypress. These three (3) planned and/or approved related projects were considered in the cumulative traffic analysis for this project.

This traffic report analyzes existing and future weekday AM peak hour and PM peak hour traffic conditions for a near-term (Year 2016) traffic setting upon completion of the proposed Project. Peak hour traffic forecasts for the Year 2016 horizon year have been projected by increasing existing traffic volumes by an annual growth rate of 2.0% per year and adding traffic volumes generated by three (3) cumulative projects.

1.1 Study Area

The seven (7) key study intersections selected for evaluation were determined based on the approved Traffic Study Scope of Work and discussions with City of Los Alamitos staff. The key study intersections listed below provide both local and regional access to the study area and define the extent of the boundaries for this traffic impact investigation.

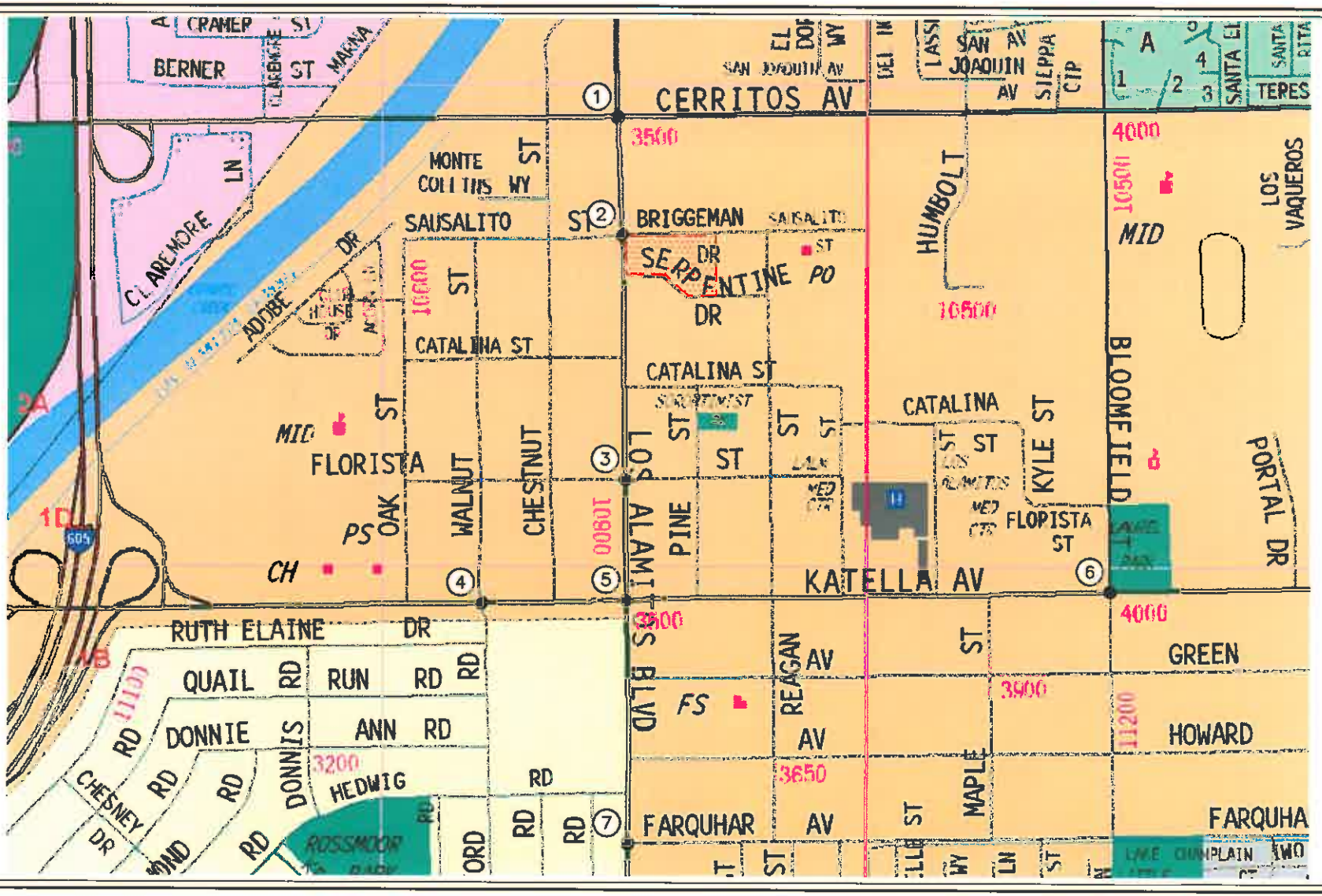
Key Study Intersections

1. Los Alamitos Boulevard at Cerritos Avenue
2. Los Alamitos Boulevard at Sausalito Street/Briggeman Drive
3. Los Alamitos Boulevard at Florista Street
4. Walnut Street/Wallingsford Road at Katella Avenue
5. Los Alamitos Boulevard at Katella Avenue
6. Bloomfield Street at Katella Avenue
7. Los Alamitos Boulevard at Farquhar Avenue

Figure 1-1 presents a Vicinity Map, which illustrates the general location of the project and depicts the study locations and surrounding street system. The Level of Service (LOS) investigations at these key locations were used to evaluate the potential traffic-related impacts associated with area growth, cumulative projects and the proposed Project. When necessary, this report recommends intersection improvements that may be required to accommodate future traffic volumes and restore/maintain an acceptable Level of Service and/or mitigate the impact of the project.

Included in this Traffic Impact Analysis are:

- Existing traffic counts,
- Estimated project traffic generation/distribution/assignment,
- Estimated cumulative project traffic generation/distribution/assignment,
- AM and PM peak hour analyses for existing conditions,
- AM and PM peak hour analyses for existing plus project conditions,
- AM and PM peak hour analyses for Year 2016 conditions without and with project traffic,
- Area-Wide Traffic Improvements,
- Project-Related Fair-Share Contributions,
- Internal Circulation Evaluation, and
- Parking Evaluation.



n:\3400\2133438 - the village at los alamitos\dwg\3438f1-1.dwg LDP 11:24:03 12-06-2013 aguilar

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: THOMAS BROS.

KEY

(#) = STUDY INTERSECTION

= PROJECT SITE

FIGURE 1–1

VICINITY MAP

THE VILLAGE AT LOS ALAMITOS PROJECT, LOS ALAMITOS

2.0 PROJECT DESCRIPTION

The project site is located at 10650 Los Alamitos Boulevard in the City of Los Alamitos, California. The project site is a vacant lot that is bound by Briggeman Drive on the north, Serpentine Drive on the south, Los Alamitos Boulevard on the west and industrial buildings on Reagan Street to the east. ***Figure 2-1*** presents the existing site.

Figure 2-2 presents the proposed site plan for the proposed Project prepared by Humphreys and Partners Architects. Review of the proposed site plan indicates that the Project consists of a 133-unit apartment complex with approximately 4,600 square-feet (SF) of retail space. The 133-unit apartment complex is comprised of 69 one-bedroom units, 60 two-bedroom units and 4 three-bedroom units. A total of 287 parking spaces will be provided for the project via a four-story, five-level parking garage. On-street parking will also be provided on Los Alamitos Boulevard, Serpentine Drive and Briggeman Drive. The proposed Project is expected to be constructed in one phase and will be fully occupied by Year 2016.

In addition to the above, per the City of Los Alamitos, the following project-specific improvements will be required of the proposed Project:

- Dedicate right-of-way on Briggeman Drive along a portion of project frontage to realign the intersection of Los Alamitos Boulevard/Sausalito Street-Briggeman Drive.

2.1 Site Access

Access to the proposed Project will be provided via one full access unsignalized driveway located along Briggeman Drive.

n:\3400\2133438 - the village at los alamitos, los alamitos\dwg\3438f2-1.dwg LDP 15:36:07 01-15-2014 aguilar

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: GOOGLE

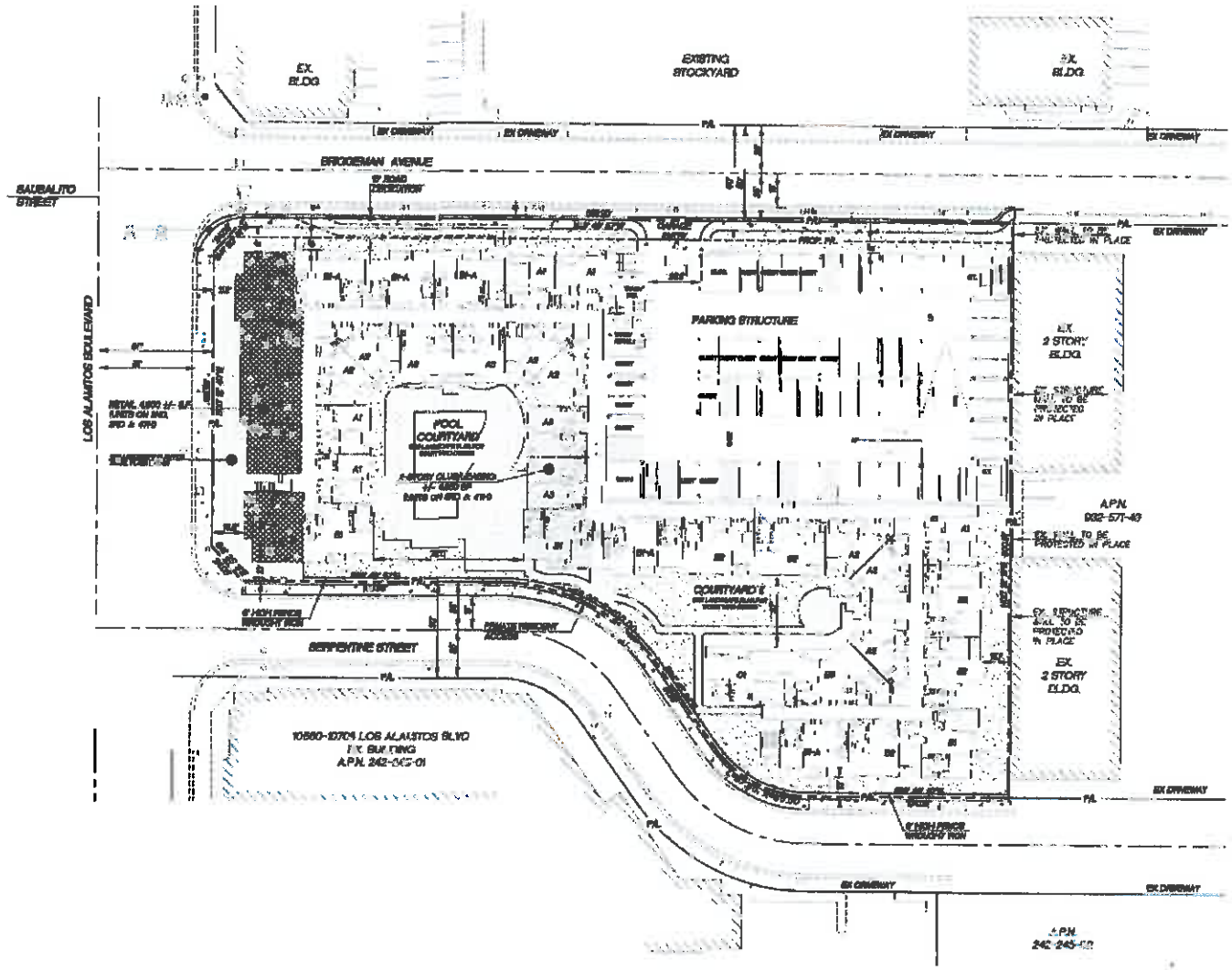
KEY

= PROJECT SITE

FIGURE 2-1

EXISTING AERIAL SITE PLAN

THE VILLAGE AT LOS ALAMITOS PROJECT, LOS ALAMITOS



n:\3400\2133438 - the village at los alamitos\dwg\343872-2.dwg LDP 14:23:25 12-10-2013 aguilar

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: HUMPHREYS & PARTNERS ARCHITECTS L.P.

FIGURE 2-2

PROPOSED SITE PLAN

THE VILLAGE AT LOS ALAMITOS PROJECT, LOS ALAMITOS

3.0 EXISTING CONDITIONS

3.1 Existing Street System

The principal local network of streets serving the proposed Project includes Los Alamitos Boulevard and Sausalito Street/Briggeman Drive. The following discussion provides a brief synopsis of these key area streets. The descriptions are based on an inventory of existing roadway conditions.

Los Alamitos Boulevard is a four-lane, divided roadway north of Florista Street and a six-lane, divided roadway south of Florista Street oriented in the north-south direction. Los Alamitos Boulevard borders the project site to the west. On-street parking is generally permitted in the vicinity of the proposed project. The posted speed limit on Los Alamitos Boulevard is 35 miles per hour (mph). Traffic signals control the study intersections of Los Alamitos Boulevard and Cerritos Avenue, Sausalito Street/Briggeman Drive, Florista Street, Katella Avenue and Farquhar Avenue.

Sausalito Street/Briggeman Drive is a two-lane, undivided roadway oriented in the east-west direction. Briggeman Drive borders the project site to the north and will provide access to the project site via one full access driveway. On-street parking is generally permitted along this roadway in the vicinity of the project. A traffic signal controls the study intersection of Sausalito Street/Briggeman Drive and Los Alamitos Boulevard.

Figure 3-1 presents an inventory of the existing roadway conditions for the arterials and intersections evaluated in this report. This figure identifies the number of travel lanes for key arterials, as well as intersection configurations and controls for the key area study intersections.

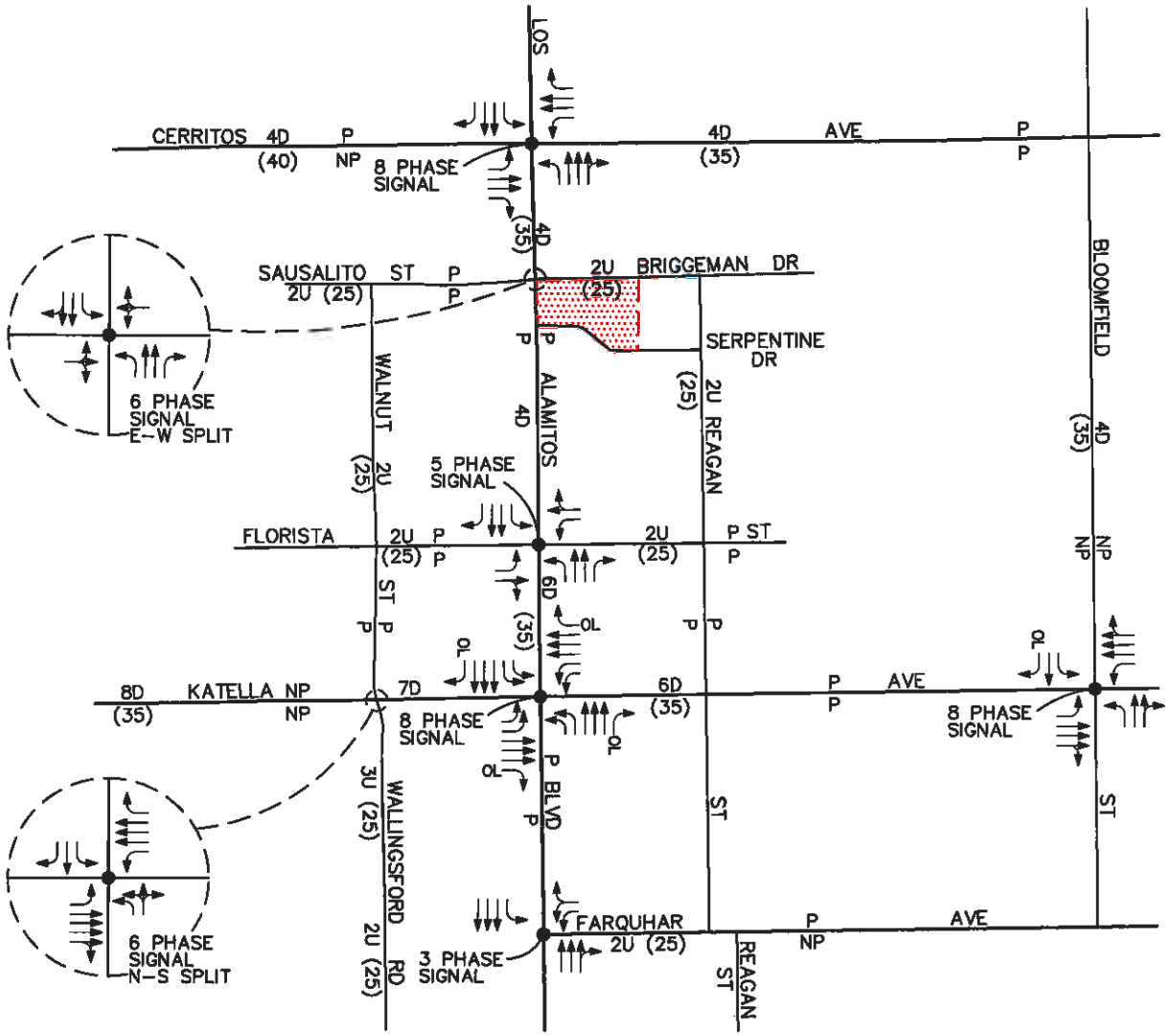
3.2 Existing Traffic Volumes

Seven (7) key study intersections have been identified as the locations at which to evaluate existing and future traffic operating conditions. Some portion of potential project-related traffic will pass through each of these intersections, and their analysis will reveal the expected relative impacts of the project. These key study intersections were selected for evaluation based on discussions with City of Los Alamitos staff.

Existing AM and PM peak hour traffic volumes for the key study intersections evaluated in this report were obtained from manual morning and evening peak hour turning movement counts conducted by Transportation Studies Inc. in December 2013. ***Figures 3-2*** and ***3-3*** illustrate the existing AM and PM peak hour traffic volumes at the key study intersections evaluated in this report, respectively. ***Appendix B*** contains the detailed peak hour count sheets for the key intersections evaluated in this report.

3.3 Existing Intersection Conditions

Existing AM and PM peak hour operating conditions for the key study intersections were evaluated using the *Intersection Capacity Utilization* (ICU) methodology for signalized intersections and the methodology outlined in Chapter 17 of the *Highway Capacity Manual 2000* (HCM2000) for unsignalized intersections.



n:\3400\2133438 - the village at los alamitos, los alamitos\dwg\3438f3-1.dwg LDP 13:58:08 01-16-2014 aguilar

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

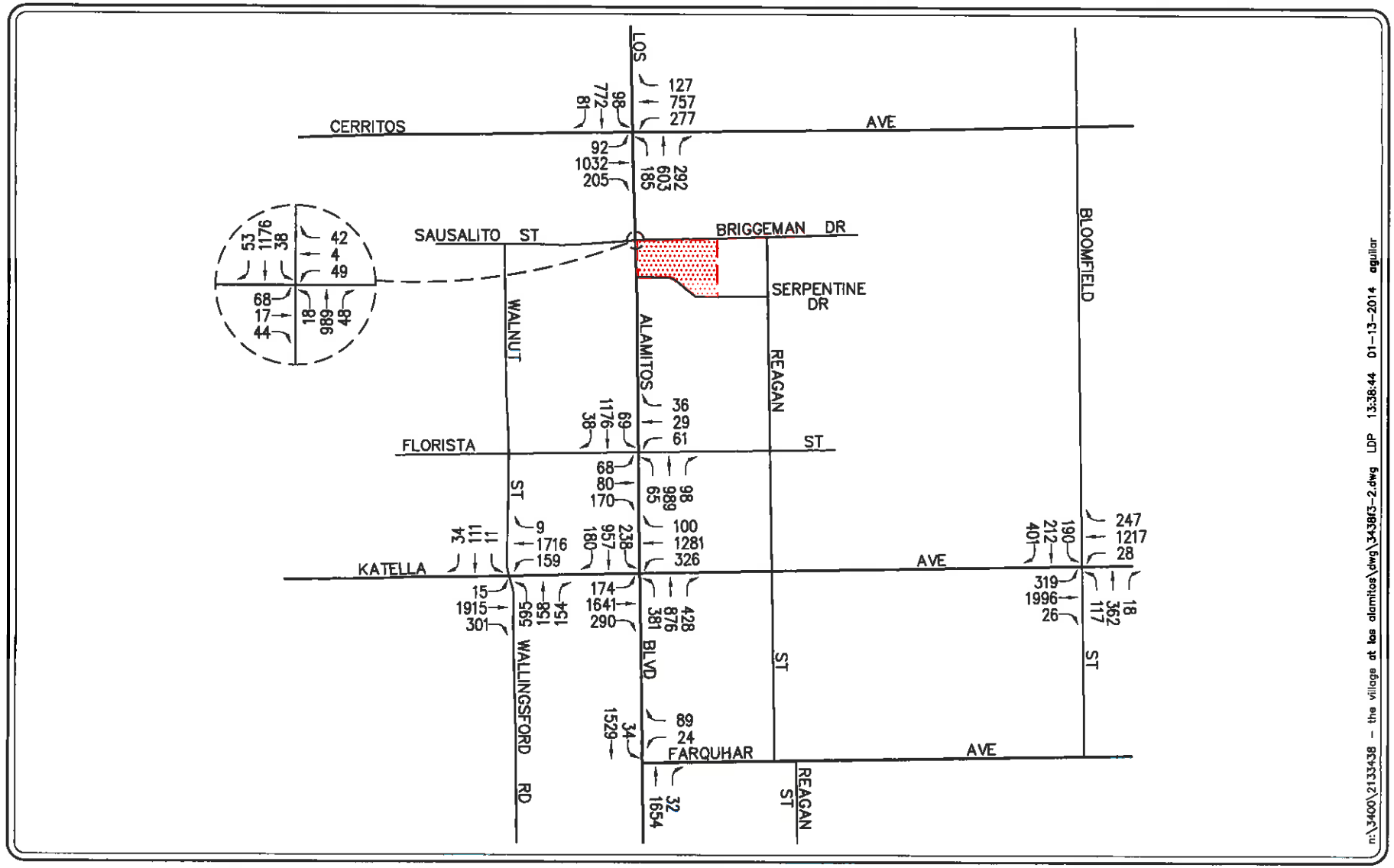
KEY

- ← = APPROACH LANE ASSIGNMENT
- ● = TRAFFIC SIGNAL, ▼ = STOP SIGN
- P = PARKING, NP = NO PARKING
- U = UNDIVIDED, D = DIVIDED
- OL = OVERLAP
- ▭ = PROJECT SITE
- 2 = NUMBER OF TRAVEL LANES
- (XX)= POSTED SPEED LIMIT (MPH)

FIGURE 3-1

EXISTING ROADWAY CONDITIONS AND INTERSECTION CONTROLS

THE VILLAGE AT LOS ALAMITOS PROJECT, LOS ALAMITOS



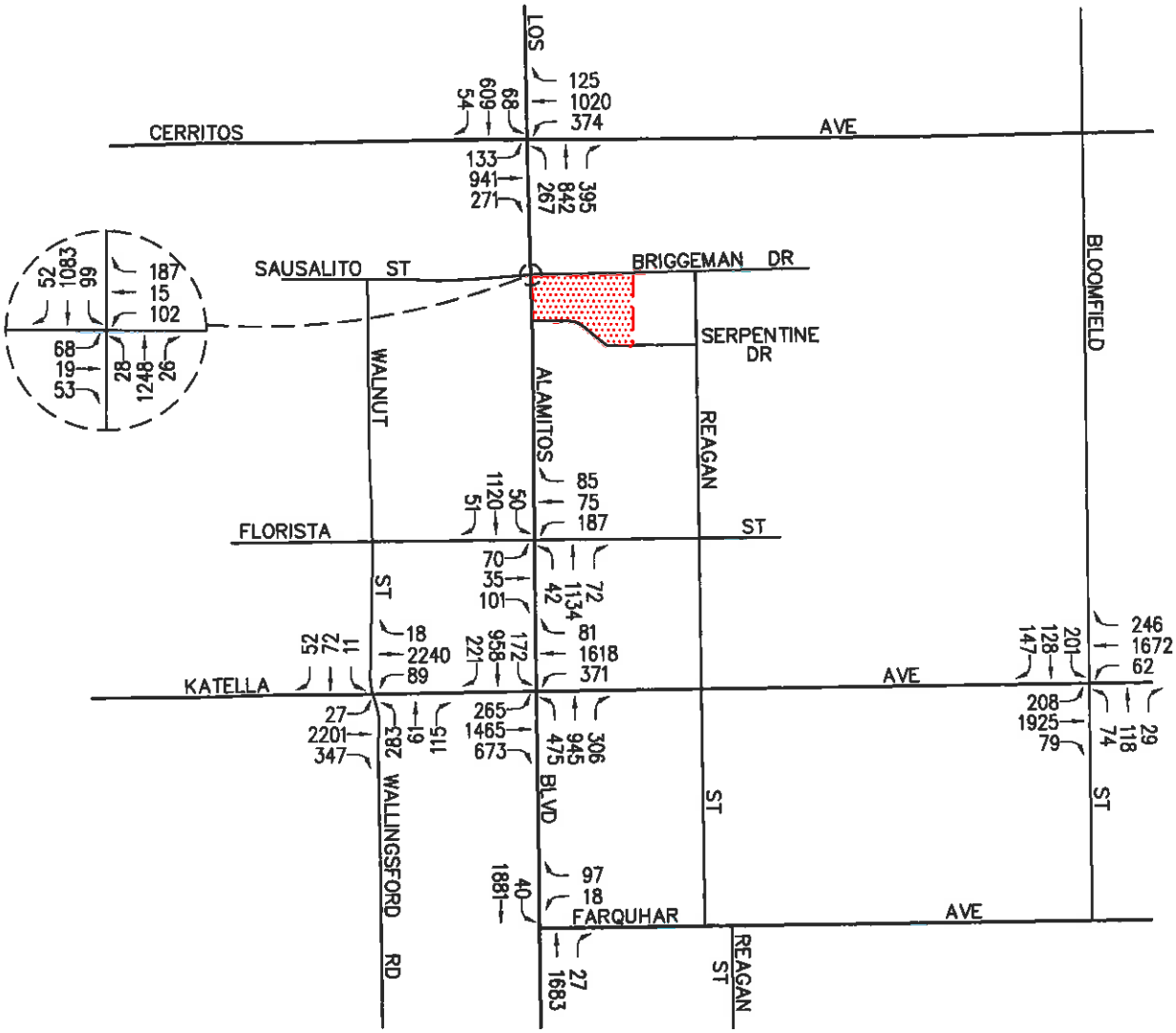
LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY
= PROJECT SITE

FIGURE 3-2

EXISTING AM PEAK HOUR TRAFFIC VOLUMES
THE VILLAGE AT LOS ALAMITOS PROJECT, LOS ALAMITOS



n:\3400\2133438 - the village at los alamitos\dwg\3438f3-3.dwg LDP 13:40:47 01-13-2014 aguilar

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY
= PROJECT SITE

FIGURE 3-3

EXISTING PM PEAK HOUR TRAFFIC VOLUMES

THE VILLAGE AT LOS ALAMITOS PROJECT, LOS ALAMITOS

3.3.1 *Intersection Capacity Utilization (ICU) Method of Analysis*

In conformance with the City of Los Alamitos, existing AM and PM peak hour operating conditions for the key signalized study intersections were evaluated using the Intersection Capacity Utilization (ICU) method. The ICU technique is intended for signalized intersection analysis and estimates the volume to capacity (V/C) relationship for an intersection based on the individual V/C ratios for key conflicting traffic movements. The ICU numerical value represents the percent signal (green) time, and thus capacity, required by existing and/or future traffic. It should be noted that the ICU methodology assumes uniform traffic distribution per intersection approach lane and optimal signal timing.

Per City of Los Alamitos requirements and Orange County CMP requirements, the ICU calculations use a lane capacity of 1,700 vehicles per hour (vph) for left-turn, through, and right-turn lanes. A clearance adjustment factor of 0.05 was added to each Level of Service calculation.

The ICU value translates to a Level of Service (LOS) estimate, which is a relative measure of the intersection performance. The ICU value is the sum of the critical volume to capacity ratios at an intersection; it is not intended to be indicative of the LOS of each of the individual turning movements. The six qualitative categories of Level of Service have been defined along with the corresponding ICU value range and are shown in ***Table 3-1***.

3.3.2 *Highway Capacity Manual (HCM) Method of Analysis (Unsignalized Intersections)*

The 2000 HCM unsignalized methodology for stop-controlled intersections was utilized for the analysis of the unsignalized intersections (i.e. proposed project driveway). This methodology estimates the average control delay for each of the subject movements and determines the level of service for each movement. For all-way stop controlled intersections, the overall average control delay measured in seconds per vehicle, and level of service is calculated for the entire intersection. For one-way and two-way stop-controlled (minor street stop-controlled) intersections, this methodology estimates the worst side street delay, measured in seconds per vehicle and determines the level of service for that approach. The HCM control delay value translates to a Level of Service (LOS) estimate, which is a relative measure of the intersection performance. The six qualitative categories of Level of Service have been defined along with the corresponding HCM control delay value range, as shown in ***Table 3-2***.

3.3.3 *Level of Service Criteria*

According to City of Los Alamitos criteria, LOS D is the minimum acceptable condition that should be maintained during the morning and evening peak commute hours.

3.4 Existing Level of Service Results

Table 3-3 summarizes the existing peak hour service level calculations for the seven (7) key study intersections based on existing traffic volumes and current street geometry. Review of *Table 3-3* indicates that all seven (7) key study intersections currently operate at an acceptable level of service during the AM and PM peak hours.

Appendix C presents the ICU/LOS calculations for the seven (7) key study intersections for the AM peak hour and PM peak hour.

TABLE 3-1

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS[1]

Level of Service (LOS)	Intersection Capacity Utilization Value (V/C)	Level of Service Description
A	< 0.61	EXCELLENT. No vehicle waits longer than one red light, and no approach phase is fully used.
B	0.61 – 0.70	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.71 – 0.80	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.81 – 0.90	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.91 – 1.00	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.00	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Potentially very long delays with continuously increasing queue lengths.

[1] Source: *Transportation Research Board Circular 212 - Interim Materials on Highway Capacity.*

TABLE 3-2

LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS[2]

Level of Service (LOS)	Highway Capacity Manual Delay Value (sec/veh)	Level of Service Description
A	≤ 10.0	Little or no delay
B	> 10.0 and ≤ 15.0	Short traffic delays
C	> 15.0 and ≤ 25.0	Average traffic delays
D	> 25.0 and ≤ 35.0	Long traffic delays
E	> 35.0 and ≤ 50.0	Very long traffic delays
F	> 50.0	Severe congestion

[2] Source: *Highway Capacity Manual 2000*, Chapter 17 (Unsignalized Intersections).

TABLE 3-3
EXISTING PEAK HOUR LEVELS OF SERVICE

Key Intersections	Time Period	Control Type	ICU	LOS
1. Los Alamitos Boulevard at Cerritos Avenue	AM	8∅ Traffic	0.852	D
	PM	Signal	0.883	D
2. Los Alamitos Boulevard at Sausalito St/Briggeman Dr	AM	6∅ Traffic	0.554	A
	PM	Signal	0.736	C
3. Los Alamitos Boulevard at Florista Street	AM	5∅ Traffic	0.617	B
	PM	Signal	0.603	B
4. Walnut St/Wallingsford Rd at Katella Avenue	AM	6∅ Traffic	0.801	D
	PM	Signal	0.682	B
5. Los Alamitos Boulevard at Katella Avenue	AM	8∅ Traffic	0.767	C
	PM	Signal	0.773	C
6. Bloomfield Street at Katella Avenue	AM	8∅ Traffic	0.748	C
	PM	Signal	0.710	C
7. Los Alamitos Boulevard at Farquhar Avenue	AM	3∅ Traffic	0.453	A
	PM	Signal	0.476	A

4.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the proposed Project, a multi-step process has been utilized. The first step is trip generation, which estimates the total arriving and departing traffic on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations or rates to the project development tabulation.

The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound project traffic. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and project traffic assignments developed, the impact of the proposed Project is isolated by comparing operational (LOS) conditions at selected key intersections using expected future traffic volumes with and without forecast project traffic. The need for site-specific and/or cumulative local area traffic improvements can then be evaluated and the significance of the project's impacts identified.

5.0 PROJECT TRAFFIC CHARACTERISTICS

5.1 Project Traffic Generation

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation equations and/or rates used in the traffic forecasting procedure are found in the 9th Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington D.C., 2012].

Table 5-1 summarizes the trip generation rates used in forecasting the vehicular trips generated by the proposed Project and presents the forecast daily and peak hour project traffic volumes for a "typical" weekday. As shown in the upper portion of *Table 5-1*, the trip generation potential for the proposed Project was estimated using the average rates for ITE Land Use Code 220: Apartments and the average rates for ITE Land Use Code 820: Shopping Center. Review of the lower portion of *Table 5-1* indicates that the proposed Project is forecast to generate 1,031 daily trips, with 72 trips (16 inbound, 56 outbound) produced in the AM peak hour and 93 trips (58 inbound, 35 outbound) produced in the PM peak hour.

Please note that the aforementioned overall trip generation includes adjustments for pass-by for trips that come directly from the everyday traffic stream on the adjoining streets (i.e. Los Alamitos Boulevard). The factors used in this report, which are summarized in the footnotes of *Table 5-1*, are based on information published in the *Trip Generation Handbook*, published by ITE (2012).

5.2 Project Traffic Distribution and Assignment

Figure 5-1 presents the traffic distribution pattern for the proposed Project. Project traffic volumes both entering and exiting the project site have been distributed and assigned to the adjacent street system based on the following considerations:

- the site's proximity to major traffic carriers (i.e. Los Alamitos Boulevard, etc),
- expected localized traffic flow patterns based on adjacent street channelization and presence of traffic signals,
- ingress/egress availability at the project site, and
- input from City staff.

The anticipated AM and PM peak hour project traffic volumes associated with the proposed Project are presented in ***Figures 5-2*** and ***5-3***, respectively. The traffic volume assignments presented in *Figures 5-2* and *5-3* reflect the traffic distribution characteristics shown in *Figure 5-1* and the traffic generation forecast presented in *Table 5-1*.

TABLE 5-1

PROJECT TRAFFIC GENERATION FORECAST[3]

ITE Land Use Code / Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Generation Factors:							
▪ 220: Apartments (TE/DU)	6.65	0.10	0.41	0.51	0.40	0.22	0.62
▪ 820: Shopping Center (TE/1000 SF)	42.70	0.60	0.36	0.96	1.78	1.93	3.71
Proposed Project Generation Forecast:							
▪ The Village Apartments (133 DU)	884	13	55	68	53	29	82
▪ The Village Retail (4,600 SF)	196	3	1	4	8	9	17
Pass-By Reduction[4]	-49	--	--	--	-3	-3	-6
Subtotal	*147*	*3*	*1*	*4*	*5*	*6*	*11*
Total Traffic Generation Forecast	**1,031**	**16**	**56**	**72**	**58**	**35**	**93**

Notes:
TE/DU = Trip ends per dwelling unit
TE/1000 SF = Trip ends per 1,000 SF of development

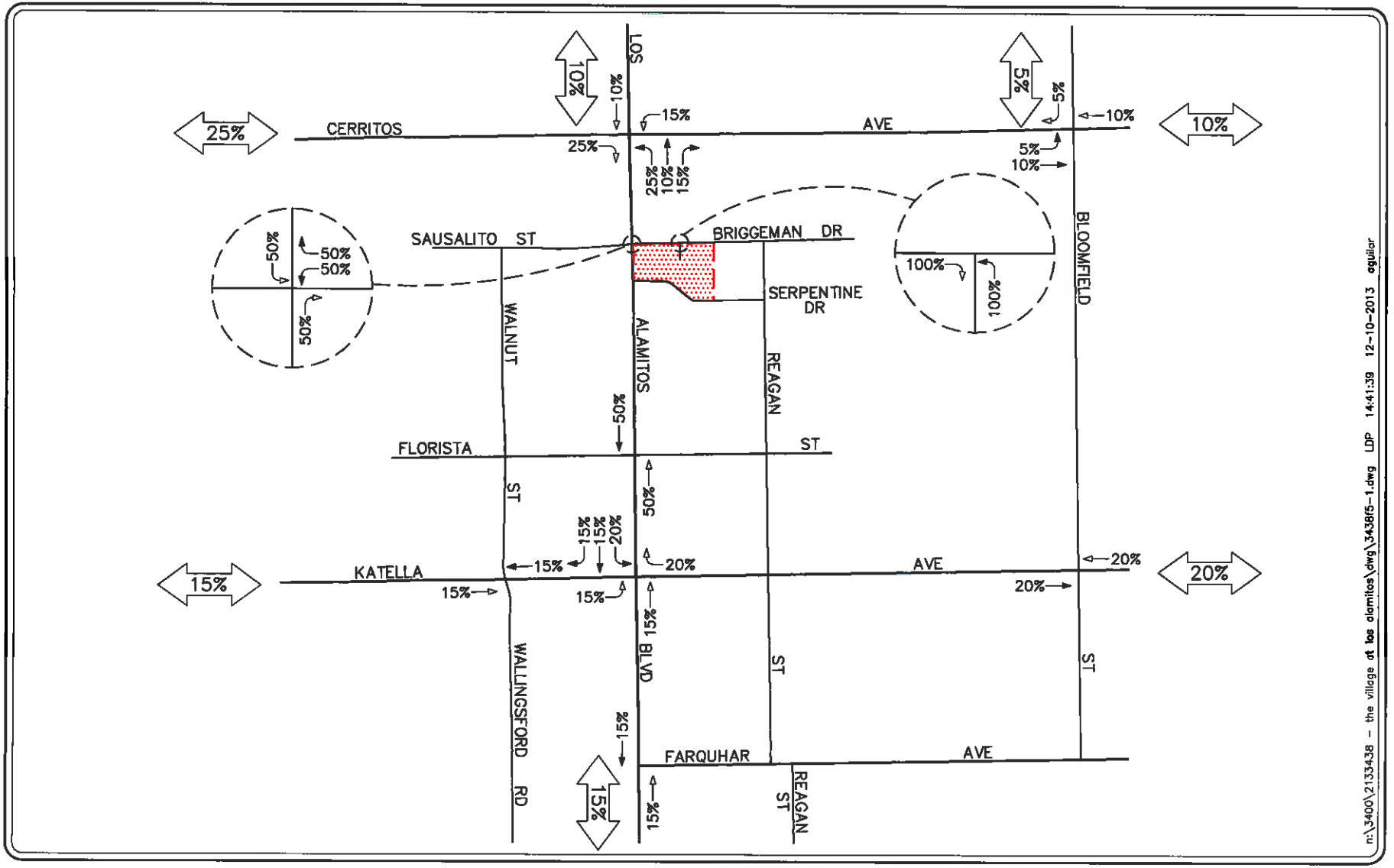
[3] Source: *Trip Generation*, 9th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2012).

[4] Pass-by trips are trips made as intermediate stops on the way from an origin to a primary trip destination. Pass-by trips are attracted from traffic passing the site on adjacent streets (i.e. Los Alamitos Boulevard), which contain direct access to the generator. The *Trip Generation Handbook* (ITE 2012) recommends a pass-by reduction factor of 34% for the PM peak hour. The daily pass-by percentage was estimated to be 25%.

5.3 Existing Plus Project Traffic Conditions

The existing plus project traffic conditions have been generated based upon existing conditions and the estimated project traffic. These forecast traffic conditions have been prepared pursuant to the California Environmental Quality Act (CEQA) guidelines, which require that the potential impacts of a Project be evaluated upon the circulation system as it currently exists. This traffic volume scenario and the related intersection capacity analyses will identify the roadway improvements necessary to mitigate the direct traffic impacts of the Project, if any.

Figures 5-4 and ***5-5*** present projected AM and PM peak hour traffic volumes at the seven (7) key study intersections with the addition of the trips generated by the proposed Project to existing traffic volumes, respectively.



LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

⇦ = INBOUND PERCENTAGE

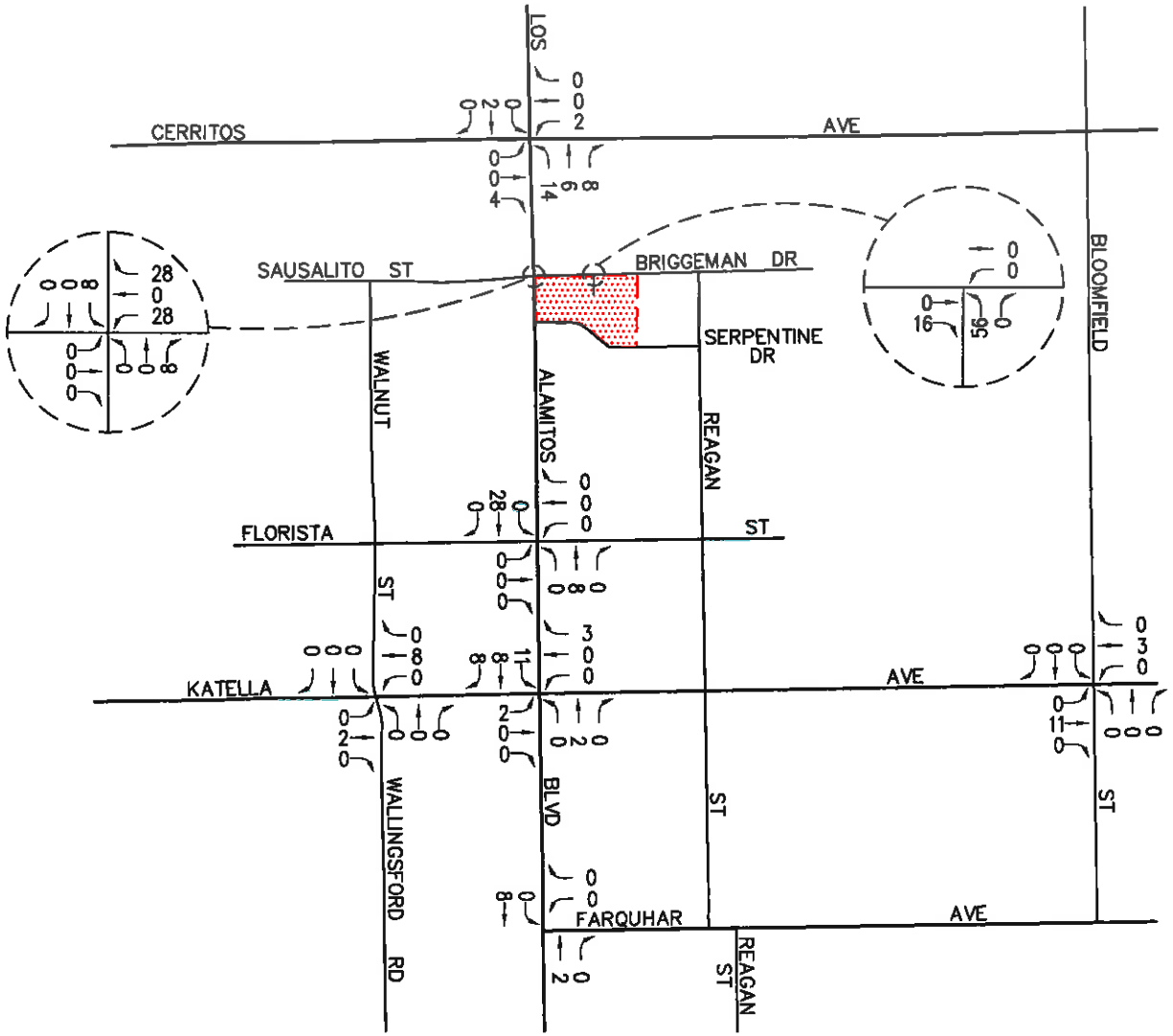
⇦ = OUTBOUND PERCENTAGE

▭ = PROJECT SITE

FIGURE 5-1

PROJECT TRAFFIC DISTRIBUTION PATTERN

THE VILLAGE AT LOS ALAMITOS PROJECT, LOS ALAMITOS



n:\3400\2133438 - the village at los alamitos\dwg\34385-2.dwg LDP 13:44:35 01-13-2014 aguilar

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

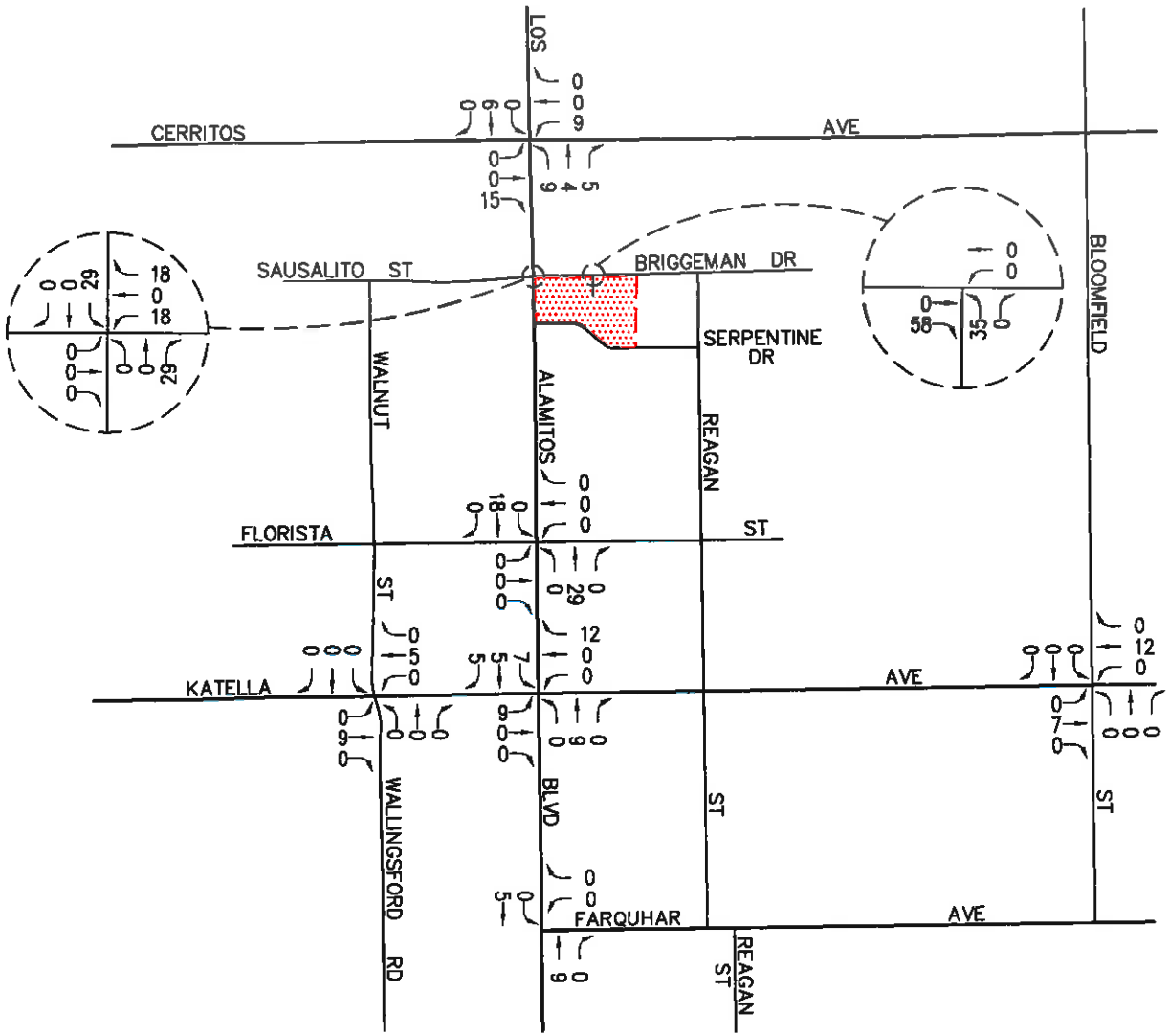
KEY

= PROJECT SITE

FIGURE 5-2

AM PEAK HOUR PROJECT TRAFFIC VOLUMES

THE VILLAGE AT LOS ALAMITOS PROJECT, LOS ALAMITOS



LINSCOTT LAW & GREENSPAN engineers

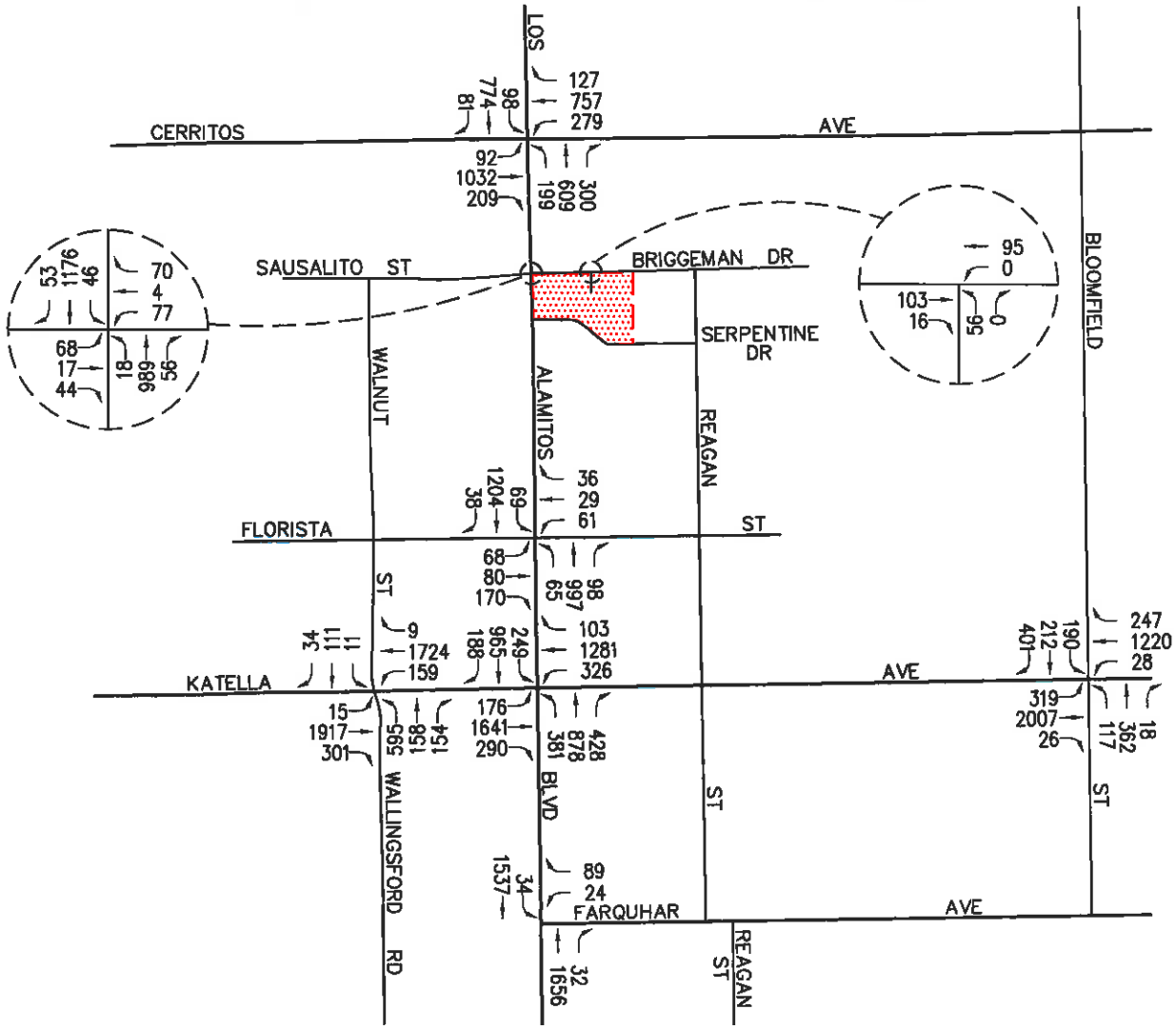
N NO SCALE

KEY
= PROJECT SITE

FIGURE 5-3

PM PEAK HOUR PROJECT TRAFFIC VOLUMES

THE VILLAGE AT LOS ALAMITOS PROJECT, LOS ALAMITOS



n:\3400\2133438 - the village at los alamitos\dwg\343815-4.dwg LDP 13:48:01 01-13-2014 aguilar

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

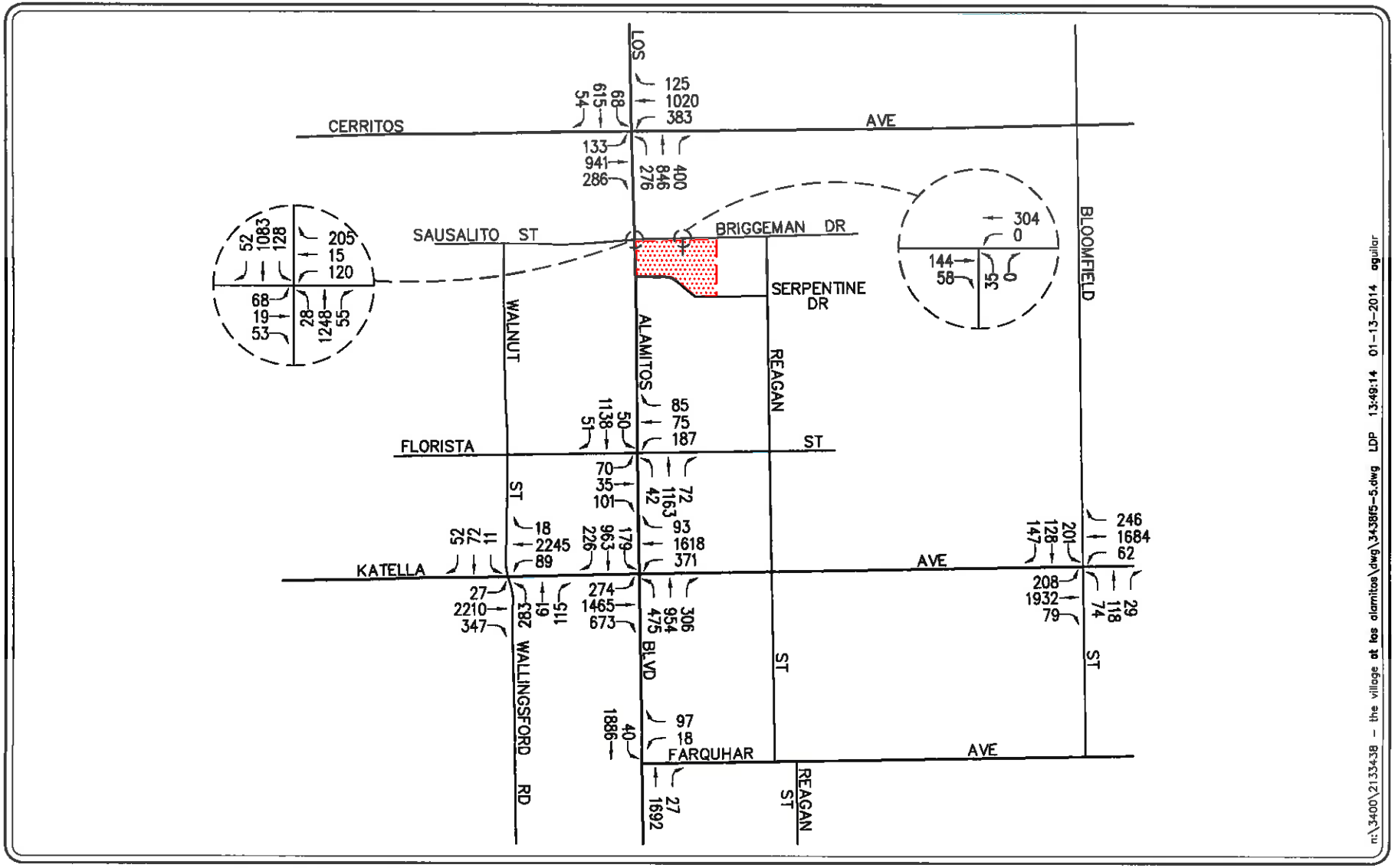
KEY

= PROJECT SITE

FIGURE 5-4

EXISTING PLUS PROJECT AM PEAK HOUR TRAFFIC VOLUMES

THE VILLAGE AT LOS ALAMITOS PROJECT, LOS ALAMITOS



n:\3400\2133438 - the village at los alamitos\dwg\34385-5.dwg LDP 13:49:14 01-13-2014 aguilar

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY
= PROJECT SITE

FIGURE 5-5

EXISTING PLUS PROJECT PM PEAK HOUR TRAFFIC VOLUMES

THE VILLAGE AT LOS ALAMITOS PROJECT, LOS ALAMITOS

6.0 FUTURE TRAFFIC CONDITIONS

6.1 Ambient Traffic Growth

Horizon year, background traffic growth estimates have been calculated using an ambient traffic growth factor. The ambient traffic growth factor is intended to include unknown and future related projects in the study area, as well as account for regular growth in traffic volumes due to the development of projects outside the study area. The future growth in traffic volumes has been calculated at two percent (2.0%) per year. Applied to the Year 2013 existing traffic volumes, this factor results in a 6.0% growth in existing volumes to the near-term horizon year 2016.

6.2 Related Projects Traffic Characteristics

In order to make a realistic estimate of future on-street conditions prior to implementation of the proposed Project, the status of other known development projects (cumulative projects) in the area has been researched at the City of Los Alamitos, City of Seal Beach, City of Cypress, City of Long Beach and City of Hawaiian Gardens. With this information, the potential impact of the proposed Project can be evaluated within the context of the cumulative impact of all ongoing development. Based on our research, there is one (1) cumulative project in the City of Hawaiian Gardens and two (2) cumulative projects in the City of Cypress. For the three remaining Cities (i.e. Los Alamitos, Seal Beach and Long Beach) there were no cumulative projects reported within the project study area. These three (3) cumulative projects have been included as part of the cumulative background setting.

Table 6-1 provides a brief description for each of the three (3) cumulative projects. ***Figure 6-1*** graphically illustrates the location of the three (3) cumulative projects. These cumulative projects are expected to generate vehicular traffic, which may affect the operating conditions of the key study intersections.

Table 6-2 summarizes the trip generation potential for all three (3) cumulative projects on a daily and peak hour basis for a typical weekday. As shown, the cumulative projects are expected to generate 21,025 daily trips, with 378 trips (237 inbound, 141 outbound) anticipated during the AM peak hour and 1,413 trips (518 inbound, 895 outbound) produced during the PM peak hour.

The AM and PM peak hour traffic volumes associated with the three (3) cumulative projects in the Year 2016 are presented in ***Figures 6-2*** and ***6-3***, respectively.

6.3 Year 2016 Traffic Volumes

Figures 6-4 and ***6-5*** present the AM and PM peak hour cumulative traffic volumes (existing traffic + ambient growth + cumulative projects) at the seven (7) key study intersections for the Year 2016, respectively.

Figures 6-6 and ***6-7*** illustrate the Year 2016 forecast AM and PM peak hour traffic volumes, with the inclusion of the trips generated by the proposed Project, respectively.

TABLE 6-1
LOCATION AND DESCRIPTION OF CUMULATIVE PROJECTS[5]

No.	Cumulative Project	Location/Address	City/Jurisdiction	Description
1.	Hawaiian Gardens Casino Expansion Phase I	North of Carson Street between Pioneer Blvd and Juan Ave	Hawaiian Gardens	78,350 SF Gaming Floor Area
2.	Los Alamitos Race Course Track Extension Project	4961 Katella Avenue	Cypress	Extension of the existing 5/8-mile track to a one-mile track
3.	Retail/Commercial Center	Northeast corner of Katella Avenue and Siboney Street	Cypress	146,284 SF Retail

[5] Source: City of Hawaiian Gardens and City of Cypress Planning Departments.

TABLE 6-2

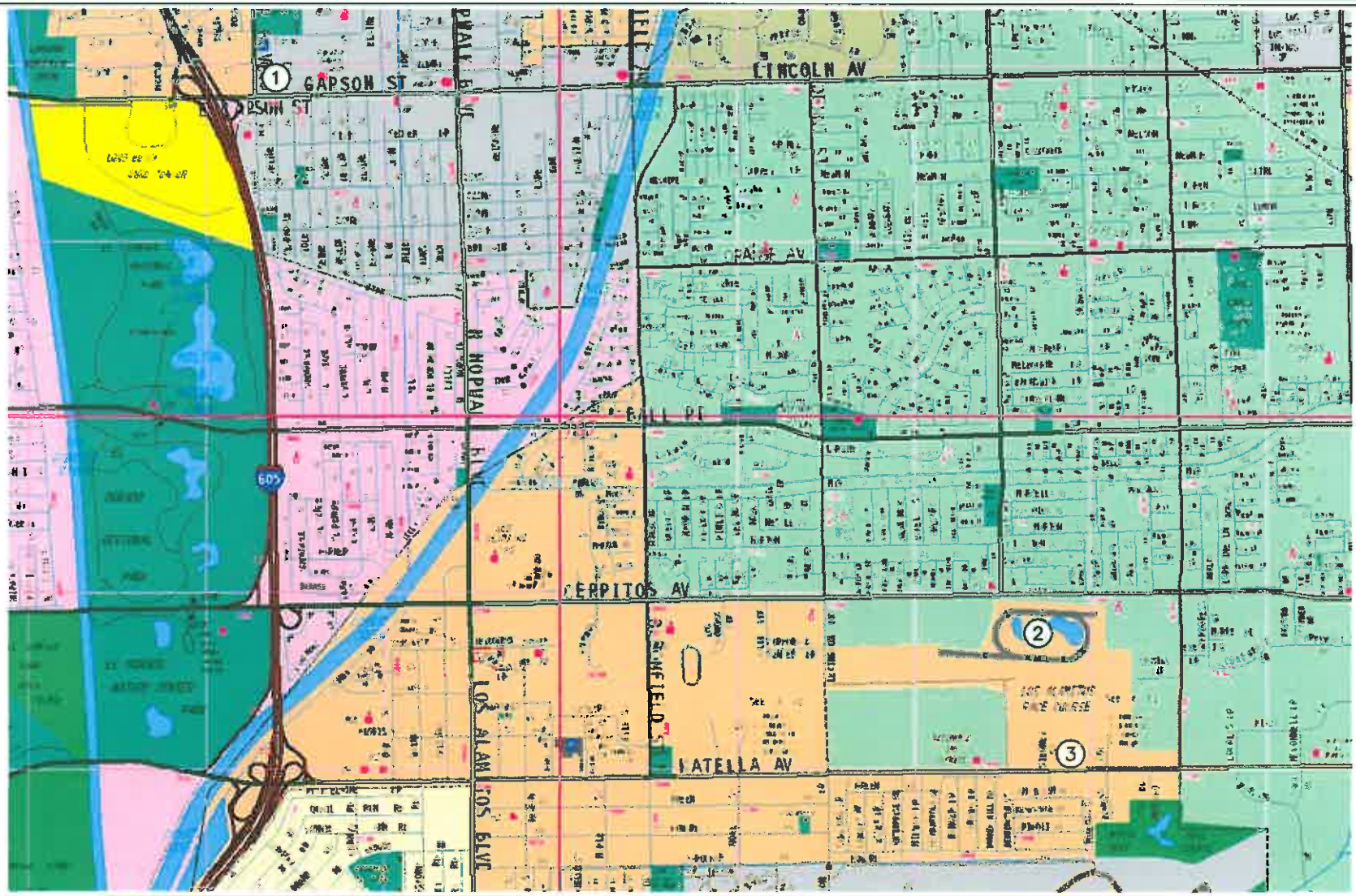
CUMULATIVE PROJECTS TRAFFIC GENERATION FORECAST

Cumulative Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
1. Hawaiian Gardens Casino Expansion Phase I[6]	9,499	141	82	223	319	231	550
2. Los Alamitos Race Course Track Extension Project[7]	4,740	0	0	0	5	469	474
3. Retail/Commercial Center[8]	6,786	96	59	155	194	195	389
Related Projects Trip Generation Potential	**21,025**	**237**	**141**	**378**	**518**	**895**	**1,413**

6 Source: *Traffic Impact Study for the Hawaiian Gardens Casino Expansion*, prepared by KOA Corporation (2012).

7 Source: *Traffic Impact Study for the Los Alamitos Race Course Track Extension*, prepared by Kimley-Horn and Associates (2013).

8 Source: *Traffic Analysis for the Proposed Commercial Development*, prepared by Kimley-Horn and Associates (2007).



n:\3400\2133438 - the village at los alamitos, los alamitos\dwg\3438f6-1.dwg LDP 16:06:45 01-15-2014 aguilar

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: THOMAS BROS.

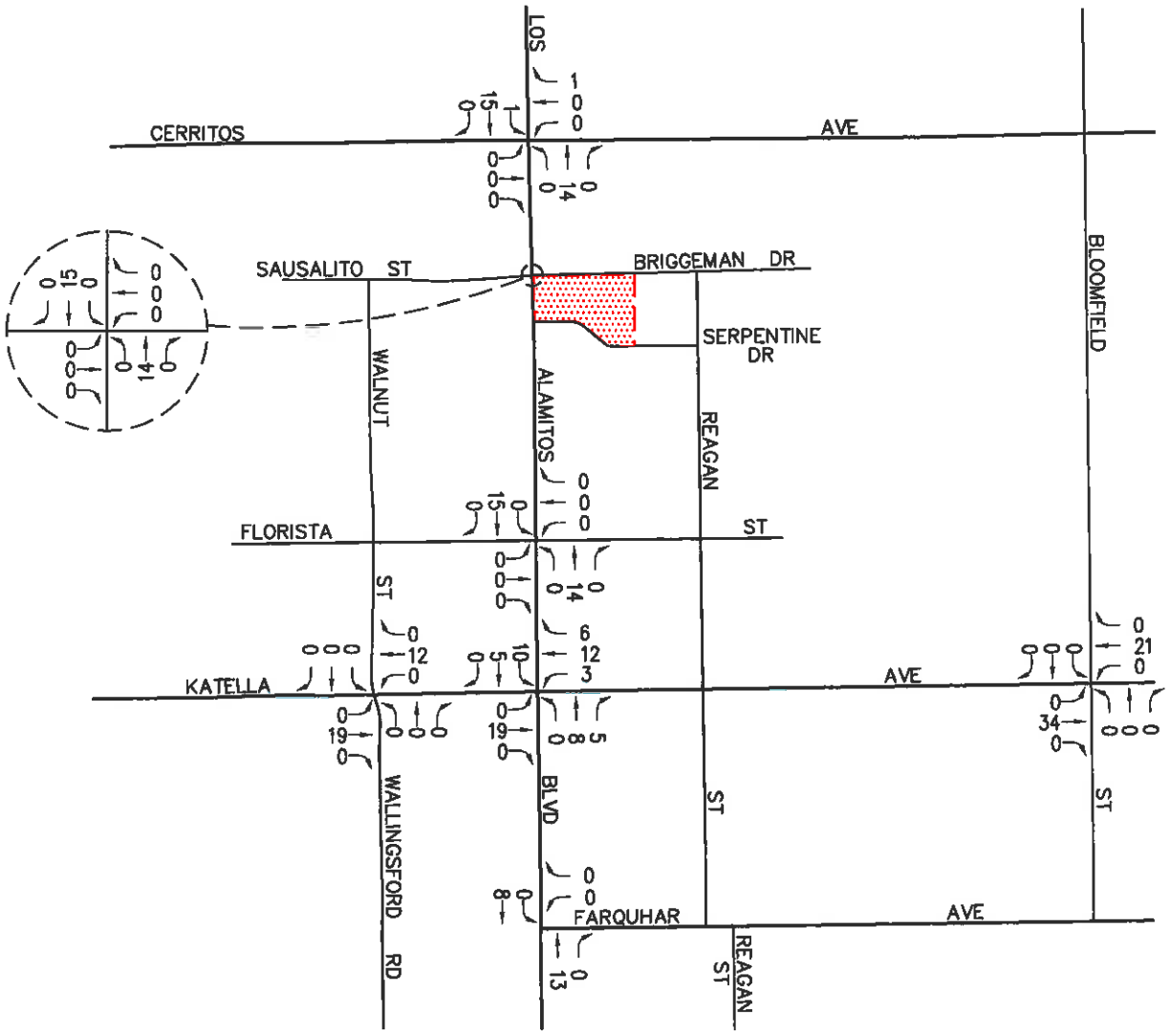
KEY

1. HAWAIIAN GARDENS CASINO EXPANSION PHASE I
2. LOS ALAMITOS RACE COURSE TRACK EXTENSION PROJECT
3. RETAIL/COMMERCIAL CENTER

FIGURE 6-1

CUMULATIVE PROJECT LOCATION MAP

THE VILLAGE AT LOS ALAMITOS PROJECT, LOS ALAMITOS



m:\3400\2133438 - the village at los alamitos\dwg\3438f6-2.dwg LDP 13:51:02 01-13-2014 aguilar

LINSCOTT LAW & GREENSPAN engineers

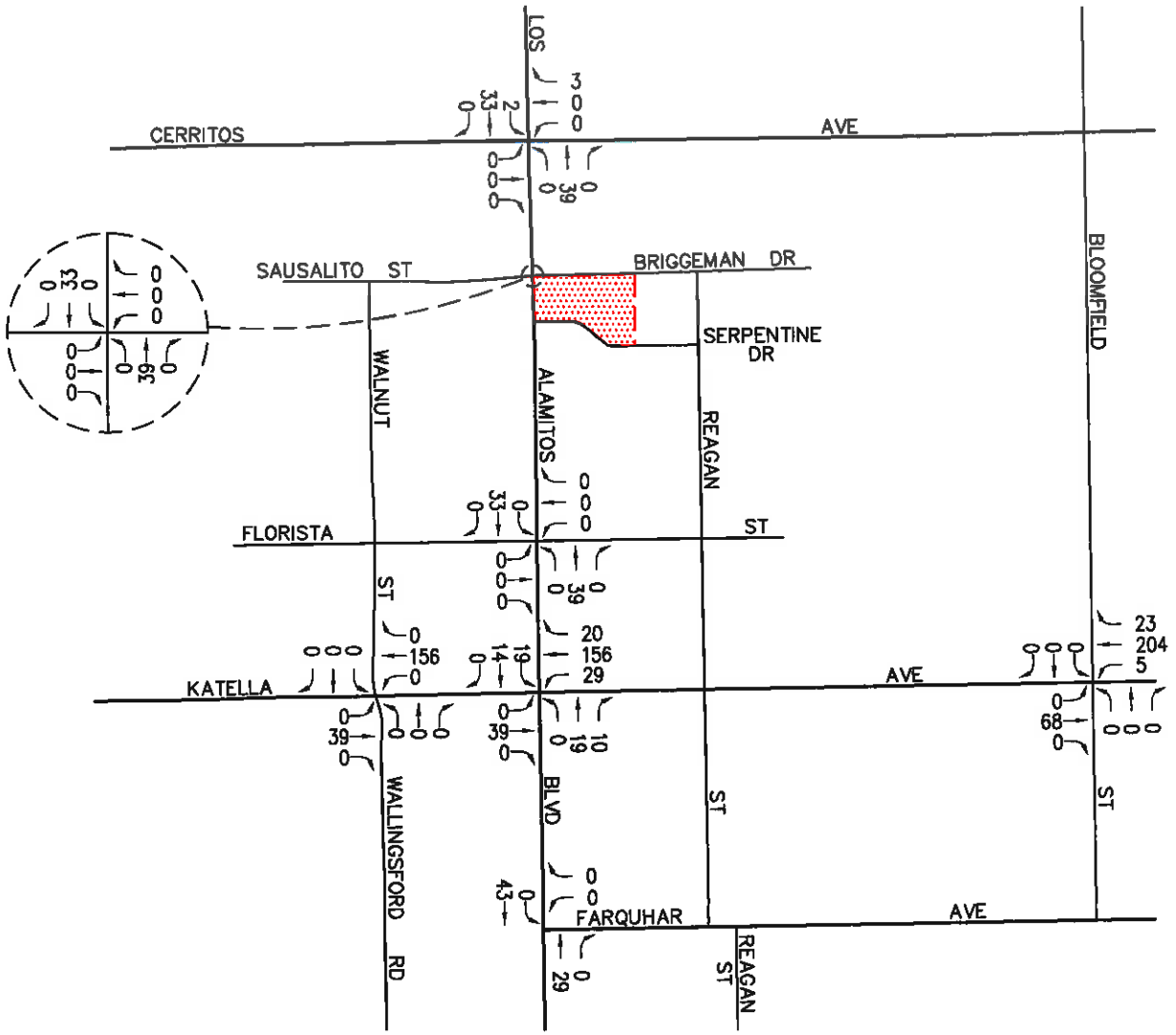
N NO SCALE

KEY
= PROJECT SITE

FIGURE 6-2

AM PEAK HOUR CUMULATIVE PROJECT TRAFFIC VOLUMES

THE VILLAGE AT LOS ALAMITOS PROJECT, LOS ALAMITOS



LINSCOTT LAW & GREENSPAN engineers

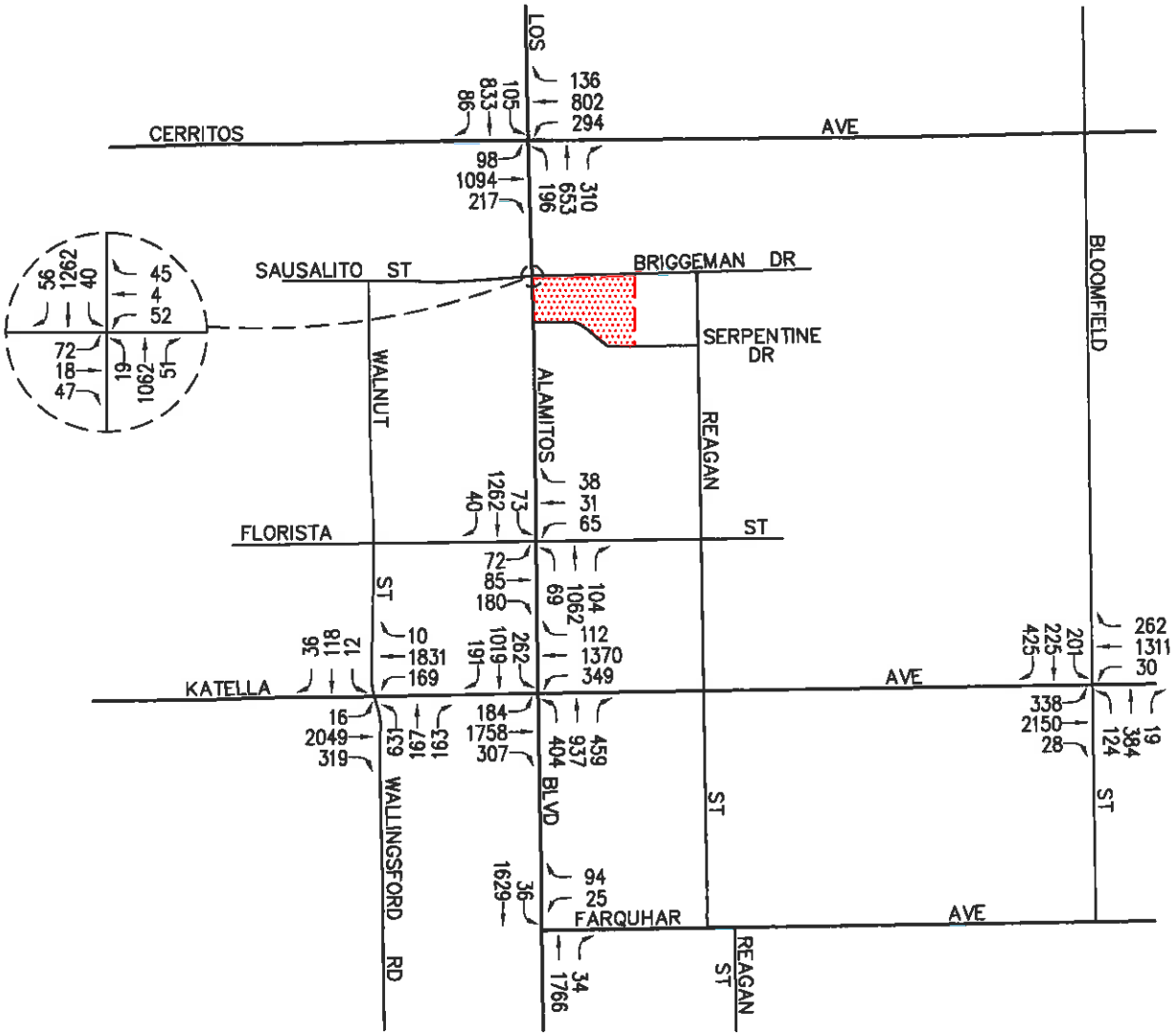
N NO SCALE

KEY
= PROJECT SITE

FIGURE 6-3

PM PEAK HOUR CUMULATIVE PROJECT TRAFFIC VOLUMES

THE VILLAGE AT LOS ALAMITOS PROJECT, LOS ALAMITOS



n:\3400\2133438 - the village at los alamitos\dwg\34386-4.dwg LDP 13:54:06 01-13-2014 aguilar

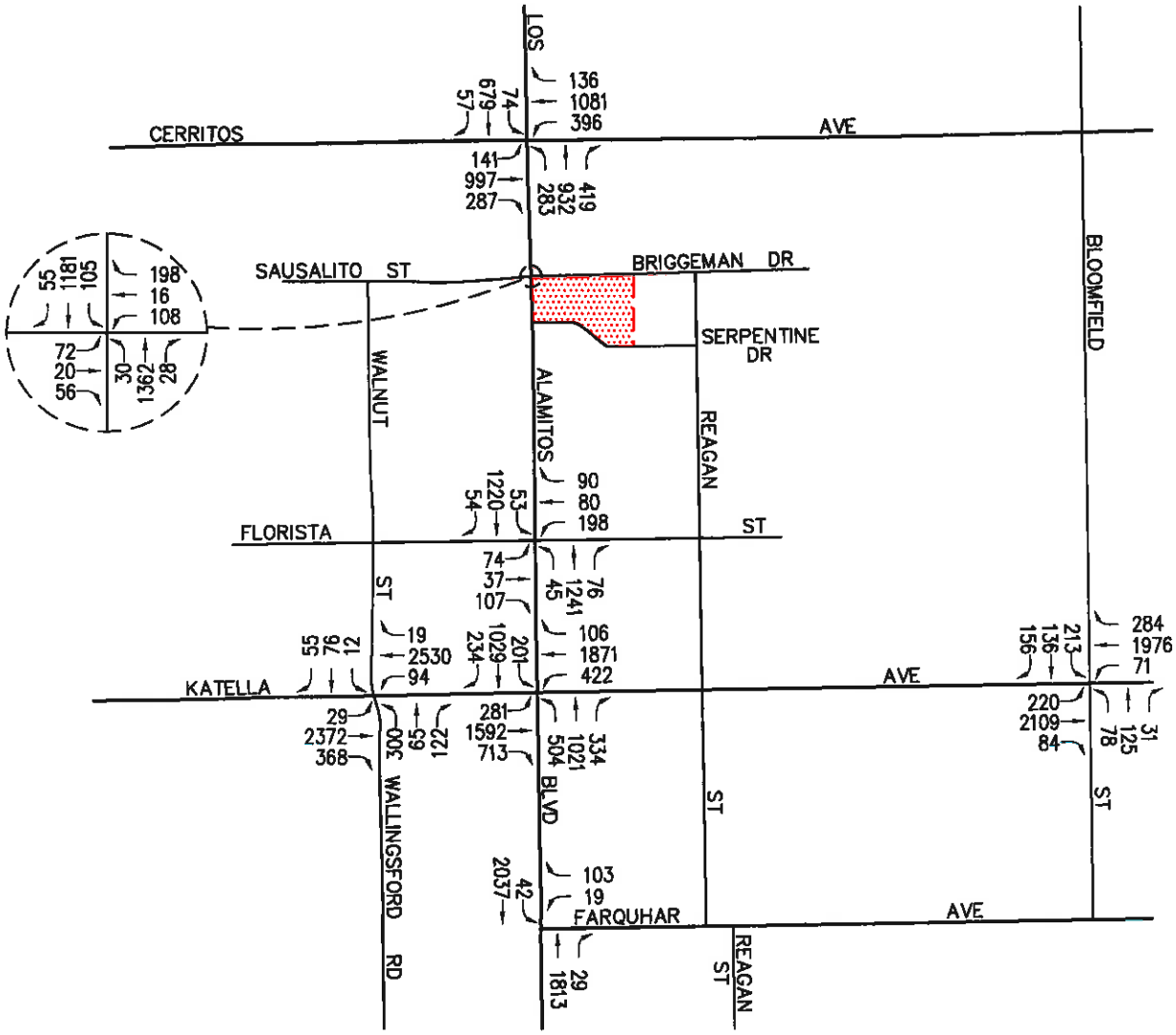
LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY
= PROJECT SITE

FIGURE 6-4

YEAR 2016 CUMULATIVE AM PEAK HOUR TRAFFIC VOLUMES
THE VILLAGE AT LOS ALAMITOS PROJECT, LOS ALAMITOS



n:\3400\2133438 - the village at los alamitos\dwg\3438f6-5.dwg LDP 13:55:35 01-13-2014 aguilar

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

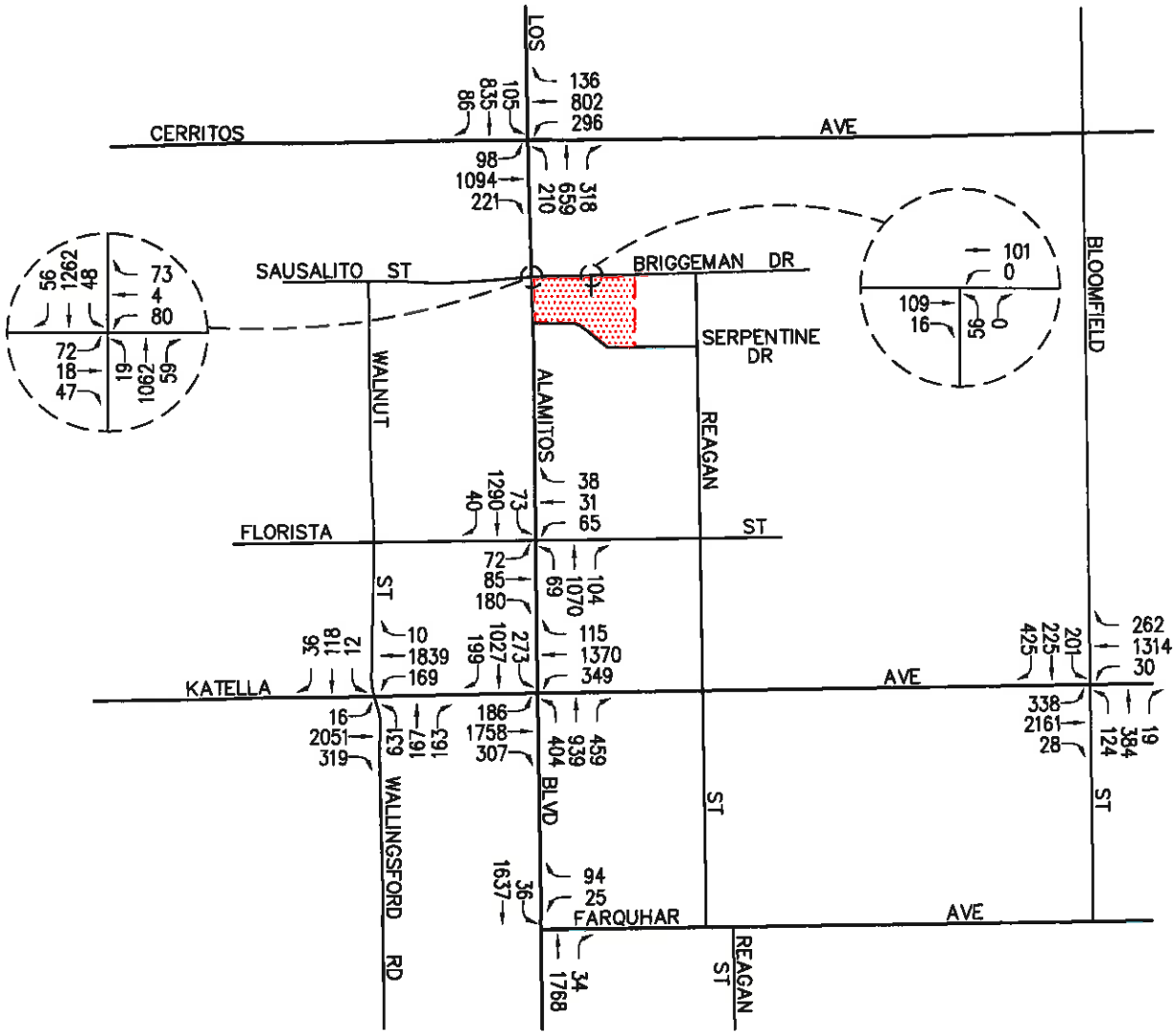
KEY

= PROJECT SITE

FIGURE 6-5

YEAR 2016 CUMULATIVE PM PEAK HOUR TRAFFIC VOLUMES

THE VILLAGE AT LOS ALAMITOS PROJECT, LOS ALAMITOS



LINSCOTT LAW & GREENSPAN engineers

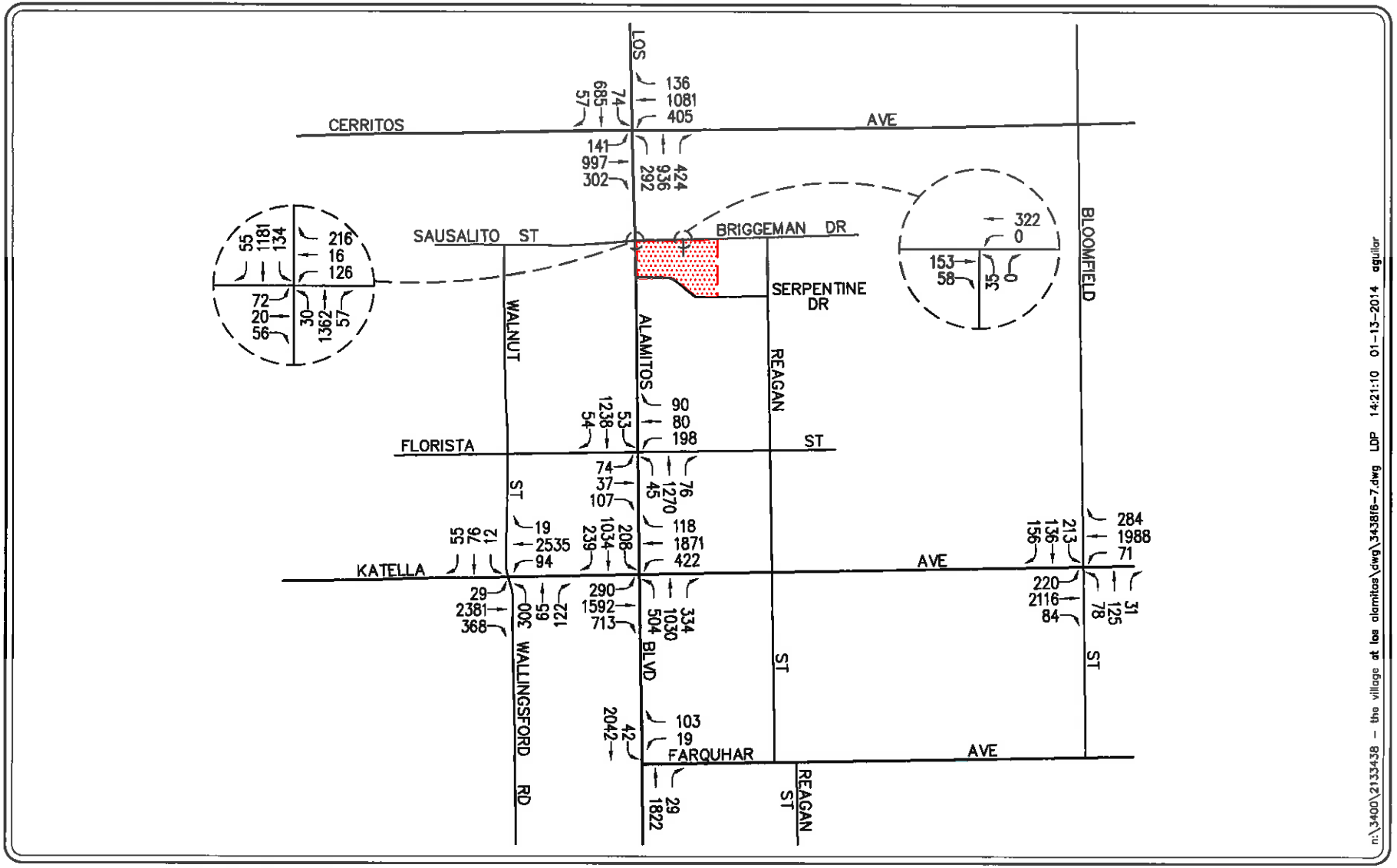
N NO SCALE

KEY
= PROJECT SITE

FIGURE 6-6

YEAR 2016 CUMULATIVE PLUS PROJECT AM PEAK HOUR TRAFFIC VOLUMES

THE VILLAGE AT LOS ALAMITOS PROJECT, LOS ALAMITOS



LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

= PROJECT SITE

FIGURE 6-7

YEAR 2016 CUMULATIVE PLUS PROJECT PM PEAK HOUR TRAFFIC VOLUMES

THE VILLAGE AT LOS ALAMITOS PROJECT, LOS ALAMITOS

7.0 TRAFFIC IMPACT ANALYSIS METHODOLOGY

The relative impact of the added project traffic volumes generated by the proposed Project during the AM and PM peak hours was evaluated based on analysis of future operating conditions at the seven (7) key study intersections, without, then with, the proposed Project. The previously discussed capacity analysis procedures were utilized to investigate the future volume-to-capacity relationships and service level characteristics. The significance of the potential impacts of the project at each key intersection was then evaluated using the City's LOS standards and significant transportation impact criteria defined below.

7.1 Level of Service Criteria

The City of Los Alamitos considers LOS D to be the minimum acceptable condition that should be maintained during the AM and PM peak hours for all intersections. For this report, impacts to local and regional transportation systems shall be considered significant if the project increases traffic demand at a key study intersection by 1.0% of capacity (ICU increase ≥ 0.01), causing or worsening LOS E or F (ICU > 0.90). This criteria is based on the "1% measurable impact criteria" contained in the *County of Orange Transportation Implementation Manual (TIM)* guidelines.

At key unsignalized study intersections, a "significant" traffic impact is defined as a project that adds 1.0 second of delay at an intersection operating at LOS E or F.

7.2 Traffic Impact Analysis Scenarios

The following scenarios are those for which volume/capacity calculations have been performed at the seven (7) key intersections:

1. Existing Traffic Conditions;
2. Existing Plus Project Traffic Conditions;
3. Scenario (2) with Mitigation, if necessary;
4. Year 2016 Cumulative Traffic Conditions;
5. Year 2016 Cumulative Plus Project Traffic Conditions; and
6. Scenario (5) with Mitigation, if necessary.

8.0 PEAK HOUR INTERSECTION CAPACITY ANALYSIS

8.1 Existing Plus Project Traffic Conditions

Table 8-1 summarizes the peak hour Level of Service results at the seven (7) key study intersections for Existing plus Project traffic conditions. The first column (1) of ICU/LOS values in *Table 8-1* presents a summary of existing AM and PM peak hour traffic conditions (which were also presented in *Table 3-3*). The second column (2) lists existing plus project traffic conditions. The third column (3) shows the increase in ICU value due to the added peak hour Project trips and indicates whether the traffic associated with the Project will have a significant impact based on the LOS standards and significant impact criteria defined in this report. The fourth column (4) indicates the anticipated operating conditions with implementation of improvements recommended to mitigate Project traffic and/or achieve an acceptable Level of Service.

8.1.1 *Existing Plus Project Traffic Conditions*

Review of Columns 2 and 3 of *Table 8-1* indicates that traffic associated with the proposed Project ***will not*** significantly impact any of the seven (7) key study intersections, when compared to the LOS standards and significant impact criteria specified in this report. The seven (7) key study intersections currently operate and are forecast to continue to operate at an acceptable LOS D or better during the AM and PM peak hours with the addition of Project generated traffic to existing traffic.

Appendix C presents the existing plus project ICU/LOS calculations for the seven (7) key study intersections for the AM peak hour and PM peak hour.

8.2 Year 2016 Cumulative Traffic Conditions

Table 8-2 summarizes the peak hour Level of Service results at the seven (7) key study intersections for Year 2016 cumulative traffic conditions. The first column (1) of ICU/LOS values in *Table 8-2* presents a summary of existing AM and PM peak hour traffic conditions (which were also presented in *Table 3-3*). The second column (2) lists projected cumulative traffic conditions, but without any traffic generated from the proposed Project. The third column (3) presents forecast Year 2016 traffic conditions with the addition of Project traffic. The fourth column (4) shows the increase in ICU value due to the added peak hour project trips and indicates whether the traffic associated with the Project will have a significant impact based on the LOS standards and the significant impact criteria defined in this report. The fifth column (5) indicates the anticipated operating conditions with implementation of improvements recommended to mitigate Project traffic and/or achieve an acceptable Level of Service.

8.2.1 *Year 2016 Cumulative Traffic Conditions*

An analysis of future (Year 2016) cumulative traffic conditions indicates that the addition of ambient traffic growth and cumulative projects traffic will adversely impact one of the seven (7) key study intersections. The remaining six key study intersections are forecast to continue to operate at an acceptable LOS based on the LOS criteria identified in this report. The location projected to operate at an adverse LOS in the Year 2016 is as follows:

TABLE 8-1

EXISTING PLUS PROJECT PEAK HOUR INTERSECTION CAPACITY ANALYSIS

Key Intersections		Time Period	(1) Existing Traffic Conditions		(2) Existing Plus Project Traffic Conditions		(3) Significant Project Impact		(4) With Improvements	
			ICU	LOS	ICU	LOS	ICU Increase	Yes/No	ICU	LOS
1.	Los Alamitos Boulevard at Cerritos Avenue	AM	0.852	D	0.862	D	0.010	No	---	---
		PM	0.883	D	0.895	D	0.012	No	---	---
2.	Los Alamitos Boulevard at Sausalito St/Briggeman Dr	AM	0.554	A	0.587	A	0.033	No	---	---
		PM	0.736	C	0.775	C	0.039	No	---	---
3.	Los Alamitos Boulevard at Florista Street	AM	0.617	B	0.625	B	0.008	No	---	---
		PM	0.603	B	0.611	B	0.008	No	---	---
4.	Walnut St/Wallingsford Rd at Katella Avenue	AM	0.801	D	0.802	D	0.001	No	---	---
		PM	0.682	B	0.683	B	0.001	No	---	---
5.	Los Alamitos Boulevard at Katella Avenue	AM	0.767	C	0.769	C	0.002	No	---	---
		PM	0.773	C	0.776	C	0.003	No	---	---
6.	Bloomfield Street at Katella Avenue	AM	0.748	C	0.749	C	0.001	No	---	---
		PM	0.710	C	0.712	C	0.002	No	---	---
7.	Los Alamitos Boulevard at Farquhar Avenue	AM	0.453	A	0.453	A	0.000	No	---	---
		PM	0.476	A	0.477	A	0.001	No	---	---

TABLE 8-2

YEAR 2016 PEAK HOUR INTERSECTION CAPACITY ANALYSIS

Key Intersections	Time Period	(1) Existing Traffic Conditions		(2) Year 2016 Cumulative Traffic Conditions		(3) Year 2016 Cumulative Plus Project Traffic Conditions		(4) Significant Project Impact		(5) Year 2016 With Improvements	
		ICU	LOS	ICU	LOS	ICU	LOS	ICU Increase	Yes/No	ICU	LOS
1. Los Alamitos Boulevard at Cerritos Avenue	AM	0.852	D	**0.905**	**E**	**0.915**	**E**	**0.010**	**Yes**	0.828	D
	PM	0.883	D	**0.942**	**E**	**0.955**	**E**	**0.013**	**Yes**	0.836	D
2. Los Alamitos Boulevard at Sausalito St/Briggeman Dr	AM	0.554	A	0.589	A	0.622	B	0.033	No	---	---
	PM	0.736	C	0.789	C	0.827	D	0.038	No	---	---
3. Los Alamitos Boulevard at Florista Street	AM	0.617	B	0.656	B	0.664	B	0.008	No	---	---
	PM	0.603	B	0.636	B	0.656	B	0.020	No	---	---
4. Walnut St/Wallingsford Rd at Katella Avenue	AM	0.801	D	0.850	D	0.850	D	0.000	No	---	---
	PM	0.682	B	0.751	C	0.752	C	0.001	No	---	---
5. Los Alamitos Boulevard at Katella Avenue	AM	0.767	C	0.816	D	0.818	D	0.002	No	---	---
	PM	0.773	C	0.850	D	0.853	D	0.003	No	---	---
6. Bloomfield Street at Katella Avenue	AM	0.748	C	0.794	C	0.795	C	0.001	No	---	---
	PM	0.710	C	0.794	C	0.796	C	0.002	No	---	---
7. Los Alamitos Boulevard at Farquhar Avenue	AM	0.453	A	0.479	A	0.480	A	0.001	No	---	---
	PM	0.476	A	0.510	A	0.511	A	0.001	No	---	---

	AM Peak Hour		PM Peak Hour	
Key Intersection	ICU	LOS	ICU	LOS
1. Los Alamitos Boulevard at Cerritos Avenue	0.905	E	0.942	E

8.2.2 *Year 2016 Cumulative Plus Project Traffic Conditions*

Review of columns 3 and 4 of *Table 8-2* indicates that traffic associated with the proposed Project will cumulatively impact one key study intersection, when compared to the LOS standards and significant impact criteria specified in this report. The remaining six key study intersections are forecast to continue to operate at an acceptable LOS with the addition of Project generated traffic in the Year 2016 traffic condition. The location projected to operate at an unacceptable LOS is as follows:

	AM Peak Hour		PM Peak Hour	
Key Intersection	ICU	LOS	ICU	LOS
1. Los Alamitos Boulevard at Cerritos Avenue	0.915	E	0.955	E

As shown in column 5 of *Table 8-2*, the implementation of improvements at the impacted intersection of Los Alamitos Boulevard/Cerritos Avenue completely offsets the impact of project traffic. The impacted key study intersection is forecast to operate at an acceptable LOS D during the AM and PM peak hours with implementation of improvements.

Appendix C presents the Year 2016 plus project ICU/LOS calculations for the seven (7) key study intersections for the AM peak hour and PM peak hour.

9.0 SITE ACCESS AND INTERNAL CIRCULATION EVALUATION

9.1 Site Access Evaluation

As shown in *Figure 2-2*, access to the proposed Project will be provided via one full access unsignalized driveway located along Briggeman Drive.

Table 9-1 summarizes the intersection operations at the proposed project driveway located along Briggeman Drive for near-term (Year 2016) traffic conditions at completion and full occupancy of the proposed Project. The operations analysis for the project driveway is based on the *Highway Capacity Manual 2000* (HCM 2000) unsignalized methodology. Review of *Table 9-1* shows that the proposed project driveway is forecast to operate at acceptable LOS B during the AM and PM peak hours for Year 2016 traffic conditions. As such, project access will be adequate. Motorists entering and exiting the Project site will be able to do so comfortably, safely, and without undue congestion.

Appendix D presents the level of service calculation worksheets for the proposed project driveway located along Briggeman Drive.

TABLE 9-1

PROJECT DRIVEWAY PEAK HOUR LEVELS OF SERVICE SUMMARY

Project Driveway	Time Period	Intersection Control	Year 2016 Plus Project Traffic Conditions	
			HCM	LOS
▪ Project Driveway at Briggeman Drive	AM	One – Way Stop	10.0 sec/veh	B
	PM		12.3 sec/veh	B

9.2 Queuing Analysis For Project Access Locations

In response to City of Los Alamitos staff concerns, stacking/storage requirements at the proposed project driveway located along Briggeman Drive was evaluated. The queuing evaluation was conducted based on Year 2016 plus Project peak hour driveway traffic volumes and the Highway Capacity Manual (HCM) unsignalized methodology.

Project Driveway at Briggeman Drive: Based on the HCM service level calculation, which calculates a critical (95th percentile) queue value in number of vehicles, the AM peak hour and PM peak hour queue length is not more than one (1) vehicle for the northbound (outbound) movements at the Project Driveway. Review of *Figure 2-2* indicates that one outbound lane is provided with stacking sufficient to accommodate one (1) vehicle.

9.3 Internal Circulation Evaluation

The on-site circulation layout of the proposed Project as illustrated in *Figure 2-2* on an overall basis is adequate. Curb return radii have been confirmed and are generally adequate for small service/delivery (FedEx, UPS) trucks and trash trucks.

10.0 AREA-WIDE TRAFFIC IMPROVEMENTS

For the intersections where future traffic volumes are expected to result in poor operating conditions, this report recommends improvements, which change the intersection geometry to increase capacity. These capacity improvements usually involve roadway widening and/or restriping to reconfigure or add lanes to various approaches of a key intersection. The proposed improvements are expected to offset the impact of future traffic, and improve Levels of Service to an acceptable range.

10.1 Project Specific Improvements

The following improvements will be required of the proposed Project.

- Dedicate right-of-way on Briggeman Drive along a portion of project frontage to realign the intersection of Los Alamitos Boulevard/Sausalito Street-Briggeman Drive.
- Install a "STOP" sign and stop bar at the proposed driveway along Briggeman Drive.

10.2 Recommended Improvements

10.2.1 *Existing Plus Project Traffic Conditions*

The results of the intersection capacity analysis presented previously in *Table 8-1* shows that the proposed Project will not significantly impact any of the seven (7) key study intersections under the "Existing Plus Project" traffic scenario. Given that there are no significant project impacts, no improvements are required under this traffic scenario.

10.2.2 *Year 2016 Plus Project Traffic Conditions*

The following improvements listed below have been identified to mitigate the Year 2016 cumulative impact at the intersection of Los Alamitos Boulevard/Cerritos Avenue. Per City of Los Alamitos requirements, the proposed Project can be expected to pay a fair-share of the construction costs to implement these mitigation measures.

- Los Alamitos Boulevard at Cerritos Avenue: Widen and/or restripe Cerritos Avenue to provide a second westbound left-turn lane. Implementation of this improvement, which is estimated to cost approximately $50,000.00, will require the approval of the City of Los Alamitos.

10.3 Project-Related Fair Share Contribution

The cumulative traffic impacts associated with the proposed Project were determined based on the Year 2016 analysis. As summarized in *Table 8-2*, the development of the proposed Project is anticipated to create one cumulative impact in the Year 2016. As such, the proposed Project can be expected to pay a proportional "fair-share" of the improvement costs of the cumulatively impacted intersection to mitigate the project's traffic impacts.

Table 10-1 presents the peak hour percentage of net traffic impact at the study intersection cumulatively impacted by the proposed Project for Year 2016 traffic conditions. As presented in this table, the first column (1) presents a total of all intersection peak hour movements for existing conditions. The second column (2) presents future Year 2016 cumulative traffic conditions. The

third column (3) presents future Year 2016 traffic conditions with project traffic. The fourth column (4) represents what percentage of total intersection peak hour traffic is project-related traffic. Columns (5) and (6) present the cost of the recommended mitigation measures, and the project's fair-share contribution.

Review of *Table 10-1* shows that the Project's fair share contribution to offset its Year 2016 cumulative impact totals **$5,550.00**.

TABLE 10-1

YEAR 2016 PROJECT FAIR SHARE COST CONTRIBUTION

Key Intersection	Impacted Time Period	(1) Existing Traffic	(2) Year 2016 Cumulative Traffic	(3) Year 2016 w/Project Traffic	(4) Net Project Percent Increase	(5) Total Improvement Cost	(6) Project Fair Share Contribution[9]
1. Los Alamitos Blvd at Cerritos Ave	AM	4,521	4,824	4,860	10.6%	$50,000.00	$5,550.00
	PM	5,099	5,482	5,530	**11.1%**		
					Total Project Fair Share Contribution		**$5,550.00**

Notes:
Net Project Percent Increase (4) = [Column (3) – Column (2)] / [Column (3) – Column (1)].

[9] Project fair-share calculated on "worse-case" net project percent increase.

11.0 CITY CODE PARKING ANALYSIS

To determine the number of parking spaces required to support the proposed Project, the parking demand was calculated using parking code requirements per *Section 17.26 Off-Street Parking and Loading* of the City of Los Alamitos Municipal Code. The following requirement was utilized:

- *Residential (R-3 Multiple-Family) = 2.00 parking spaces per dwelling unit plus an additional ½ space for each room in excess of the first two bedrooms.*
- *Commercial, Retail and Service Uses Including Shopping Centers = 1.00 parking space per 250 SF of GFA.*

As mentioned previously, the proposed Project will consist of a 133-unit apartment complex (i.e. 69 one-bedroom units, 60 two-bedroom units and 4 three-bedroom units) and approximately 4,600 SF of retail space. The aforementioned City parking code ratios were applied to the proposed Project's development tabulation and ***Table 11-1*** summarizes the parking requirements for the proposed Project. As shown, application of the above-referenced City parking code ratios to the proposed development results in a code-parking requirement of 287 spaces. With a proposed parking supply of 287 spaces, the City's code parking requirements are satisfied and the project will provide adequate parking. It should be noted that on-street parking will also be provided on Los Alamitos Boulevard, Serpentine Drive and Briggeman Drive.

TABLE 11-1

CITY CODE PARKING REQUIREMENT[10]

Project Description	Size	City of Los Alamitos Code Parking Ratio	Spaces Required
The Village at Los Alamitos Project			
▪ Apartments – One and Two Bedroom Units	129 Units	2.0 spaces per unit	258
▪ Apartments – Three Bedroom Units	4 units	2.5 spaces per unit	10
▪ Retail	4,600 SF	1.0 space per 250 SF	19
		Subtotal	287
		City Code Parking Requirement	287
		Parking Supply	287
		Parking Surplus/Deficiency (+/-)	**0**

10 Source: *City of Los Alamitos Municipal Code (Section 17.26 Off-Street Parking and Loading).*

12.0 SUMMARY OF FINDINGS AND CONCLUSIONS

- ***Project Description*** – The project site is located at 10650 Los Alamitos Boulevard in the City of Los Alamitos, California. The project site is a vacant lot that is bound by Briggeman Drive on the north, Serpentine Drive on the south, Los Alamitos Boulevard on the west and industrial buildings on Reagan Street to the east. The proposed Project consists of a 133-unit apartment complex with approximately 4,600 square-feet (SF) of retail space. The 133-unit apartment complex is comprised of 69 one-bedroom units, 60 two-bedroom units and 4 three-bedroom units. A total of 287 parking spaces will be provided for the project via a four-story, five-level parking garage. On-street parking will also be provided on Los Alamitos Boulevard, Serpentine Drive and Briggeman Drive. The proposed Project is expected to be constructed in one phase and will be fully occupied by Year 2016. Access to the proposed Project will be provided via one full access unsignalized driveway located along Briggeman Drive.

- ***Study Scope*** – The following seven (7) key study intersections were selected for detailed peak hour level of service analyses under Existing Traffic Conditions, Existing plus Project Traffic Conditions, Year 2016 Cumulative Traffic Conditions and Year 2016 Cumulative plus Project Traffic Conditions:

  Key Study Intersections

  1. Los Alamitos Boulevard at Cerritos Avenue
  2. Los Alamitos Boulevard at Sausalito Street/Briggeman Drive
  3. Los Alamitos Boulevard at Florista Street
  4. Walnut Street/Wallingsford Road at Katella Avenue
  5. Los Alamitos Boulevard at Katella Avenue
  6. Bloomfield Street at Katella Avenue
  7. Los Alamitos Boulevard at Farquhar Avenue

  The analysis is focused on assessing potential traffic impacts during the morning and evening commute peak hours (between 7:00-9:00 AM, and 4:00-6:00 PM) on a typical weekday.

- ***Existing Traffic Conditions*** – All seven (7) key study intersections currently operate at an acceptable level of service during the AM and PM peak hours.

- ***Project Trip Generation*** – The proposed Project is forecast to generate 1,031 daily trips, with 72 trips (16 inbound, 56 outbound) produced in the AM peak hour and 93 trips (58 inbound, 35 outbound) produced in the PM peak hour.

- ***Cumulative Projects Traffic Characteristics*** – Three (3) cumulative projects were considered as part of the cumulative background setting. The three (3) cumulative projects are expected to generate 21,025 daily trips, with 378 trips (237 inbound, 141 outbound) anticipated during the AM peak hour and 1,413 trips (518 inbound, 895 outbound) produced during the PM peak hour.

- ***Existing Plus Project Traffic Conditions*** – The results of the "Existing Plus Project" analysis indicates that traffic associated with the proposed Project ***will not*** significantly impact any of the

seven (7) key study intersections, when compared to the LOS standards and significant impact criteria specified in this report. The seven (7) key study intersections currently operate and are forecast to continue to operate at an acceptable LOS D or better during the AM and PM peak hours with the addition of Project generated traffic to existing traffic.

- ***Year 2016 Cumulative Plus Project Traffic Conditions*** – The results of the "Year 2016 Plus Project" analysis indicates that the proposed Project will cumulatively impact one key study intersection, when compared to the LOS standards and significant impact criteria specified in this report. The remaining six key study intersections are forecast to continue to operate at an acceptable LOS with the addition of Project generated traffic in the Year 2016 traffic condition. The location projected to operate at an unacceptable LOS is as follows:

	AM Peak Hour		PM Peak Hour	
Key Intersection	ICU	LOS	ICU	LOS
1. Los Alamitos Boulevard at Cerritos Avenue	0.915	E	0.955	E

The implementation of improvements at the impacted intersection of Los Alamitos Boulevard/Cerritos Avenue completely offsets the impact of project traffic. The impacted key study intersection is forecast to operate at an acceptable LOS D during the AM and PM peak hours with implementation of improvements.

- ***Project Specific Improvements*** – The following improvements will be required of the proposed Project.

  - Dedicate right-of-way on Briggeman Drive along a portion of project frontage to realign the intersection of Los Alamitos Boulevard/Sausalito Street-Briggeman Drive.

  - Install a "STOP" sign and stop bar at the proposed driveway along Briggeman Drive.

- ***Recommended Existing Plus Project Improvements*** – The results of the intersection capacity analysis presented previously in *Table 8-1* shows that the proposed Project will not significantly impact any of the seven (7) key study intersections under the "Existing Plus Project" traffic scenario. Given that there are no significant project impacts, no improvements are required under this traffic scenario.

- ***Recommended Year 2016 Plus Project Improvements*** – The following improvements listed below have been identified to mitigate the Year 2016 cumulative impact at the intersection of Los Alamitos Boulevard/Cerritos Avenue. Per City of Los Alamitos requirements, the proposed Project can be expected to pay a fair-share of the construction costs to implement these mitigation measures.

  - Los Alamitos Boulevard at Cerritos Avenue: Widen and/or restripe Cerritos Avenue to provide a second westbound left-turn lane. Implementation of this improvement, which is estimated to cost approximately $50,000.00, will require the approval of the City of Los Alamitos.

- ***Project-Related Fair Share Contribution*** – The Project's fair share contribution to offset its Year 2016 cumulative impact totals **$5,550.00**.

- ***Internal Circulation Evaluation*** – Internal circulation for the proposed Project site plan is adequate. Curb return radii have been confirmed and are generally adequate for small service/delivery trucks (Fedex, UPS), trash trucks and large trucks.

- ***City Code Parking Requirements*** – Direct application of the City's code to the proposed development results in a code-parking requirement of 287 spaces. With a proposed parking supply of 287 spaces, the City's code parking requirements are satisfied and the project will provide adequate parking.


1


2


3


4


5


6


7


8


9


10


11


12


13

PHOTOGRAPHIC SURVEY

THE VILLAGE AT LOS ALAMITOS

HIGHLAND POINTE PARTNERS, INC

Nov 12, 2013 LOS ALAMITOS, CA HPA#13390

HUMPHREYS & PARTNERS ARCHITECTS L.P.

ATTACHMENT 2

APPLICANT

HIGHLAND POINTE PARTNERS, INC.
2082 MICHELSON DRIVE, SUITE 100
IRVINE, CA 92612
TEL: 949.852.7322
FAX: 949.852.1125
CONTACT: STEVEN H. LEVENSON

ARCHITECT

HUMPHREYS & PARTNERS ARCHITECTS
2350 ST. BRISTOL STREET, SUITE 310
NEWPORT BEACH, CA 92626
TEL: 949.955.9400
FAX: 949.955.1897
CONTACT: SOO-IG KIM

CIVIL ENGINEER

KP CIVIL ENGINEERING, LLC
23172 S. BRISTOL ST, SUITE 310
NEWPORT BEACH, CA 92660
TEL: 949.474.1912
FAX: 949.854.1877
CONTACT: ANDY TORRES

LEGAL DESCRIPTION

PARCEL 1, IN THE CITY OF LOS ALAMITOS, COUNTY OF ORANGE, STATE OF CALIFORNIA, AS SHOWN ON A MAP FILED IN BOOK 77, PAGE 28 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

ASSESSOR'S PARCEL NO.

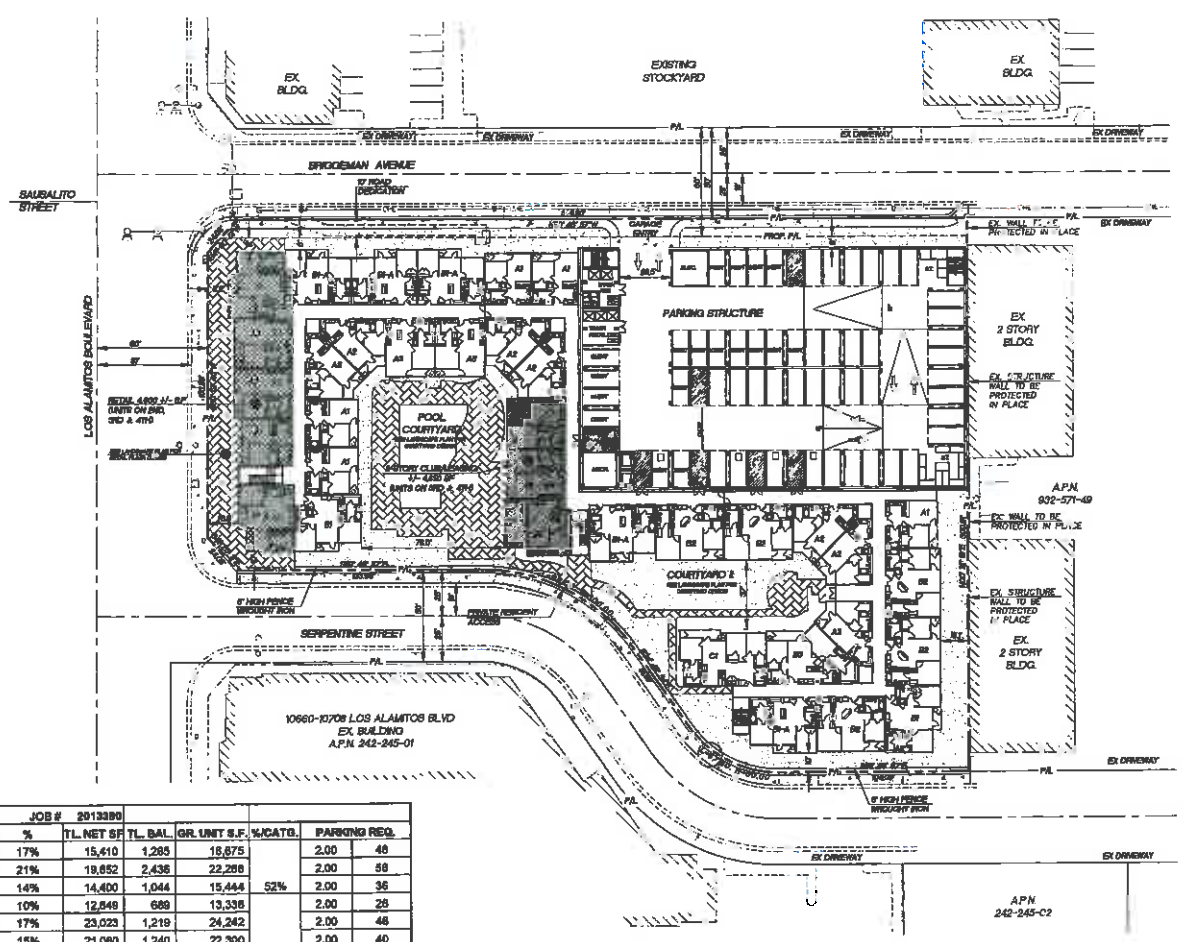
242-243-03

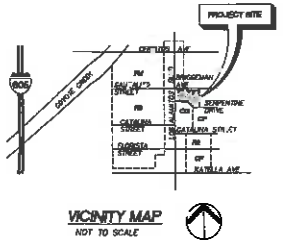
LAND USE:

PROPOSED USE: MIXED USE

AREA CALCULATION	
4-STORY WRAP	S.F.
GROSS RESIDENTIAL AREA:	125,079
CORRI. & COMM. AREAS:	23,390
LEASING/CLUB:	4,850
RETAIL AREA:	4,800
STAIRS (COUNTED ONCE):	670
TOTAL GROSS RES. AREA:	158,589
TOTAL GARAGE:	127,275
TOTAL STRUCTURES:	285,864

THE VILLAGE AT LOS ALAMITOS		
TOTAL UNITS :	133	UNITS
NET LAND AREA:	2.18	(+/-) ACRE
NET DENSITY:	62	DU/AC
SITE COVERAGE:	72.5%	
RETAIL PLAZA PROVIDED:	3,120	S.F.
LANDSCAPE AREA PROVIDED	22,348	S.F.
RETAIL:	4,800	S.F.
LEASING/CLUB:	4,850	S.F.





VICINITY MAP
NOT TO SCALE

4-STORY WRAP BUILDING												
JOB # 2013390												
UNIT	UNIT TYPE	UNIT S.F.	BAL.S.F.	NO.	%	TL. NET SF	TL. BAL.	GR. UNIT S.F.	%/CATG.	PARKING REQ.	
A1	1BR/1BA	670	55	23	17%	15,410	1,265	16,675		2.00	46
A2	1BR/1BA	709	87	26	21%	19,652	2,436	22,288		2.00	58
A3	1BR/1BA	800	58	18	14%	14,400	1,044	15,444	52%	2.00	36
B1	2BR/2BA	973	53	13	10%	12,649	689	13,338		2.00	26
B1-A	2BR/2BA	1,001	53	23	17%	23,023	1,219	24,242		2.00	46
B2	2BR/2BA	1,053	62	20	15%	21,060	1,240	22,300		2.00	40
B3	2BR/2BA	1,181	99	4	3%	4,724	396	5,120	45%	2.00	8
C1	3BR/2BA	1,293	125	4	3%	5,172	500	5,672	3%	2.50	10
TOTAL				133	100.00%	116,290	8,789	125,079	100%		
										TOTAL RESIDENTIAL	288.0
										RETAIL 4/1000 S.F.	18.4
										TOTAL REQ.	288.4

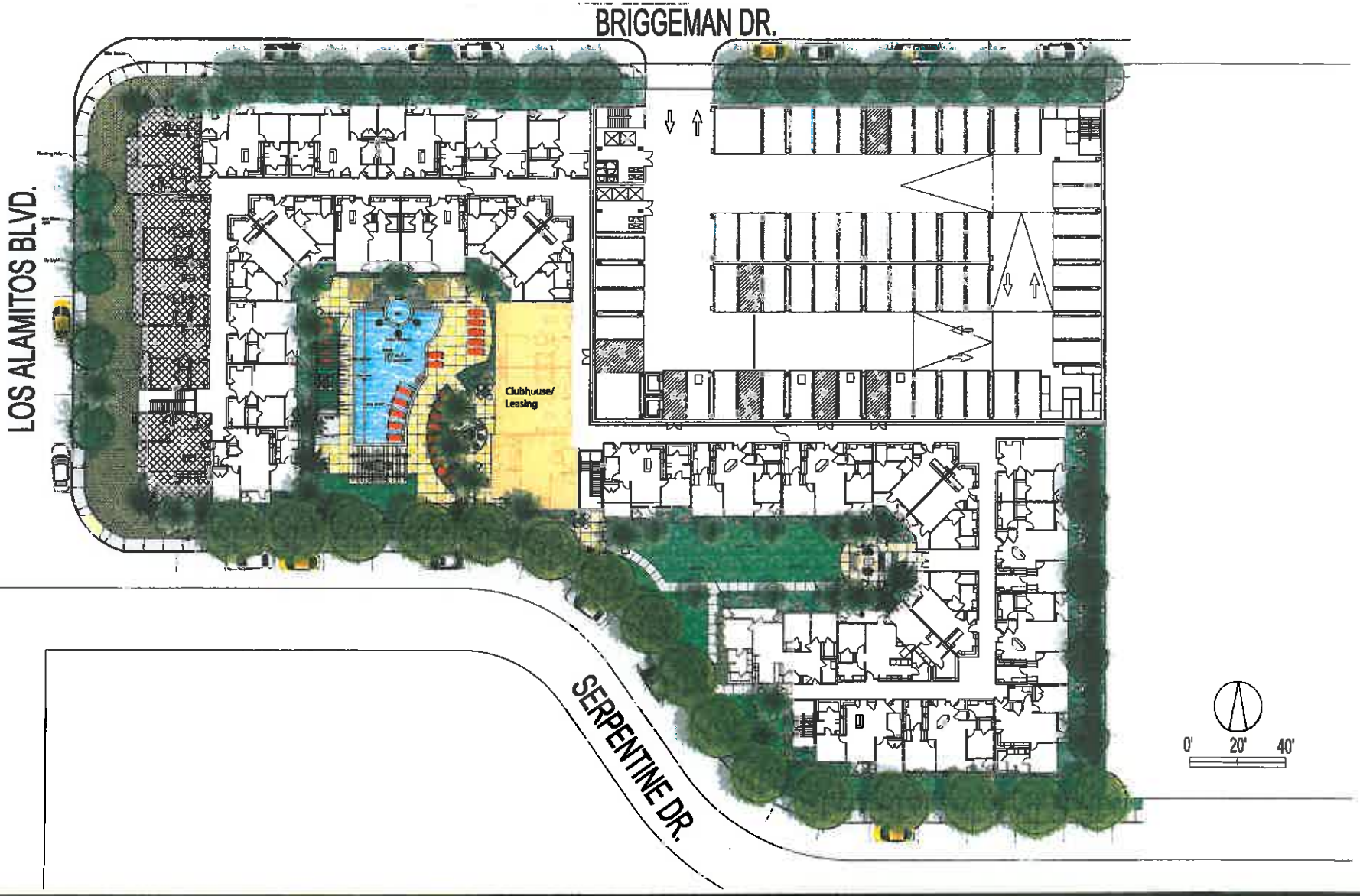
AVERAGE GROSS UNIT SIZE: 940 s.f.
TOTAL NET RENTABLE: 116,290 s.f.
TOTAL PROVIDED : 287 GARAGE SPACES (4-story, 5-level garage)
TOTAL STORAGE PROVIDED: 70 STORAGE SPACES

THE VILLAGE AT LOS ALAMITOS

HIGHLAND POINTE PARTNERS, INC.

Nov 13, 2013 LOS ALAMITOS, CA HPA#13390

HUMPHREYS & PARTNERS ARCHITECTS L.P.



THE VILLAGE AT LOS ALAMITOS

HIGHLAND POINTE PARTNERS, INC.

Nov 12 2013 LOS ALAMITOS, CA HPA#13390

HUMPHREYS & PARTNERS ARCHITECTS L.P.

THE VILLAGE AT LOS ALAMITOS

HIGHLAND POINTE PARTNERS, INC.

THE VILLAGE AT LOS ALAMITOS
HIGHLAND POINTE PARTNERS, INC.
Nov 12, 2013 LOS ALAMITOS, CA HPA#13390

HUMPHREYS & PARTNERS ARCHITECTS L.P.

VIEW 1

THE VILLAGE AT LOS ALAMITOS

HIGHLAND POINTE PARTNERS, INC.

Nov 12, 2013 LOS ALAMITOS, CA HPA#13390

HUMPHREYS & PARTNERS ARCHITECTS L.P.

TRAFFIC COMMISSION UPDATED STATUS LIST - 2011 to 2013

ITEM	DESCRIPTION	DATE INITIATED	REQUESTED BY	TAKEN TO T.C.	TAKEN TO C.C.	REMARKS
A	**RECOMMENDATION APPROVED/COMPLETED**					
A - 1	Review of Draft I-605 Freeway @ Spring St./Cerritos Ave. Interchange		City Engineer	May-11		Received and filed
A - 2	General Plan Review		Steven Mendoza	Aug. 2011		Received and filed
A - 3	Katella Ave. Removal of U-turn restrictions		Marilynn Poe	Aug. 2011		Approved remove Midw., Ticon., Ent.
A - 4	Laurel H.S. xwalk on Bloomfield - consideration of limit line		Kusumoto			Done - 9/13/11
A - 5	Alley Safety - Phase 1 Speed Survey Results		City Engineer	Oct-11		Receive and File
A - 6	General Plan-Overview of Circulation Element & Strategic Plan		Steven Mendoza	Nov-11		Receive and File
A - 7	Consideration of right-turn only lane on sbound Los Al @ Florista	Nov-11	Resident	Jan-12		TC Approved - implemented
A - 8	Alley Safety - Katella Ave. - from Noel to Lexington		City Engineer	Dec-11		Signage, move humps
A - 9	General Plan Overview - Part III	Feb-12	S. Mendoza			Review and discuss
A - 10	Traffic Calming Information-Neighborhood Traffic Management	Mar-12	City Engineer	Mar & Apr	Jun-12	Traffic Calming Budgeted
A - 11	Traffic Circulation Issues at Los Alamitos High School	Jun-12	City Engineer	12-Jun		Input from Commission
A - 12	Katella Ave. (TLSP) Project		City Engineer	Aug-12		Receive and file
A - 13	High Traffic Volume Hour Data-Rossmoor Way/Bradbury Rd.	Dec-12		Jan-13		Receive and file
A - 14	Medical Center traffic control during Phase 1 construction	Dec-12		Jan-13		Receive and file
A 15	7-Year Capital Improvement Program (CIP)	Mar-13	Dave Hunt	Mar-13		Receive and file
A - 16	Additional measures - right-turn only Los Al Bl. & Florista St.		T.C.	Mar-13		Approved triangular striping
A - 17	Proposed Cypress Development - Katella Avenue	Apr-13				Receive and file
A - 18	Left-turn signal modifications Los Al & Rossmoor Way/Bradbury			Dec-12		H&C modified timing
A - 19	Change Drop Off to Unloading Zone - 10904 Reagan St.	Mar-13	Reagan Surgery Cente	Mar-13		Installed
A - 20	Add 20' white curbing and install passenger loading/unloading sign	Jun-13	4152 Katella Ave.	Jun-13		Installed
A 21	4 - Way Stops Apartment Row	Dec-12	Traffic Commission	Dec-12	Aug-13	CC approved
A - 22	Laurel Park Parking Lot Improvements			Sep-13		TC approved Option 4 - temporary
A - 23	Traffic Calming - Farquhar Ave. traffic	Feb-13		May-13		Install 2nd left-turn lane
A - 24	Lexington Dr./Howard Ave. red curb	Jun-13	Comm. Schleuter	June-13		Approved
A - 24	KEEP CLEAR-Los Al.HS driveway & Los Al. Bus. Park driveway	Nov-13		Dec-13		Approved
A 25	Use of Ad Hoc Committees by T.C.	Feb-14	D. Emerson	Mar-14		Receive & file
A - 26	Draft CIP for FY 2014-15 thru FY 2020-21	Feb-14	D. Hunt	Mar-14		D.Hunt to forward to CC
A - 27	Powers and duties of Traffic Commission	Feb-14	D. Emerson	Mar-14		Receive & file
B	**RECOMMENDATION APPROVED & PENDING IMPLEMENTATION**					
C	**RECOMMENDATION DENIED**					
C - 1	Permit parking restriction Lexington Dr.-from Katella to Howard	Mar-11	Petition	Mar-11		Permit Parking request denied
C - 2	Two-hour parking restriction - east side of Humbolt	Jan-11		Jan-11		Denied
C - 3	Keep Clear @ Los Al High School driveway, Farq. & Rochelle	Nov-12		Dec-12		Denied
C - 4	No Parking' SB Los Al. Blvd., south of Katella Ave.	Jan-13	Kyle Poff, OCTA	Feb-13		Motion failed
C 5	Remove parking restriction in front of 3691 Katella Ave.	Mar-13	Dean Grose	Mar-13		Denied
C - 6	Remove 24-minute parking in front of 4582 Katella Ave.	Feb-14	Owner/4582 Katella	Feb-14		Denied
D	**ITEMS PENDING CONSIDERATION - TRAFFIC COMMISSION**					
D - 1	Diagonal parking Cherry Street @ Catalina Street	Jan-13	Wilhelm	Feb-13		Re-visit after hospital construction
D - 2	Review Draft Engrg. & Traffic Survey for Speed Limits	Feb-14	D. Hunt	Feb-14		
D - 3	The Village at Los Alamitos Traffic Study		D. Hunt	Apr-14		

ITEM 7A

TRAFFIC COMMISSION UPDATED STATUS LIST - 2011 to 2013

ITEM	DESCRIPTION	DATE INITIATED	REQUESTED BY	TAKEN TO T.C.	TAKEN TO C.C.	REMARKS
E	**ITEMS PENDING CONSIDERATION - CITY COUNCIL**					
E - 1	Loading/Unloading Lexington Dr.-Katella Ave. to first alley	Feb-14	Traffic Commission	Feb-14		
E - 2	Review Draft Engrg. & Traffic Survey for Speed Limits	Feb-14	D. Hunt	Feb-14		
F	**TRAFFIC COMMISSION INITIATED ITEMS - ENGINEERING**					
F - 1	20' curb radius - no parking	Mar-13	J. Mejia			Done
F - 2	Barricade on Bloomfield in front of elementary school	Mar-13	J. Mejia			Gone
F - 3	NB Los Al. @ Katella Ave./left-turn extend pocket	Apr-13	Emerson			Part of school traffic study
F - 4	Katella Deli loading dock - used as break area	Mar-13	J. Mejia			Done
F - 5	NB one-way alley for three month trial period east of Los Al/no. of Farquhar	May-13	N. Wray			
F - 6	SB Bloomfield - street markings unclear	May-13	J. Mejia			Done
F - 7	Speed limit sign on Katella Ave. near Bloomfield St. is bent	May-13	J. Mejia			Done
F - 8	Crosswalk across Los Alamitos Blvd. @ Ganahl Lumber	Aug-13				Dave to obtain more information
F - 9	Get crossing guard uniforms	Jun-13	J. Mejia			No
F - 10	Laurel Park Manor - needs left turn restriction sign on east side	Oct-13	J. Wilhelm			Dave to look into
F - 11	Street name signs in Carrier Row are crooked	Oct-13	J. Schleuter			
F - 12	Wbound Katella Ave. approaching Walnut - striping needs to be repainted	Oct-13	J. Schleuter			P.W. to replace soon
F - 13	Additional enforcement Cerritos & Humbolt - bet. 7:30 & 8:00 am	Oct-13	D. Patz			Sent to P.D.
F - 14	Right-turn only striping on Los Al./include northbound Sausalito	Nov-13	J. Mejia			Done
F - 15	Los Vaqueros/Industrial Park - sidewalk raised	Nov-13	J. Mejia			Done
F - 16	Delivery trucks @ Katella Deli still blocking alley	Dec-13	J. Mejia			Done
F - 17	Alley speed bumps need reflective paint	Dec-13	J. Mejia			Dave to request P.W. do
F - 18	Commissioner name tags	Dec-13	J. Mejia			Done
F - 19	SB Los Al. @ Florista St. - needs dashed line @ right-turn only	Dec-13	Vardeman/Patz			Done
F - 20	Consider options for widening Civic Center Drive	Jan-14	J. Mejia			
F - 21	Install pedestrian signal @ n/bound Bloomfield & Katella	Jan-14	J. Wilhelm			
F - 22	Traffic counts include Howard from Lex. To Bennington	Jan-14	J. Schleuter			
F - 23	Signage to deter cut-thru traffic - Siboney,Midway,Enterprise	Jan-14	J. Schleuter			
F - 24	Modify traffic count map showing Lexington as going through	Jan-14	D. Emerson			
F - 25	Katella/Lexington intersection-adjustments to left-turn onto Katella?	Jan-14	D. Emerson			
F - 26	Discuss priorities for Traffic Commission for upcoming year	Jan-14	D. Emerson			