March 1, 2011

Mr. Randall Senter
Trustee of the Senter/Prince Trust 2002
8451 Utica Drive
Los Angeles, CA 90046

RE: Parking Utilization Study, Senter Studios

Dear Mr. Senter,

This technical letter presents and documents the parking utilization study conducted by Crain & Associates for Senter Studios, an industrial building complex in the Chatsworth Community Plan area of the City of Los Angeles. Senter Studios has an address of 8411-8431 Canoga Avenue and is located approximately 1,000 feet north of Roscoe Boulevard. The complex consists of two one-story buildings that are parallel to and inward from Canoga Avenue. These buildings contain a total of 106,038 square feet.

A Conditional Use Permit application has been submitted to the City to allow a restaurant and theater use in one of the buildings. The City has required that certain parking information be provided for consideration of the application, including a parking utilization study of the current building users. Figure 1 is a vicinity map of the site area.

Project Description, Parking Supply and Access

The Project is a proposed restaurant and theater use of 15,995 square feet at 8423-8425 Canoga Avenue. The Project will be located at the south end of the building closest to Canoga Avenue. Based on the City code requirement for restaurant uses of 1 parking space per 100 square feet, it is expected that 160 parking spaces would be required for the Project.

A recent physical inventory determined that there are 215 striped parking spaces on-site. This parking is accessed by one two-way driveway on Canoga Avenue. As depicted on the site plot plan, Figure 2, with the implementation of the Project, the on-site parking would be revised and increased to 241 spaces, which does not include compact spaces. If compact spaces were included, the parking supply would be further increased.

2007 Sawtelle Blvd., Suite #4
Los Angeles, CA 90025
310 473 6508 (main)
310 444 9771 (fax)

www.crainandassociates.com

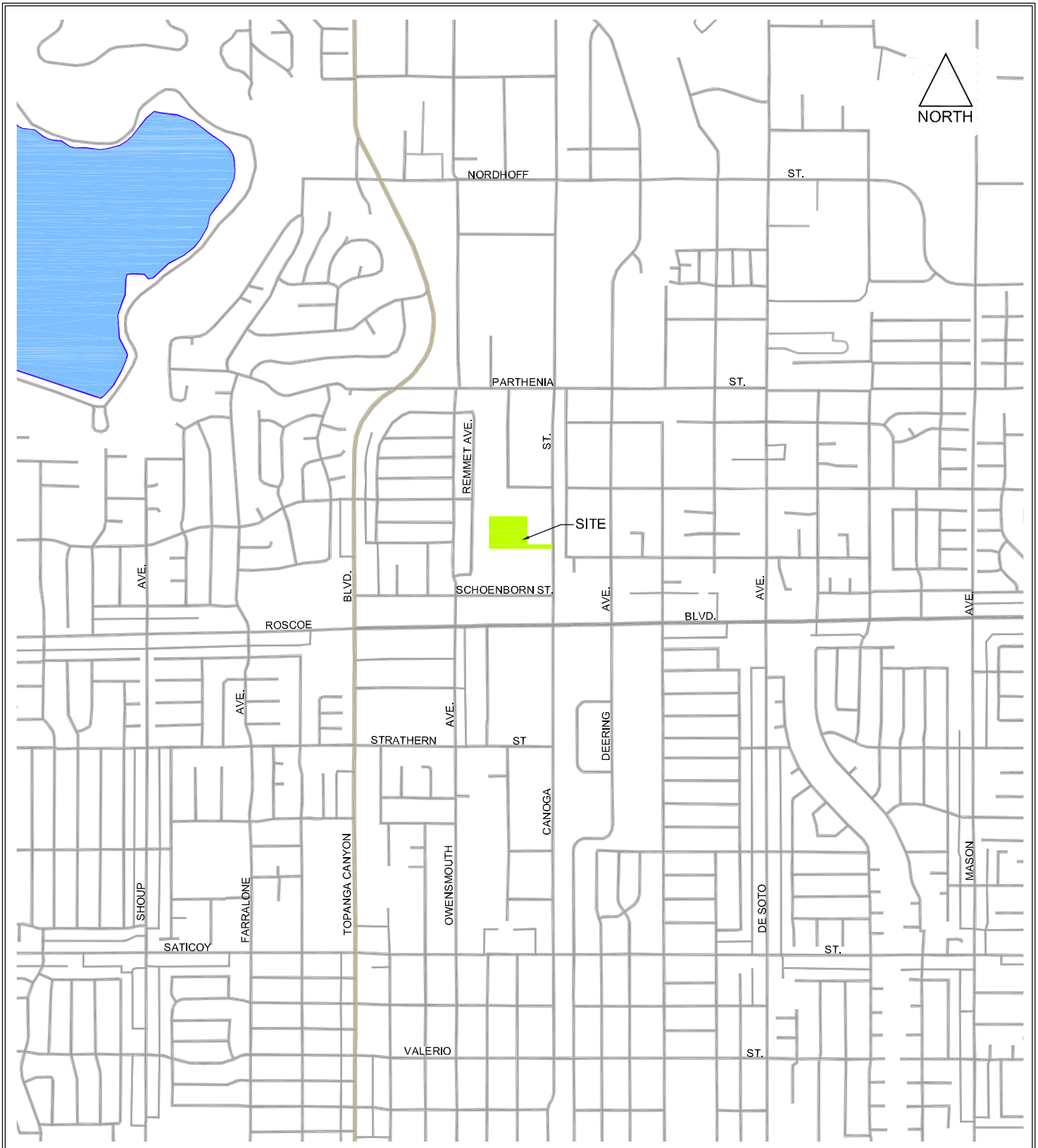

FIGURE 1

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FN: CANOGA VILLAGE 3D STUDIOS\SITEVICN

SITE VICINITY MAP

CRAIN & ASSOCIATES
Transportation Planning
Traffic Engineering
300 Corporate Pointe, Suite 470
Culver City, California 90230
PH (310) 473 6508 F (310) 444 9771
www.crainandassociates.com

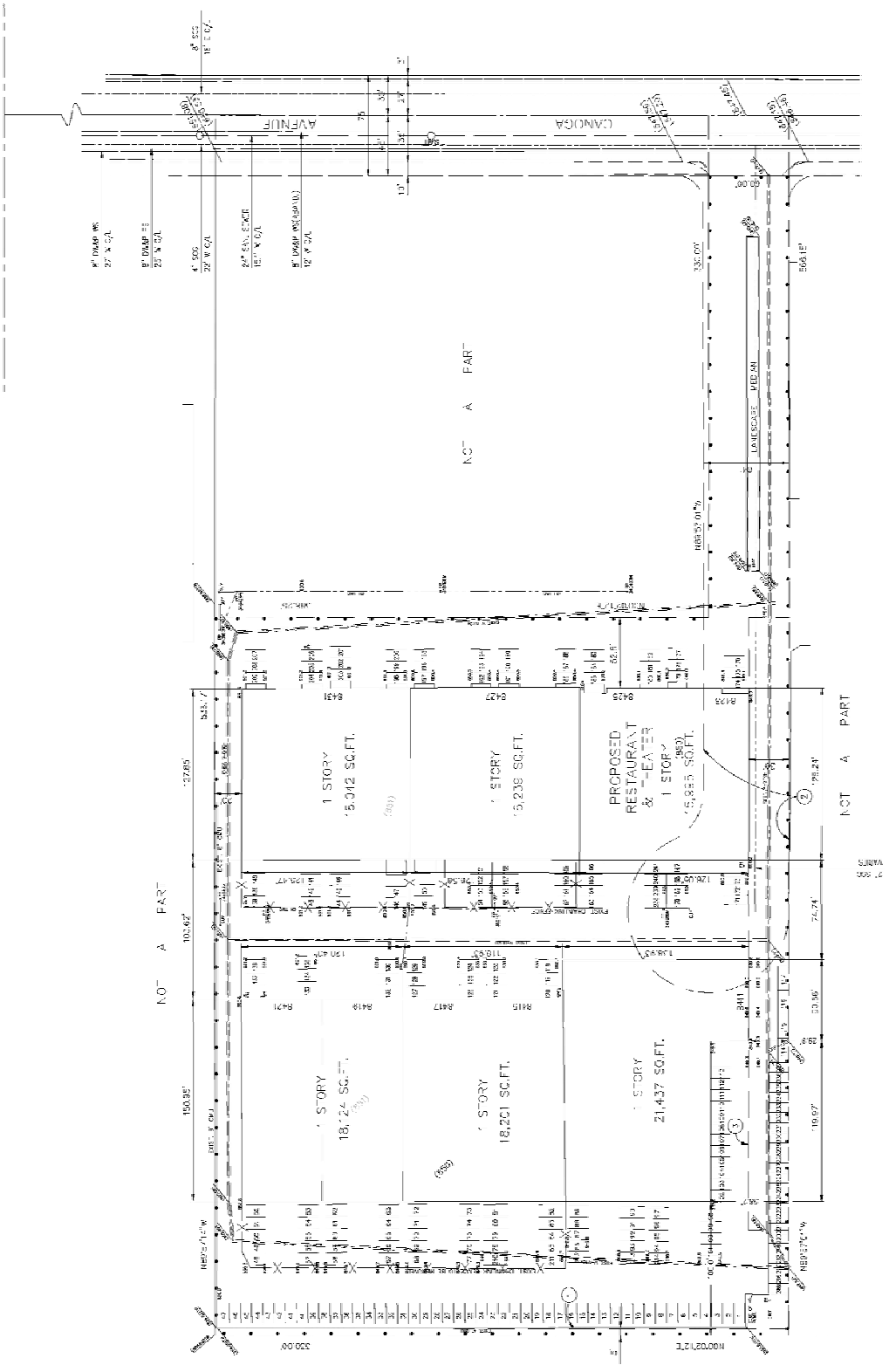

FIGURE 2

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FN: CANOGA VILLAGE 3D STUDIOSSITEPLAN

SITE PLOT PLAN

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Parking Utilization Survey

The Traffic Solution, a traffic data collection firm, was retained by Crain & Associates to perform a seven-day parking utilization survey of the site. The on-foot survey was conducted February 2 through February 8, 2011, from 9:00 AM to 9:00 PM (12-hour period). Each hourly "sweep" counted the parking spaces utilized; i.e., occupied by parked vehicles. The survey ran smoothly each day. No faulty survey conditions occurred that might have resulted in inaccurate data. No adverse or unusual parking or internal circulation conditions were observed, including any possibly due to parking unavailability or the allocation of parking. At the time of the survey, 84,601 square feet of the total 106,038 square feet were in use, which corresponds to 79.8 percent. Various uses were in operation at the time, such as office, storage, manufacturing, media production, and construction-related uses.

Parking Utilization Survey Analysis

The hourly parking utilization data for each survey day are attached. For a conservative analysis the peak (highest) hourly utilization each day was analyzed, rather than a utilization value averaged over 12 hours each day. The peak hourly parking utilization results are summarized in Table 2.

Table 2
Peak Hourly Parking Utilization Results for February 2-8, 2011

Survey Day	Number of Existing Parking Spaces	Peak Number of Spaces Utilized	Percent Utilized
Wed., Feb. 2	215	35	16.3%
Thu., Feb. 3	215	33	15.3%
Fri., Feb. 4	215	38	17.7%
Sat., Feb. 5	215	9	4.2%
Sun., Feb. 6	215	6	2.8%
Mon., Feb. 7	215	42	19.5%
Tue., Feb. 8	215	35	16.3%
7-Day Average	***215***	***28***	***13.0%***
Weekday Average	***215***	***37***	***17.2%***
Weekend Average	***215***	***8***	***3.7%***

As noted, at the time of the parking utilization survey, 79.8 percent of the complex was in use. To account for 100 percent building usage, it is estimated that the above peak utilization averages would increase to the following:

7-Day Average (Assuming 100% Building Occupancy)	***35 spaces***	***16.3%***
Weekday Average (Assuming 100% Building Occupancy)	***46 spaces***	***21.6%***
Weekend Average (Assuming 100% Building Occupancy)	***10 spaces***	***4.6%***

Assuming that all 106,038 square feet would be occupied by uses similar to those present during the survey, there would be a surplus of approximately 169 parking spaces remaining, accounting for peak parking utilization (i.e., 215 existing spaces - 46 spaces = 169 spaces). This surplus would adequately satisfy the code parking requirement of 160 spaces for the Project.

However, as shown below, it is estimated that the amount of parking available to the Project would be even larger, considering that the Project itself would use 15,995 square feet of the 106,038 square feet, thereby reducing the "pre-Project" peak parking utilization by 15.1 percent (i.e., 15,995 square feet for Project ÷ 106,038 square feet total).

Parking Available to Project = 215 spaces - [46 spaces x (100% - 15.1%)] = 176 spaces

It is anticipated that with the inclusion of the 160 code-required parking spaces for the Project, there would remain a surplus of 16 spaces from the existing parking supply. With the implementation of the Project, the parking layout would be revised, resulting in an increased parking supply of at least 241 spaces (without compact spaces). Therefore, with the Project, the amount of surplus parking would increase from 16 to 42 spaces.

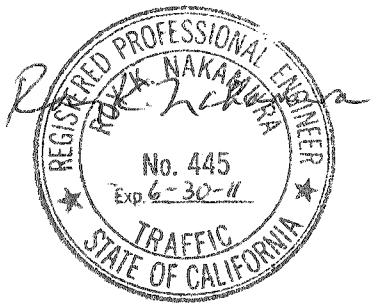
Findings

The existing parking supply of 215 spaces would adequately satisfy both the peak parking needs of the existing and similar site uses and the code requirement of 160 spaces for the Project, with a surplus of 16 spaces remaining. With the implementation of the Project and the increase in parking supply to at least 241 spaces, the surplus would increase to at least 42 spaces.

Please contact me if you have any questions.

Sincerely,

Roy Nakamura, T. E. (TR 445)
Senior Transportation Engineer



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cc: Larry Gray