

CREDITS

DOWNTOWN SPECIFIC PLAN ADVISORY GROUP

The DSP Advisory Group was convened by Planning and Development Services staff on March 27, 2006 and met an additional eight times during the drafting of the Plan. Comprised of a cross section of downtown interests (Business Owners/Representatives, Brokers/Developers/Architects, Current and Past Commissioners, and Neighborhood & Historic Associations), the Advisory Group participated in a series of staff-led workshops to “fine-tune” the DSP proposals and framework through advice, comment and criticism.

DOWNTOWN SPECIFIC PLAN ADVISORY GROUP MEMBERS

| | |
|-----------------------|------------------|
| Gio Aliano | Al Hofmann |
| Chris Allaire | Gary Hopkins |
| Barry Allen | George Issaians |
| Greg Astorian | Judee Kendall |
| Sheldon Baker | Rodney Khan |
| Vicki Barbieri | Bob Lemke |
| Himanshu Brahmbhatt | John Locascio |
| Ed Chuchla | Paul Locker |
| Neils Cotter | Tony Maniscalchi |
| Gary Cornell | Barry McComb |
| Chris Cragnotti | Herbert Molano |
| Jim Darcey | Richard Nahas |
| Aspet Davidian | Laura Olhasso |
| Dennis De Pietro | Ray Patel |
| Herand Der Sarkissian | Brooke Person |
| Richard Espiritu | Lila Ramirez |
| Peter Fuad | Aram Sahakian |
| Argishd Galvstian | Emil Tatevosian |
| Gary Gero | Judy Taylor |
| Vigen Ghazarian | Jolene Taylor |
| Ann Gray | John Thomas |
| Razmik Grigorian | Jerry Westgate |
| Margaret Hammond | Arlene Vidor |

CITY STAFF

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City Manager

Planning Department

Elaine Wilkerson
Director of Planning
Hassan Haghani
Assistant Director of Planning
Alan Loomis
Principal Urban Designer
Tim Foy
Principal Planner
Vilia Zemaitaitis
Senior Planner
Jeff Hamilton
Senior Planner
Erik Krause
Senior Planner
Kristen Asp
Planner
Cindy Thomack
Historic Preservation Planner
Chris Patrouch
Mobility Planner
Jullie Kim and Lawson Chew
Interns

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Alex Hamilton
Senior Project Manager

Public Works Department

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Director of Public Works
Roubik Golanian
City Engineer
Jano Baghdanian
Traffic and Transportation Administrator
Tom Mitchell
Assistant Traffic and Transportation Administrator
Fred Zohrehvand
Planner

Parks, Recreation & Community Services

George Chapjian
Director of Parks, Recreation & Community Services
Eve Rappoport
Arts and Culture Program Supervisor

Community Development & Housing

Madalyn Blake
Director of Community Development & Housing
Peter Zovak
Housing Development & Preservation Administrator

City Attorney's Office

Scott Howard
City Attorney
Michael Garcia
Chief Assistant City Attorney
Gillian van Muyden
Senior Assistant City Attorney

CONSULTANTS TO THE CITY

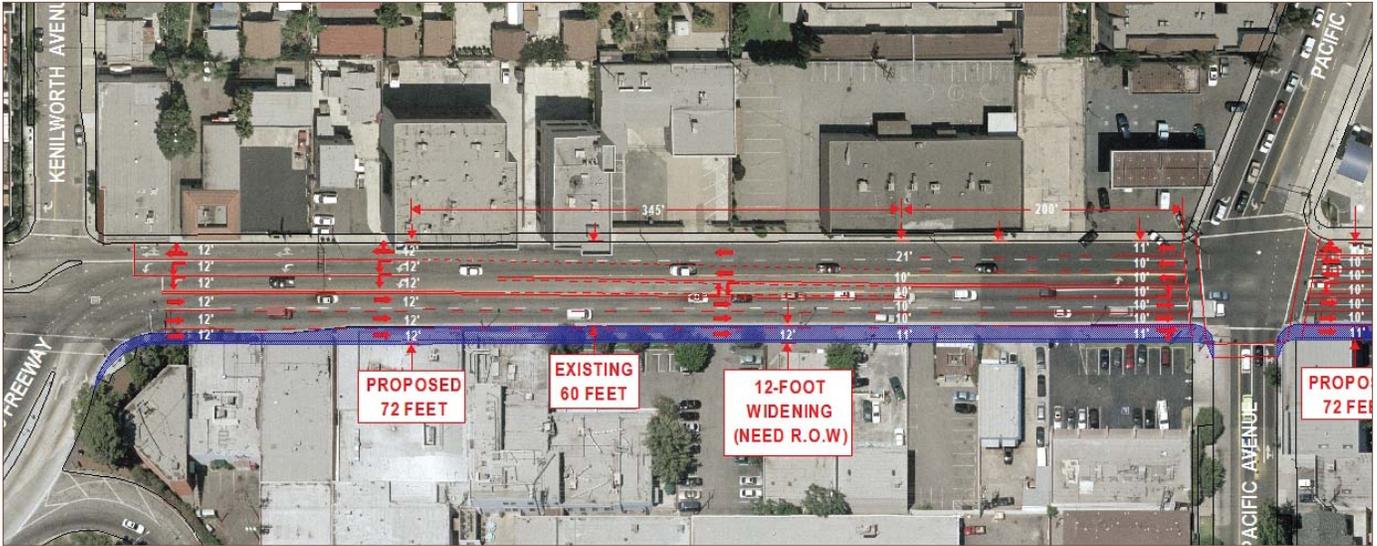
Zimmer Gunsul Frasca Partnership
Urban Design / Graphic Design
EIP Associates
Environmental Impact Report
Nelson / Nygaard Consulting Associates
Mobility
Keyser Marston Associates
Economics

APPENDIX



PROPOSED CAPACITY ENHANCEMENTS - As presented to City Council during a study session on October 3, 2006.

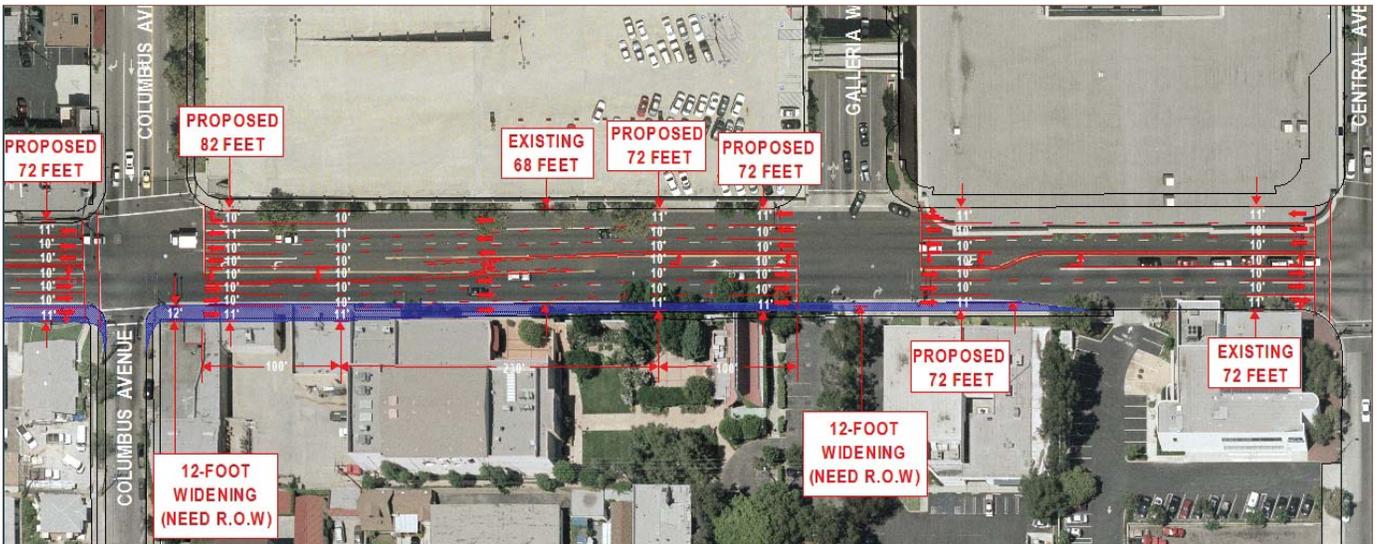
COLORADO STREET



ABOVE: West Colorado Street from Kenilworth Avenue to Pacific Avenue



ABOVE: West Colorado Street from Pacific Avenue to Columbus Avenue



ABOVE: West Colorado Street from Columbus Avenue to Central Avenue

CENTRAL AVENUE

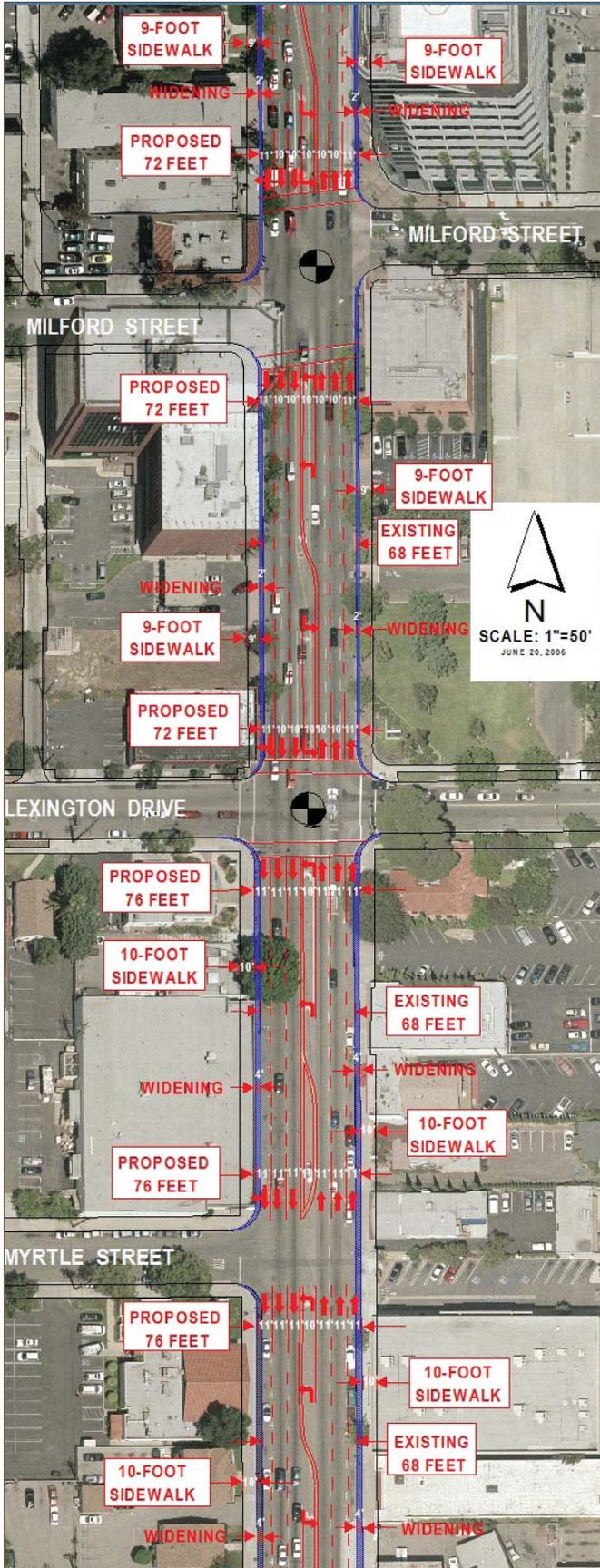


ABOVE: Additional Street Improvements

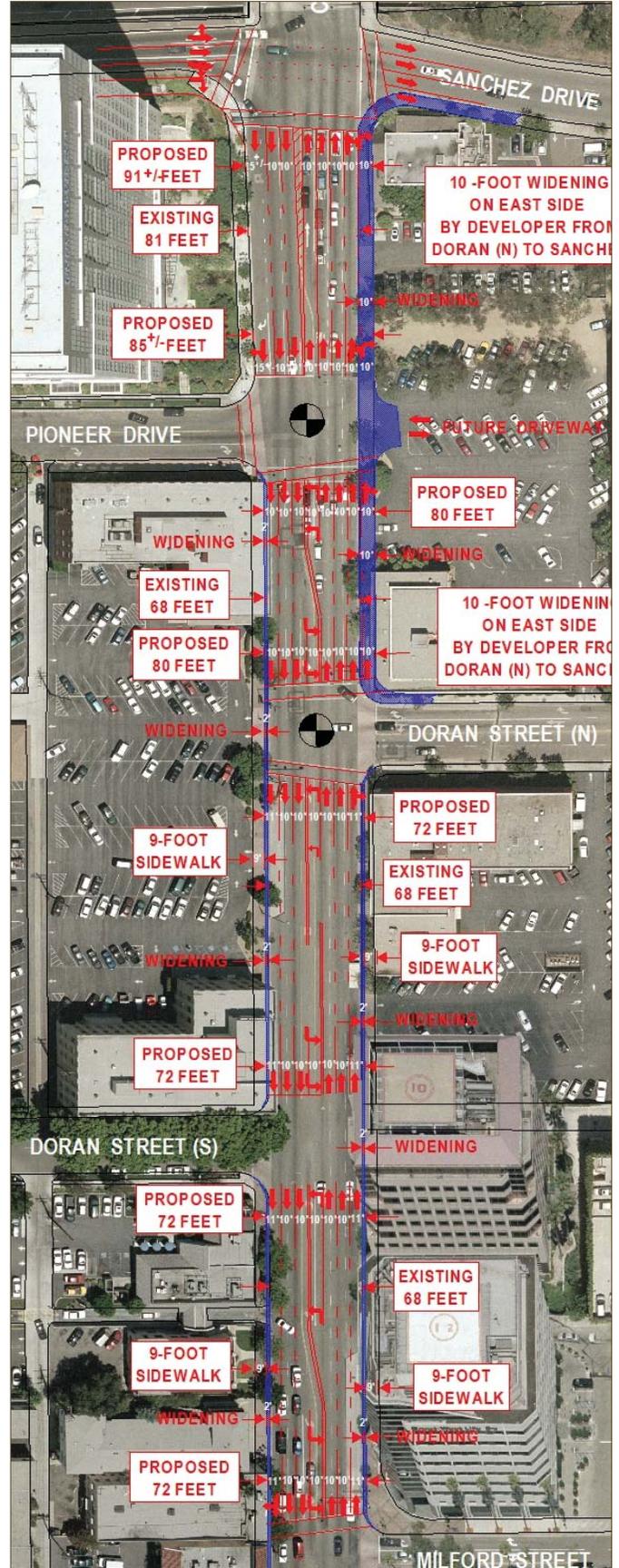
BELOW: Street Improvements Required by Americana at Brand



ABOVE: Central Avenue from Wilson Avenue to Myrtle Street



ABOVE: Central Avenue from Myrtle Street to Milford Street

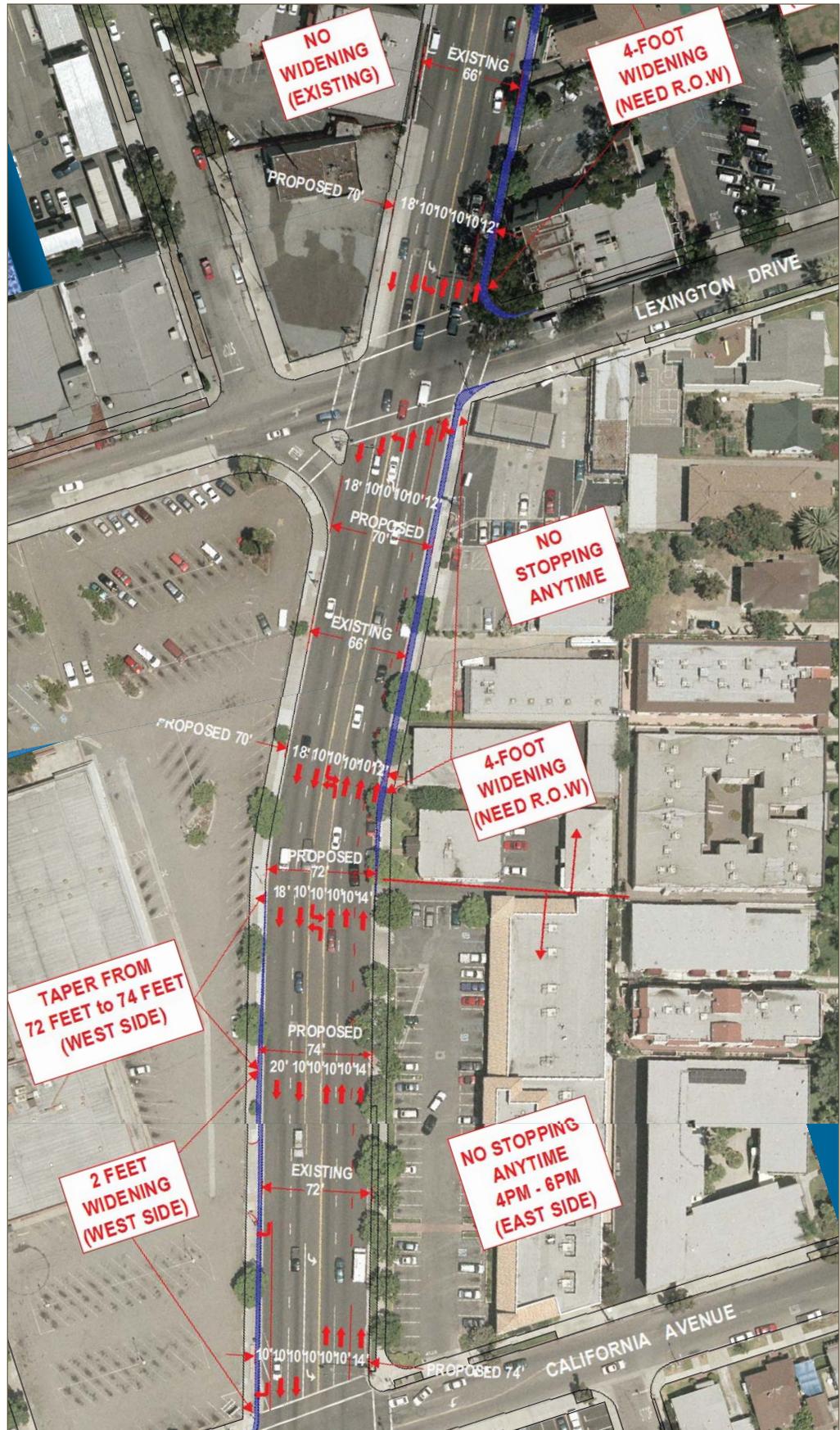


ABOVE: Central Avenue from Milford Street to Sanchez Drive / 134

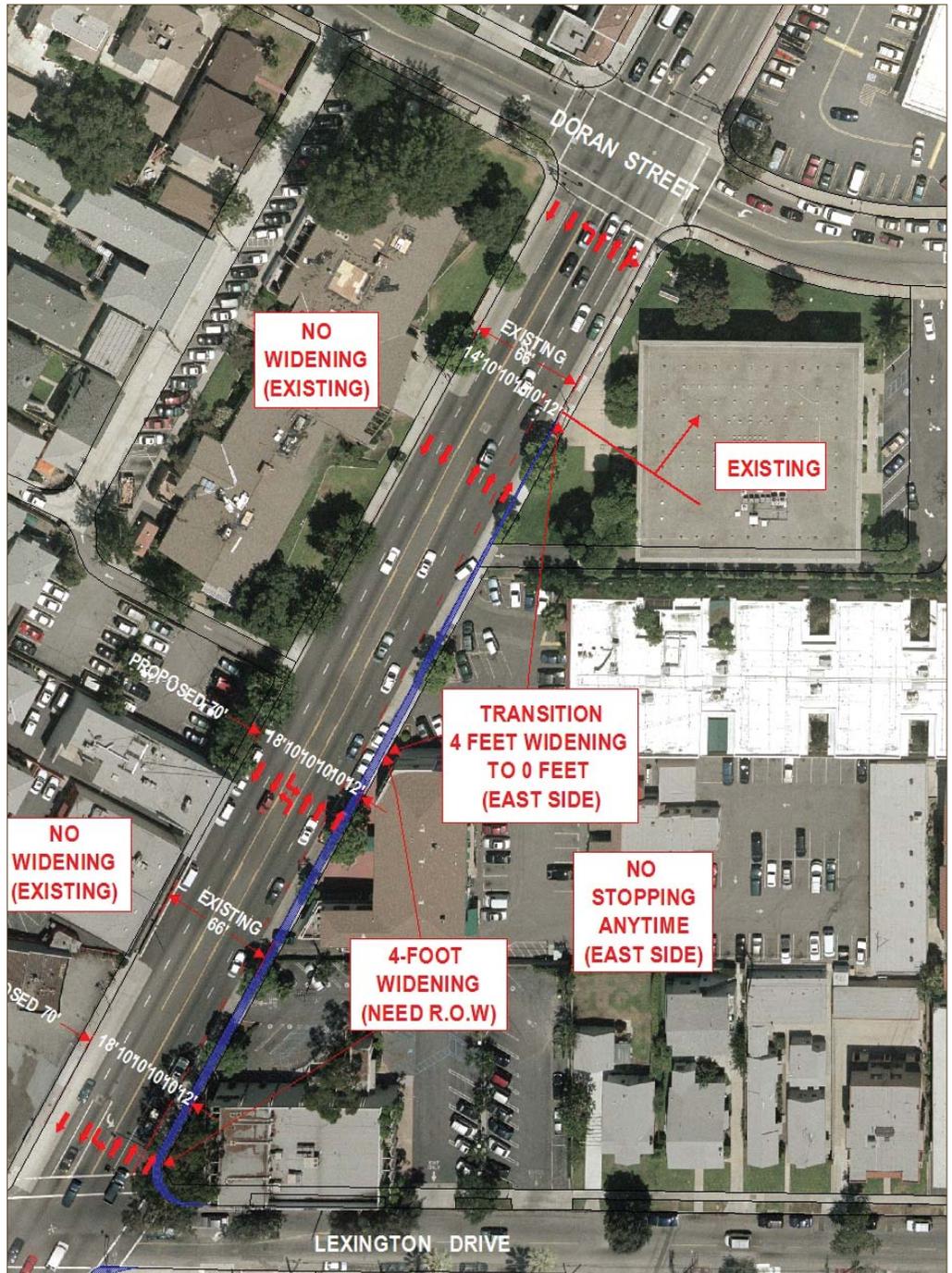


ABOVE: Glendale Avenue from Civic Center to California Avenue

GLENDALE AVENUE



ABOVE: Glendale Avenue from California Avenue to Lexington Drive



ABOVE: Glendale Avenue from Lexington Drive to Doran Street

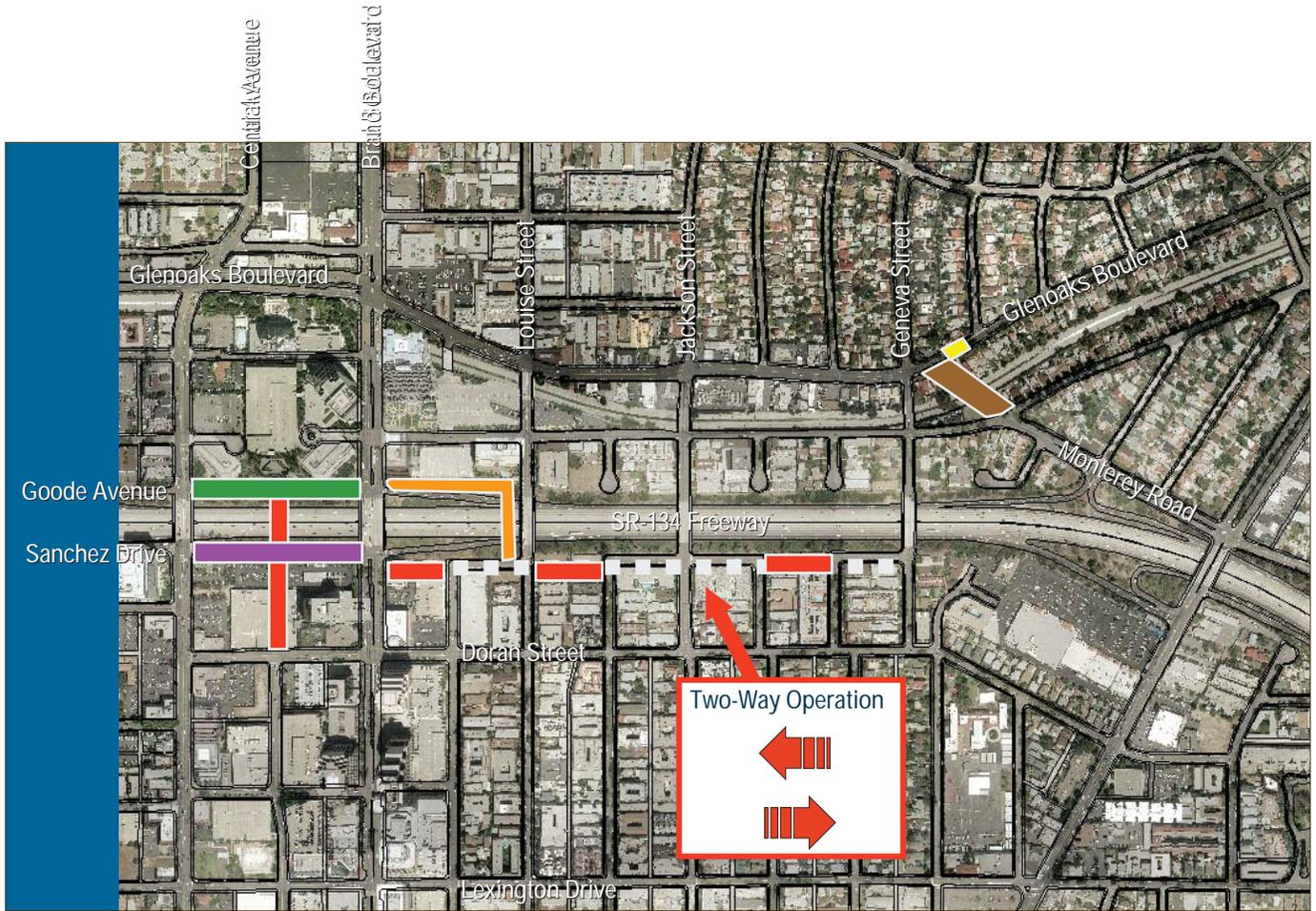
134 FREEWAY FRONTAGE ROADS



ABOVE: Orange Street Extension to Goode Avenue



ABOVE: Sanchez Drive Extension (Two-way) to Geneva Street



ABOVE: Cumulative with Sanchez Drive Two-Way to Geneva Street

ADVANTAGES AND DISADVANTAGES OF ONE-WAY STREET OPERATIONS

Advantages

- Increase in capacity
- Reduction in conflicting traffic movements
- Increased safety
- Enhanced timing of traffic signals
- Possibility attract / divert traffic from parallel two-way streets
- Maximize on-street parking
- Increased average travel speed on arterial streets
- Improved traffic operation
- Positive impact on most businesses