APPENDIX I

TRAFFIC STUDY

LINSCOTT LAW & GREENSPAN engineers

TRAFFIC IMPACT, PARKING AND SITE ACCESS STUDY

WESTFIELD FASHION SQUARE EXPANSION PROJECT

City of Los Angeles, California
Revised August 5, 2008

Prepared for:

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LLG Ref. 1-053606-1

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EXECUTIVE SUMMARY

This traffic analysis has been conducted to identify and evaluate the potential traffic impacts of the proposed Westfield Fashion Square Expansion project. The project would develop the remaining approximately 108,000 square feet of the center's existing entitlement and an additional approximately 172,000 square feet. In full compliance with all applicable City, County and other regulatory requirements, the traffic report concludes that the project would cause no potentially significant impacts at 11 of the 18 studied intersections, the local neighborhood streets, or relevant segments of the 101 Freeway. The impacts to the remaining 7 intersections will be fully mitigated.

These findings by the traffic report were based on a number of conservative assumptions (as detailed throughout the report). In addition, the project includes a number of improvements that will enhance access to and from the center. Finally, the center will continue to provide adequate parking based on studies of actual parking demand during the peak holiday season in December.

The traffic analysis follows City of Los Angeles traffic study guidelines and is consistent with traffic impact assessment guidelines set forth in the *2004 Congestion Management Program for Los Angeles County*. This traffic analysis evaluates potential project-related impacts at 18 key intersections and two local residential street segments in the vicinity of the project site. The study intersections and local residential street segments were determined in consultation with City of Los Angeles Department of Transportation staff. This traffic analysis also evaluates the potential impact of the proposed project within the context of cumulative impact of all ongoing developments (17 related projects) in the area. In addition, a review was conducted of Los Angeles County Metropolitan Transportation Authority intersection and freeway monitoring stations to determine if a Congestion Management Program transportation impact assessment analysis is required for the proposed project.

The existing center and the proposed expansion project is located on the south side of Riverside Drive between Hazeltine Avenue and Woodman Avenue in the Sherman Oaks area of the City of Los Angeles. The existing shopping center currently contains approximately 867,000 square feet of gross leasable floor area (i.e., GLSF). The shopping center was previously approved for development of up to 975,000 GLSF, and 867,000 square feet of the permitted development has been built. The proposed project would entail the construction of the remaining approximately 108,000 square feet, and the development of an additional approximately 172,000 square feet of gross leasable floor area. Thus, the proposed Westfield Fashion Square Expansion project consists of the net addition of approximately 280,000 GLSF as compared to existing conditions, providing a total of 1,147,000 GLSF for the shopping center. Occupancy of the proposed project is anticipated in the year 2012.

A portion of the existing parking structure south of the mall building will be removed to accommodate the expanded commercial floor space. A new grade plus five parking structure, including one subterranean parking level, will be provided south of the Macy's building, as well as a new grade plus three parking structure on the southern portion of the site along Woodman Avenue, as part of the proposed project to replace the existing parking spaces to be removed, as well as accommodate additional parking for the expanded commercial floor area. Parking utilization observations conducted at the site during the December 2005 and 2006 holiday seasons revealed that the demand for parking peaked at a ratio equivalent to 4.03 parking spaces per 1,000 GLSF (observed at 4:00 PM on December 26). Therefore, parking provided at the site in conjunction with the proposed expansion at a rate of 4.25 parking spaces per 1,000 GLSF, with the potential to provide parking at a maximum rate of 4.50 parking spaces per 1,000 GLSF, is expected to be adequate to accommodate peak parking demands during the December holiday season, as well as throughout the year.

Vehicular access to the existing project site will be provided via five project driveways: two existing driveways on Hazeltine Avenue, two new driveways on Riverside Drive, and one existing driveway on Woodman Avenue. As part of the expansion project, it is proposed that the existing Fashion Square driveways on Riverside Drive be closed and two new driveways be provided on Riverside Drive: New Easterly Fashion Square Driveway-Matilija Avenue and the New Fashion Square Westerly Driveway. While not specifically required for traffic mitigation purposes, it is recommended that, as part of the proposed project, traffic signals be installed at the Matilija Avenue-New Easterly Fashion Square Driveway/Riverside Drive intersection and the New Fashion Square Westerly Driveway/Riverside Drive intersection. The proposed traffic signals would facilitate vehicular movements to and from the Fashion Square site, particularly in consideration of the proposed parking structure to be constructed south of the Macy's building.

The proposed project is expected to generate a net increase of 95 vehicle trips (58 inbound trips and 37 outbound trips) during the weekday AM commuter peak hour. During the weekday PM commuter peak hour, the proposed project is expected to generate a net increase of 476 vehicle trips (229 inbound trips and 247 outbound trips). Over a 24-hour period, the proposed project is forecast to generate a net increase of 4,964 daily trip ends during a typical weekday (2,482 inbound trips and 2,482 outbound trips). On a typical Saturday, the proposed project is expected to generate a net increase of 632 vehicle trips (329 inbound trips and 303 outbound trips) during the weekend mid-day peak hour, and 6,252 trips ends over a 24-hour period (3,126 inbound trips and 3,126 outbound trips). The trip generation forecast was made using rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation* manual, 7th Edition, 2003. It is noted that the trip generation forecast provided herein likely overstates the actual amount of vehicular traffic that would be generated by the proposed expansion. By example, traffic counts were conducted at the existing Fashion Square driveways during the weekday morning and afternoon commuter peak periods as well as the Saturday mid-day peak period. The actual peak hour traffic count data is approximately 25% less than the estimates based on the ITE trip rates for shopping centers of similar size. This trip generation characteristic is likely due to the Fashion Square providing "high end" tenants which require relatively fewer patrons to achieve revenue goals. However, to provide a conservative, "worst-case" traffic analysis, the trip

generation forecast based on the ITE trip rates have been utilized in the review of potential impacts associated with the project.

Application of the City's threshold criteria to the "With Proposed Project" scenario indicates that six of the 18 study intersections are anticipated to be significantly impacted by the proposed project during the weekday conditions. Incremental but not significant impacts are noted at the remaining 12 study intersections. It is recommended that the significant transportation impacts be mitigated through a contribution to the City of Los Angeles' Adaptive Traffic Control System installation. This recommended mitigation measure is anticipated to reduce the forecast project-related significant impacts to less than significant levels.

In order to address the issue of non-residential traffic using local streets in neighborhoods adjacent to the proposed project site, two street segments located near the project site have been analyzed for potential significant impacts. Application of LADOT's threshold criteria for residential street segment analysis indicates that the proposed project is not anticipated to significantly impact the analyzed street segments.

A focused analysis was also prepared to evaluate the potential traffic impacts of the proposed Westfield Fashion Square Expansion project during the Saturday mid-day peak hour at seven study intersections located immediately adjacent to the project site. Application of the City's threshold criteria to the "With Proposed Project" scenario indicates that four of the seven study intersections are anticipated to be significantly impacted by the proposed project during the weekend conditions. Incremental but not significant impacts are noted at the remaining three study intersections. The aforementioned contribution by the project to the City of Los Angeles' Adaptive Traffic Control System installation at the four impacted study intersections is recommended to mitigate potential impacts. In addition, at the Woodman Avenue/Riverside Drive intersection, it is recommended that the southbound Woodman Avenue approach to the Riverside Drive intersection be reconfigured to provide one left-turn lane, two through lanes and one optional through/right-turn lane to reduce the forecast project-related significant impacts during the Saturday mid-day peak hour to less than significant levels. If required by LADOT, the existing four-foot wide median island on the south leg of the intersection could be replaced by striping and/or lane delineators (e.g., two feet wide or less) so that additional width could be provided to the existing three southbound Woodman Avenue through lanes on the departure side of the intersection.

In summary, the following intersections are forecast to be impacted by the proposed project:

Int. No. 1: Van Nuys Boulevard/Riverside Drive (Weekday Impact Only)

Int. No. 4: Tyrone Avenue/Moorpark Street (Weekday Impact Only)

Int. No. 7: Hazeltine Avenue/Riverside Drive (Weekday and Weekend Impact)

Int. No. 8: Hazeltine Avenue/Fashion Square Lane (Weekend Impact Only)

Int. No. 12: Woodman Avenue/Riverside Drive (Weekday and Weekend Impact)

Int. No. 13: Woodman Ave/U.S. 101 WB Ramps (Weekday and Weekend Impact)

Int. No. 15: Woodman Avenue/Moorpark Street (Weekday Impact Only)

The Fashion Square, in consultation with LADOT, will also volunteer to implement the following two measures to further improve traffic operations in the vicinity of the project site:

- Fund the development and implementation of a Neighborhood Traffic Management Plan (NTMP) to address potential existing and future regional "cut-through" traffic on residential streets north of Fashion Square.

- Design and install protected/permissive left-turn traffic signal phasing for Hazeltine Avenue and Riverside Drive at the Hazeltine Avenue/Riverside Drive intersection (i.e., all approaches to the intersection). Based on recent discussions with LADOT staff, the southbound left-turn phasing on Hazeltine Avenue is currently under construction by LADOT. Therefore, the Fashion Square will volunteer to implement the installation of the protected/permissive left-turn phasing at the remaining approaches to the intersection (i.e., northbound approach on Hazeltine Avenue and eastbound and westbound approaches on Riverside Drive).

- Design and install upgraded traffic delineators along Hazeltine Avenue between Riverside Drive and Fashion Square Lane using "quik-kurb" or similar installation approved by LADOT.

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system. The analysis has been prepared in accordance with procedures outlined in the *2004 Congestion Management Program for Los Angeles County*, County of Los Angeles Metropolitan Transportation Authority, July 2004. It is concluded that the project will not result in significant traffic impacts at designated monitoring locations on the CMP highway system, including on the nearby U.S. 101 (Ventura) Freeway. Also, in compliance with the CMP, the project is not anticipated to cause a significant impact to local public transit services.

WESTFIELD FASHION SQUARE EXPANSION PROJECT

City of Los Angeles, California
Revised August 5, 2008

1.0 INTRODUCTION

This traffic analysis has been conducted to identify and evaluate the potential traffic impacts of the proposed Westfield Fashion Square Expansion project. The proposed project is located on the south side of Riverside Drive between Hazeltine Avenue and Woodman Avenue in the Sherman Oaks area of the City of Los Angeles. The proposed project site location and general vicinity are shown in ***Figure 1-1***.

The traffic analysis follows City of Los Angeles traffic study guidelines[1] and is consistent with traffic impact assessment guidelines set forth in the *2004 Congestion Management Program for Los Angeles County.*[2] This traffic analysis evaluates potential project-related impacts at 18 key intersections and two local residential street segments in the vicinity of the project site. The study intersections and local residential street segments were determined in consultation with City of Los Angeles Department of Transportation staff. The Critical Movement Analysis method was used to determine Volume-to-Capacity ratios and corresponding Levels of Service at the study intersections. In addition, a review was conducted of Los Angeles County Metropolitan Transportation Authority intersection and freeway monitoring stations to determine if a Congestion Management Program transportation impact assessment analysis is required for the proposed project.

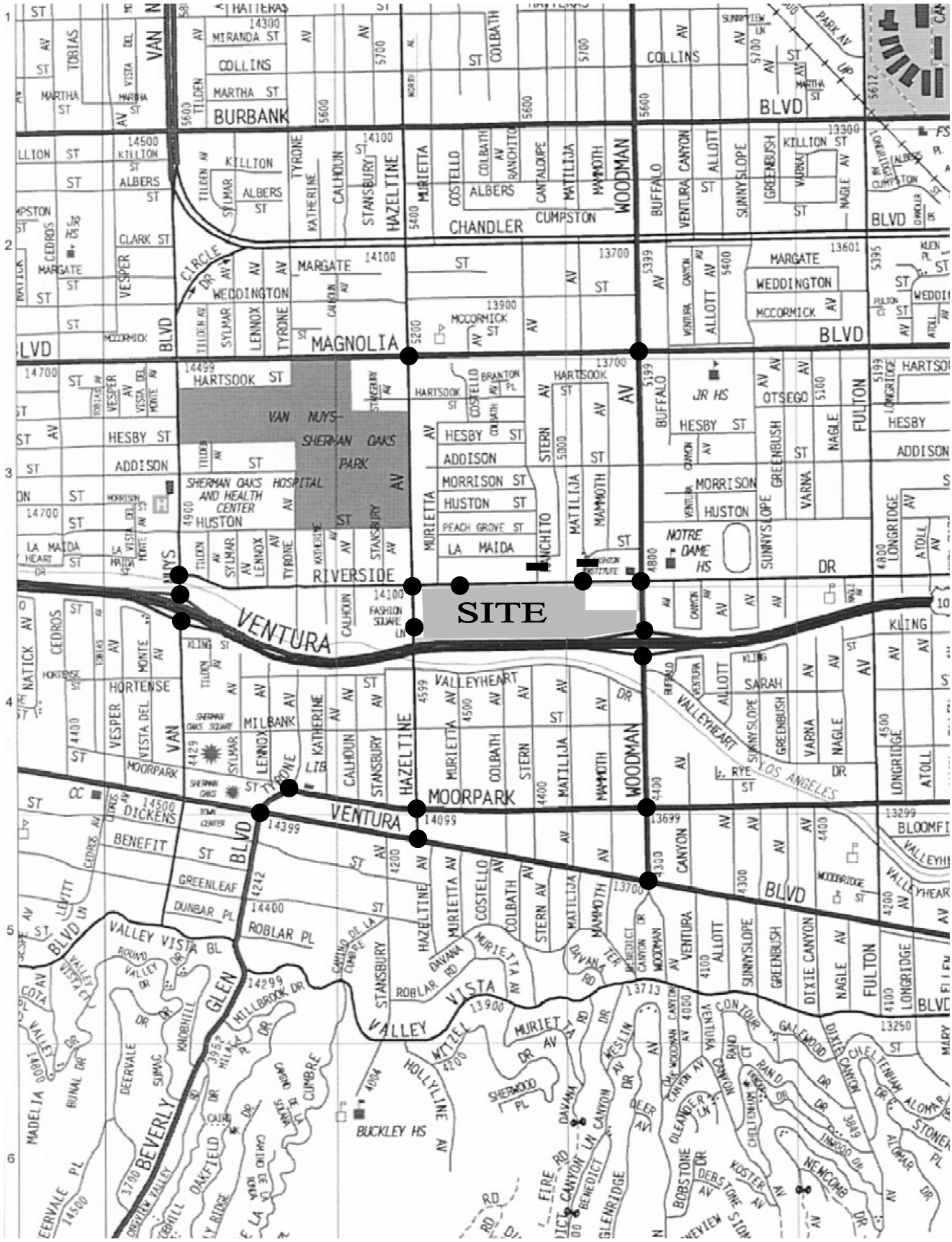
This study (i) presents existing traffic volumes, (ii) forecasts future traffic volumes with the related projects, (iii) forecasts future traffic volumes with the proposed project, (iv) determines project-related impacts, and (v) recommends mitigation measures, where necessary.

1.1 Study Area

Upon coordination with the City of Los Angeles Department of Transportation staff, 18 study intersections and two local residential street segments have been identified for evaluation. The 18 intersections and two local residential street segments provide local access to the study area and define the extent of the boundaries for this traffic impact analysis. Further discussion of the existing street system and study area is provided in Section 5.0.

The general location of the project in relation to the study locations and surrounding street system is presented in *Figure 1-1*. The traffic analysis study area is generally comprised of those locations which have the greatest potential to experience significant traffic impacts due to the

[1] *Traffic Study Policies and Procedures*, City of Los Angeles Department of Transportation, March 2002.
[2] *Congestion Management Program for Los Angeles County*, Los Angeles County Metropolitan Transportation Authority, July 2004.



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MAP SOURCE: THOMAS BROS. GUIDE

STUDY INTERSECTION

STUDY STREET SEGMENT

FIGURE 1-1
VICINITY MAP

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WESTFIELD FASHION SQUARE EXPANSION PROJECT

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proposed project as defined by the Lead Agency. In the traffic engineering practice, the study area generally includes those intersections that are:

a. Immediately adjacent or in close proximity to the project site;

b. In the vicinity of the project site that are documented to have current or projected future adverse operational issues; and

c. In the vicinity of the project site that are forecast to experience a relatively greater percentage of project-related vehicular turning movements (e.g., at freeway ramp intersections).

The locations selected for analysis were based on the above criteria, proposed Fashion Square peak hour vehicle trip generation, the anticipated distribution of project vehicular trips and existing intersection/corridor operations.

2.0 PROJECT DESCRIPTION

2.1 Site Location

The proposed project is located on the south side of Riverside Drive between Hazeltine Avenue and Woodman Avenue in the Sherman Oaks area of the City of Los Angeles. The project site is bounded by Riverside Drive to the north, the Ventura Freeway to the south, Woodman Avenue to the east, and Hazeltine Avenue to the west.

2.2 Existing Project Site

The existing shopping center is located at 14006 Riverside Drive. The existing shopping center currently contains approximately 867,000 square feet of gross leasable floor area (i.e., GLSF). Vehicular access to the existing project site is currently provided via five project driveways: two driveways on Hazeltine Avenue, two driveways on Riverside Drive, and one driveway on Woodman Avenue. A service/loading driveway is also located on Riverside Drive, east of the Hazeltine Avenue.

2.3 Proposed Project Description

The existing shopping center currently contains approximately 867,000 square feet of gross leasable floor area (i.e., GLSF). The shopping center was previously approved for development of up to 975,000 GLSF, and 867,000 square feet of the permitted development has been built. The proposed project would entail the construction of the remaining 108,000 square feet, and the development of an additional 172,000 square feet of gross leasable floor area. Thus, the proposed Westfield Fashion Square Expansion project consists of the net addition of approximately 280,000 GLSF as compared to existing conditions, providing a total of 1,147,000 GLSF for the shopping center. Occupancy of the proposed project is anticipated in the year 2012.

A portion of the existing parking structure south of the mall building will be removed to accommodate the expanded commercial floor space. A new grade plus five parking structure, including one subterranean parking level, will be provided south of the Macy's building, as well as a new grade plus three parking structure on the southern portion of the site along Woodman Avenue, as part of the proposed project to replace the existing parking spaces to be removed, as well as accommodate additional parking for the expanded commercial floor area. The site plan for the proposed project is illustrated in ***Figure 2-1***.

Vehicular access to the project site will be provided via five project driveways: two existing driveways on Hazeltine Avenue, two new driveways on Riverside Drive, and one existing driveway on Woodman Avenue. As part of the expansion project, it is proposed that the existing Fashion Square driveways on Riverside Drive be closed and two new driveways be provided on Riverside Drive: New Easterly Fashion Square Driveway-Matilija Avenue and the New Fashion Square Westerly Driveway. Further discussion of the project's access and circulation scheme is provided in Section 3.0.

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SOURCE: WESTFIELD DESIGN + CONSTRUCTION

FIGURE 2-1
SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

WESTFIELD FASHION SQUARE EXPANSION PROJECT

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3.0 SITE ACCESS AND CIRCULATION

The site access scheme for the proposed project is displayed in *Figure 2-1*. Descriptions of the existing site access and proposed project site access and circulation schemes are provided in the following subsections.

3.1 Existing Site Access

Vehicular access to the existing Fashion Square is currently provided via five driveways: two driveways on Hazeltine Avenue, two driveways on Riverside Drive, and one driveway on Woodman Avenue. The Hazeltine Avenue north project driveway and the Woodman Avenue project driveway currently accommodate right-turn ingress and egress movements only. The Hazeltine Avenue south driveway currently accommodates left-turn and right-turn ingress and egress movements. The westerly driveway on Riverside Drive (i.e., located immediately east of the Macy's building) accommodates left-turn and right-turn ingress movements, and right-turn only egress movements. The easterly driveway on Riverside Drive (located at the easterly end of the Fashion Square Riverside Drive frontage) also accommodates left-turn and right-turn ingress movements, and right-turn only egress movements. A service/loading driveway is also located on Riverside Drive, east of the Hazeltine Avenue.

Based on field observations at the site, current traffic circulation issues with the Fashion Square driveways on Riverside Drive and Hazeltine Avenue are as follows:

- Both Riverside Drive driveways are stop sign controlled (i.e., requiring motorists to find gaps in traffic prior to completing left-turns and right-turns). It has been noted that during busy shopping periods, City traffic control officers have been stationed at the Riverside Drive driveways to assist in facilitating the flow of traffic to and from the Fashion Square.
- The left-turn volume from Riverside Drive entering the Fashion Square is relatively high, with the queue of left-turn vehicles occasionally exceeding the storage capacity of the existing westbound Riverside Drive left-turn pockets.
- The right-turn only egress movements from the two Riverside Drive driveways (i.e., left-turns from these driveways are not permitted) unnecessarily causes additional vehicles exiting these driveways to turn towards the busy Woodman Drive/Riverside Drive intersection.
- The existing easterly Riverside Drive driveway is located immediately adjacent to a driveway that serves the adjacent Riverside Shopping Center located east of the Fashion Square. In fact, the left-turn pocket on westbound Riverside Drive which accommodates traffic turning left into the Fashion Square easterly driveway also serves traffic turning left into the Riverside Shopping Center driveway. The shared use of this left-turn pocket has been observed to cause some motorists confusion and related congestion.
- The existing Hazeltine Avenue driveway at Fashion Square Lane currently has one lane entering the parking structure. The existing parking spaces located on the south side of Fashion Square Lane conflict with travel lanes creating congestion and block traffic flow.

3.2 Proposed Project Site Access

The Westfield Fashion Square Expansion project site access scheme is displayed in *Figure 2-1*. Brief descriptions of the project site access driveways on Hazeltine Avenue and Woodman Avenue are provided in the following paragraphs.

- *Hazeltine Avenue North Project Driveway:*
  The Hazeltine Avenue north project driveway is located on the east side of Hazeltine Avenue, south of Riverside Drive. The Hazeltine Avenue north project driveway will continue to provide access to the existing parking structure located south of the mall building. The Hazeltine Avenue north project driveway will continue to accommodate right-turn ingress and egress movements only.

- *Hazeltine Avenue South Project Driveway*
  The Hazeltine Avenue south project driveway is located on the east side of Hazeltine Avenue at Fashion Square Lane. The intersection of Hazeltine Avenue and Fashion Square Lane is currently controlled by traffic signals. The Hazeltine Avenue south project driveway will continue to provide access to the existing parking structure located south of the mall building, as well as provide access to the proposed parking structure to be located south of the Macy's building. The Hazeltine Avenue south project driveway will continue to accommodate left-turn and right-turn ingress and egress movements.

  As part of the proposed expansion, the Hazeltine Avenue south project driveway will be modified to accommodate two inbound lanes and two outbound lanes on Fashion Square Lane. Parking along the south side of Fashion Square Lane adjacent to the entrance/exit will be removed to allow better movement of vehicles entering the parking structure. In addition, an unimpeded road through Fashion Square will be provided from Hazeltine Avenue to Riverside Drive. The schematic plan of the proposed site access improvements on Hazeltine Avenue is contained in ***Appendix A***.

- *Woodman Avenue Project Driveway:*
  The Woodman Avenue project driveway is located on the west side of Woodman Avenue, just south of Riverside Drive. The Woodman Avenue project driveway will provide access to the remaining surface parking areas located on the project site as well as the new grade plus three parking structure to be constructed as part of the proposed project. The existing Woodman Avenue project driveway will be modified to accommodate right-turn ingress movements only.

As part of the expansion project, it is proposed that the existing Fashion Square driveways on Riverside Drive be closed and two new driveways be provided on Riverside Drive. The new westerly driveway will be provided approximately 540 feet east of Hazeltine Avenue. The new easterly project driveway will be provided approximately 100 feet west of the existing westerly driveway to align with Matilija Avenue to the north. The new easterly driveway will form the south leg of the existing Matilija Avenue/Riverside Drive intersection. The schematic plan of the proposed site access improvements on Riverside Drive is contained in *Appendix A*.

Briefly, the following improvements are recommended in conjunction with the proposed new Fashion Square driveways on Riverside Drive:

- *New Westerly Fashion Square Driveway*
  The new westerly driveway access is proposed to be approximately 40 feet in width and accommodate one inbound lane and two outbound lanes. At the Riverside Drive intersection, the driveway exit (i.e., northbound approach) would provide one left-turn lane and one right-turn lane. The new westerly driveway access currently serves as an existing service driveway and historically served as a customer driveway. The new westerly driveway would provide access to a new subterranean parking level to be constructed at the south side of the center.

- *New Easterly Fashion Square Driveway*
  The new easterly driveway access is proposed to be approximately 60 feet in width and accommodate two inbound lanes and three outbound lanes. The new easterly driveway would be constructed opposite Matilija Avenue so as to provide a traditional four-leg intersection on Riverside Drive. At the Riverside Drive intersection, the driveway exit (i.e., northbound approach) would provide one left-turn lane and two right-turn lanes (i.e., no through movements would be permitted onto Matilija Avenue north of Riverside Drive). The new easterly driveway would provide access to the existing two-level Macy's parking garage, as well as to the new six-level parking structure proposed south of Macy's.

- *Riverside Drive Improvements*
  The Riverside Drive approaches to the relocated easterly driveway would be improved to accommodate the new intersection as follows:

  - Widen the south side of Riverside Drive beginning at a point approximately 290 feet west of the Matilija Avenue centerline by 10 feet. The widening would also require a concurrent dedication of up to 10 feet (thus resulting in a 50-foot wide half roadway and a 60-foot wide half right-of-way).

  - Widen the south side of Riverside Drive beginning at a point approximately 600 feet east of the Matilija Avenue centerline by 3 feet. The widening would also require a concurrent dedication of 2 feet along the Fashion Square frontage (no dedication required by the adjacent Riverside Shopping Center). Thus, the resulting cross-section would be a 40-foot wide half roadway and a 52-foot wide half right-of-way (remaining a 50-foot half right-of-way adjacent to the Riverside Shopping Center).

  - Restripe the eastbound Riverside Drive approach to the intersection with the new easterly Fashion Square driveway to provide two through lanes and one right-turn lane, plus retention of the existing eastbound bike lane. No left-turns to Matilija Avenue north of Riverside Drive would be permitted.

  - Restripe the westbound Riverside Drive approach to the intersection with the new easterly Fashion Square driveway to provide two left-turn lanes, one through lane, and one optional through/right-turn lane, plus retention of the existing westbound bike lane.

The Riverside Drive approaches to the new westerly driveway would be improved to accommodate the new intersection as follows:

- Restripe the eastbound Riverside Drive approach to the intersection with the new westerly Fashion Square driveway to provide two through lanes and one right-turn lane.
- Restripe the westbound Riverside Drive approach to the intersection with the new westerly Fashion Square driveway to provide one left-turn lane, and two through lanes, plus retention of the existing westbound bike lane.

- *Matilija Avenue Improvements*
  A channelization median island may be installed on the Matilija Avenue approach to the Riverside Drive intersection so as to facilitate right-turn movements only to and from Matilija Avenue. This will limit the potential for Fashion Square or other regional traffic from using Matilija Avenue north of Riverside Drive.

- *Traffic Signal Control*
  Install traffic signals at the new project driveways on Riverside Drive. The traffic signals at the new project driveways would feature separate westbound left-turn phasing for vehicles turning left into the Fashion Square site. In addition, at the New Fashion Square Driveway-Matilija Avenue/Riverside Drive intersection, a northbound right-turn overlap phasing for vehicles exiting the Fashion Square at the new easterly project driveway may be installed.

- *Riverside Shopping Center Access:*
  The Riverside Shopping Center is an existing commercial development located immediately adjacent to the southwest corner of the Woodman Avenue/Riverside Drive intersection. The Riverside Shopping Center is not a part of the Fashion Square. In conjunction with the Fashion Square site access improvements, it is proposed that the existing Riverside Shopping Center driveway, which is currently located immediately adjacent to the Fashion Square site, can remain open. However, left-turn ingress directly to the Riverside Shopping Center driveway would no longer be available under the proposed access modifications as it would conflict with the new double left-turn lanes on the westbound Riverside Drive approach to the new Fashion Square driveway intersection. However, to improve access to the Riverside Shopping Center site, the Fashion Square proposes to construct an internal roadway connection between the two sites so as to provide Riverside Shopping Center patrons with convenient access to the newly created signalized intersection. Therefore, the Riverside Shopping Center site will be provided with improved left-turn ingress access from Riverside Drive via a signalized intersection (i.e., as compared to the existing non-signalized left-turn access). In addition, with the provision for the new internal roadway connection to the newly created intersection, Riverside Shopping Center patrons will be able to safely complete left-turn exits onto westbound Riverside Drive (a movement which is currently not available from any of the Riverside Shopping Center driveways along Riverside Drive).

It is noted that the owners of the Riverside Shopping Center may not permit an internal roadway connection between the Fashion Square and its center. In this scenario, the Riverside Shopping Center will continue to have vehicular access from its existing driveways along Riverside Drive and Woodman Avenue, albeit with restricted left-turn ingress from Riverside Drive (which is common at many commercial centers in Los Angeles located immediately adjacent to intersections of major roadways due to traffic operational safety issues). Therefore, the potential restrictions of left-turn ingress directly to the Riverside Shopping Center from Riverside Drive would not create a significant adverse traffic impact.

- *Landscaped Raised Median Island:*
  In conjunction with the Matilija Avenue improvements, construct a landscaped raised median island along Riverside Drive from Matilija Avenue to Ranchito Avenue to prohibit left-turn movements on Riverside Drive to Matilija Avenue. This will limit the potential for Fashion Square or other regional traffic from using Matilija Avenue north of Riverside Drive.

4.0 PROJECT PARKING

This shared parking analysis has been prepared for the proposed expansion of the Westfield Fashion Square. This shared parking analysis demonstrates that combining compatible land uses in a single development results in less parking demand than would be required for separate free-standing land uses of similar types as required under Section 12.21.A.4 of the Los Angeles Municipal Code for each of the new uses proposed for the expansion. Specifically, the project will request the Zoning Administrator to issue a finding that Shared Parking is applicable to the project under the provisions of Section 12.24.X.20 of the Los Angeles Municipal Code. The shared parking analysis has been prepared based on data published in the second edition of the *Shared Parking* manual published by the Urban Land Institute (ULI)[3], and supplemented by observations of existing parking demand at the site which together demonstrate the adequacy of the proposed on-site parking supply for the project.

4.1 Existing Parking Requirement

Prior development approvals at the Westfield Fashion Square (e.g., ZA-95-0899 (CUZ) and CPC 94-0287 (ZC)) have established the parking requirement for the site at 4.5 parking spaces per 1,000 square feet of gross leasable floor area (applicable to retail, restaurant, office, etc.). The existing Westfield Fashion Square provides approximately 867,000 square feet of gross leasable floor area, thereby yielding a current parking requirement for approximately 3,902 parking spaces on-site. Parking is currently provided in on-site parking structures and surface parking lots. Vehicular access to the on-site parking facilities is provided by Hazeltine Avenue, Riverside Drive and Woodman Avenue. During periods of high parking demand (e.g., during the holiday shopping period), the shopping center management has by practice instructed employees to park in the surface parking lot located at the far easterly portion of the site (i.e., adjacent to Woodman Avenue).

4.2 Existing Parking Utilization

To determine the adequacy of the existing parking requirement (i.e., 4.5 parking spaces per 1,000 square feet of gross leasable floor area), observations of parking demand were conducted at the Fashion Square during the 2005 and 2006 holiday shopping periods on three days of typically high patronage: the day after Thanksgiving, the Saturday before Christmas, and the day after Christmas.

The average peak parking demand observed at the Fashion Square during each of the three days during the 2005 and 2006 holiday shopping periods is as follows:

- 2005/2006 Friday after Thanksgiving: 3,367 average peak demand (observed at 2:00 p.m.)
- 2005/2006 Saturday before Christmas: 3,362 average peak demand (observed at 4:00 p.m.)
- 2005/2006 Day after Christmas: 3,498 average peak demand (observed at 4:00 p.m.)

[3] Shared Parking, Second Edition, Urban Land Institute, 2005, Washington D.C.

Based on the current 867,000 square feet of gross leasable floor area, the peak demand for parking at the Fashion Square during the 2005 and 2006 holiday seasons (3,498 parking spaces on the day after Christmas) was equivalent to approximately 4.03 spaces per 1,000 square feet of gross leasable floor area. Thus, the observed peak parking rate is significantly less than the current requirement to provide 4.5 parking spaces per 1,000 square feet of gross leasable floor area. It is noted that during the 2005 and 2006 holiday seasons that Fashion Square employees were parked on-site (primarily in the existing surface parking area near the Woodman Avenue driveway).

It is noted as a community benefit, that the Fashion Square currently permits students from the nearby Notre Dame High School and Buckley School to park vehicles in the surface parking lot near Woodman Avenue. This parking occurs during weekday school hours, which have typically been a relatively low parking demand period, generated by the Fashion Square. Should Fashion Square continue to accommodate student parking at this area of the site, it would not impact parking availability for the center (which typically is at its peak on weekends and holiday periods when schools are not in session).

4.3 Proposed Project

The Fashion Square proposes to provide additional floor area at the site for retail and restaurant uses. Floor area is expressed in terms of the Los Angeles Municipal Code (LAMC) definition, as well as in gross leasable floor area (which is the common floor area calculation used for enclosed shopping malls such as Fashion Square). The summary of existing and proposed floor area is provided in the ***Table 4-1***.

Table 4-1
SUMMARY OF PROJECT FLOOR AREA

Use	Existing Floor Area		Net New Floor Area		Total Floor Area	
	LAMC	Leasable	LAMC	Leasable	LAMC	Leasable
Retail	956,422	842,045	355,227	233,178	1,311,649	1,075,223
Restaurant	31,694	24,955	71,329	46,822	103,023	71,777
Total	988,116	867,000	426,556	280,000	1,414,672	1,147,000

4.4 Code Parking Calculation for Proposed Future Fashion Square Development

A calculation has been prepared of the parking needed for the Fashion Square based on parking rates provided in the Los Angeles Municipal Code (LAMC) in conjunction with a proposed expansion project at the center. Specifically, Section 12.21.A.4 of the LAMC provides the following parking rates applicable to the project floor area[4]:

- Retail: 1 space per 250 square feet of retail floor area.
- Restaurant Space: 1 space per 100 square feet of restaurant floor area.

As currently proposed, the Fashion Square expansion will provide 355,227 square feet of new retail space and 71,329 square feet of new restaurant space per LAMC[5]. This new development will be in addition to the existing 988,116 square feet of commercial floor area. Based on the parking rates provided in the LAMC, the calculated parking for the project is as follows:

- New Retail (1 space/250 SF for 355,227 SF): 1,421 parking spaces
- New Restaurants (1 space/100 SF for 71,329 SF): 713 parking spaces
- Existing shopping center (by permit): 3,902 parking spaces
- Total calculated project parking by Code: 6,036 parking spaces

The project proposes to provide parking that is less than the number of parking spaces that would otherwise be required under Section 12.21.A.4 of the LAMC. Specifically, the Westfield Fashion Square proposes to provide parking at a rate of 4.25 parking spaces per 1,000 square feet of gross leasable floor area (i.e., 4,875 spaces based on a total center of 1,147,000 gross leasable square feet), with the potential to provide parking at a maximum rate of 4.50 parking spaces per 1,000 square feet of gross leasable floor area (i.e., 5,162 spaces based on a total center of 1,147,000 gross leasable square feet). Thus, the project will request the Zoning Administrator to issue a finding that Shared Parking is applicable to the project under the provisions of Section 12.24.X.20 of the LAMC. The basis for reduced parking under the Shared Parking provisions in the LAMC is demonstrated hereafter by the shared parking analysis which has been prepared based on data published in the second edition of the *Shared Parking* manual published by the Urban Land Institute (ULI), and supplemented by the observations of existing parking demand at the site which together demonstrate the adequacy of the proposed on-site parking supply for the project.

4.5 Shared Parking Demand Analysis

This shared parking analysis incorporates the analysis procedures recommended in the *Shared Parking* manual published by the ULI, and is consistent with methodology used by the City of Los Angeles in the review and approval of shared parking applications for other major retail centers.

[4] Floor area as defined by the Los Angeles Municipal Code, which differs from gross leasable floor area.
[5] All floor areas in this section as defined by the Los Angeles Municipal Code.

The *Shared Parking* manual provides recommendations with respect to the following characteristics of parking demand at shopping centers:

- Hourly Parking Indices. The *Shared Parking* manual provides hourly parking indices for various land uses. For the Fashion Square, the hourly parking indices for retail, and restaurants (sit-down and fast-food type restaurants) were utilized. The indices show, for example, that the hourly parking demand for retail (which generates its peak parking demand during the early afternoon period) is different than the parking demand seen at sit-down type restaurants (which generates its peak parking demand in the evening hours).

- Day of Week Parking Variations. The *Shared Parking* manual provides recommendations for day of week parking factors. For example, retail and restaurant uses generate their peak parking during weekends.

- Monthly Parking Variations. The *Shared Parking* manual considers that some uses have substantial parking variations based on the month of the year. Retail uses, for example typically generates its highest parking demand December while restaurant uses have a generally consistent parking demand throughout the year.

- Internal Capture. Parking demand at mixed-use centers can be reduced through internal capture characteristics. For example, a person working in a retail establishment within a mall may walk to the restaurants in the center to eat during lunch. The *Shared Parking* manual indicates that parking demand may be reduced by at least 10% at a mixed-use center based on these internal capture characteristics.

4.5.1 *Shared Parking Demand Analysis for Existing Conditions*

A shared parking demand analysis has been prepared for existing conditions at Westfield Fashion Square to demonstrate the validity of the parking indices provided in the ULI *Shared Parking* manual. The following existing land uses and corresponding floor areas[6] were entered into the shared parking analysis:

- Existing Retail: 842,045 square feet of gross leasable area
- Existing "Fast Food" Restaurants: 20,275 square feet of gross leasable area
- Existing "Family" Restaurants: 4,680 square feet of gross leasable area

As previously noted, observations of existing parking utilization were conducted at the Fashion Square during the 2005 and 2006 holiday seasons (i.e., the Friday after Thanksgiving, the Saturday before Christmas, and the day after Christmas). Accordingly, the shared parking analysis was prepared for a December weekday (shown in ***Table 4-2***) and weekend (shown in ***Table 4-3***) condition for the existing floor area at Fashion Square. As shown in *Table 4-2*, a

[6] The ULI *Shared Parking* manual is based on gross leasable floor areas for retail and restaurant uses, which differs from the floor area definitions provided in the LAMC. To be consistent with the *Shared Parking* manual methodologies, gross leasable floor areas are utilized in the shared parking analysis provided herein.

Table 4-2

WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Westfield Fashion Square - Existing Conditions

Month: DEC

Land Use	Retail	Family Restaurant	Fast-Food Restaurant		
Size	842.0 KSF	4.7 KSF	20.3 KSF		
Peak Pkg Rate[2]	4.0 /KSF	15.0 /KSF	15.0 /KSF		
Weekday Pkg Rate[3]	3.6 /KSF	10.5 /KSF	15.0 /KSF		
Gross Spaces	3,031 Spc.	49 Spc.	304 Spc.		Comparison w/
Adjusted Gross Spaces[4]	2,879 Spc.	44 Spc.	274 Spc.	Shared	Parking Supply 3902 Spaces
Time of Day	Number of Spaces	Number of Spaces	Number of Spaces	Parking Demand	Surplus (Deficiency)
6:00 AM	79	13	18	110	3,792
7:00 AM	200	24	31	255	3,647
8:00 AM	572	28	59	659	3,243
9:00 AM	1,232	34	86	1,352	2,550
10:00 AM	1,983	38	159	2,180	1,722
11:00 AM	2,503	40	239	2,782	1,120
12:00 PM	2,763	44	274	3,081	821
1:00 PM	2,879	40	274	3,193	709
2:00 PM	2,763	25	249	3,037	865
3:00 PM	2,647	22	169	2,838	1,064
4:00 PM	2,647	22	153	2,822	1,080
5:00 PM	2,735	35	169	2,939	963
6:00 PM	2,735	36	235	3,006	896
7:00 PM	2,735	36	223	2,994	908
8:00 PM	2,359	36	142	2,537	1,365
9:00 PM	1,580	28	86	1,694	2,208
10:00 PM	920	25	59	1,004	2,898
11:00 PM	316	23	31	370	3,532
12:00 AM	0	12	20	32	3,870

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Peak parking rates for all land uses based on the recommended base parking ratios as contained in Table 2-2 of the "Shared Parking" manual.

[3] Weekday parking rates based on the weekday parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

[4] Gross spaces adjusted to reflect parking demand reduction due to captive market, internal capture, transit, and/or walk-in reduction.

Table 4-3

WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Westfield Fashion Square - Existing Conditions

Month: DEC

Land Use	Retail	Family Restaurant	Fast-Food Restaurant		
Size	842.0 KSF	4.7 KSF	20.3 KSF		
Peak Pkg Rate[2]	4.0 /KSF	15.0 /KSF	15.0 /KSF		
Weekend Pkg Rate[3]	4.0 /KSF	15.0 /KSF	14.0 /KSF		
Gross Spaces	3,368 Spc.	70 Spc.	284 Spc.		Comparison w/ Parking Supply 3902 Spaces
Adjusted Gross Spaces[4]	3,200 Spc.	63 Spc.	256 Spc.	Shared Parking Demand	
Time of Day	Number of Spaces	Number of Spaces	Number of Spaces		Surplus (Deficiency)
6:00 AM	90	10	17	117	3,785
7:00 AM	224	21	29	274	3,628
8:00 AM	512	32	55	599	3,303
9:00 AM	1,248	46	81	1,375	2,527
10:00 AM	1,824	58	148	2,030	1,872
11:00 AM	2,272	58	223	2,553	1,349
12:00 PM	2,688	63	256	3,007	895
1:00 PM	2,944	55	256	3,255	647
2:00 PM	3,200	44	232	3,476	426
3:00 PM	3,200	29	157	3,386	516
4:00 PM	3,072	31	142	3,245	657
5:00 PM	2,912	41	157	3,110	792
6:00 PM	2,592	47	219	2,858	1,044
7:00 PM	2,432	47	208	2,687	1,215
8:00 PM	2,144	44	132	2,320	1,582
9:00 PM	1,696	23	81	1,800	2,102
10:00 PM	1,184	20	55	1,259	2,643
11:00 PM	480	14	29	523	3,379
12:00 AM	0	8	18	26	3,876

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Peak parking rates for all land uses based on the recommended base parking ratios as contained in Table 2-2 of the "Shared Parking" manual.

[3] Weekday parking rates based on the weekday parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

[4] Gross spaces adjusted to reflect parking demand reduction due to captive market, internal capture, transit, and/or walk-in reduction.

peak parking demand for 3,193 parking spaces (at 1:00 p.m.) is forecast for a weekday while *Table 4-3* shows a peak parking demand for 3,476 parking spaces (at 2:00 p.m.). By comparison, during the most recent 2005 and 2006 holiday seasons, an average peak parking demand of 3,367 spaces as observed on the Friday after Thanksgiving, 3,362 spaces on the Saturday before Christmas, and 3,498 on the day after Christmas. Thus, the parking demand model developed for the Fashion Square using the ULI methodology is highly correlated to the observed parking demand during the 2005 and 2006 holiday seasons. Therefore, it is concluded that the shared parking methodology provides a reasonable model for purposes of forecasting future parking demand at Fashion Square following build-out of the proposed expansion project.

4.5.2 *Shared Parking Demand Analysis for Future Conditions*

A shared parking demand analysis has been prepared for future conditions at Westfield Fashion Square following build-out of the proposed expansion program (i.e., the addition of 280,000 square feet of gross leasable floor area, providing a total of 1,147,000 square feet of gross leasable floor area). The forecast parking demand based on the shared parking analysis has been compared to a proposed parking supply of 4,875 parking spaces, which is equivalent to a ratio of 4.25 parking spaces per 1,000 square feet of gross leasable floor area. Based on building programming information provided by Westfield, the following future build-out land uses and corresponding floor areas were entered into the shared parking analysis:

- Future Retail: 1,075,223 square feet of gross leasable area
- Future "Fast-Food" Restaurants: 39,097 square feet of gross leasable area
- Future "Family" Restaurants: 4,680 square feet of gross leasable area
- Future "Fine/Casual Dining" Restaurants: 28,000 square feet of gross leasable area

The shared parking analysis has been prepared for weekday and weekend conditions. Further, evaluations have been prepared for both non-holiday month conditions (e.g., July), as well as holiday conditions. Hourly parking forecasts have been prepared from 6:00 a.m. to 12:00 a.m. for each of the analysis days to evaluate parking demand during operating hours of the center during typical (non-holiday) and non-typical (holiday) conditions. Therefore, the analysis is deemed to be in compliance with the requirements of Section 12.24.X.20 of the LAMC whereby a review of parking demand for "24 hours per day, for seven consecutive days" is required. It is noted that the parking demand forecasts account for parking generated by both shopping center employees and patrons.

Tables 4-4 and 4-5 provide the weekday and weekend shared parking analysis for Fashion Square for a non-holiday month (i.e., July). As shown in *Table 4-4*, the forecast peak demand for parking at the site for a July weekday condition is expected to occur at 1:00 p.m. when approximately 3,371 parking spaces are expected to be utilized. Similarly, the parking demand forecast for a July weekend condition is summarized in *Table 4-5* with an expected demand of approximately 3,474 parking spaces at 2:00 p.m. In conclusion, a proposed parking supply of 4,875 parking spaces (i.e., 4.25 parking spaces per 1,000 square feet of gross leasable floor area) would result in a substantial surplus in parking at the site during non-holiday periods (i.e., a

Table 4-4

WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Westfield Fashion Square - Future Conditions (July)

Month: JUL

Land Use	Retail	Fine/Casual Dining	Family Restaurant	Fast-Food Restaurant	Shared Parking Demand	Comparison w/ Parking Supply 4875 Spaces
Size	1,075.2 KSF	28.0 KSF	4.7 KSF	39.1 KSF		
Peak Pkg Rate[2]	4.0 /KSF	20.0 /KSF	15.0 /KSF	15.0 /KSF		
Weekday Pkg Rate[3]	3.6 /KSF	18.0 /KSF	10.5 /KSF	15.0 /KSF		
Gross Spaces	3,871 Spc.	504 Spc.	49 Spc.	586 Spc.		
Adjusted Gross Spaces[4]	3,677 Spc.	454 Spc.	44 Spc.	527 Spc.		
Time of Day	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces		Surplus (Deficiency)
6:00 AM	76	0	12	34	122	4,753
7:00 AM	181	14	24	60	279	4,596
8:00 AM	513	35	27	112	687	4,188
9:00 AM	1,092	52	33	164	1,341	3,534
10:00 AM	1,718	119	38	300	2,175	2,700
11:00 AM	2,154	213	40	452	2,859	2,016
12:00 PM	2,373	345	43	518	3,279	1,596
1:00 PM	2,468	345	40	518	3,371	1,504
2:00 PM	2,373	307	25	470	3,175	1,700
3:00 PM	2,278	203	22	318	2,821	2,054
4:00 PM	2,278	241	22	288	2,829	2,046
5:00 PM	2,344	352	34	318	3,048	1,827
6:00 PM	2,344	427	36	444	3,251	1,624
7:00 PM	2,344	446	36	422	3,248	1,627
8:00 PM	2,032	446	36	267	2,781	2,094
9:00 PM	1,377	446	27	164	2,014	2,861
10:00 PM	798	427	24	112	1,361	3,514
11:00 PM	276	342	23	60	701	4,174
12:00 AM	0	118	11	38	167	4,708

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Peak parking rates for all land uses based on the recommended base parking ratios as contained in Table 2-2 of the "Shared Parking" manual.

[3] Weekday parking rates based on the weekday parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

[4] Gross spaces adjusted to reflect parking demand reduction due to captive market, internal capture, transit, and/or walk-in reduction.

Table 4-5

WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Westfield Fashion Square - Future Conditions (July)

Month: JUL

Land Use	Retail	Fine/Casual Dining	Family Restaurant	Fast-Food Restaurant		
Size	1,075.2 KSF	28.0 KSF	4.7 KSF	39.1 KSF		
Peak Pkg Rate[2]	4.0 /KSF	20.0 /KSF	15.0 /KSF	15.0 /KSF		
Weekend Pkg Rate[3]	4.0 /KSF	20.0 /KSF	15.0 /KSF	14.0 /KSF		
Gross Spaces	4,301 Spc.	560 Spc.	70 Spc.	547 Spc.		
Adjusted Gross Spaces[4]	4,086 Spc.	504 Spc.	63 Spc.	492 Spc.	Shared	Comparison w/ Parking Supply 4875 Spaces
Time of Day	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Parking Demand	Surplus (Deficiency)
6:00 AM	86	0	10	32	128	4,747
7:00 AM	203	15	20	55	293	4,582
8:00 AM	470	23	32	104	629	4,246
9:00 AM	1,118	46	45	152	1,361	3,514
10:00 AM	1,602	57	57	280	1,996	2,879
11:00 AM	1,981	120	57	422	2,580	2,295
12:00 PM	2,328	267	62	484	3,141	1,734
1:00 PM	2,537	288	54	484	3,363	1,512
2:00 PM	2,746	246	43	439	3,474	1,401
3:00 PM	2,746	246	28	297	3,317	1,558
4:00 PM	2,642	246	31	269	3,188	1,687
5:00 PM	2,504	328	41	297	3,170	1,705
6:00 PM	2,230	453	46	415	3,144	1,731
7:00 PM	2,092	474	46	394	3,006	1,869
8:00 PM	1,850	495	43	249	2,637	2,238
9:00 PM	1,471	453	23	152	2,099	2,776
10:00 PM	1,026	453	19	104	1,602	3,273
11:00 PM	412	442	14	55	923	3,952
12:00 AM	0	248	8	35	291	4,584

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Peak parking rates for all land uses based on the recommended base parking ratios as contained in Table 2-2 of the "Shared Parking" manual.

[3] Weekday parking rates based on the weekday parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

[4] Gross spaces adjusted to reflect parking demand reduction due to captive market, internal capture, transit, and/or walk-in reduction.

minimum surplus of over 1,500 parking spaces during weekdays and over 1,400 parking spaces during weekends).

Tables 4-6 and 4-7 provide the December shared parking analysis for weekday and weekend conditions, respectively. For a weekday condition in December, *Table 4-6* indicates a peak demand for approximately 4,595 parking spaces at 1:00 p.m., which can be accommodated by the proposed supply of 4,875 parking spaces. *Table 4-7* shows a peak demand for 4,827 parking spaces at 2:00 p.m. for a weekend condition during the holiday season. Thus, sufficient parking would be provided at the site to accommodate the parking demand generated throughout the day during the holiday season based on a supply of 4.25 parking spaces per 1,000 square feet of gross leasable floor area. It is noted that the parking demand forecasts account for parking generated by both shopping center employees and patrons.

Table 4-6

WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Westfield Fashion Square - Future Conditions (December)

Month: DEC

Land Use	Retail	Fine/Casual Dining	Family Restaurant	Fast-Food Restaurant		
Size	1,075.2 KSF	28.0 KSF	4.7 KSF	39.1 KSF		
Peak Pkg Rate[2]	4.0 /KSF	20.0 /KSF	15.0 /KSF	15.0 /KSF		
Weekday Pkg Rate[3]	3.6 /KSF	18.0 /KSF	10.5 /KSF	15.0 /KSF		
Gross Spaces	3,871 Spc.	504 Spc.	49 Spc.	586 Spc.		Comparison w/
Adjusted Gross Spaces[4]	3,677 Spc.	454 Spc.	44 Spc.	527 Spc.	Shared	Parking Supply 4875 Spaces
Time of Day	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Parking Demand	Surplus (Deficiency)
6:00 AM	102	0	13	34	149	4,726
7:00 AM	255	14	24	61	354	4,521
8:00 AM	730	35	28	114	907	3,968
9:00 AM	1,573	52	34	166	1,825	3,050
10:00 AM	2,533	120	38	305	2,996	1,879
11:00 AM	3,197	216	40	460	3,913	962
12:00 PM	3,529	351	44	527	4,451	424
1:00 PM	3,677	351	40	527	4,595	280
2:00 PM	3,529	312	25	478	4,344	531
3:00 PM	3,381	206	22	324	3,933	942
4:00 PM	3,381	245	22	293	3,941	934
5:00 PM	3,493	358	35	324	4,210	665
6:00 PM	3,493	435	36	452	4,416	459
7:00 PM	3,493	454	36	429	4,412	463
8:00 PM	3,014	454	36	271	3,775	1,100
9:00 PM	2,017	454	28	166	2,665	2,210
10:00 PM	1,175	435	25	114	1,749	3,126
11:00 PM	403	348	23	61	835	4,040
12:00 AM	0	120	12	38	170	4,705

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Peak parking rates for all land uses based on the recommended base parking ratios as contained in Table 2-2 of the "Shared Parking" manual.

[3] Weekday parking rates based on the weekday parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

[4] Gross spaces adjusted to reflect parking demand reduction due to captive market, internal capture, transit, and/or walk-in reduction.

Table 4-7

WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Westfield Fashion Square - Future Conditions (December)

Month: DEC

Land Use	Retail	Fine/Casual Dining	Family Restaurant	Fast-Food Restaurant		
Size	1,075.2 KSF	28.0 KSF	4.7 KSF	39.1 KSF		
Peak Pkg Rate[2]	4.0 /KSF	20.0 /KSF	15.0 /KSF	15.0 /KSF		
Weekend Pkg Rate[3]	4.0 /KSF	20.0 /KSF	15.0 /KSF	14.0 /KSF		
Gross Spaces	4,301 Spc.	560 Spc.	70 Spc.	547 Spc.		
Adjusted Gross Spaces[4]	4,086 Spc.	504 Spc.	63 Spc.	492 Spc.	Shared	Comparison w/ Parking Supply 4875 Spaces
Time of Day	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Parking Demand	Surplus (Deficiency)
6:00 AM	115	0	10	32	157	4,718
7:00 AM	286	15	21	56	378	4,497
8:00 AM	654	23	32	105	814	4,061
9:00 AM	1,594	46	46	155	1,841	3,034
10:00 AM	2,329	57	58	285	2,729	2,146
11:00 AM	2,901	121	58	429	3,509	1,366
12:00 PM	3,432	271	63	492	4,258	617
1:00 PM	3,759	292	55	492	4,598	277
2:00 PM	4,086	250	44	447	4,827	48
3:00 PM	4,086	250	29	302	4,667	208
4:00 PM	3,923	250	31	274	4,478	397
5:00 PM	3,718	333	41	302	4,394	481
6:00 PM	3,309	461	47	422	4,239	636
7:00 PM	3,106	483	47	401	4,037	838
8:00 PM	2,738	504	44	253	3,539	1,336
9:00 PM	2,166	461	23	155	2,805	2,070
10:00 PM	1,512	461	20	105	2,098	2,777
11:00 PM	613	450	14	56	1,133	3,742
12:00 AM	0	252	8	35	295	4,580

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Peak parking rates for all land uses based on the recommended base parking ratios as contained in Table 2-2 of the "Shared Parking" manual.

[3] Weekday parking rates based on the weekday parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

[4] Gross spaces adjusted to reflect parking demand reduction due to captive market, internal capture, transit, and/or walk-in reduction.

5.0 5.0 EXISTING STREET SYSTEM

5.1 Regional Highway System

Regional access to the project site is provided by U.S. 101 (Ventura) Freeway, as shown in *Figure 1-1*. Northbound and southbound ramps are provided on U.S. 101 Freeway at Woodman Avenue and Van Nuys Boulevard in the project vicinity. A brief description of U.S. 101 Freeway is provided in the following paragraph.

U.S. 101 (Ventura) Freeway is a major north-south freeway that extends across northern and southern California. In the project vicinity, five mainline travel lanes are provided in each direction on U.S. 101 Freeway. Both northbound and southbound ramps are provided on U.S. 101 Freeway at Woodman Avenue, which borders the project site to the east. Northbound and southbound ramps are also provided on U.S. 101 Freeway at Van Nuys Boulevard, which is located approximately one-half mile west of the project site.

5.2 Local Street System

Access to the project site is provided via Hazeltine Avenue, Riverside Drive and Woodman Avenue. The following 18 study intersections were selected for analysis by LADOT staff in order to determine potential impacts related to the proposed project:

1. Van Nuys Boulevard/Riverside Drive.
2. Van Nuys Boulevard/U.S. 101 Freeway Westbound (WB) Ramps.
3. Van Nuys Boulevard/U.S. 101 Freeway Eastbound (EB) Ramps.
4. Tyrone Avenue/Moorpark Street.
5. Tyrone Avenue-Beverly Glen Boulevard/Ventura Boulevard.
6. Hazeltine Avenue/Magnolia Boulevard.
7. Hazeltine Avenue/Riverside Drive.
8. Hazeltine Avenue/Fashion Square Lane.
9. Hazeltine Avenue/Moorpark Street.
10. Hazeltine Avenue/Ventura Boulevard.
11. Woodman Avenue/Magnolia Boulevard.
12. Woodman Avenue/Riverside Drive.
13. Woodman Avenue/U.S. 101 Freeway Westbound (WB) Ramps.
14. Woodman Avenue/U.S. 101 Freeway Eastbound (EB) Ramps.

15. Woodman Avenue/Moorpark Street.

16. Woodman Avenue/Ventura Boulevard.

17. Matilija Avenue/Riverside Drive

18. New Westerly Project Driveway/Riverside Drive

Sixteen of the 18 study intersections selected for analysis are presently controlled by traffic signals. The Matilija Avenue/Riverside Drive intersection is currently two-way stop sign controlled with the stop signs facing the minor street. The existing lane configurations at the 18 study intersections are displayed in ***Figure 5-1***.

5.3 Roadway Classifications

The City of Los Angeles utilizes the roadway categories recognized by regional, state and federal transportation agencies. There are four categories in the roadway hierarchy, ranging from freeways with the highest capacity to two-lane undivided roadways with the lowest capacity. The roadway categories are summarized as follows:

Freeways are limited-access and high speed travel ways included in the state and federal highway systems. Their purpose is to carry regional through-traffic. Access is provided by interchanges with typical spacing of one mile or greater. No local access is provided to adjacent land uses.

Arterial roadways are major streets that primarily serve through-traffic and provide access to abutting properties as a secondary function. Arterials are generally designed with two to six travel lanes and their major intersections are signalized. This roadway type is divided into two categories: principal and minor arterials. For the City of Los Angeles, these are referred to as Major and Secondary Highways. Principal arterials are typically four-or-more lane roadways and serve both local and regional through-traffic. Minor arterials are typically two-to-four lane streets that service local and commute traffic.

Collector roadways are streets that provide access and traffic circulation within residential and non-residential (e.g., commercial and industrial) areas. They connect local streets to arterials and are typically designed with two through travel lanes (i.e., one through travel lane in each direction) that may accommodate on-street parking. They may also provide access to abutting properties.

Local roadways distribute traffic within a neighborhood or similar adjacent neighborhoods and are not intended for use as a through-street or a link between higher capacity facilities such as collector or arterial roadways. Local streets are fronted by residential uses and do not typically serve commercial uses.

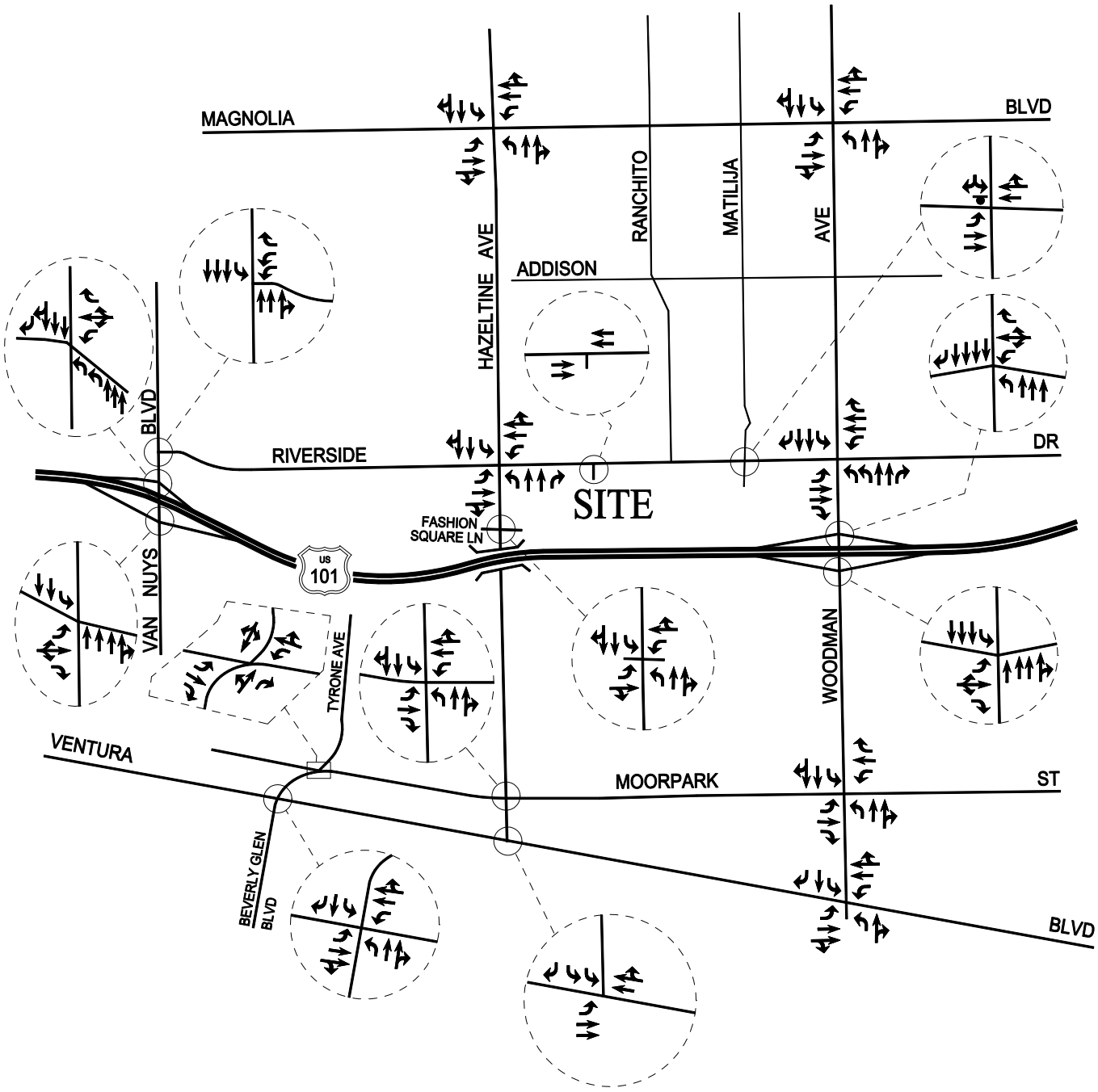

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FIGURE 5-1
EXISTING LANE CONFIGURATIONS

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5.4 Roadway Descriptions

A brief description of the important roadways in the project site vicinity is provided in the following paragraphs.

Van Nuys Boulevard is a north-south oriented roadway that is located west of the project site. Van Nuys Boulevard is designated as a Major Highway Class II in the City of Los Angeles Transportation Element of the General Plan. Three travel lanes are provided in each direction on Van Nuys Boulevard within the study area. Exclusive left-turn lanes are provided in the southbound direction on Van Nuys Boulevard at the U.S. 101 Freeway Eastbound Ramps and Riverside Drive intersections. Dual left-turn lanes are provided in the northbound direction on Van Nuys Boulevard at the U.S. 101 Freeway Westbound Ramps intersection. Parking is prohibited along both sides of Van Nuys Boulevard between Riverside Drive and just south of the U.S. 101 Freeway Eastbound Ramps. Two-hour metered parking between the hours of 9:00 AM and 3:00 PM is provided along both sides of Van Nuys Boulevard north of Riverside Drive. Van Nuys Boulevard is posted for a speed limit of 35 miles per hour near the project site.

Tyrone Avenue is a north-south oriented roadway that is located west of the project site. Tyrone Avenue is designated as a Secondary Highway south of Moorpark Street in the City of Los Angeles General Plan Transportation Element. North of Moorpark Street, Tyrone Avenue is designated as a Local Street. One through travel lane is provided in each direction on Tyrone Avenue within the study area. An exclusive left-turn lane is provided in the southbound direction on Tyrone Avenue at the Ventura Boulevard intersection. Exclusive right-turn lanes are provided on Tyrone Avenue in the northbound direction at the Moorpark Street intersection and in the southbound direction at the Ventura Boulevard intersection. Parking is allowed along both sides of Tyrone Avenue in the project vicinity, except between Moorpark Street and Ventura Boulevard where parking is prohibited along both sides of Tyrone Avenue. There is no posted speed limit on Tyrone Avenue within the project study area, thus it is assumed to be a prima facie speed limit of 25 miles per hour.

Beverly Glen Boulevard is a north-south oriented roadway that is located west of the project site. Beverly Glen Boulevard is designated as a Secondary Highway in the City of Los Angeles General Plan Transportation Element. One through travel lane is provided in each direction on Beverly Glen Boulevard within the study area. An exclusive left-turn lane is provided in the northbound direction on Beverly Glen Boulevard at the Ventura Boulevard intersection. Parking is prohibited along both sides of Beverly Glen Boulevard in the project vicinity. Beverly Glen Boulevard is posted for a speed limit of 25 miles per hour near the project site.

Hazeltine Avenue is a north-south oriented roadway that borders the project site to the west. Hazeltine Avenue is designated as a Secondary Highway in the City of Los Angeles General Plan Transportation Element. Two through travel lanes are provided in each direction on Hazeltine Avenue within the study area. Exclusive left-turn lanes in each direction are provided on Hazeltine Avenue at the Magnolia Boulevard, Riverside Drive, Fashion Square Lane, Moorpark Street and Ventura Boulevard intersections. An exclusive right-turn lane is provided in the northbound direction on Hazeltine Avenue at the Riverside Drive intersection. Parking is allowed along both sides of Hazeltine Avenue in the project vicinity, except between Riverside

Drive and Fashion Square Lane where parking is prohibited. Hazeltine Avenue is posted for a speed limit of 35 miles per hour near the project site.

Matilija Avenue is a north-south oriented roadway that is located north of the project site. Matilija Avenue is designated as a Local Street in the City of Los Angeles General Plan Transportation Element. One through travel lane is provided in each direction on Matilija Avenue within the study area. Parking is allowed along both sides of Matilija Avenue in the project vicinity. There is no posted speed limit on Matilija Avenue within the project study area, thus it is assumed to be a prima facie speed limit of 25 miles per hour.

Woodman Avenue is a north-south oriented roadway that borders the project site to the east. Woodman Avenue is designated as a Major Highway Class II in the City of Los Angeles General Plan Transportation Element. Two through travel lanes are provided in each direction on Woodman Avenue within the study area. Exclusive left-turn lanes are provided in each direction on Woodman Avenue at the Magnolia Boulevard, Moorpark Street and Ventura Boulevard intersections. Exclusive left-turn lanes are provided on Woodman Avenue in the northbound direction at the U.S. 101 Freeway Westbound Ramp intersection and in the southbound direction at the U.S. 101 Freeway Westbound Ramps and Riverside Drive intersections. Dual left-turn lanes are provided in the northbound direction on Woodman Avenue at the Riverside Drive intersection. Exclusive right-turn lanes are provided on Woodman Avenue in each direction at the Riverside Drive intersection and in the southbound direction at the Ventura Boulevard intersection. Curbside parking is allowed along both sides of Woodman Avenue in the project vicinity, except north of Riverside Drive where one-hour parking between the hours of 8:00 AM and 4:00 PM is provided along the west side of Woodman Avenue and south of Moorpark Street, where two-hour parking between the hours of 8:00 AM and 6:00 PM is provided along both sides of Woodman Avenue. Woodman Avenue is posted for a speed limit of 35 miles per hour near the project site.

Magnolia Boulevard is an east-west oriented roadway that is located north of the project site. Magnolia Boulevard is designated as a Secondary Highway in the City of Los Angeles General Plan Transportation Element. Two through travel lanes in the each direction are provided on Magnolia Boulevard in the project vicinity. Exclusive left-turn lanes are provided in each direction on Magnolia Boulevard at the Hazeltine Avenue and Woodman Avenue intersections. Two-hour parking between the hours of 8:00 AM and 6:00 PM is provided along both sides of Magnolia Boulevard in the project vicinity. Magnolia Boulevard is posted for a speed limit of 35 miles per hour near the project site.

Riverside Drive is an east-west oriented roadway that borders the project site to the north. Riverside Drive is designated as a Major Highway Class II in the City of Los Angeles General Plan Transportation Element. Two through travel lanes in the each direction are provided on Riverside Drive in the project vicinity. Exclusive left-turn lanes are provided in each direction on Riverside Drive at the Hazeltine Avenue and Woodman Avenue intersections. Dual left-turn lanes are provided in the westbound direction on Riverside Drive at the Van Nuys Boulevard intersection. Exclusive right-turn lanes are provided on Riverside Drive in each direction at the Woodman Avenue intersection and in the westbound direction at the Van Nuys Boulevard

intersection. One-hour parking between the hours of 8:00 AM and 6:00 PM is provided along the north side of Riverside Drive in the project vicinity. Two-hour parking between the hours of 8:00 AM and 6:00 PM is provided along the south side of Riverside Drive in the project vicinity. Class II bike lanes are provided in each direction on Riverside Drive between Riverside Drive and Moorpark Street. Riverside Drive is posted for a speed limit of 35 miles per hour near the project site.

Moorpark Street is an east-west oriented roadway that is located south of the project site. Moorpark Street is designated as a Secondary Highway in the City of Los Angeles General Plan Transportation Element. One through travel lane in each direction is provided on Moorpark Street in the project vicinity. Exclusive left-turn lanes are provided in each direction on Moorpark Street at the Tyrone Avenue, Hazeltine Avenue and Woodman Avenue intersections. Exclusive right-turn lanes are provided in the eastbound direction on Moorpark Street at the Tyrone Avenue and Hazeltine Avenue intersections and in both directions at the Woodman Avenue intersection. Curbside parking is allowed along both sides of Moorpark Street in the project vicinity, except east of Woodman Avenue where two-hour parking between the hours of 8:00 AM and 6:00 PM is provided along both sides of Moorpark Street. Moorpark Street is posted for a speed limit of 35 miles per hour near the project site.

Ventura Boulevard is an east-west oriented roadway that is located south of the project site. Ventura Boulevard is designated as a Major Highway Class II in the City of Los Angeles General Plan Transportation Element. Two through travel lanes are provided in each direction on Ventura Boulevard in the project vicinity. Exclusive left-turn lanes are provided in each direction on Ventura Boulevard at the Tyrone Avenue/Beverly Glen Boulevard, Hazeltine Avenue and Woodman Avenue intersections. Two-hour metered parking is provided from 8:00 AM to 6:00 PM along both sides of Ventura Boulevard in the project vicinity. Ventura Boulevard is posted for a speed limit of 35 miles per hour near the project site.

5.5 Existing Public Bus Transit Service

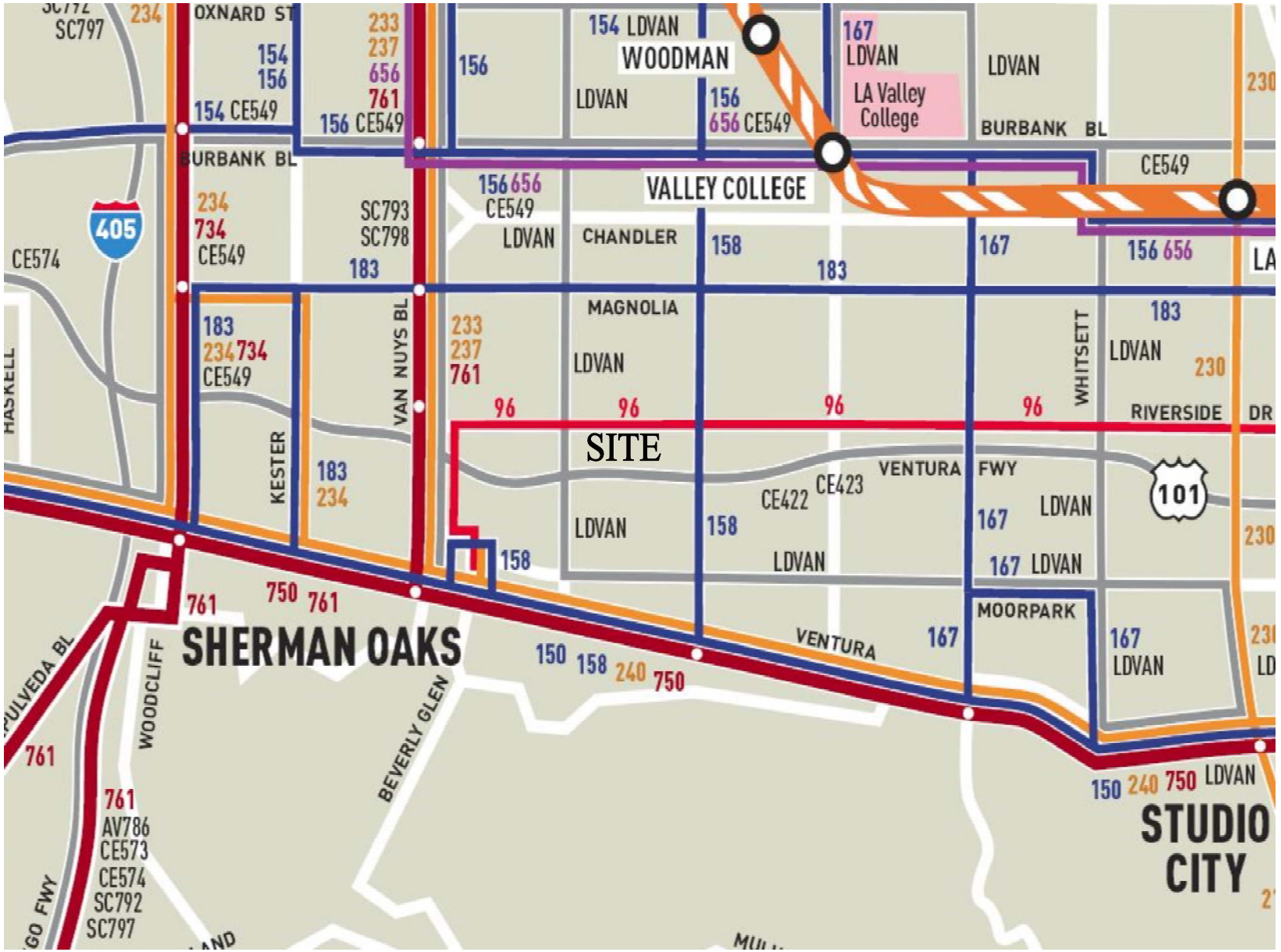
Public bus transit service in the project study area is currently provided by the Los Angeles County Metropolitan Transportation Authority (MTA), and the City of Los Angeles Department of Transportation (LADOT). A summary of the existing transit routes, including the transit route, destinations and peak hour headways is presented in ***Table 5-1***. The existing public transit routes in the proposed project site vicinity are illustrated in ***Figure 5-2***.

It is noted on *Table 5-1* and *Figure 5-2* that the project area is served by the MTA's Orange Line, a rapid bus transit service operating in a separate dedicated right-of-way that provides east-west service across the San Fernando Valley. The LADOT DASH service provides a convenient connection between the Orange Line's stop in Van Nuys to the Fashion Square.

Table 5-1
EXISTING TRANSIT ROUTES [1]

ROUTE	DESTINATIONS	ROADWAY NEAR SITE	NO. OF BUSES DURING PEAK HOUR		
			DIR	AM	PM
MTA Route 96	Downtown LA to Sherman Oaks (via Griffith Park, Burbank, Universal City)	Riverside Dr, Van Nuys Blvd, Ventura Blvd, Tyrone Ave, Moorpark St	EB WB	2 2	1 2
MTA Route 150/240	Canoga Park to Universal City (via Woodland Hills, Tarzana, Sherman Oaks)	Ventura Blvd	EB WB	6 8	6 7
MTA Route 158	Chatsworth to Sherman Oaks (via Northridge, Arleta, Van Nuys)	Woodman Ave, Ventura Blvd, Moorpark St	NB SB	3 3	2 3
MTA Route 183	Glendale to Sherman Oaks (via Burbank, North Hollywood)	Magnolia Blvd, Ventura Blvd	EB WB	2 2	2 2
MTA Route 233	Lakeview Terrace to Westwood (via Pacoima, Van Nuys, Sherman Oaks, UCLA)	Van Nuys Blvd, Moorpark St, Ventura Blvd, Tyrone Ave	NB SB	12 12	13 12
MTA Route 237	Encino to Sherman Oaks (via Van Nuys, Northridge, Granada Hills)	Van Nuys Blvd, Moorpark St, Ventura Blvd, Tyrone Ave	NB SB	1 1	1 2
MTA Route 750	Universal City to Woodland Hills (via Sherman Oaks, Tarzana)	Ventura Blvd	EB WB	6 10	11 7
MTA Route 761	Pacoima to Westwood (via Panorama City, Sherman Oaks)	Van Nuys Blvd, Ventura Blvd	NB SB	5 9	11 5
LADOT Dash Van Nuys/Studio City	Van Nuys to Studio City (via Sherman Oaks)	Moorpark St, Hazeltine Ave	NB SB	3 3	3 3
Metro Orange Line Route 901	North Hollywood to Warner Center (via Valley Village, Van Nuys, Tarzana, Winnetka)	Woodman Avenue	WB EB	12 12	12 12

[1] Sources: Los Angeles County Metropolitan Transportation Authority (LACMTA) and City of Los Angeles Department of Transportation (LADOT).



MAP SOURCE: METROPOLITAN TRANSPORTATION AUTHORITY

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FIGURE 5-2
EXISTING PUBLIC TRANSIT ROUTES

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6.0 TRAFFIC COUNTS

Manual counts of vehicular turning movements were conducted at each of the 18 study intersections during the weekday morning (AM) and afternoon (PM) commuter periods to determine the peak hour traffic volumes. The manual counts were conducted in November 2005 at the 18 study intersections from 7:00 to 10:00 AM to determine the AM peak commuter hour, and from 3:00 to 6:00 PM to determine the PM peak commuter hour. The traffic count data were increased at a rate of 2.0 percent (2.0%) per year to reflect year 2007 conditions. Traffic volumes at the study intersections show the typical peak periods between 7:00 to 10:00 AM and 3:00 to 6:00 PM generally associated with metropolitan Los Angeles peak commuter hours.

The AM and PM peak period manual counts of vehicle movements at the 18 study intersections are summarized in ***Table 6-1***. The existing traffic volumes at the study intersections during the AM and PM peak hours are shown in ***Figures 6-1 and 6-2***, respectively. Summary data worksheets of the manual traffic counts at the study intersections are contained in ***Appendix B***.

Table 6-1
WEEKDAY EXISTING (2007) TRAFFIC VOLUMES

NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR		PM PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME
1	Van Nuys Boulevard/ Riverside Drive	11/17/05	NB	8:15	1,956	3:00	2,156
			SB		1,385		1,647
			EB		0		0
			WB		745		709
2	Van Nuys Boulevard/ U.S. 101 Freeway Westbound Ramps	11/17/05	NB	8:15	1,776	3:00	2,422
			SB		1,723		1,871
			EB		0		0
			WB		834		755
3	Van Nuys Boulevard/ U.S. 101 Freeway Eastbound Ramps	11/17/05	NB	8:45	1,273	3:00	2,029
			SB		1,586		1,415
			EB		1,315		1,306
			WB		0		0
4	Tyrone Avenue/ Moorpark Street	11/17/05	NB	7:30	279	5:00	798
			SB		51		75
			EB		324		549
			WB		1,064		1,010
5	Tyrone Avenue- Beverly Glen Boulevard/ Ventura Boulevard	11/17/05	NB	7:30	321	3:45	885
			SB		361		390
			EB		1,392		1,267
			WB		1,230		1,298
6	Hazeltine Avenue/ Magnolia Boulevard	11/17/05	NB	7:30	581	5:00	1,145
			SB		1,032		825
			EB		1,015		1,356
			WB		1,228		673
7	Hazeltine Avenue/ Riverside Drive	11/16/05	NB	7:30	545	5:00	1,229
			SB		1,132		1,056
			EB		830		817
			WB		1,327		994
8	Hazeltine Avenue/ Fashion Square Lane	11/16/05	NB	7:30	558	5:00	1,094
			SB		1,231		1,089
			EB		9		17
			WB		3		130
9	Hazeltine Avenue/ Moorpark Street	11/15/05	NB	7:45	284	4:45	629
			SB		1,421		908
			EB		537		1,064
			WB		900		743
10	Hazeltine Avenue/ Ventura Boulevard	11/15/05	NB	7:45	0	5:00	0
			SB		835		397
			EB		1,197		1,676
			WB		1,479		1,506

[1] Counts conducted by Accutek Traffic Data and increased by 2 percent per year to reflect year 2007 conditions.

Table 6-1 (Continued)
WEEKDAY EXISTING (2007) TRAFFIC VOLUMES

NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR		PM PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME
11	Woodman Avenue/ Magnolia Boulevard	11/17/05	NB	7:30	938	5:00	1,239
			SB		1,549		1,000
			EB		1,019		1,139
			WB		1,184		733
12	Woodman Avenue/ Riverside Drive	11/16/05	NB	7:30	1,137	3:15	1,456
			SB		1,505		1,161
			EB		1,091		1,386
			WB		1,486		1,400
13	Woodman Avenue/ U.S. 101 Freeway Westbound Ramps	11/15/05	NB	7:30	1,239	5:00	1,500
			SB		1,607		1,403
			EB		0		0
			WB		583		765
14	Woodman Avenue/ U.S. 101 Freeway Eastbound Ramps	11/15/05	NB	8:00	1,145	4:45	1,458
			SB		1,433		1,297
			EB		734		825
			WB		0		0
15	Woodman Avenue/ Moorpark Street	11/15/05	NB	7:45	526	5:00	893
			SB		1,354		1,248
			EB		702		972
			WB		1,087		880
16	Woodman Avenue/ Ventura Boulevard	11/15/05	NB	7:45	270	4:45	279
			SB		803		523
			EB		1,250		1,340
			WB		1,250		1,054
17	Matilija Avenue- New Project Driveway/ Riverside Drive	11/15/05	NB	7:30	0	5:00	0
			SB		59		46
			EB		1,023		1,067
			WB		1,112		1,198
18	New Project Driveway/ Riverside Drive	11/15/05	NB	7:30	0	5:00	0
			SB		0		0
			EB		1,023		1,067
			WB		1,127		1,187

[1] Counts conducted by Accutek Traffic Data and increased by 2 percent per year to reflect year 2007 conditions.

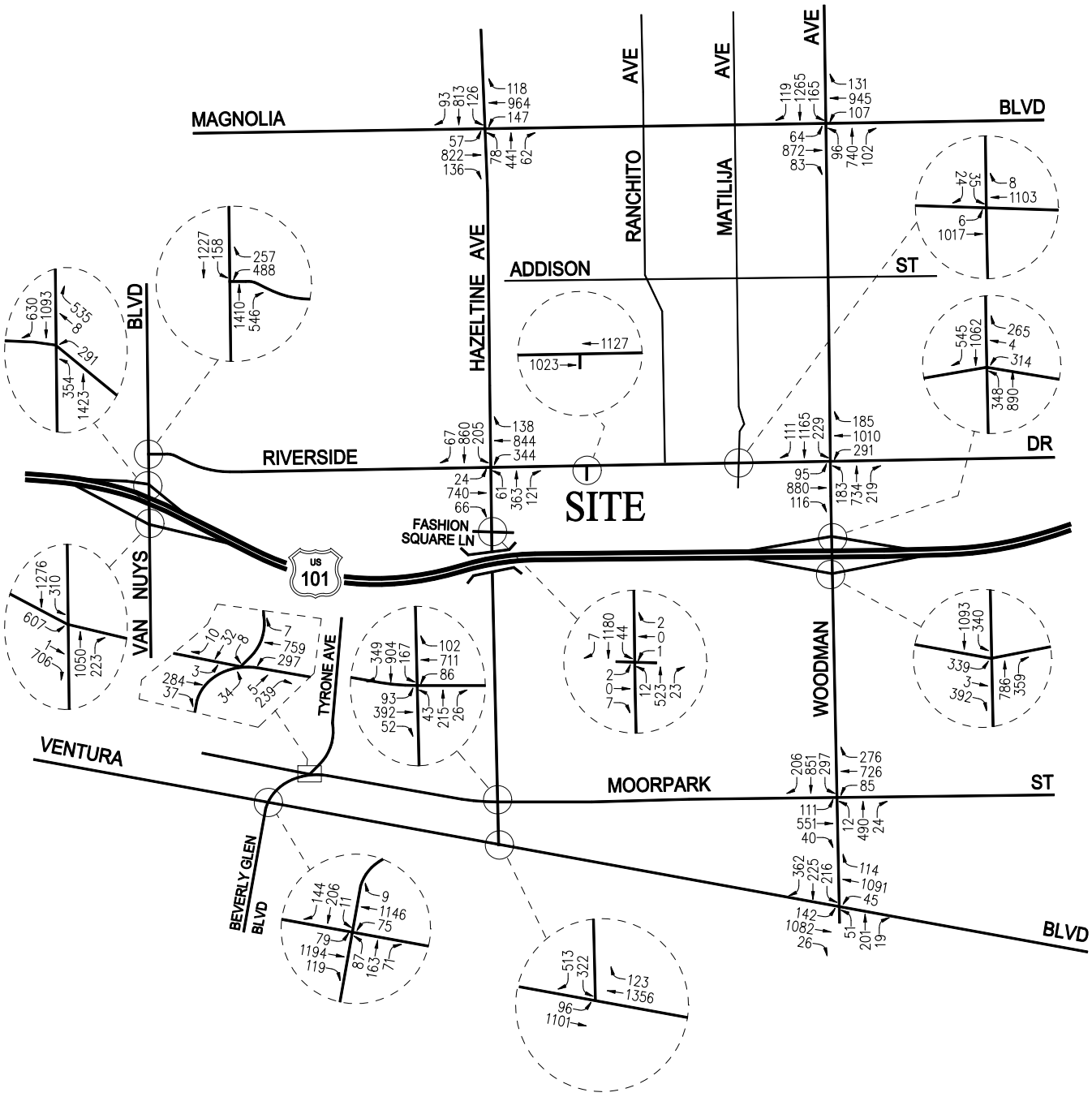

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FIGURE 6-1
EXISTING TRAFFIC VOLUMES
AM PEAK HOUR

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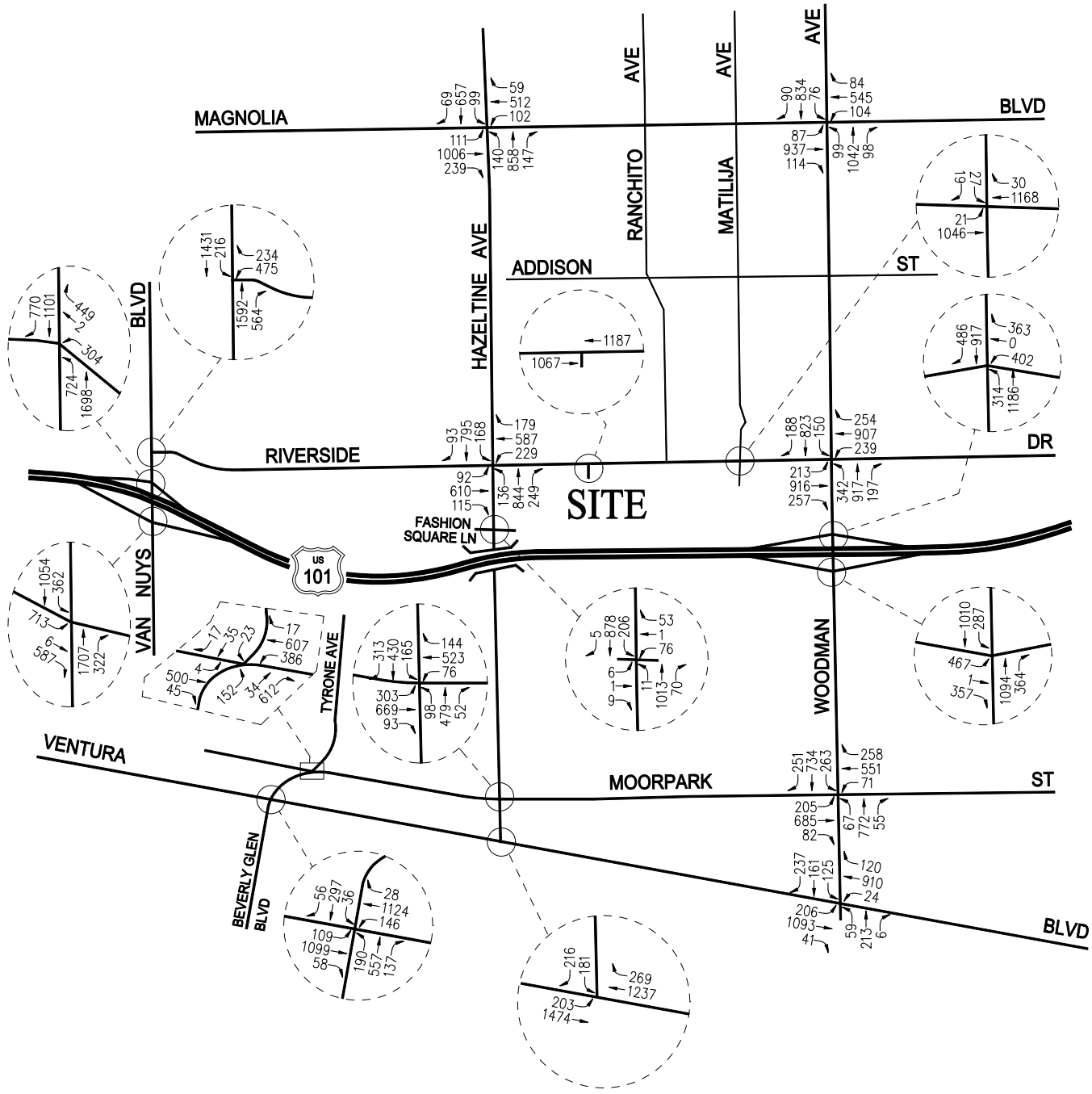

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FIGURE 6-2
EXISTING TRAFFIC VOLUMES
PM PEAK HOUR

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7.0 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 volumes 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 volumes. 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 (i.e., Levels of Service) conditions at the selected key intersections using expected future traffic volumes with and without forecast project traffic. The need for site-specific traffic improvements can then be evaluated and the significance of the project's impacts identified.

7.1 Project Trip Generation

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Traffic volumes expected to be generated by the proposed project during the AM and PM peak hours, as well as on a daily basis, were estimated using rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation* manual.[7] Traffic volumes expected to be generated by the proposed shopping center project were based upon per thousand square feet of gross leasable area. The proposed Westfield Fashion Square Expansion project includes both the existing uses at the shopping center plus the added square footage. ITE Land Use Code 820 (Shopping Center) trip generation equation rates were used to forecast the traffic volumes expected to be generated by the proposed project.

Traffic volumes expected to be generated by the existing shopping center located on the project site were also estimated using rates published in the ITE *Trip Generation* manual. ITE Land Use Code 820 (Shopping Center) trip generation equation rates were used to forecast the traffic volumes expected to be generated by the existing shopping center located on the project site.

[7] *Trip Generation Manual,* Institute of Transportation Engineers, 7th Edition, 2003.

In addition to the trip generation forecast for the proposed project (which is essentially an estimate of vehicles that could be expected to enter and exit the site access points), a forecast was made of the likely pass-by trips that could be anticipated at the site. Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the generator. The pass-by traffic forecast has been estimated based on existing traffic volumes at the study intersections, recommended practice in Chapter 5 of the ITE *Trip Generation Handbook*[8], and LADOT's policy on pass-by trips as stated in the City's *Traffic Study Policies and Procedures*. A 10 percent (10%) pass-by adjustment has been applied to the project AM and PM peak hour traffic volume forecasts, as well as to the daily traffic volume forecast for the existing shopping center and the proposed shopping center project.

The trip generation forecast for the proposed project is summarized in ***Table 7-1***. The trip generation forecast for the proposed project was submitted for review and approval by LADOT staff. As presented in *Table 7-1*, the proposed project is expected to generate a net increase of 95 vehicle trips (58 inbound trips and 37 outbound trips) during the AM peak hour. During the PM peak hour, the proposed project is expected to generate a net increase of 476 vehicle trips (229 inbound trips and 247 outbound trips). Over a 24-hour period, the proposed project is forecast to generate a net increase of 4,964 daily trip ends during a typical weekday (2,482 inbound trips and 2,482 outbound trips).

It is noted that the trip generation forecast provided herein likely overstates the actual amount of vehicular traffic that would be generated by the proposed expansion. By example, traffic counts were conducted at the existing Fashion Square driveways during the weekday morning and afternoon commuter peak periods. As shown in ***Appendix C***, the Fashion Square currently generates 418 AM peak hour trips (327 inbound trips and 91 outbound trips) and 1,850 PM peak hour trips (836 inbound trips and 1,014 outbound trips). The actual peak hour traffic count data is approximately 25% less than the estimates based on the ITE trip rates for shopping centers of similar size. This trip generation characteristic is likely due to the Fashion Square providing "high end" tenants which require relatively fewer patrons to achieve revenue goals. However, to provide a conservative, "worst-case" traffic analysis, the trip generation forecast based on the ITE trip rates have been utilized in the review of potential impacts associated with the project.

7.2 Project Trip Distribution

Project generated traffic was assigned to the local roadway system based on a trip distribution pattern developed in consultation with City staff. The traffic distribution pattern was based on the proposed project land uses, the existing and planned project site access schemes, existing traffic patterns, characteristics of the surrounding roadway system, and nearby population and employment centers. The trip distribution pattern for the proposed project was developed in consultation with LADOT staff.

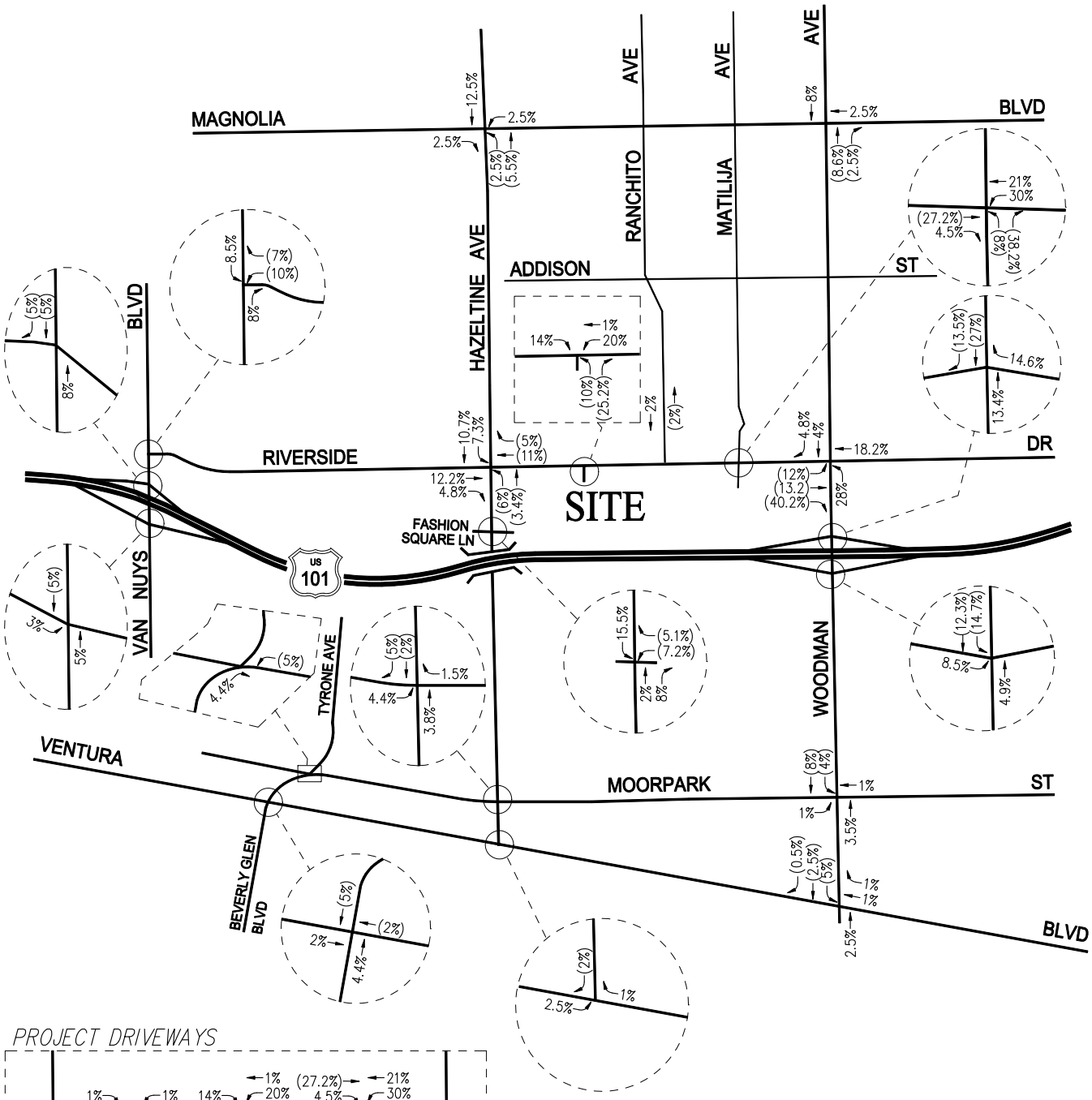
[8] *Trip Generation Handbook,* Institute of Transportation Engineers, June, 2004.

Table 7-1
WEEKDAY PROJECT TRIP GENERATION [1]

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed								
Shopping Center	1,147,000 GLSF	33,162	413	264	677	1,504	1,629	3,133
Less 10% Pass-by [4]		(3,316)	(41)	(26)	(67)	(150)	(163)	(313)
Subtotal		29,846	372	238	610	1,354	1,466	2,820
Existing								
Shopping Center	867,000 GLSF	27,647	349	223	572	1,250	1,354	2,604
Less 10% Pass-by [4]		(2,765)	(35)	(22)	(57)	(125)	(135)	(260)
Subtotal		24,882	314	201	515	1,125	1,219	2,344
NET CHANGE	**280,000 GLSF**	**4,964**	**58**	**37**	**95**	**229**	**247**	**476**

[1] Source: ITE "Trip Generation", 7th Edition, 2003.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 820 (Shopping Center) trip generation equation rates.
[4] Pass-by trips include traffic passing the site on an adjacent street with direct access to the land use. Pass-by reductions were based on the City of Los Angeles Department of Transportation policy on pass-by trips.

The project traffic volume distribution percentages during AM and PM peak hours at the 18 study intersections are illustrated in ***Figure 7-1***. The forecast project traffic volumes at the study intersections for the AM and PM peak hours are displayed in ***Figures 7-2 and 7-3***, respectively.



XX = INBOUND PERCENTAGES
(XX) = OUTBOUND PERCENTAGES

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FIGURE 7-1
PROJECT TRIP DISTRIBUTION

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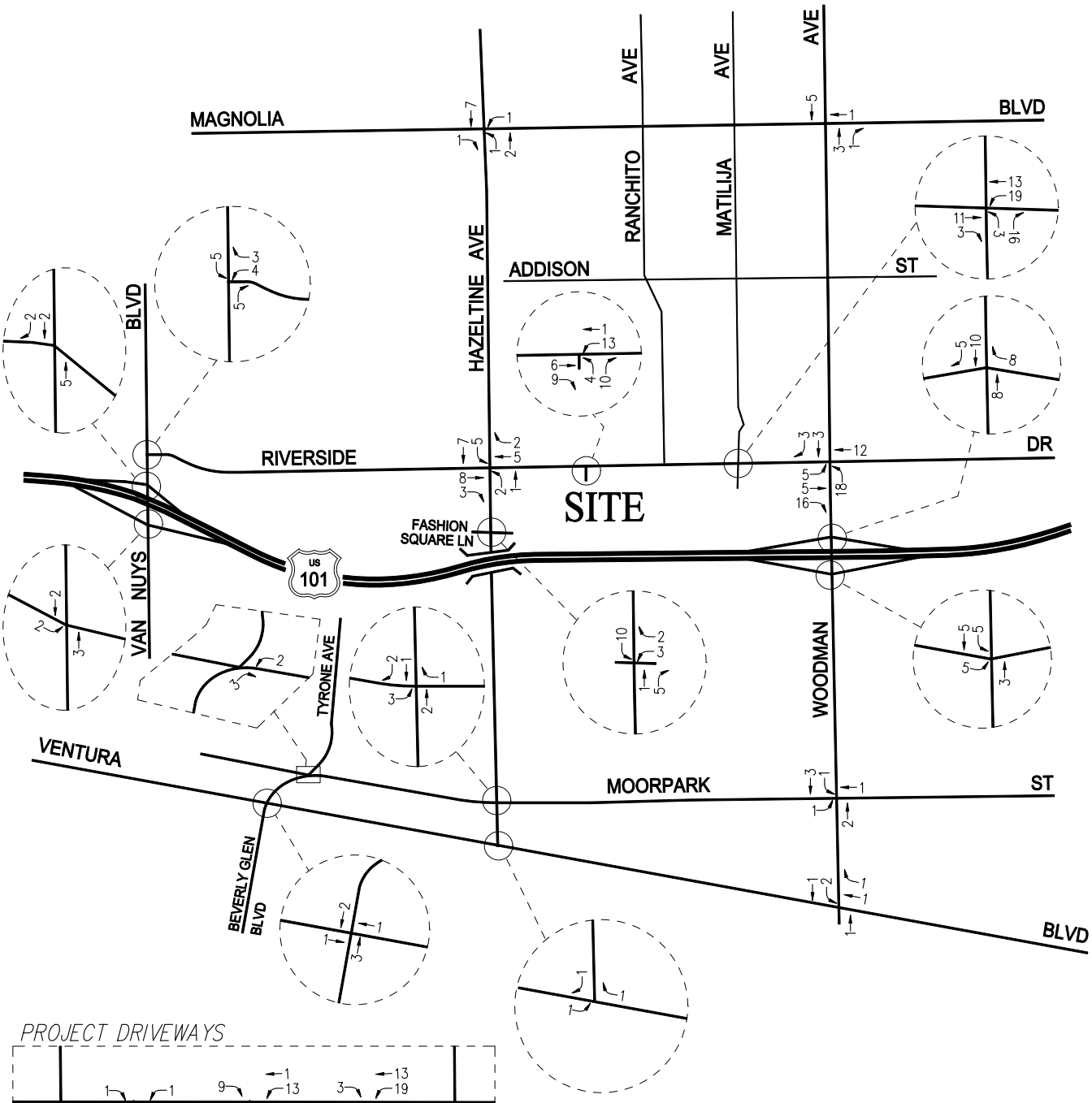

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FIGURE 7-2
PROJECT TRAFFIC VOLUMES
AM PEAK HOUR

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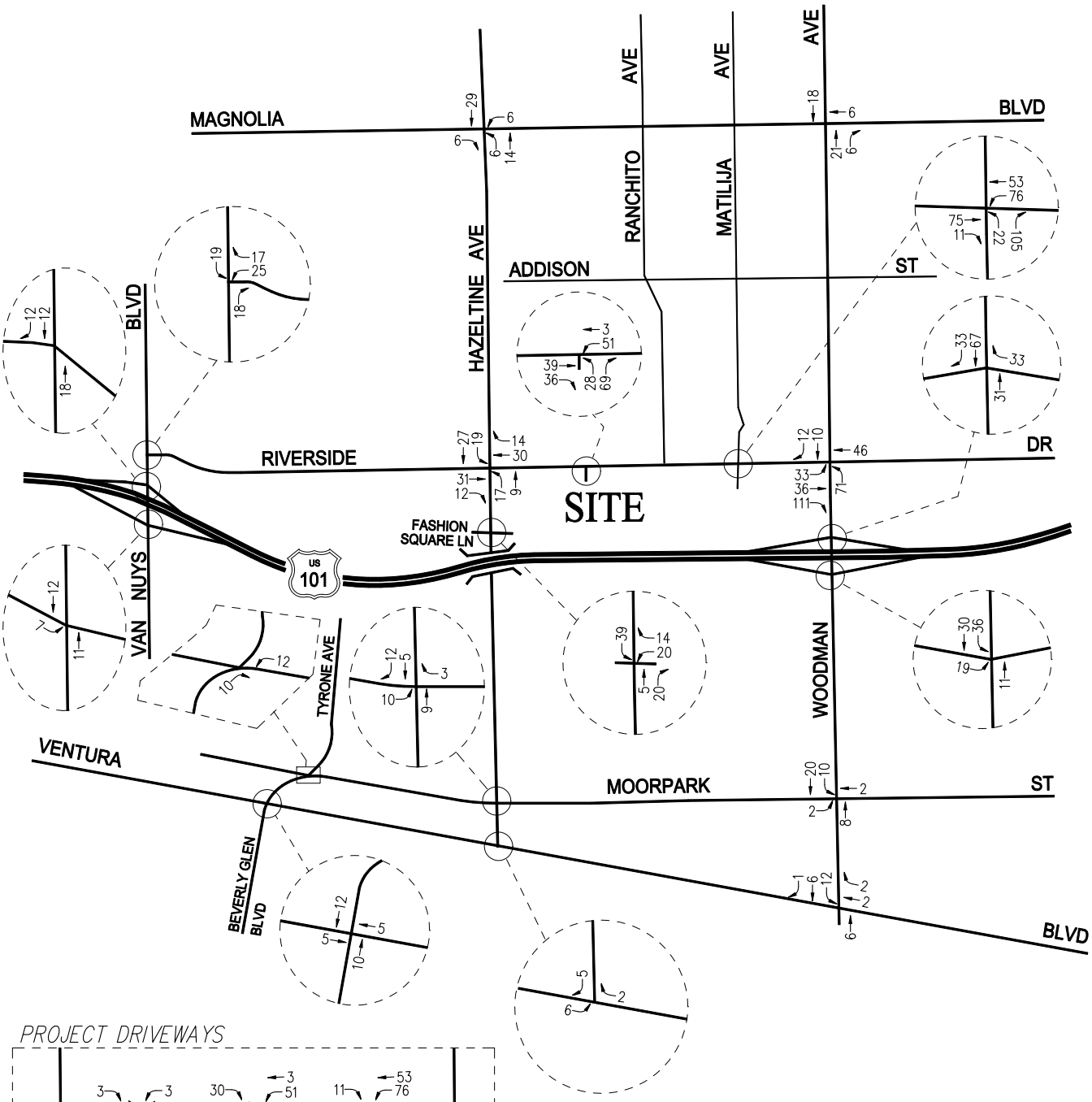

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FIGURE 7-3
PROJECT TRAFFIC VOLUMES
PM PEAK HOUR

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WESTFIELD FASHION SQUARE EXPANSION PROJECT

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8.0 CUMULATIVE DEVELOPMENT PROJECTS

The forecast of future pre-project conditions was prepared in accordance to procedures outlined in Section 15130 of the CEQA Guidelines. Specifically, the CEQA Guidelines provides two options for developing the future traffic volume forecast:

> "(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or
>
> (B) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or areawide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency."

Accordingly, the traffic analysis provides a highly conservative estimate of future pre-project traffic volumes as it incorporates both the "A" and "B" options outlined in CEQA Guidelines for purposes of developing the forecast. Option A is considered through the review and analysis of the potential traffic generated by related projects. Option B is incorporated through the use of an annual traffic growth rate as adopted by the Congestion Management Agency for Los Angeles County.

8.1 Related Projects

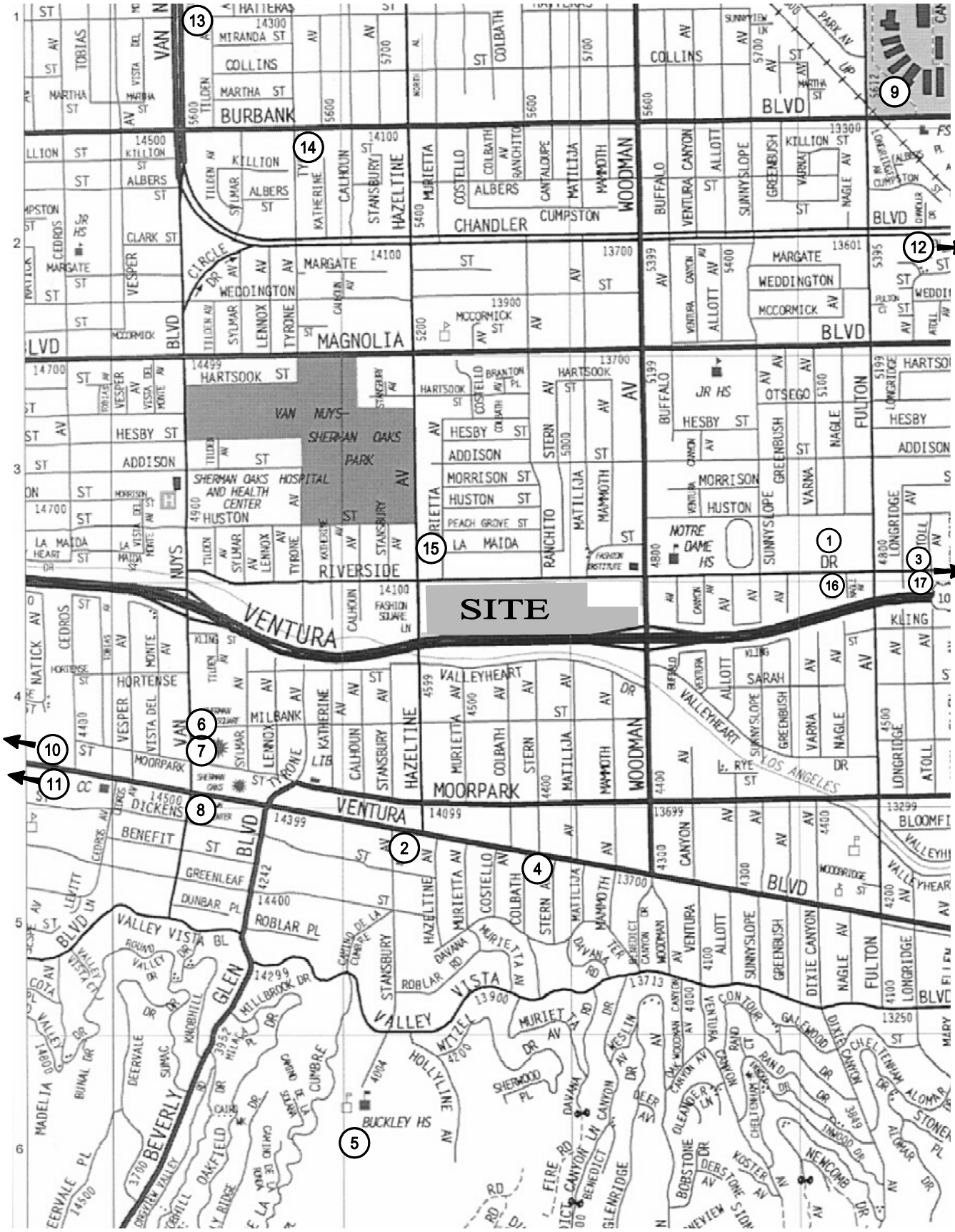
A forecast of on-street traffic conditions prior to occupancy of the proposed project was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area. With this information, the potential impact of the proposed project can be evaluated within the context of the cumulative impact of all ongoing development. The related projects research was based on information on file on July 31, 2007 at the City of Los Angeles Departments of Planning and Transportation. The list of related projects in the project site area is presented in ***Table 8-1***. The location of the related projects is shown in ***Figure 8-1***. The list of related projects was submitted to LADOT staff for review and approval.

Traffic volumes expected to be generated by the related projects were calculated using rates provided in the ITE *Trip Generation* manual. The related projects' respective traffic generation for the AM and PM peak hours, as well as on a daily basis for a typical weekday, is summarized in ***Table 8-2***. The anticipated distribution of the related projects traffic volumes to the study intersections during the AM and PM peak hours is displayed in ***Figures 8-2 and 8-3***, respectively.

Table 8-1
LIST OF RELATED PROJECTS [1]

MAP NO.	FILE/PROJECT NUMBER	PROJECT NAME LOCATION	LAND USE	SIZE	STATUS
1	VEN 2004 -273	Chase Knolls Apartments 13401 Riverside Drive	Apartments Senior Apartments	102 DU 40 DU	Proposed
2	VEN 2004-5/ EAF 2002-6453	Camino Real Mixed-Use Development 14121 Ventura Boulevard	Condominiums Retail Restaurant Fast Food Without Drive-Through	88 DU 6,000 SF 7,000 SF 3,500 SF	Proposed
3	VEN 2003-2/ EAF 2003-1757	Riverside Drive Office Buildings 12828 Riverside Drive	Office	29,475 SF	Proposed
4	VEN 2003-15	Walgreens 13920 Ventura Boulevard	Drugstore	11,244 SF	Proposed
5	VEN 2003-194	Buckley School 3900 Stansbury Avenue	School	80 Students	Proposed
6	VEN 2003-79	Best Buy 4500 Van Nuys Boulevard	Retail	60,000 SF	Proposed
7	VEN 2004-33	Sherman Oaks Square 4454 Van Nuys Boulevard	Apartments	98 DU	Proposed
8	VEN 2003-13	Gas Station Expansion 14478 Ventura Boulevard	Gas Station	392 SF	Proposed
9	VEN 2003 -19	Los Angeles Valley College 5800 Fulton Avenue	College	2,300 Students	Proposed
10	VEN 2004-86	15222 Ventura Boulevard	Condominiums Specialty Retail	52 DU 7,460 SF	Proposed
11	VEN 2004 -26	Il Villaggio Toscano 4805 Sepulveda Boulevard	Apartments Grocery Retail Existing Apartments Existing Residence Existing Office	500 DU 45,000 SF 10,000 SF (24 DU) (11 DU) (52,452 SF)	Proposed
12	EAF 2001-3806	5300 Coldwater Canyon Avenue	Self Storage Demolish Health Club	60,250 SF (14,624 SF)	Proposed
13	EAF 2004-0661	5829 Van Nuys Boulevard	New Car Sales	85,038 SF	Proposed
14	ENV 2005-5273-MND	14242 West Burbank Boulevard	Condominium	26 DU	Proposed
15	ENV 2005-6373-MND	4838 North Hazeltine Avenue	Condominium	23 DU	Proposed
16	2006-44	Merdinian Evangelical School 13330 Riverside Drive	Private School	300 Students	Proposed
17	2006-130	Sherman Village 12629 Riverside Drive	Condominium	247 DU	Proposed

[1] Source: City of Los Angeles Departments of Planning and Transportation.



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MAP SOURCE: THOMAS BROS. GUIDE

FIGURE 8-1
LOCATION OF RELATED PROJECTS

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WESTFIELD FASHION SQUARE EXPANSION PROJECT

Table 8-2
WEEKDAY RELATED PROJECTS TRIP GENERATION [1]

	LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
1	Apartment [3]	142 DU	724	13	29	42	32	23	55
2	Camino Real Mixed-Use Development [4]	146,463 SF	1,310	58	73	131	64	49	113
3	Office [5]	29,475 GSF	325	40	6	46	7	37	44
4	Drugstore [6]	11,244 GSF	1,013	21	15	36	48	47	95
5	Private School [7]	80 Students	198	50	41	91	29	32	61
6	Retail [8]	60,000 GSF	2,576	5	2	7	30	42	72
7	Apartment [9]	98 DU	659	10	40	50	40	21	61
8	Gas Station [10]	392 SF	520	21	21	42	26	26	52
9	Community College [11]	2,300 Students	5,380	441	97	538	212	120	332
10	Mixed-Use [12]	10,551 SF	470	9	23	32	27	20	47
11	Il Villaggio Toscano [13]		5,500	96	225	321	323	227	550
12	Self- Storage [14]	60,250 GSF	(729)	(31)	(43)	(74)	(37)	(35)	(72)
13	New Car Sales [15]	85,038 GSF	1,787	78	27	105	52	81	133
14	Condominium [16]	26 DU	152	2	9	11	9	5	14
15	Condominium [16]	23 DU	135	2	8	10	8	4	12
16	Private School [7]	300 Students	744	165	78	243	(38)	(34)	(72)
17	Condominium [16]	247 DU	1,447	18	88	106	84	42	126
	TOTAL		**22,211**	**998**	**739**	**1,737**	**916**	**707**	**1,623**

[1] Source: ITE "Trip Generation", 7th Edition, 2003.
[2] Trips are one-way traffic movements, entering or leaving.
[3] Source: " Traffic Impact Analysis, Chase Knolls Project," prepared by Linscott, Law & Greenspan, Engineers, 2005.
[4] LADOT trip generation forecast. The AM peak hour traffic volumes represent ten percent of the daily trip generation forecast.
[5] ITE Land Use Code 710 (General Office Building) trip generation average rates.
[6] ITE Land Use Code 881 (Pharmacy/Drugstore without Drive-Through Window) trip generation average rates.
[7] LADOT trip generation forecast. Daily trip generation rate for Private School (K-12) obtained from ITE "Trip Generation," 7th Edition, 2003.
[8] LADOT trip generation forecast. Daily trip generation rate for shopping center obtained from ITE "Trip Generation," 7th Edition, 2003.
[9] ITE Land Use Code 220 (Apartment) trip generation average rates.
[10] LADOT trip generation forecast. The PM peak hour traffic volumes represent ten percent of the daily trip generation forecast.
[11] LADOT trip generation forecast. Daily trip generation rate and directional distribution for Junior/Community College obtained from ITE "Trip Generation," 7th Edition, 2003.
[12] LADOT trip generation forecast. The PM peak hour traffic volumes represent ten percent of the daily trip generation forecast.
[13] LADOT trip generation forecast. The PM peak hour traffic volumes represent ten percent of the daily trip generation forecast.
[14] LADOT trip generation forecast. Directional distribution for Health Club obtained from ITE "Trip Generation," 7th Edition, 2003. Existing Health Club at 14,624 square feet will be demolished as part of the project.
[15] LADOT trip generation forecast. Directional distribution for New Car Sales obtained from ITE "Trip Generation," 7th Edition, 2003.
[16] ITE Land Use Code 230 (Residential Condominium/Townhome) trip generation average rates.

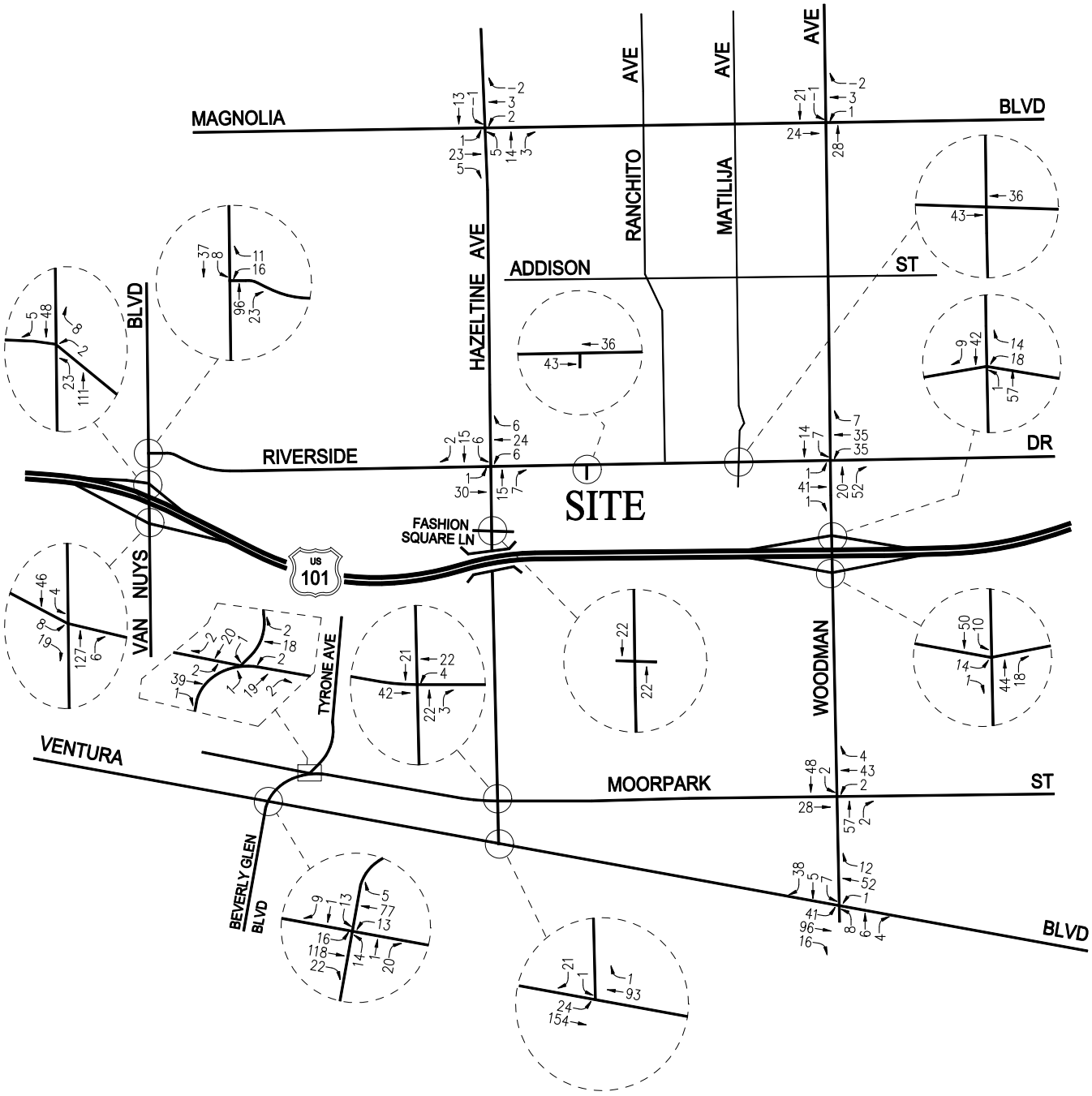

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FIGURE 8-2
RELATED PROJECTS TRAFFIC VOLUMES
AM PEAK HOUR

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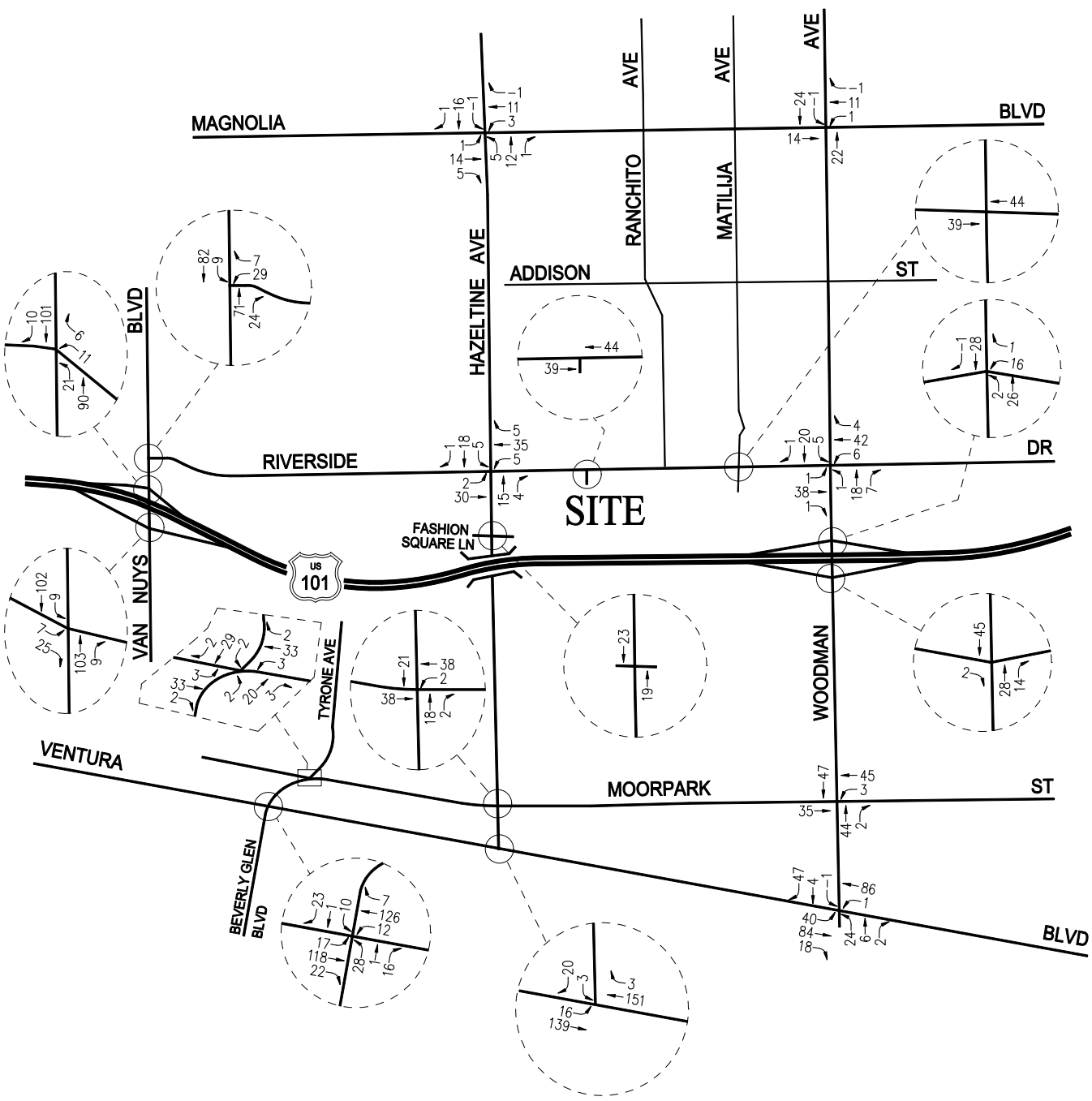

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FIGURE 8-3
RELATED PROJECTS TRAFFIC VOLUMES
PM PEAK HOUR

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8.2 Ambient Growth Factor

In order to account for unknown related projects not included in this analysis, the existing traffic volumes were increased at an annual rate of two percent (2.0%) from year 2007 to the year 2012 (i.e., the anticipated year of project build-out). Application of this ambient growth factor allows for a conservative forecast of future traffic volumes in the project study area. The ambient growth factor was based on general traffic growth factors provided in the *2004 Congestion Management Program for Los Angeles County* (the "CMP manual") and determined in consultation with LADOT staff. The CMP's traffic growth rate is intended to anticipate future traffic generated by development projects in the project vicinity. It is also noted that based on review of empirical data and the general traffic growth factors provided in the CMP manual for the San Fernando Valley area, it is anticipated that the existing traffic volumes are actually expected to increase at an annual rate of less than 1.0% per year between the years 2005 and 2012. Thus, the inclusion in this traffic analysis of both a forecast of traffic generated by known related projects plus the use of an ambient growth traffic factor based on CMP traffic model data likely overstates future pre-project conditions and future traffic volumes at the study intersections.

9.0 TRAFFIC IMPACT ANALYSIS METHODOLOGY

The 18 study intersections were evaluated using the Critical Movement Analysis (CMA) method of analysis which determines Volume-to-Capacity (*v/c*) ratios on a critical lane basis. The overall intersection *v/c* ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. Level of Service varies from LOS A (free flow) to LOS F (jammed condition). A description of the CMA method and corresponding Level of Service is provided in ***Appendix D***.

9.1 Impact Criteria and Thresholds

The relative impact of the added project traffic volumes to be generated by the proposed project during the AM and PM peak hours was evaluated based on analysis of future operating conditions at the 18 study intersections, without and with the proposed project. The previously discussed capacity analysis procedures were utilized to evaluate the future *v/c* relationships and service level characteristics at each study intersection.

The significance of the potential impacts of project generated traffic at each study intersection was identified using criteria set forth in the LADOT's *Traffic Study Policies and Procedures*. According to the City's Sliding Scale Method for calculating the level of impact due to traffic generated by the proposed project, a significant transportation impact is determined based on the sliding scale criteria presented in ***Table 9-1***.

Table 9-1
CITY OF LOS ANGELES
INTERSECTION IMPACT THRESHOLD CRITERIA

Final *v/c*	Level of Service	Project Related Increase in *v/c*
> 0.700 - 0.800	C	equal to or greater than 0.040
> 0.800 - 0.900	D	equal to or greater than 0.020
>0.900	E or F	equal to or greater than 0.010

The City's Sliding Scale Method requires mitigation of project traffic impacts whenever traffic generated by the proposed development causes an increase of the analyzed intersection *v/c* ratio by an amount equal to or greater than the values shown above.

As previously mentioned, an annual two percent (2.0%) ambient growth rate was assumed so as to account for unknown related projects in the vicinity of the proposed project. Additionally, it was assumed that the proposed project will be completed and occupied in the year 2012.

9.2 LADOT ATSAC/ATCS

The City of Los Angeles has announced it will receive $150 million in State of California transportation bond funds for upgrading traffic signals in the City. In November 2006, California voters approved Proposition 1B, which committed $20 billion to statewide and regional transportation projects. Designed to enhance mobility, expand public transit, reduce air pollution, improve port security and repair local roads, this bond measure included $250 million for traffic signal improvements across the state. The City has stated it will use its share of the funds to synchronize every traffic signal in Los Angeles.

Subsequent to the City's announcement, LADOT has stated effective November 20, 2007, Automated Traffic Surveillance and Control (ATSAC)/Adaptive Traffic Control System (ATCS) is no longer available as a mitigation option due to the full funding of the ATSAC/ATCS program for the entire City. Additionally, all future traffic studies should assume the ATSAC/ATCS credit in the future baseline analysis conditions (e.g., future pre-project, future with project, etc.).

ATSAC provides computer control of traffic signals allowing automatic adjustment of signal timing plans to reflect changing traffic conditions, identification of unusual traffic conditions caused by accidents, the ability to centrally implement special purpose short-term traffic timing changes in response to incidents, and the ability to quickly identify signal equipment malfunctions. ATCS provides real time control of traffic signals and includes additional loop detectors, closed-circuit television, an upgrade in the communications links, and a new generation of traffic control software. LADOT estimates that the ATSAC system reduces critical *v/c* ratios by seven percent (0.07). The ATCS upgrade further reduces the critical *v/c* ratios by three percent (0.03). Therefore, a reduction of 0.10 was assumed in the calculation of the *v/c* ratios for the signalized study intersections in the existing and future baseline analysis conditions.

It should be noted that prior to the City's announcement of full funding of the ATSAC/ATCS program for the entire City and implementation of the City's policy, the project applicant had provided funding for the installation of LADOT's Adaptive Traffic Control System (ATCS) at the following seven signalized study intersections:

Int. No. 1: Van Nuys Boulevard/Riverside Drive

Int. No. 4: Tyrone Avenue/Moorpark Street

Int. No. 7: Hazeltine Avenue/Riverside Drive

Int. No. 8: Hazeltine Avenue/Fashion Square Lane

Int. No. 12: Woodman Avenue/Riverside Drive

Int. No. 13: Woodman Avenue/U.S. 101 Westbound Ramps

Int. No. 15: Woodman Avenue/Moorpark Street

As such, a reduction of 0.07 was assumed in the calculation of the *v/c* ratios for these seven signalized study intersections in the existing and future baseline analysis conditions based on the current ATSAC operation (not ATCS). Further, the project may utilize ATCS for purposes of mitigating potential traffic impacts associated with the project.

9.3 Traffic Impact Analysis Scenarios

Traffic impacts at the study intersections were analyzed for the following conditions:

(a) Existing conditions.

(b) Condition (a) plus two percent (2.0%) ambient traffic growth through year 2012.

(c) Condition (b) with completion and occupancy of the related projects.

(d) Condition (c) with completion and occupancy of the proposed project.

(e) Condition (d) with implementation of project mitigation measures where necessary.

The traffic volumes for each new condition were added to the volumes in the prior condition to determine the change in capacity utilization at the 18 study intersections.

Summaries of the *v/c* ratios and LOS values for the study intersections during the AM and PM peak hours are shown in ***Table 9-2***. The CMA data worksheets for the analyzed intersections are contained in *Appendix D*.

Table 9-2
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2007 EXISTING v/c	LOS	[2] YEAR 2012 W/ AMBIENT GROWTH v/c	LOS	[3] YEAR 2012 W/ RELATED PROJECTS v/c	LOS	[4] YEAR 2012 W/ PROPOSED PROJECT v/c	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [c]	[5] YEAR 2012 W/ PROJECT MITIGATION v/c	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED
1	Van Nuys Boulevard/ Riverside Drive	AM	0.687	B	0.762	C	0.802	D	0.808	D	0.006	NO	0.778	C	-0.024	---
		PM	0.770	C	0.854	D	0.893	D	0.920	E	0.027	YES	0.890	D	-0.003	YES
2	Van Nuys Boulevard/ US-101 Freeway Westbound Ramps	AM	0.655	B	0.698	B	0.721	C	0.722	C	0.001	NO	0.722	C	0.001	---
		PM	0.787	C	0.843	D	0.881	D	0.885	D	0.004	NO	0.885	D	0.004	---
3	Van Nuys Boulevard/ US-101 Freeway Eastbound Ramps	AM	0.793	C	0.850	D	0.877	D	0.878	D	0.001	NO	0.878	D	0.001	---
		PM	0.955	E	1.027	F	1.063	F	1.068	F	0.005	NO	1.068	F	0.005	---
4	Tyrone Avenue/ Moorpark Street	AM	0.539	A	0.600	A	0.622	B	0.622	B	0.000	NO	0.592	A	-0.030	---
		PM	0.862	D	0.955	E	0.983	E	0.994	E	0.011	YES	0.964	E	-0.019	YES
5	Tyrone Avenue-Beverly Glen Boulevard/ Ventura Boulevard	AM	0.613	B	0.651	B	0.717	C	0.718	C	0.001	NO	0.718	C	0.001	---
		PM	0.738	C	0.789	C	0.863	D	0.873	D	0.010	NO	0.873	D	0.010	---
6	Hazeltine Avenue/ Magnolia Boulevard	AM	0.701	C	0.748	C	0.766	C	0.770	C	0.004	NO	0.770	C	0.004	---
		PM	0.814	D	0.872	D	0.884	D	0.900	D	0.016	NO	0.900	D	0.016	---
7	Hazeltine Avenue/ Riverside Drive	AM	0.778	C	0.863	D	0.882	D	0.890	D	0.008	NO	0.860	D	-0.022	---
		PM	0.718	C	0.797	C	0.819	D	0.849	D	0.030	YES	0.819	D	0.000	YES
8	Hazeltine Avenue/ Fashion Square Lane	AM	0.361	A	0.404	A	0.412	A	0.414	A	0.002	NO	0.384	A	-0.028	---
		PM	0.515	A	0.573	A	0.580	A	0.630	B	0.050	NO	0.600	A	0.020	---
9	Hazeltine Avenue/ Moorpark Street	AM	0.709	C	0.757	C	0.779	C	0.780	C	0.001	NO	0.780	C	0.001	---
		PM	0.739	C	0.790	C	0.824	D	0.829	D	0.005	NO	0.829	D	0.005	---
10	Hazeltine Avenue/ Ventura Boulevard	AM	0.797	C	0.853	D	0.907	E	0.908	E	0.001	NO	0.908	E	0.001	---
		PM	0.644	B	0.685	B	0.755	C	0.761	C	0.006	NO	0.761	C	0.006	---

Table 9-2 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2007 EXISTING v/c	LOS	[2] YEAR 2012 W/ AMBIENT GROWTH v/c	LOS	[3] YEAR 2012 W/ RELATED PROJECTS v/c	LOS	[4] YEAR 2012 W/ PROPOSED PROJECT v/c	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [c]	[5] YEAR 2012 W/ PROJECT MITIGATION v/c	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED
11	Woodman Avenue/ Magnolia Boulevard	AM	0.857	D	0.919	E	0.927	E	0.929	E	0.002	NO	0.929	E	0.002	---
		PM	0.780	C	0.835	D	0.847	D	0.849	D	0.002	NO	0.849	D	0.002	---
12	Woodman Avenue/ Riverside Drive	AM	0.959	E	1.061	F	1.107	F	1.117	F	0.010	YES	1.016	F	-0.091	YES
		PM	0.880	D	0.975	E	1.003	F	1.038	F	0.035	YES	0.986	E	-0.017	YES
13	Woodman Avenue/ US-101 Freeway Westbound Ramps	AM	0.743	C	0.824	D	0.841	D	0.847	D	0.006	NO	0.817	D	-0.024	---
		PM	0.733	C	0.813	D	0.819	D	0.853	D	0.034	YES	0.823	D	0.004	YES
14	Woodman Avenue/ US-101 Freeway Eastbound Ramps	AM	0.654	B	0.696	B	0.720	C	0.725	C	0.005	NO	0.725	C	0.005	---
		PM	0.648	B	0.690	B	0.700	B	0.731	C	0.031	NO	0.731	C	0.031	---
15	Woodman Avenue/ Moorpark Street	AM	0.850	D	0.942	E	0.991	E	0.993	E	0.002	NO	0.963	E	-0.028	---
		PM	0.867	D	0.960	E	1.005	F	1.017	F	0.012	YES	0.987	E	-0.018	YES
16	Woodman Avenue/ Ventura Boulevard	AM	0.717	C	0.766	C	0.826	D	0.829	D	0.003	NO	0.829	D	0.003	---
		PM	0.640	B	0.681	B	0.741	C	0.754	C	0.013	NO	0.754	C	0.013	---
17	Project Driveway-Matilija Avenue Riverside Drive [a]	AM	0.518	A	0.570	A	0.585	A	0.412	A	-0.173	NO	0.412	A	-0.173	---
		PM	0.555	A	0.610	B	0.628	B	0.565	A	-0.063	NO	0.565	A	-0.063	---
18	New Project Driveway (Tunnel Access) Riverside Drive [b]	AM	0.000	A	0.000	A	0.000	A	0.378	A	0.378	NO	0.378	A	0.378	---
		PM	0.000	A	0.000	A	0.000	A	0.649	B	0.649	NO	0.649	B	0.649	---

[a] Intersection proposed to be signalized as part of the proposed project. v/c ratio includes a 0.10 reduction due to installation of ATSAC/ATCS as part of the Victory System No. 6.
[b] Intersection currently does not exist. Intersection proposed to be signalized as part of the proposed project. V/C ratio includes a 0.10 reduction due to installation of ATSAC/ATCS as part of the Victory System No. 6.
[c] According to LADOT's "Traffic Study Policies and Procedures," March 2002, Page 10, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Level of Service	Final V/C	Project-Related Increase in V/C
C	> 0.700 - 0.800	equal to or greater than 0.040
D	> 0.800 - 0.900	equal to or greater than 0.020
E/F	> 0.900	equal to or greater than 0.010

10.0 TRAFFIC ANALYSIS

10.1 Existing Conditions

As indicated in column [1] of *Table 9-2*, 16 of the 18 study intersections are presently operating at LOS D or better during the AM and PM peak hours under existing conditions. The following two study intersections are currently operating at LOS E during the peak hours shown below:

Int. No. 3: Van Nuys Boulevard/U.S. 101 EB Ramps	PM Peak Hour: *v/c*=0.955, LOS E
Int. No. 12: Woodman Avenue/Riverside Drive	AM Peak Hour: *v/c*=0.959, LOS E

As previously mentioned, the existing traffic volumes at the study intersections during the AM and PM peak hours are displayed in *Figures 6-1 and 6-2*, respectively.

10.2 Existing With Ambient Growth Conditions

Growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors was assumed to be two percent (2.0%) per year through year 2012. This ambient growth incrementally increases the *v/c* ratios at all of the study intersections. As shown in column [2] of *Table 9-2*, 13 of the 18 study intersections are expected to continue to operate at LOS D or better during the AM and PM peak hours with the addition of ambient growth traffic through the year 2012. The following five study intersections are expected to operate at LOS E or F during the peak hours shown below with the addition of ambient growth traffic:

Int. No. 3: Van Nuys Boulevard/U.S. 101 EB Ramps	PM Peak Hour: *v/c*=1.027, LOS F
Int. No. 4: Tyrone Avenue/Moorpark Street	PM Peak Hour: *v/c*=0.955, LOS E
Int. No. 11: Woodman Avenue/Magnolia Boulevard	AM Peak Hour: *v/c*=0.919, LOS E
Int. No. 12: Woodman Avenue/Riverside Drive	AM Peak Hour: *v/c*=1.061, LOS F PM Peak Hour: *v/c*=0.975, LOS E
Int. No. 15: Woodman Avenue/Moorpark Street	AM Peak Hour: *v/c*=0.942, LOS E PM Peak Hour: *v/c*=0.960, LOS E

The existing with ambient growth traffic volumes at the study intersections during the AM and PM peak hours are shown in ***Figures 10-1 and 10-2***, respectively.

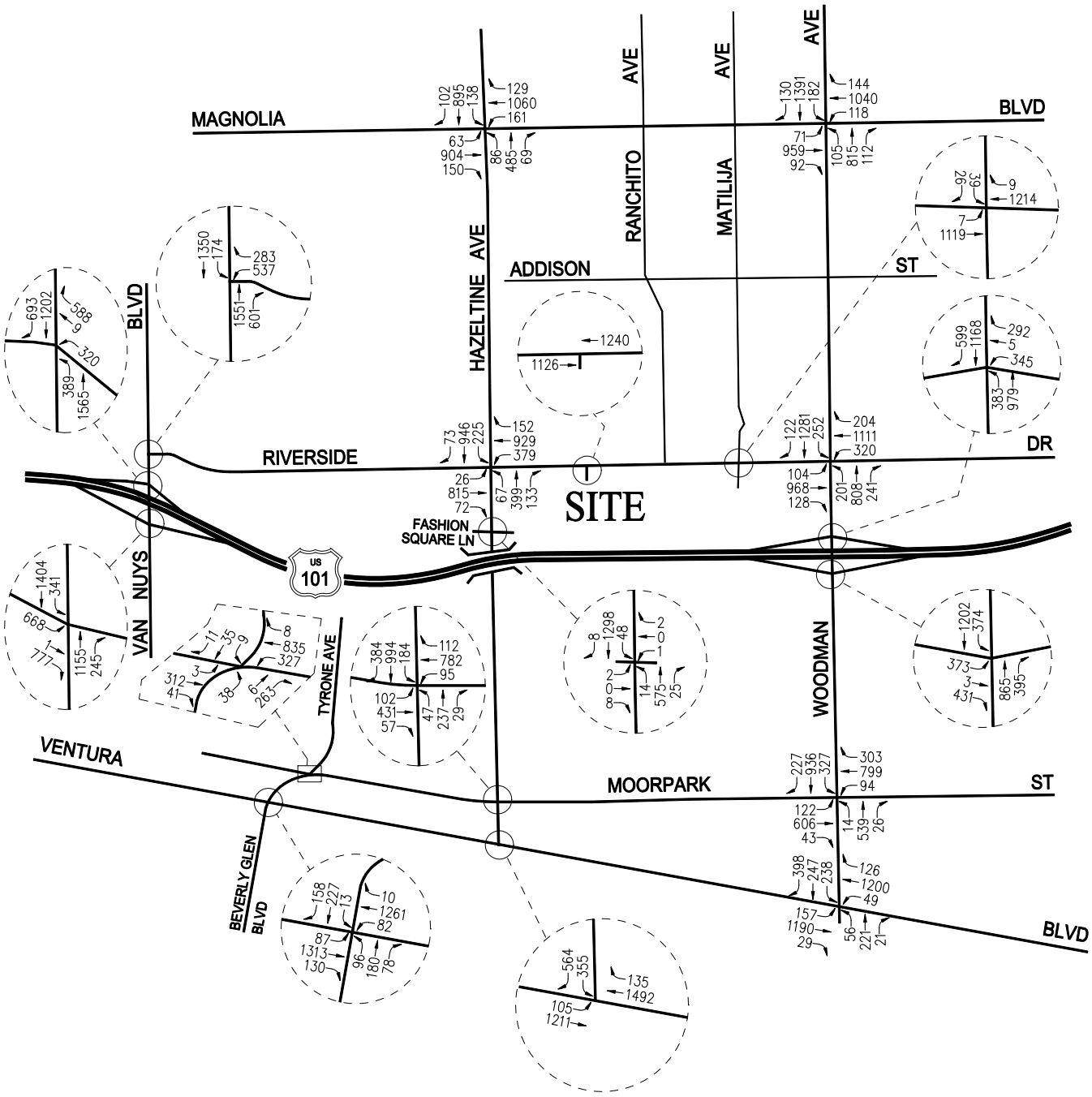

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FIGURE 10-1
EXISTING WITH AMBIENT GROWTH TRAFFIC VOLUMES
AM PEAK HOUR
WESTFIELD FASHION SQUARE EXPANSION PROJECT

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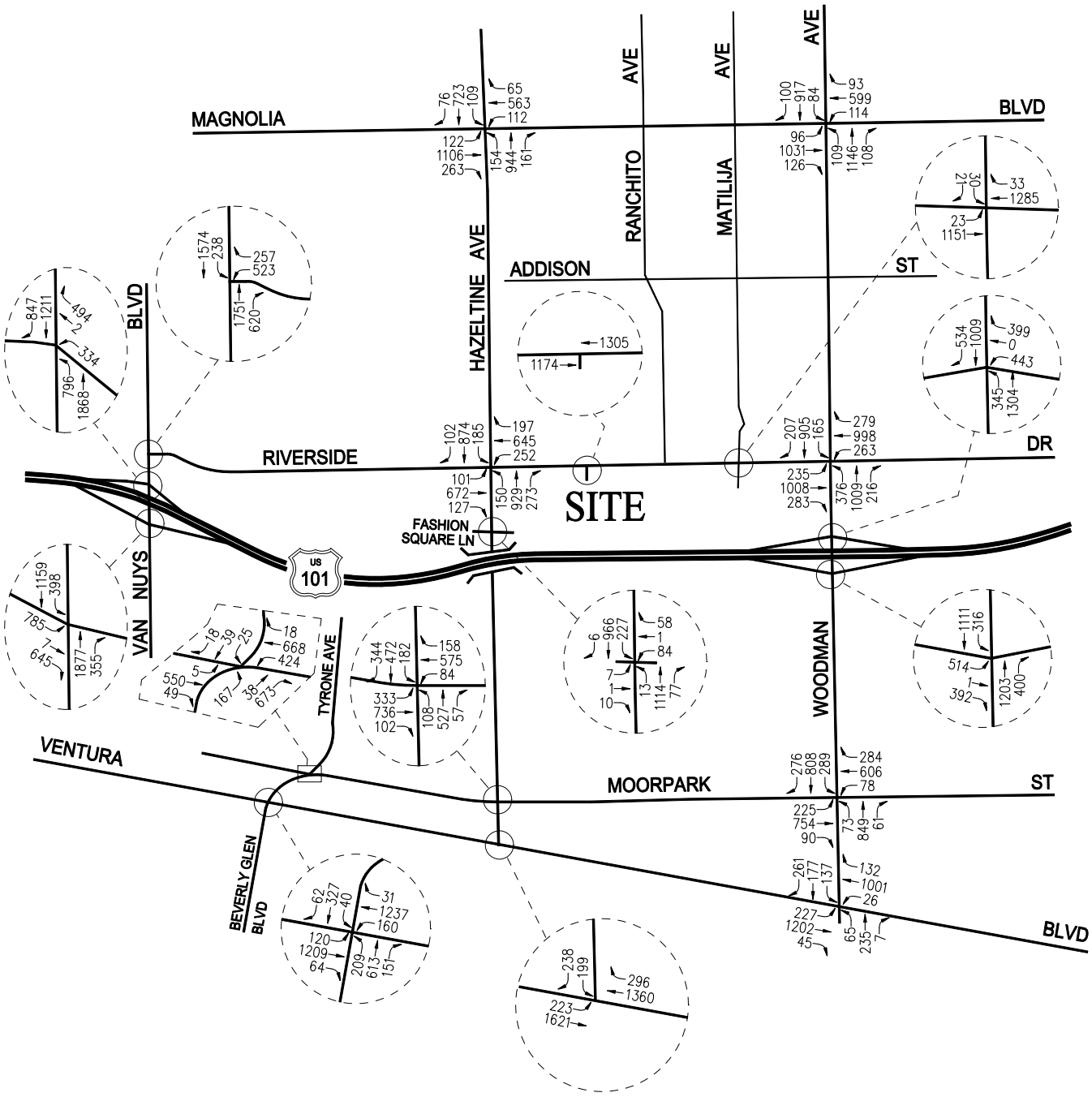

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FIGURE 10-2
EXISTING WITH AMBIENT GROWTH TRAFFIC VOLUMES
PM PEAK HOUR
WESTFIELD FASHION SQUARE EXPANSION PROJECT

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10.3 Future Pre-Project Conditions

The *v/c* ratios at all 18 study intersections are incrementally increased with the addition of traffic generated by the related projects listed in *Table 8-1*. As presented in column [3] of *Table 9-2*, 12 of the 18 study intersections are expected to continue operating at LOS D or better during the AM and PM peak hours with the addition of growth in ambient traffic and the traffic due to the related projects. The following six study intersections are expected to operate at LOS E or F during the peak hours shown below with the addition of ambient traffic and the traffic due to the related projects:

Int. No. 3: Van Nuys Boulevard/U.S. 101 EB Ramps	PM Peak Hour: *v/c*=1.063, LOS F
Int. No. 4: Tyrone Avenue/Moorpark Street	PM Peak Hour: *v/c*=0.983, LOS E
Int. No. 10: Hazeltine Avenue/Ventura Boulevard	AM Peak Hour: *v/c*=0.907, LOS E
Int. No. 11: Woodman Avenue/Magnolia Boulevard	AM Peak Hour: *v/c*=0.927, LOS E
Int. No. 12: Woodman Avenue/Riverside Drive	AM Peak Hour: *v/c*=1.107, LOS F PM Peak Hour: *v/c*=1.003, LOS F
Int. No. 15: Woodman Avenue/Moorpark Street	AM Peak Hour: *v/c*=0.991, LOS E PM Peak Hour: *v/c*=1.005, LOS F

The future pre-project (existing, ambient growth and related projects) traffic volumes at the study intersections during the AM and PM peak hours are presented in ***Figures 10-3 and 10-4***, respectively.

10.4 Future With Project Conditions

As shown in column [4] of *Table 9-2*, application of the City's threshold criteria to the "With Proposed Project" scenario indicates that the proposed project is expected to create significant impacts at six of the 18 study intersections. The proposed project is expected to create significant impacts at the following locations according to the City's impact criteria during the peak hour shown below with the addition of ambient growth, related projects traffic, and project-related traffic:

Int. No. 1: Van Nuys Boulevard/Riverside Drive
PM peak hour *v/c* ratio increase of 0.027 [to 0.920 (LOS E) from 0.893 (LOS D)]

Int. No. 4: Tyrone Avenue/Moorpark Street
PM peak hour *v/c* ratio increase of 0.011 [to 0.994 (LOS E) from 0.983 (LOS E)]

Int. No. 7: Hazeltine Avenue/Riverside Drive
PM peak hour *v/c* ratio increase of 0.030 [to 0.849 (LOS D) from 0.819 (LOS D)]

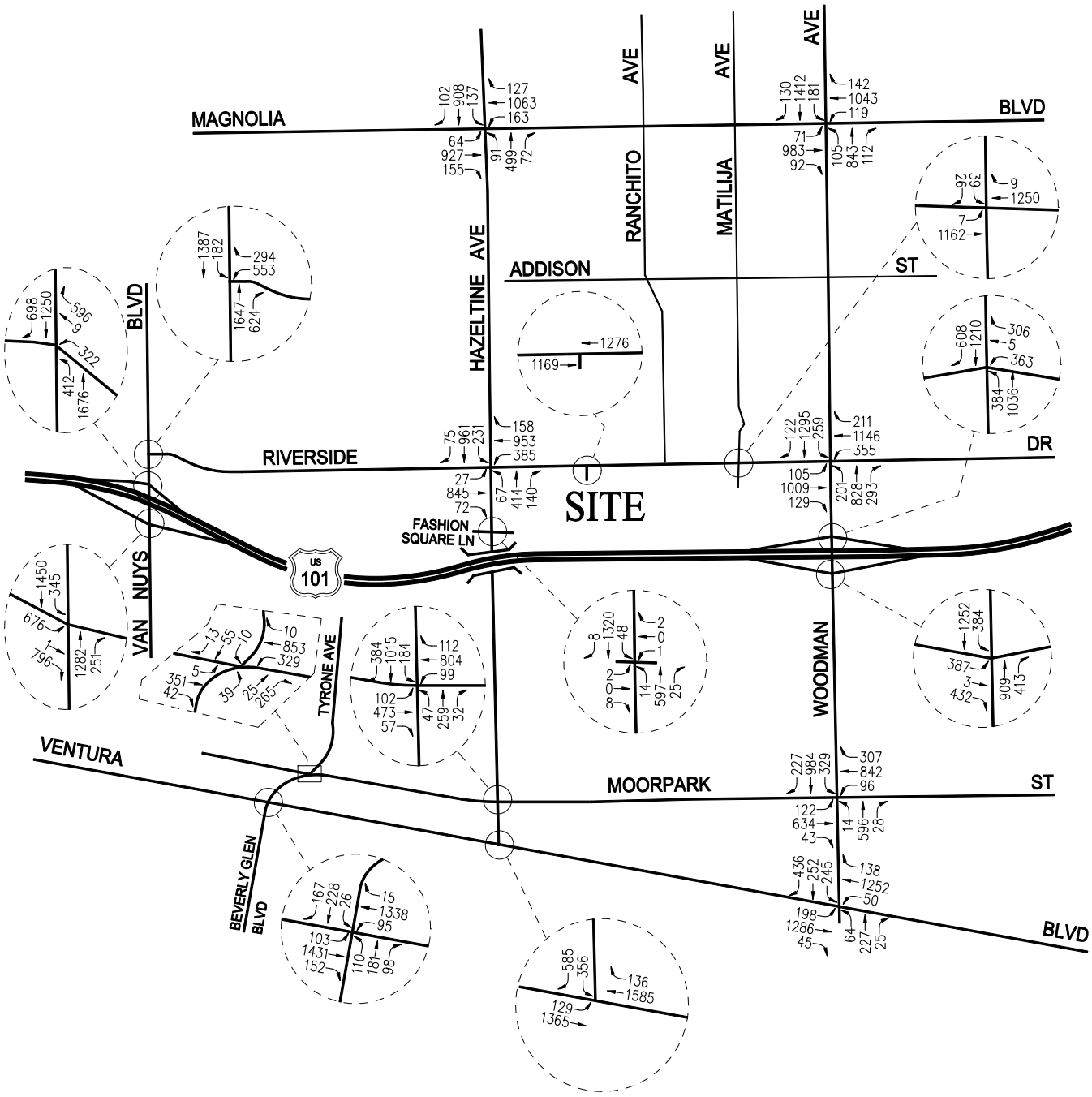

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FIGURE 10-3
FUTURE PRE-PROJECT TRAFFIC VOLUMES
AM PEAK HOUR

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WESTFIELD FASHION SQUARE EXPANSION PROJECT

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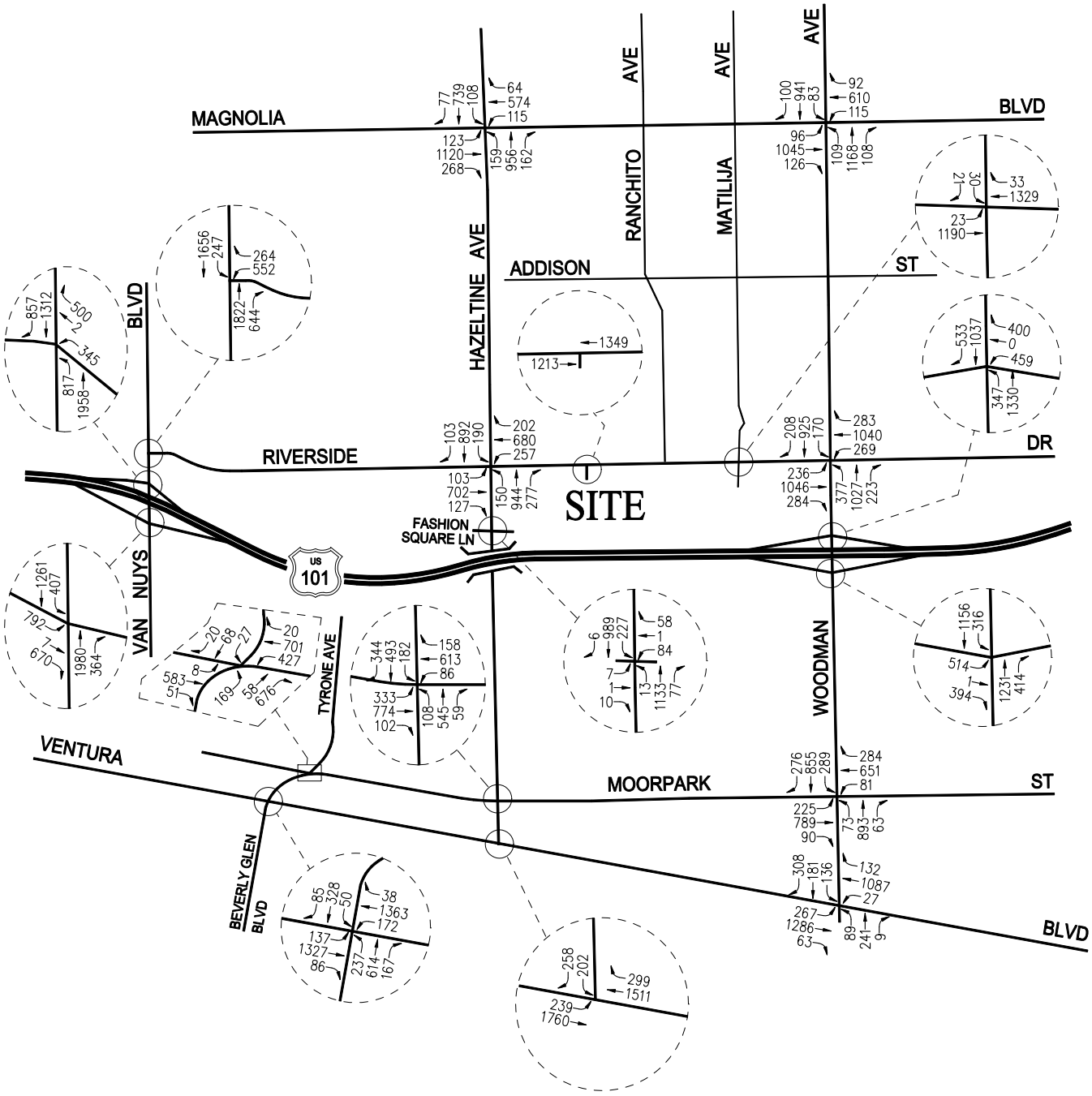

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FIGURE 10-4
FUTURE PRE-PROJECT TRAFFIC VOLUMES
PM PEAK HOUR
WESTFIELD FASHION SQUARE EXPANSION PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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Int. No. 12: Woodman Avenue/Riverside Drive
AM peak hour *v/c* ratio increase of 0.010 [to 1.117 (LOS F) from 1.107 (LOS F)]
PM peak hour *v/c* ratio increase of 0.035 [to 1.038 (LOS F) from 1.003 (LOS F)]

Int. No. 13: Woodman Avenue/U.S. 101 Westbound Ramps
PM peak hour *v/c* ratio increase of 0.034 [to 0.853 (LOS D) from 0.819 (LOS D)]

Int. No. 15: Woodman Avenue/Moorpark Street
PM peak hour *v/c* ratio increase of 0.012 [to 1.017 (LOS F) from 1.005 (LOS F)]

Incremental but not significant impacts are noted at the remaining 12 study intersections as presented in *Table 9-2*. The future with project (existing, ambient growth, related projects and project) traffic volumes at the study intersections during the AM and PM peak hours are illustrated in ***Figures 10-5 and 10-6***, respectively.

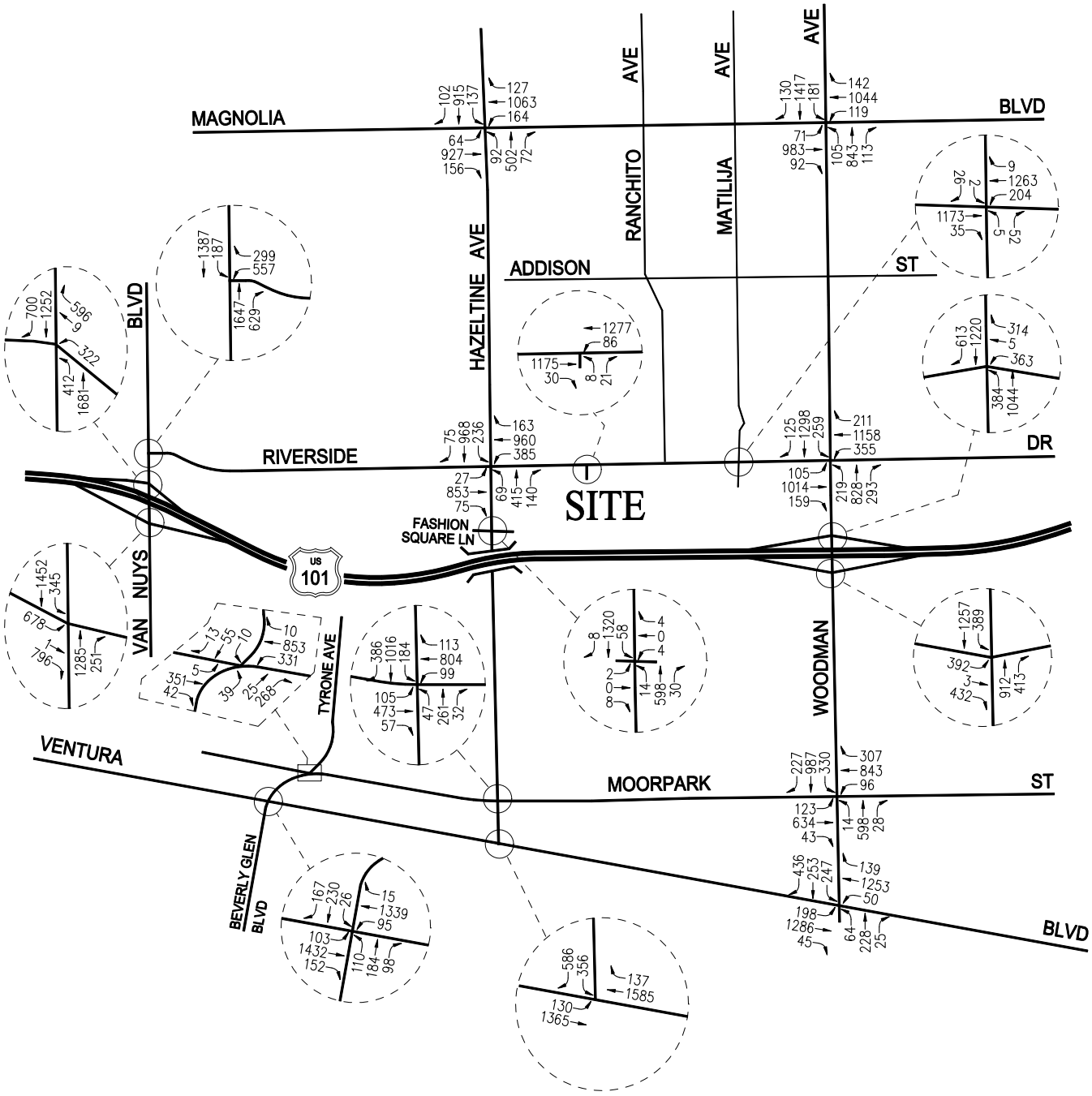

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FIGURE 10-5
FUTURE WITH PROJECT TRAFFIC VOLUMES
AM PEAK HOUR
WESTFIELD FASHION SQUARE EXPANSION PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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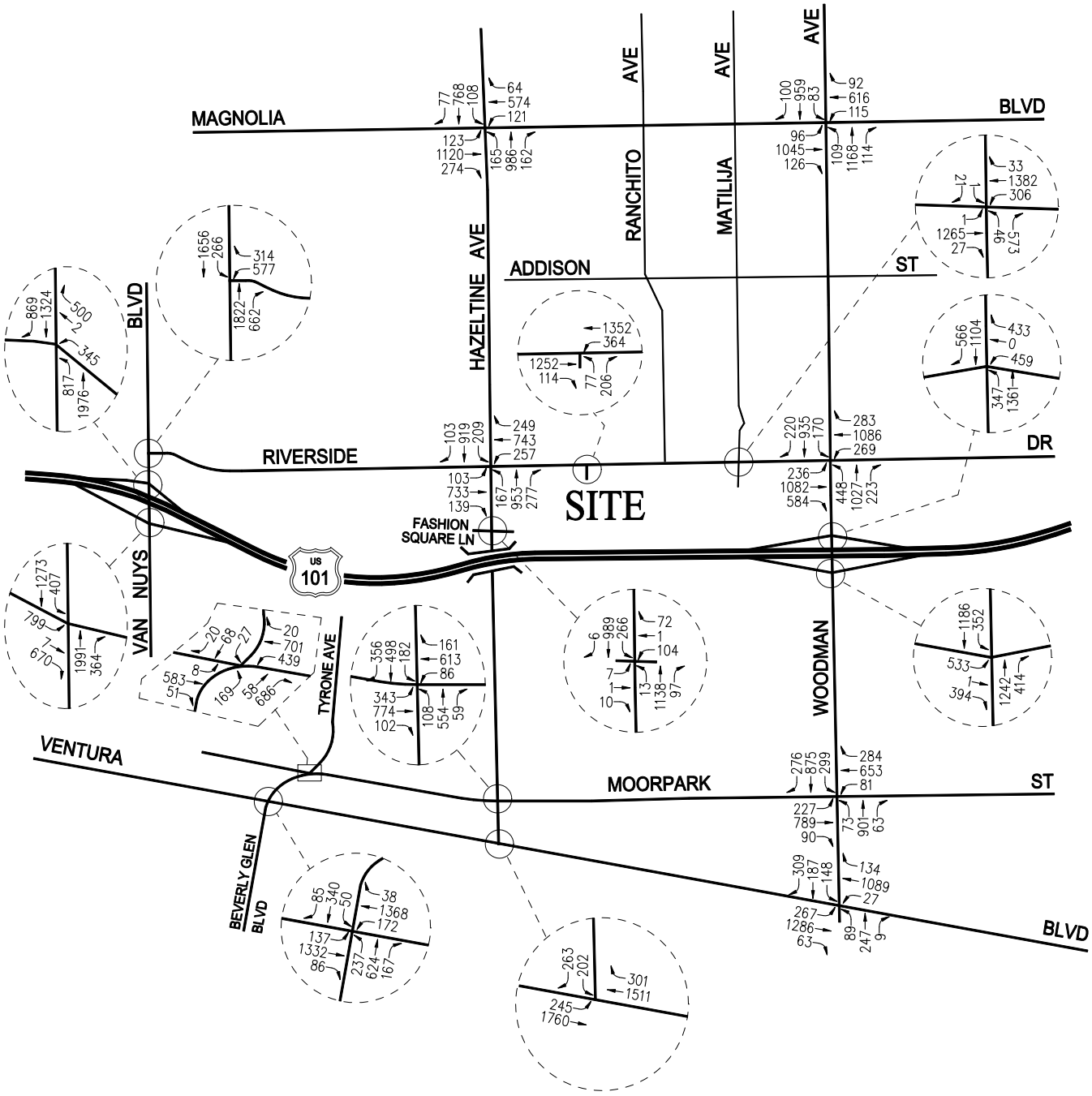

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FIGURE 10-6
FUTURE WITH PROJECT TRAFFIC VOLUMES
PM PEAK HOUR
WESTFIELD FASHION SQUARE EXPANSION PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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11.0 TRANSPORTATION MITIGATION MEASURES

The following sections provide an overview of transportation improvement measures that are anticipated to address project impacts to the local roadway network associated with the proposed Fashion Square project to less than significant levels. In addition, it is recommended that traffic signals be installed at the Matilija Drive-New Project Driveway/Riverside Drive intersection to improve safety and operations at the intersection.

11.1 Summary of Project Mitigation

As summarized in the Future With Project Conditions section (see Subsection 10.4) of this study, application of the City's threshold criteria to the "With Proposed Project" scenario indicates that the proposed project is anticipated to create significant impacts at the following eight study intersections:

Int. No. 1: Van Nuys Boulevard/Riverside Drive

Int. No. 4: Tyrone Avenue/Moorpark Street

Int. No. 7: Hazeltine Avenue/Riverside Drive

Int. No. 12: Woodman Avenue/Riverside Drive

Int. No. 13: Woodman Avenue/U.S. 101 Westbound Ramps

Int. No. 15: Woodman Avenue/Moorpark Street

The following paragraphs summarize the recommended transportation mitigation measures for the study intersections.

Int. No. 1: Van Nuys Boulevard/Riverside Drive

The recommended mitigation consists of funding provided by the project for the installation of LADOT's Adaptive Traffic Control System (ATCS) at this intersection. This intersection is already included as part of the Victory ATSAC system. ATSAC provides computer control of traffic signals allowing automatic adjustment of signal timing plans to reflect changing traffic conditions, identification of unusual traffic conditions caused by accidents, the ability to centrally implement special purpose short-term traffic timing changes in response to incidents, and the ability to quickly identify signal equipment malfunctions. ATCS provides real time control of traffic signals and the funding provided by the project includes additional loop detectors, closed-circuit television, an upgrade in the communications links, and a new generation of traffic control software. LADOT estimates that the ATSAC system reduces critical *v/c* ratios by seven percent (0.07) which has already been accounted for in the analysis of intersection operations. The ATCS upgrade further reduces the critical *v/c* ratios by three percent (0.03). Therefore, an additional reduction of 0.03 was assumed in the calculation of the *v/c* ratios for this intersection.

As shown in *Table 9-2*, the proposed mitigation is expected to improve the *v/c* ratio to 0.890 (LOS D) from 0.920 (LOS E) during the PM peak hour. Thus, the significant impact at this intersection during the PM peak hour would be reduced to less than significant levels.

Int. No. 4: Tyrone Avenue/Moorpark Street

The recommended mitigation consists of funding provided by the project for the installation of LADOT's ATCS at this intersection. This intersection is already included as part of the Victory ATSAC system. LADOT estimates that the ATSAC system reduces critical *v/c* ratios by seven percent (0.07) which has already been accounted for in the analysis of intersection operations. The ATCS upgrade further reduces the critical *v/c* ratios by three percent (0.03). Therefore, an additional reduction of 0.03 was assumed in the calculation of the *v/c* ratios for this intersection.

As shown in *Table 9-2*, the proposed mitigation is expected to improve the *v/c* ratio to 0.964 (LOS E) from 0.994 (LOS E) during the PM peak hour. Thus, the significant impact at this intersection during the PM peak hours would be reduced to less than significant levels.

Int. No. 7: Hazeltine Avenue/Riverside Drive

The recommended mitigation consists of funding provided by the project for the installation of LADOT's ATCS at this intersection. This intersection is already included as part of the Victory ATSAC system. LADOT estimates that the ATSAC system reduces critical *v/c* ratios by seven percent (0.07) which has already been accounted for in the analysis of intersection operations. The ATCS upgrade further reduces the critical *v/c* ratios by three percent (0.03). Therefore, an additional reduction of 0.03 was assumed in the calculation of the *v/c* ratios for this intersection.

As shown in *Table 9-2*, the proposed mitigation is expected to improve the *v/c* ratio to 0.819 (LOS D) from 0.849 (LOS D) during the PM peak hour. Thus, the significant impact at this intersection during the PM peak hour would be reduced to less than significant levels.

Int. No. 12: Woodman Avenue/Riverside Drive

The recommended mitigation consists of funding provided by the project for the installation of LADOT's ATCS at this intersection. This intersection is already included as part of the Victory ATSAC system. LADOT estimates that the ATSAC system reduces critical *v/c* ratios by seven percent (0.07) which has already been accounted for in the analysis of intersection operations. The ATCS upgrade further reduces the critical *v/c* ratios by three percent (0.03). Therefore, an additional reduction of 0.03 was assumed in the calculation of the *v/c* ratios for this intersection. In addition, redesignate the curb lane on the southbound approach on Woodman Avenue to an optional through/right-turn lane. The resultant lane configurations at the southbound approach will be one left-turn lane, two through lanes and one optional through/right-turn lane. If required by LADOT, the existing four-foot wide median island on the south leg of the intersection could be replaced by striping and/or lane delineators (e.g., two feet wide or less) so that additional width could be provided to the existing three southbound Woodman Avenue through lanes on the departure side of the intersection. The schematic plan of the proposed improvement at the Woodman Avenue/Riverside Drive intersection is contained in *Appendix A.*

In addition, LADOT recommends that left-turns from northbound Woodman Avenue to La Maida Street be restricted during the weekday PM peak period. After the mitigation is implemented, LADOT will review the Woodman Avenue/La Maida Street intersection and determine if additional turn restriction measures are required.

As shown in *Table 9-2*, the proposed mitigation is expected to improve the *v/c* ratio to 1.016 (LOS F) from 1.117 (LOS F) during the AM peak hour and to 0.986 (LOS E) from 1.038 (LOS F) during the PM peak hour. The improvement in the calculated *v/c* ratio is due to both the installation of ATCS, as well as the redesignation of the southbound Woodman Avenue right-turn lane to an optional through/right-turn lane. Thus, the significant impact at this intersection during the AM and PM peak hours would be reduced to less than significant levels.

Int. No. 13: Woodman Avenue/U.S. 101 Westbound Ramps
The recommended mitigation consists of funding provided by the project for the installation of LADOT's ATCS at this intersection. This intersection is already included as part of the Victory ATSAC system. LADOT estimates that the ATSAC system reduces critical *v/c* ratios by seven percent (0.07) which has already been accounted for in the analysis of intersection operations. The ATCS upgrade further reduces the critical *v/c* ratios by three percent (0.03). Therefore, an additional reduction of 0.03 was assumed in the calculation of the *v/c* ratios for this intersection.

As shown in *Table 9-2*, the proposed mitigation is expected to improve the *v/c* ratio to 0.823 (LOS D) from 0.853 (LOS D) during the PM peak hour. Thus, the significant impact at this intersection during the PM peak hour would be reduced to less than significant levels.

Int. No. 15: Woodman Avenue/Moorpark Street
The recommended mitigation consists of funding provided by the project for the installation of LADOT's ATCS at this intersection. This intersection is already included as part of the Victory ATSAC system. LADOT estimates that the ATSAC system reduces critical *v/c* ratios by seven percent (0.07) which has already been accounted for in the analysis of intersection operations. The ATCS upgrade further reduces the critical *v/c* ratios by three percent (0.03). Therefore, an additional reduction of 0.03 was assumed in the calculation of the *v/c* ratios for this intersection.

As shown in *Table 9-2*, the proposed mitigation is expected to improve the *v/c* ratio to 0.987 (LOS E) from 1.017 (LOS F) during the PM peak hour. Thus, the significant impact at this intersection during the PM peak hour would be reduced to less than significant levels.

11.2 Traffic Signal Warrant Analysis

While not specifically required for traffic mitigation purposes, it is recommended that, as part of the proposed project, traffic signals be installed at the new Fashion Square driveways on Riverside Drive. Based on discussions with LADOT staff, traffic signal warrant analyses have been prepared for the Matilija Avenue-New Fashion Square Easterly Driveway/Riverside Drive intersection and the New Fashion Square Westerly Driveway/Riverside Drive intersection (Tunnel Access), associated with the proposed project. The traffic signal warrants were prepared for the Existing With Project Conditions.

The determination of whether the installation of a traffic signal is warranted was based on criteria set forth in Section 353, Traffic Signal Warrants, of the Manual of Policies and Procedures (MPP)[9]. This is also consistent with criteria set forth in Chapter 4C of the Manual on Uniform Traffic Control Devices (MUTCD)[10]. Traffic signal warrants were prepared for the Matilija Avenue-New Fashion Square Driveway/Riverside Drive intersection. Specifically, Warrant No. 1 (Eight Hour Vehicular Volume), Warrant No. 2 (Four Hour Vehicular Volume), Warrant No. 3 (Peak Hour Volume) and Warrant No. 6 (Coordinated Signal System) traffic signal warrants were prepared. The traffic signal warrant analysis was prepared based on existing with project traffic volume data. The traffic signal warrant worksheets are provided in ***Appendix E***.

In reviewing the traffic signal warrant analysis, it is important to note the following:

- In the signal warrant analysis for both intersections, Riverside Drive was assumed to be the major street which provides two or more approach lanes to the intersection.
- The eastbound approach on Riverside Drive at both project driveways are assumed to be two through lanes and one right-turn only lane.
- The westbound approach on Riverside Drive at the proposed westerly project driveway is assumed to be one left-turn lane and two through lanes. The westbound approach on Riverside Drive at the proposed easterly project driveway is assumed to be two left-turn lanes, one through lane and one combination through/right-turn lane.
- The New Fashion Square Easterly Driveway was assumed to be the minor street which provides three approach lanes to the intersection (i.e., one left-turn lane and two right-turn lanes).
- The New Fashion Square Westerly Driveway was assumed to be the minor street which provides two approach lanes to the intersection (i.e., one left-turn lane and one right-turn lane).
- Based on the California MUTCD document, for intersections with a high left-turn volume from the major street, the stated numerical values used to determine whether traffic signal warrants are met are based on the major street volume, which is the sum of both approaches on the major street (e.g., eastbound and westbound Riverside Drive approaches) minus the higher of the major street left turn volume (e.g., westbound Riverside Drive left-turn volume), and the minor street volume, which is the higher-volume of the major street left-turn volume (e.g., westbound Riverside Drive left-turn volume) plus the higher volume minor street approach to the intersection (e.g., the New Fashion Square Driveways).
- In addition, based on the LADOT MPP, for signal warrant analysis purposes, right-turn traffic volume that is delayed less than 45 seconds under Stop control should be subtracted from the minor street approach volumes in Warrant Nos. 1, 2, and 3. The Highway

[9] *Manual of Policies and Procedures*, Section 353, Traffic Signal Warrants, LADOT, October 2005.
[10] *Manual on Uniform Traffic Control Devices (MUTCD)*, 2003 California Supplement, May 20, 2004.

Capacity Manual (HCM) methodology for stop-controlled intersections was utilized to determine the delay of the minor street approaches to the intersection (e.g., the New Fashion Square Driveways) for the Matilija Avenue-New Fashion Square Easterly Driveway/Riverside Drive and New Fashion Square Westerly Driveway/Riverside Drive intersections. It has been determined that four out of the eight hours analyzed for the Matilija Avenue-New Fashion Square Easterly Driveway/Riverside Drive intersection, the northbound right-turn movement had a delay of 45 seconds or more. As such, the traffic signal warrants were prepared both with and without the consideration of the northbound right-turn volumes on the New Fashion Square Easterly Driveway (i.e., minor street approach) for the Matilija Avenue-New Fashion Square Easterly Driveway/Riverside Drive intersection.

The following paragraphs provide detailed discussions of the traffic signal warrants prepared for the Matilija Avenue-New Fashion Square Easterly Driveway/Riverside Drive and New Fashion Square Westerly Driveway/Riverside Drive intersections.

Warrant 1: Eight-Hour Vehicular Volume

The Eight Hour Vehicular Volume warrant consists of three conditions: Condition A - The Minimum Vehicular Volume, Condition B – The Interruption of Continuous Traffic, and the Combination of Conditions A and B.

The Minimum Vehicular Volume warrant (Condition A) is intended for application where a large volume of intersecting traffic is the principal reason for consideration of a signal installation. The warrant is satisfied when for each of any 8 hours of an average day the traffic volumes provided in the LADOT table for Warrant 1 under Condition A exist on the major street and on the higher-volume minor street approach to the intersection.

The Interruption of Continuous Traffic warrant applies to operating conditions where Condition A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or hazard in entering or crossing the major street. The warrant is satisfied when, for each of any 8 hours of an average day, the traffic volumes given in the table exist on the major street and on the higher-volume minor street approach to the intersection, and the signal installation will not seriously disrupt progressive traffic flow.

The Combination of Conditions A and B warrant applies at locations where Conditions A and B are not satisfied but where Conditions A and B are satisfied to the extent of 80 percent or more of the stated numerical values.

As shown in the worksheets provided in *Appendix E*, with or without consideration of the right-turn volume on the minor street, Conditions A and B associated with Warrant No. 1-Eight Hour Vehicular are met for the existing with project conditions for the Matilija Avenue-New Fashion Square Easterly Driveway/Riverside Drive intersection. Therefore, Warrant No. 1 is satisfied for the Matilija Avenue-New Fashion Square Easterly Driveway/Riverside Drive intersection.

As shown in the worksheets provided in *Appendix E*, without consideration of the right-turn volume on the minor street, Conditions A and B associated with Warrant No. 1-Eight Hour Vehicular are met for the existing with project conditions for the New Fashion Square Westerly Driveway/Riverside Drive intersection. Therefore, Warrant No. 1 is satisfied for the New Fashion Square Westerly Driveway/Riverside Drive intersection.

Warrant 2: Four-Hour Vehicular Volume Warrant

The Four Hour Vehicular Volume Warrant is satisfied, when for each of any four hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher volume minor street approach (one direction only) all fall above the curve in Figure A for the combination of approach lanes.

As indicated in Figure A provided in *Appendix E*, with or without consideration of the right-turn volume on the minor street, all of the plotted points for the four highest hours of the day during existing with project conditions fall well above the applicable curve for the Matilija Avenue-New Fashion Square Easterly Driveway/Riverside Drive intersection. Thus, Warrant No. 2 is satisfied for the Matilija Avenue-New Fashion Square Easterly Driveway/Riverside Drive intersection.

As indicated in Figure A provided in *Appendix E*, without consideration of the right-turn volume on the minor street, all of the plotted points for the four highest hours of the day during existing with project conditions fall well above the applicable curve for the New Fashion Square Westerly Driveway/Riverside Drive intersection. Thus, Warrant No. 2 is satisfied for the New Fashion Square Westerly Driveway/Riverside Drive intersection.

Warrant 3: Peak Hour Volume Warrant

The Peak Hour Volume Warrant is intended for application where traffic conditions are such that for one hour of the day minor street traffic suffers undue delay in entering or crossing the major street. Warrant No. 3 is satisfied when the plotted point, representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per on the higher volume minor street approach (one direction only) for one hour of an average day, falls above the curve in Figure C for the applicable number of approach lanes. The lower threshold for a minor street approach with one lane is 100 vehicles per hour and with two or more lanes is 150 vehicles per hour. As shown in the worksheet, the signal warrant is met when the plotted point falls above the appropriate curve.

As shown on the attached Figure C provided in *Appendix E*, with or without consideration of the right-turn volume on the minor street, the plotted points for the peak hours fall above the applicable curve for the existing with project conditions for the Matilija Avenue-New Fashion Square Easterly Driveway/Riverside Drive intersection. Therefore, Warrant No. 3 is satisfied for the Matilija Avenue-New Fashion Square Easterly Driveway/Riverside Drive intersection.

As shown on the attached Figure C provided in *Appendix E*, without consideration of the right-turn volume on the minor street, the plotted points for the peak hours fall above the applicable

curve for the existing with project conditions for the New Fashion Square Westerly Driveway/Riverside Drive intersection. Therefore, Warrant No. 3 is satisfied for the New Fashion Square Westerly Driveway/Riverside Drive intersection.

Warrant 6: Coordinated Signal System
The Coordinated Signal System warrant applies when the following criteria is satisfied:

- The distance to the nearest traffic signal is greater than 1,000 feet, and
- On an isolated one-way street or street with one way traffic significance adjacent signals are so far apart that necessary that necessary platooning and speed control would be lost; or
- On a two-way street, where the adjacent signals do not provide the necessary degree of platooning and speed control, proposed signals could constitute a progressive signal system.

Warrant 6 is satisfied if the distance to the nearest traffic signal is greater than 1,000 feet; if the adjacent signals did not provide the necessary degree of platooning and the proposed and adjacent signals could constitute a progressive signal system.

For the Matilija Avenue-New Fashion Square Easterly Driveway/Riverside Drive intersection, the distance to the nearest traffic signal to the west (i.e., at Hazeltine Avenue) on Riverside Drive is 2,000 feet. Although the traffic signals on Riverside Drive are coordinated, the traffic signals do not provide the necessary degree of platooning and speed control due to the significant distance between Woodman Avenue and Hazeltine Avenue. Thus, Warrant 6 is satisfied for the Matilija Avenue-New Fashion Square Easterly Driveway/Riverside Drive intersection.

For the New Fashion Square Westerly Driveway/Riverside Drive intersection, the distance to the nearest traffic signal to the east (i.e., at Woodman Avenue) on Riverside is 2,140 feet. Although the traffic signals on Riverside Drive are coordinated, the traffic signals do not provide the necessary degree of platooning and speed control due to the significant distance between Woodman Avenue and Hazeltine Avenue. Thus, Warrant 6 is satisfied for the New Fashion Square Westerly Driveway/Riverside Drive intersection.

In summary, based on the traffic signal warrants analysis prepared for the Matilija Avenue-New Fashion Square Easterly Driveway/Riverside Drive and New Fashion Square Westerly Driveway/Riverside Drive intersections, the following conclusions are reached:

- The existing with project traffic volumes at the Matilija Avenue-New Fashion Square Easterly Driveway/Riverside Drive and New Fashion Square Westerly Driveway/Riverside Drive intersections satisfy the minimum thresholds shown for Conditions A and B associated with Warrant No. 1 (Eight Hour Vehicular Volume).
- The existing with project traffic volumes at the Matilija Avenue-New Fashion Square Easterly Driveway/Riverside Drive and New Fashion Square Westerly Driveway/Riverside Drive intersections satisfy the minimum thresholds shown for Warrant No. 2 (Four-Hour Vehicular Volume).

- The existing with project traffic volumes at the Matilija Avenue-New Fashion Square Easterly Driveway/Riverside Drive and New Fashion Square Westerly Driveway/Riverside Drive intersections satisfy the minimum thresholds shown for Warrant No. 3 (Peak Hour) during the AM and PM peak hours.

- The Matilija Avenue-New Fashion Square Easterly Driveway/Riverside Drive and New Fashion Square Westerly Driveway/Riverside Drive intersections satisfy the minimum criteria for Warrant No. 6 (Coordinated Signal System).

Based on the existing and future land uses in the project study area, future traffic volumes, and observed travel speeds on Riverside Drive, it is recommended that traffic signals be considered for installation at the Matilija Avenue-New Fashion Square Easterly Driveway/Riverside Drive and New Fashion Square Westerly Driveway/Riverside Drive intersections to improve overall safety and/or operation of the intersections. In addition, the traffic signal installation at these intersections would accommodate turning movements (particularly left-turn egress turning movements) in a safe and efficient manner. The accommodation of a left-turn ingress and egress movements at the two proposed Fashion Square Driveways on Riverside Drive is anticipated to alleviate the existing vehicular queuing at the existing Fashion Square driveways, to discourage vehicles from traveling through the adjacent residential areas, and to eliminate the potential safety concerns associated with the existing illegal left-turn maneuvers onto westbound Riverside Drive.

As stated in the LADOT MPP document, the decision to install a traffic signal is not based solely upon these warrants. Delay, congestion, approach conditions, driver confusion, future land use or other evidence of the need for right-of-way assignment beyond that which could be provided by stop sign control may be demonstrated.

It is noted that the owners of the Riverside Shopping Center may not permit an internal roadway connection between the Fashion Square and its center. In this scenario, the Riverside Shopping Center will continue to have vehicular access from its existing driveways along Riverside Drive and Woodman Avenue, with restricted left-turn ingress from Riverside Drive. Traffic signal warrants prepared for the Matilija Avenue-New Fashion Square Easterly Driveway/Riverside Drive intersection without traffic from the Riverside Shopping Center have been previously submitted to LADOT. The traffic signal warrants conclude that the traffic signal for the Matilija Avenue-New Fashion Square Easterly Driveway/Riverside Drive intersection is warranted without traffic from the Riverside Shopping Center.

12.0 NEIGHBORHOOD STREET SEGMENT ANALYSIS

In order to address the issue of non-residential traffic using local streets in neighborhoods adjacent to the proposed project site, two local residential street segments located near the project site have been analyzed for potential significant impacts. These street segments were selected for analysis as they would have the highest potential to incur project-related trips. The street segments listed below were selected for analysis by LADOT:

1. Ranchito Avenue north of Riverside Drive

2. Matilija Avenue north of Riverside Drive

The significance of the potential impacts of project generated traffic at the study street segment was identified using criteria set forth in the LADOT's *Traffic Study Policies and Procedures*. According to the City's published traffic study guidelines, a transportation impact on a local residential street shall be deemed significant based on an increase in the project Average Daily Traffic (ADT) volumes as shown in ***Table 12-1***.

Table 12-1
LOCAL RESIDENTIAL STREET SEGMENT IMPACT THRESHOLD CRITERIA

Projected Average Daily Traffic With Project (Final ADT)	Project-Related Increase in ADT
0 to 999	16 percent or more of final ADT
1,000 or more	12 percent or more of final ADT
2,000 or more	10 percent or more of final ADT
3,000 or more	8 percent or more of final ADT

The 24-hour machine traffic counts were conducted during a typical mid-week day (Tuesday, Wednesday, or Thursday) for the analyzed street segments. The traffic count data were increased at a rate of 2.0 percent (2.0%) per year to reflect year 2007 conditions. Copies of the 24-hour machine counts are contained in ***Appendix F***.

The forecast traffic conditions at the analyzed street segment for existing, future pre-project and future with project scenarios are summarized in ***Table 12-2***. The actual 24-hour count data was utilized to evaluate the existing conditions. As shown in Column [2] of *Table 12-2*, for purposes of estimating future pre-project traffic volume, a two percent (2.0%) annual growth rate through the year 2012 was conservatively added to the existing ADT volume to account for traffic generated by the related projects, as well as increases in general ambient traffic.

As presented in Column [5] of *Table 12-2*, the proposed project daily trips will incrementally affect traffic volumes on the analyzed street segments. As shown in *Table 12-2*, application of LADOT's threshold criteria for local residential street segment analysis indicates that the proposed project is not anticipated to significantly impact the analyzed street segment.

Table 12-2
NEIGHBORHOOD STREET SEGMENT ANALYSIS SUMMARY

NO.	STREET SEGMENT	[1] YEAR 2007 EXISTING 24-HOUR VOLUME	[2] YEAR 2012 FUTURE PRE-PROJECT VOLUME	[3] PROPOSED PROJECT DIST % IN	[3] PROPOSED PROJECT DIST % OUT	[4] DAILY PROJECT BUILD-OUT TRIP ENDS	[5] YEAR 2012 FUTURE WITH PROJECT [(2)+(4)]	[6] PERCENT ADT INCREASE WITH PROJECT	[7] SEGMENT IMPACT
1	Ranchito Avenue north of Riverside Drive	1,568	1,725	2.0%	2.0%	99	1,824	5.4%	NO
2	Matilija Avenue north of Riverside Drive	802	882	0.0%	0.0%	0	882	0.0%	NO

[1] The existing average daily traffic (ADT) volume was determined based on a count conducted by City Traffic Counters. An ambient growth rate of two percent (2.0%) per year was assumed to derive the year 2007 existing conditions. A copy of the ADT summary data worksheet is provided in Appendix C.
[2] An ambient growth rate of two percent (2.0%) per year was assumed to derive the year 2012 future pre-project volume.
[3] Distribution of inbound and outbound daily project traffic at the analyzed street segment.
[4] Project build-out daily trip ends include inbound and outbound trips based on a net increase of 4,964 daily trips.
[5] Total of columns [2] and [4].
[6] The ADT percentage increase due to project traffic was calculated by dividing [4] by [5].
[7] According to LADOT's "Traffic Study Policies & Procedures," March, 2002, page 10: "A local residential street shall be deemed significantly impacted based on an increase in the projected average daily traffic (ADT) volumes."

Projected Average Daily Traffic with Project (Final ADT)	Project-Related Increase in ADT
0 to 999	16% or more of final ADT
1,000 or more	12% or more of final ADT
2,000 or more	10% or more of final ADT
3,000 or more	8% or more of final ADT

13.0 WEEKEND PROJECT IMPACT ANALYSIS

While not specifically required by LADOT staff, additional analysis was prepared to evaluate the potential traffic impacts of the proposed Westfield Fashion Square Expansion project to the local street system during the Saturday mid-day peak hour. Specifically, the focus of this analysis is to determine the potential traffic impacts at the following seven study intersections located immediately adjacent to the project site:

Int. No. 7: Hazeltine Avenue/Riverside Drive

Int. No. 8: Hazeltine Avenue/Fashion Square Lane

Int. No. 12: Woodman Avenue/Riverside Drive

Int. No. 13: Woodman Avenue/U.S. 101 Westbound Ramps

Int. No. 14: Woodman Avenue/U.S. 101 Eastbound Ramps

Int. No. 17: Matilija Avenue-New Project Driveway/Riverside Drive

Int. No. 18: New Westerly Project Driveway/Riverside Drive

These intersections were selected for analysis during the Saturday mid-day peak hour conditions as they are immediately adjacent or in close proximity to the site, and therefore have the highest potential to incur potential impacts due to the project during this time period.

13.1 Existing Traffic Counts

Manual counts of vehicular turning movements were conducted at the seven adjacent study intersections during the Saturday mid-day period to determine the peak hour traffic volumes. The manual counts were conducted in March 2007 at the seven study intersections from 1:00 PM to 3:00 PM on Saturday to determine the Saturday mid-day peak hour. The Saturday mid-day peak period manual counts of vehicle movements at the seven adjacent study intersections are summarized in ***Table 13-1***. The existing traffic volumes at the study intersections during the Saturday mid-day peak hour are shown in ***Figure 13-1***. Summary data worksheets of the Saturday manual traffic counts at the seven adjacent study intersections are contained in ***Appendix B***.

13.2 Traffic Forecasting Methodology

13.2.1 *Weekend Project Trip Generation*

Traffic volumes expected to be generated by the proposed project during the Saturday mid-day peak hour, as well as on a daily basis, were estimated using rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation* manual. Traffic volumes expected to be generated by the proposed shopping center project were based upon per thousand square feet of gross leasable area. ITE Land Use Code 820 (Shopping Center) trip generation equation rates

Table 13-1
WEEKEND EXISTING TRAFFIC VOLUMES [1]

NO.	INTERSECTION	DATE	DIR	SATURDAY MIDDAY	
				BEGAN	VOLUME
7	Hazeltine Avenue/ Riverside Drive	03/17/07	NB SB EB WB	1:45	1,070 960 728 692
8	Hazeltine Avenue/ Fashion Square Lane	03/17/07	NB SB EB WB	1:45	868 1,066 11 234
12	Woodman Avenue/ Riverside Drive	03/17/07	NB SB EB WB	1:45	1,367 1,141 1,339 959
13	Woodman Avenue/ U.S. 101 Freeway Westbound Ramps	03/17/07	NB SB EB WB	1:00	1,407 1,555 0 596
14	Woodman Avenue/ U.S. 101 Freeway Eastbound Ramps	03/17/07	NB SB EB WB	1:00	1,047 1,360 758 0
17	Matilija Avenue- New Project Driveway/ Riverside Drive	03/17/07	NB SB EB WB	2:00	0 20 1,116 1,023
18	New Project Driveway/ Riverside Drive	03/17/07	NB SB EB WB	2:00	0 0 1,116 1,030

[1] Counts conducted by City Traffic Counters.

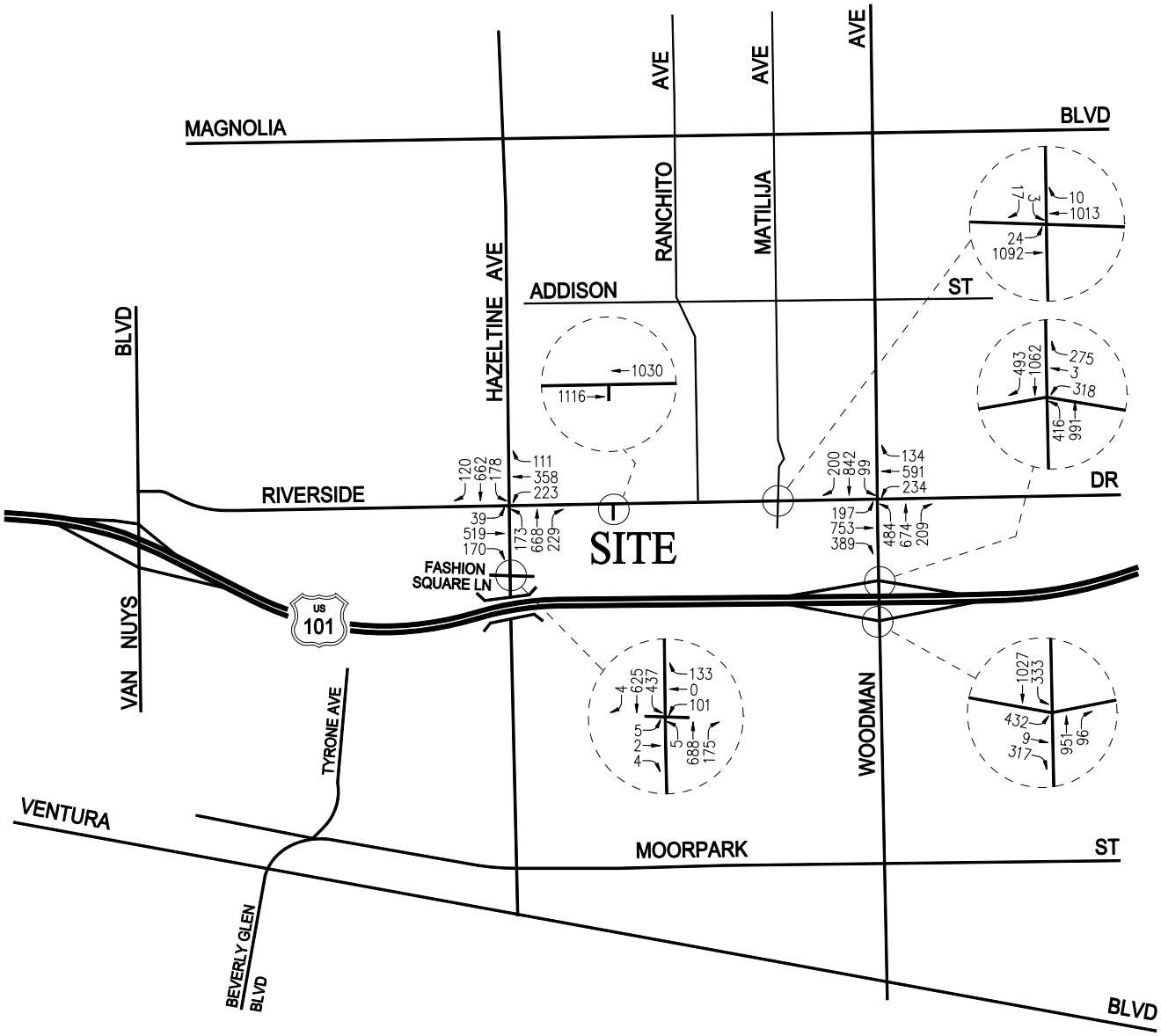

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FIGURE 13-1
EXISTING TRAFFIC VOLUMES
WEEKEND MID-DAY PEAK HOUR

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for the Saturday peak hour were used to forecast the traffic volumes expected to be generated by the proposed project as well as the existing shopping center.

The Saturday trip generation forecast for the proposed project is summarized in ***Table 13-2***. As presented in *Table 13-2*, the proposed project is expected to generate a net increase of 632 vehicle trips (329 inbound trips and 303 outbound trips) during the Saturday mid-day peak hour. Over a 24-hour period, the proposed project is forecast to generate a net increase of 6,252 daily trip ends during a typical Saturday (3,126 inbound trips and 3,126 outbound trips).

It is noted that the trip generation forecast provided herein likely overstates the actual amount of vehicular traffic that would be generated by the proposed expansion. By example, traffic counts were conducted at the existing Fashion Square driveways during the Saturday mid-day peak period. As shown in ***Appendix C***, the Fashion Square currently generates 2,854 Saturday mid-day peak hour trips (1,627 inbound trips and 1,227 outbound trips). The actual peak hour traffic count data is approximately 25% less than the estimates based on the ITE trip rates for shopping centers of similar size. This trip generation characteristic is likely due to the Fashion Square providing "high end" tenants which require relatively fewer patrons to achieve revenue goals. However, to provide a conservative, "worst-case" traffic analysis, the trip generation forecast based on the ITE trip rates have been utilized in the review of potential impacts associated with the project.

13.2.2 *Project Trip Distribution*

Similar to the weekday analysis, the project generated traffic was assigned to the local roadway system based on a trip distribution pattern developed in consultation with City staff. The forecast project traffic volumes at the study intersections for the Saturday mid-day peak hour are displayed in ***Figure 13-2***.

13.3 Cumulative Development Projects

13.3.1 *Related Projects*

Traffic volumes expected to be generated by the related projects presented in *Table 8-1* were calculated using rates provided in the ITE Trip Generation manual. The related projects' respective traffic generation for the Saturday mid-day peak hour, as well as on a daily basis for a typical Saturday, is summarized in ***Table 13-3***. The anticipated distribution of the related projects traffic volumes to the study intersections during the Saturday mid-day peak hour is displayed in ***Figure 13-3***.

13.3.2 *Ambient Growth Factor*

Similar to the weekday analysis, the existing Saturday traffic volumes were increased at an annual rate of two percent (2.0%) to the year 2012 (i.e., the anticipated year of project build-out).

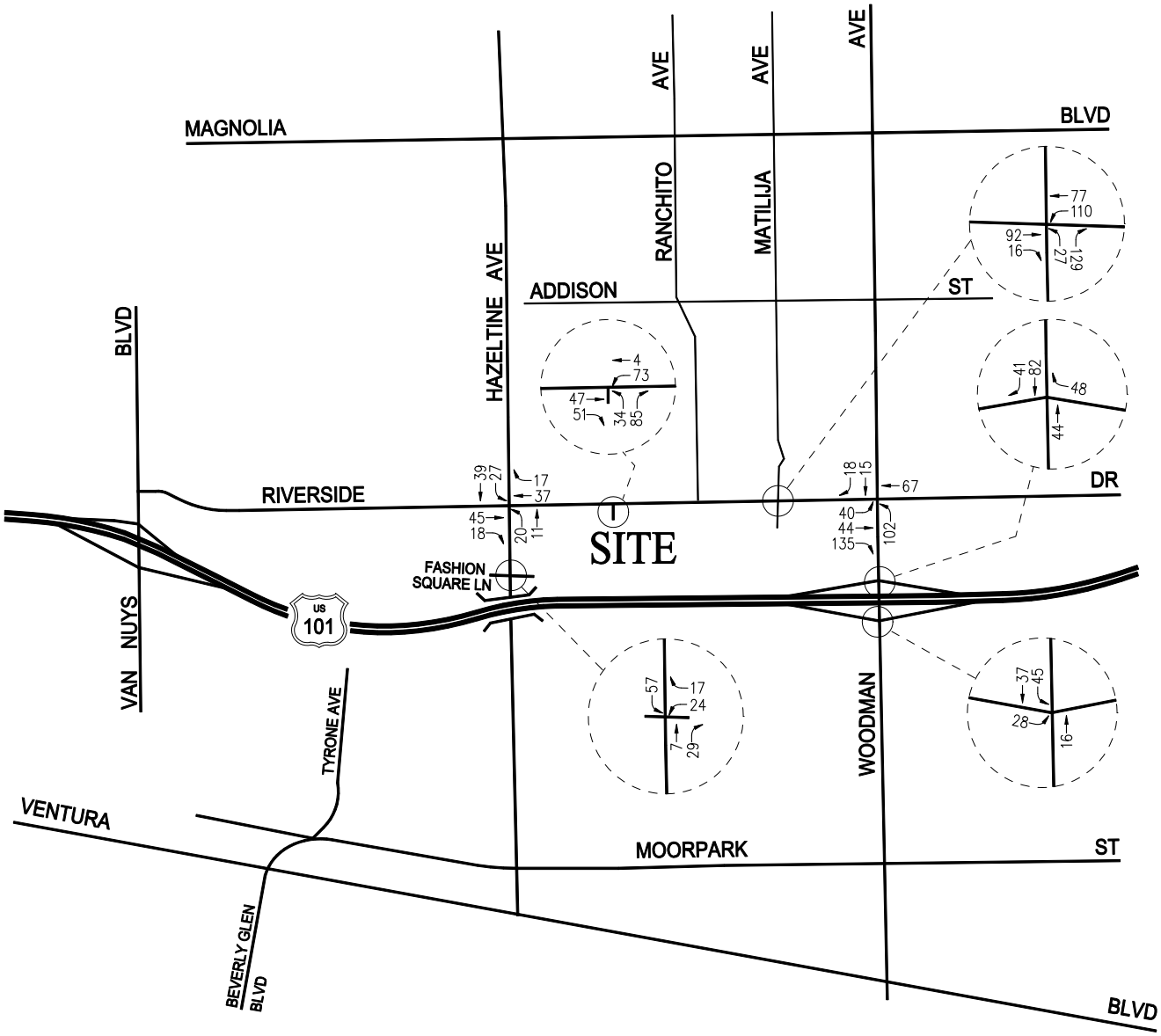
13.4 Traffic Analysis

Summaries of the *v/c* ratios and LOS values for the seven adjacent study intersections during the Saturday mid-day peak hour are shown in ***Table 13-4***. The CMA data worksheets for the analyzed intersections are contained in *Appendix D*.

Table 13-2
WEEKEND PROJECT TRIP GENERATION [1]

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	MID-DAY PEAK HOUR VOLUMES [2] IN	OUT	TOTAL
Proposed					
Shopping Center	1,147,000 GLSF	42,972	2,198	2,029	4,227
Less 10% Pass-by [4]		(4,297)	(220)	(203)	(423)
Subtotal		38,675	1,978	1,826	3,804
Existing					
Shopping Center	867,000 GLSF	36,026	1,832	1,692	3,524
Less 10% Pass-by [4]		(3,603)	(183)	(169)	(352)
Subtotal		32,423	1,649	1,523	3,172
NET CHANGE	**280,000 GLSF**	**6,252**	**329**	**303**	**632**

[1] Source: ITE "Trip Generation", 7th Edition, 2003.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 820 (Shopping Center) trip generation equation rates.
[4] Pass-by trips include traffic passing the site on an adjacent street with direct access to the land use. Pass-by reductions were based on the City of Los Angeles Department of Transportation policy on pass-by trips.



PROJECT DRIVEWAYS

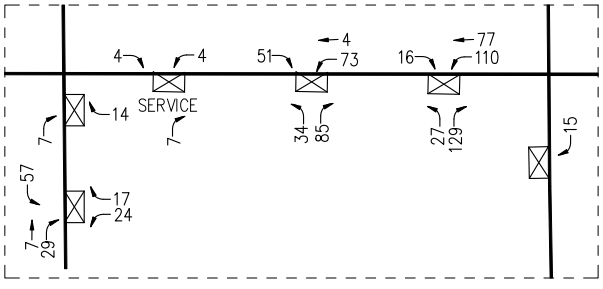


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FIGURE 13-2
PROJECT TRAFFIC VOLUMES
WEEKEND MID-DAY PEAK HOUR

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Table 13-3
WEEKEND RELATED PROJECTS TRIP GENERATION [1]

	LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	SAT PEAK HOUR VOLUMES [2] IN	OUT	TOTAL
1	Apartment [3]	142 DU	859	15	62	77
2	Camino Real Mixed-Use Development					
	Condominium [4]	88 DU	516	31	15	46
	Retail [5]	6,000 GSF	300	16	14	30
	Quality Restaurant [6]	7,000 GSF	661	45	31	76
	Fast-Food Restaurant with Drive-Through [7]	3,500 GSF	2,527	106	101	207
3	Office [8]	29,475 GSF	82	8	6	14
4	Drugstore [9]	11,244 GSF	880	44	44	88
5	Private School [10]	80 Students	Nom.	Nom.	Nom.	Nom.
6	Retail [5]	60,000 GSF	2,998	155	143	298
7	Apartment [3]	98 DU	513	12	47	59
8	Gas Station [11]	392 SF	380	19	19	38
9	Community College [12]	2,300 Students	966	66	49	115
10	Condominium [4]	52 DU	305	18	9	27
	Retail [5]	7,460 GSF	373	19	18	37
11	Il Villaggio Toscano Project					
	Apartment [3]	500 DU	3,669	45	179	224
	Retail [5]	10,000 GSF	500	26	24	50
	Supermarket [13]	45,000 GSF	7,992	247	237	484
	Existing Apartments [14]	24 DU	(153)	(6)	(6)	(12)
	Existing Single Family Detached Housing [15]	11 DU	(111)	(5)	(5)	(10)
	Existing Office [8]	52,452 GSF	(131)	(12)	(10)	(22)
12	Self- Storage [16]	60,250 GSF	74	4	3	7
	Existing Health/Fitness Club [17]	14,624 GSF	305	19	19	38
13	New Car Sales [18]	85,038 GSF	1,788	129	124	253
14	Condominium [4]	26 DU	152	9	5	14
15	Condominium [4]	23 DU	135	8	4	12
16	Private School [9]	300 Students	Nom.	Nom.	Nom.	Nom.
17	Condominium [4]	247 DU	1,447	86	42	128
	TOTAL		**27,027**	**1,104**	**1,174**	**2,278**

[1] Source: ITE "Trip Generation", 7th Edition, 2003.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 220 (Apartment) trip generation equation rates for Saturday daily and peak hour of generator.
[4] ITE Land Use Code 230 (Townhome/Condominium) trip generation average rates for Saturday daily and peak hour of generator.
[5] ITE Land Use Code 820 (Shopping Center) trip generation average rates for Saturday daily and peak hour of generator.
[6] ITE Land Use Code 931 (Quality Restaurant) trip generation average rates for Saturday daily and peak hour of generator.
[7] ITE Land Use Code 933 (Fast-Food Restaurant without Drive-Through) trip generation average rates for Saturday daily and peak hour of generator.
[8] ITE Land Use Code 710 (General Office Building) trip generation equation rates for Saturday daily and peak hour of generator.
[9] ITE Land Use Code 881 (Pharmacy/Drugstore without Drive-Through Window) trip generation average rates for Saturday peak hour of generator. The peak hour traffic volumes represent ten percent of the daily trip generation forecast.
[10] Please note that the weekend daily and peak hour traffic volumes for Private School are assumed to be nominal.
[11] As the ITE Trip Generation Manual does not provide weekend trip generation rates for this land use, ITE Land Use Code 945 (Gasoline Station with Convenience Market) weekday trip generation average rates were utilized.
[12] ITE Land Use Code 540 (Junior/Community College) trip generation average rates for Saturday daily and peak hour of generator.
[13] ITE Land Use Code 850 (Supermarket) trip generation average rates for Saturday daily and peak hour of generator.
[14] ITE Land Use Code 220 (Apartment) trip generation average rates for Saturday daily and peak hour of generator.
[15] ITE Land Use Code 210 (Single Family Housing) trip generation average rates for Saturday daily and peak hour of generator.
[16] ITE Land Use Code 841 (New Car Sales) trip generation average rates for Saturday daily and peak hour of generator.
[17] ITE Land Use Code 492 (Health/Fitness Club) trip generation average rates for Saturday daily and peak hour of generator.
[18] ITE Land Use Code 841 (New Car Sales) trip generation average rates for Saturday daily and peak hour of generator.

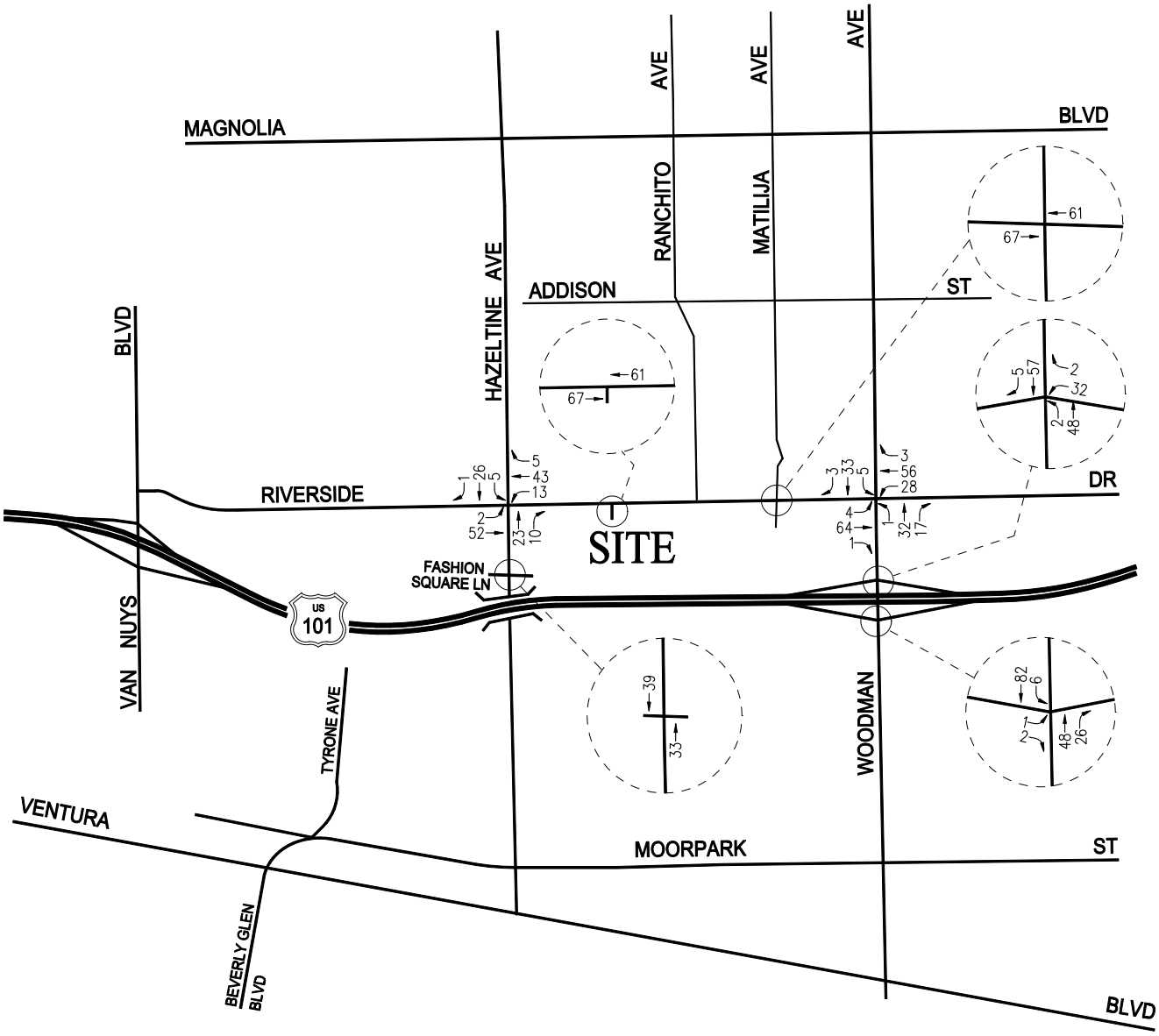

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FIGURE 13-3
RELATED PROJECTS TRAFFIC VOLUMES
WEEKEND MID-DAY PEAK HOUR

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Table 13-4
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKEND PEAK HOUR

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2007 EXISTING V/C	LOS	[2] YEAR 2012 W/ AMBIENT GROWTH V/C	LOS	[3] YEAR 2012 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2012 W/ PROPOSED PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [c]	[5] YEAR 2012 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED
7	Hazeltine Avenue/ Riverside Drive	Saturday Mid-day	0.684	B	0.760	C	0.795	C	0.842	D	0.047	YES	0.812	D	0.017	YES
8	Hazeltine Avenue/ Fashion Square Lane	Saturday Mid-day	0.636	B	0.707	C	0.719	C	0.764	C	0.045	YES	0.734	C	0.015	YES
12	Woodman Avenue/ Riverside Drive	Saturday Mid-day	0.874	D	0.968	E	1.024	F	1.086	F	0.062	YES	0.997	E	-0.027	YES
13	Woodman Avenue/ US-101 Freeway Westbound Ramps	Saturday Mid-day	0.757	C	0.840	D	0.856	D	0.900	D	0.044	YES	0.870	D	0.014	YES
14	Woodman Avenue/ US-101 Freeway Eastbound Ramps	Saturday Mid-day	0.590	A	0.626	B	0.644	B	0.688	B	0.044	NO	0.688	B	0.044	---
17	Project Driveway-Matilija Avenue Riverside Drive [a]	Saturday Mid-day	0.472	A	0.519	A	0.547	A	0.606	B	0.059	NO	0.606	B	0.059	---
18	New Project Driveway (Tunnel Access) Riverside Drive [b]	Saturday Mid-day	0.000	A	0.000	A	0.000	A	0.755	C	0.755	NO	0.755	C	0.755	---

[a] Intersection proposed to be signalized as part of the proposed project. V/C ratio includes a 0.10 reduction due to installation of ATSAC/ATCS as part of the Victory System No. 6.
[b] Intersection currently does not exist. Intersection proposed to be signalized as part of the proposed project. V/C ratio includes a 0.10 reduction due to installation of ATSAC/ATCS as part of the Victory System No. 6.
[c] According to LADOT's "Traffic Study Policies and Procedures, " March 2002, Page 10, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Level of Service	Final V/C	Project-Related Increase in V/C
C	> 0.700 - 0.800	equal to or greater than 0.040
D	> 0.800 - 0.900	equal to or greater than 0.020
E/F	> 0.900	equal to or greater than 0.010

13.4.1 *Existing Conditions*

As indicated in column [1] of *Table 13-4*, all of the seven adjacent study intersections are presently operating at LOS D or better during the Saturday mid-day peak hour under existing conditions. As previously mentioned, the existing traffic volumes at the study intersections during Saturday mid-day peak hour are displayed in *Figure 13-1*.

13.4.2 *Existing With Ambient Growth Conditions*

As shown in column [2] of *Table 13-4*, six of the seven adjacent study intersections are presently operating at LOS D or better during the Saturday mid-day peak hour with the addition of ambient growth traffic through the year 2012. The following study intersection is expected to operate at LOS E during the during Saturday mid-day peak hour with the addition of ambient growth traffic:

Int. No. 12: Woodman Avenue/Riverside Drive Mid-day Peak Hour: *v/c*=0.968, LOS E

The existing with ambient growth traffic volumes at the study intersections during all of the seven adjacent study intersections are presently operating at LOS D or better during the Saturday mid-day peak hour are shown in ***Figure 13-4***.

13.4.3 *Future Pre-Project Conditions*

As presented in column [3] of *Table 13-4*, five of the seven adjacent study intersections are expected to continue operating at LOS D or better during the Saturday mid-day peak hour with the addition of growth in ambient traffic and the traffic due to the related projects. The following study intersection is expected to operate at LOS E during the Saturday mid-day peak hour with the addition of ambient traffic and the traffic due to the related projects:

Int. No. 12: Woodman Avenue/Riverside Drive Mid-day Peak Hour: *v/c*=1.024, LOS F

The future pre-project (existing, ambient growth and related projects) traffic volumes at the study intersections during the Saturday mid-day peak hour are presented in ***Figure 13-5***.

13.4.4 *Future With Project Conditions*

As shown in column [4] of *Table 13-4*, application of the City's threshold criteria to the "With Proposed Project" scenario indicates that the proposed project is expected to create significant impacts at four of the seven adjacent study intersections. The proposed project is expected to create significant impacts at the following locations according to the City's impact criteria during the Saturday mid-day peak hour with the addition of ambient growth, related projects traffic, and project-related traffic:

Int. No. 7: Hazeltine Avenue/Riverside Drive
Mid-Day peak hour *v/c* ratio increase of 0.047 [to 0.842 (LOS D) from 0.795 (LOS C)]

Int. No. 8: Hazeltine Avenue/Fashion Square Lane
Mid-Day peak hour *v/c* ratio increase of 0.045 [to 0.764 (LOS C) from 0.719 (LOS C)]

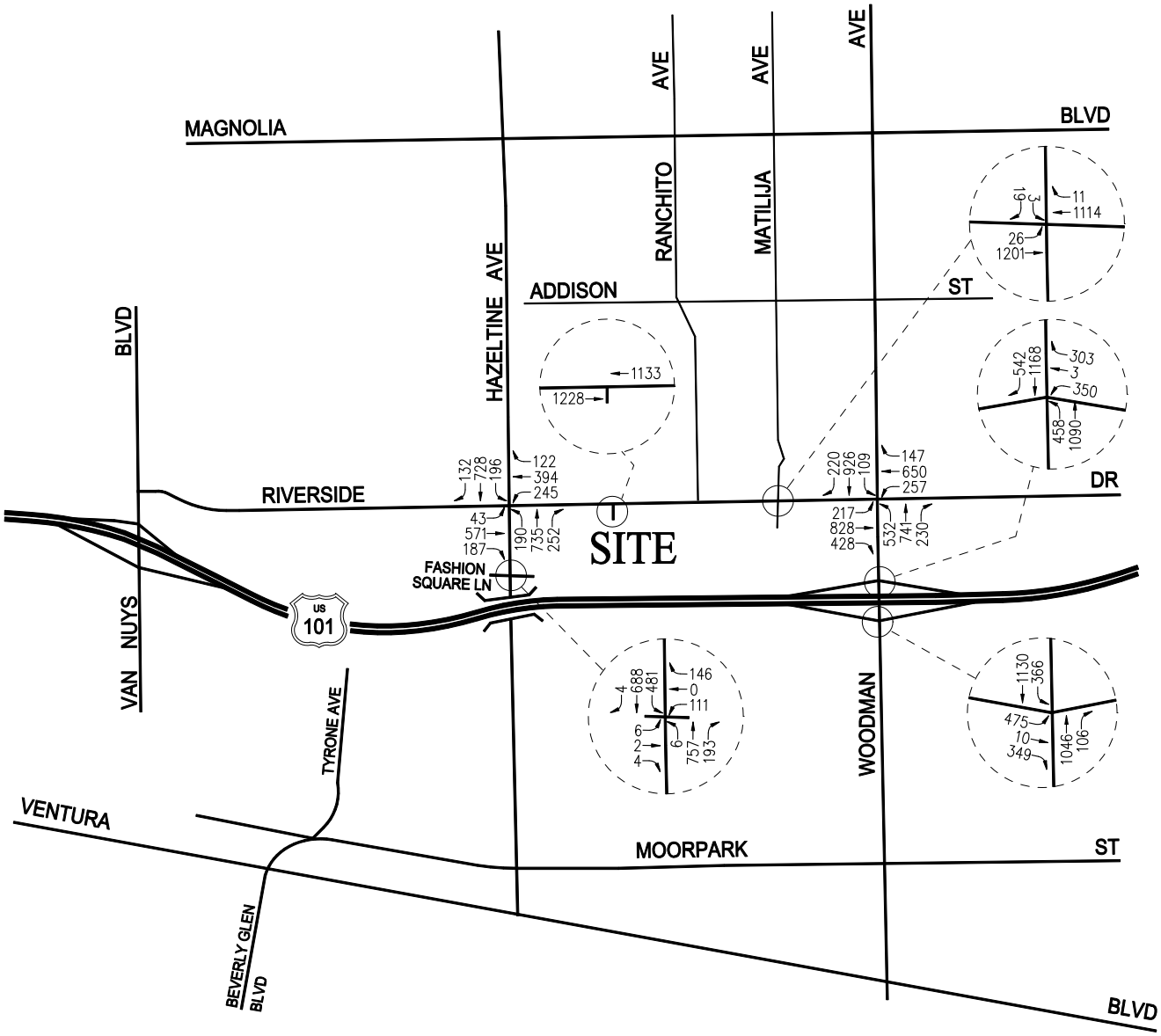

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FIGURE 13-4
EXISTING WITH AMBIENT GROWTH TRAFFIC VOLUMES
WEEKEND MID-DAY PEAK HOUR
WESTFIELD FASHION SQUARE EXPANSION PROJECT

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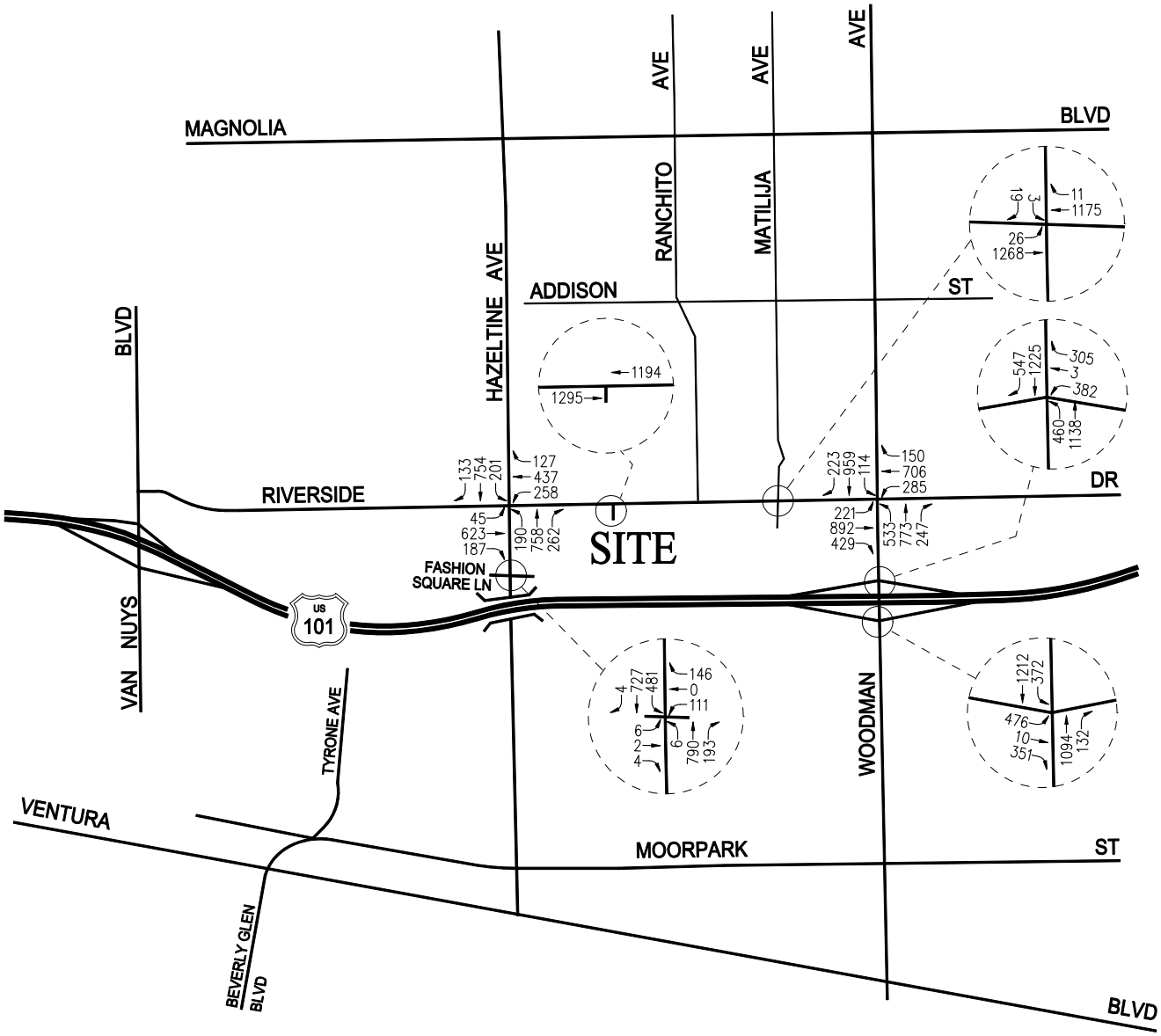

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FIGURE 13-5
FUTURE PRE-PROJECT TRAFFIC VOLUMES
WEEKEND MID-DAY PEAK HOUR
WESTFIELD FASHION SQUARE EXPANSION PROJECT

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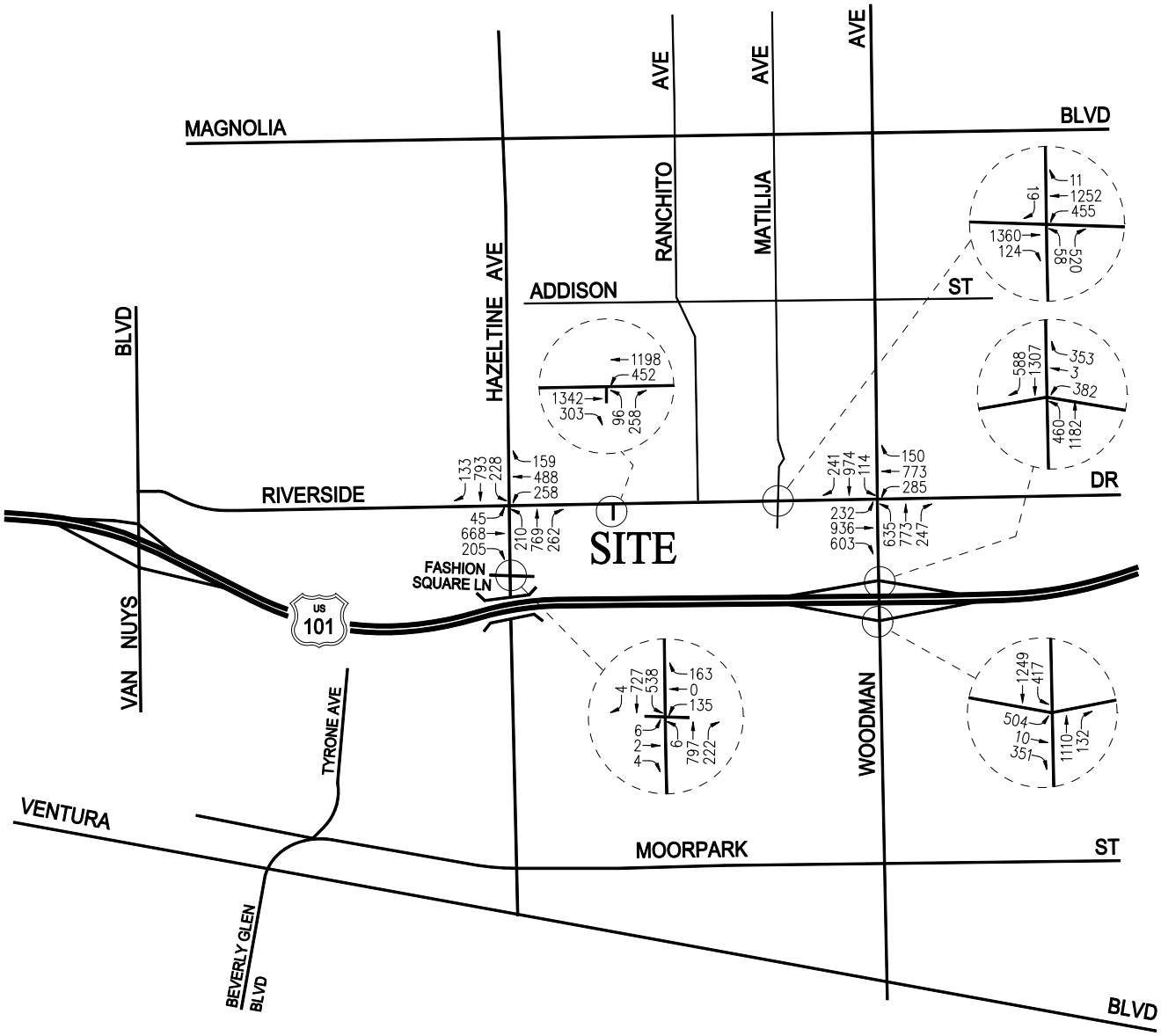

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FIGURE 13-6
FUTURE WITH PROJECT TRAFFIC VOLUMES
WEEKEND MID-DAY PEAK HOUR
WESTFIELD FASHION SQUARE EXPANSION PROJECT

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The ATCS upgrade further reduces the critical *v/c* ratios by three percent (0.03). Therefore, an additional reduction of 0.03 was assumed in the calculation of the *v/c* ratios for this intersection. In addition, redesignate the curb lane on the southbound approach on Woodman Avenue to an optional through/right-turn lane. The resultant lane configurations at the southbound approach will be one left-turn lane, two through lanes and one optional through/right-turn lane. If required by LADOT, the existing four-foot wide median island on the south leg of the intersection could be replaced by striping and/or lane delineators (e.g., two feet wide or less) so that additional width could be provided to the existing three southbound Woodman Avenue through lanes on the departure side of the intersection. The schematic plan of the proposed improvement at the Woodman Avenue/Riverside Drive intersection is contained in *Appendix A.*

In addition, LADOT recommends that left-turns from northbound Woodman Avenue to La Maida Street be restricted during the weekday PM peak period. After the mitigation is implemented, LADOT will review the Woodman Avenue/La Maida Street intersection and determine if additional turn restriction measures are required.

As shown in *Table 13-4*, the proposed mitigation is expected to improve the *v/c* ratio to 0.997 (LOS E) from 1.086 (LOS F) during the Saturday mid-day peak hour. The improvement in the calculated *v/c* ratio is due to both the installation of ATCS, as well as the redesignation of the southbound Woodman Avenue right-turn lane to an optional through/right-turn lane. Thus, the significant impact at this intersection during the Saturday mid-day peak hour would be reduced to less than significant levels.

Int. No. 13: Woodman Avenue/U.S. 101 Westbound Ramps

The recommended mitigation consists of funding provided by the project for the installation of LADOT's ATCS at this intersection. This intersection is already included as part of the Victory ATSAC system. LADOT estimates that the ATSAC system reduces critical *v/c* ratios by seven percent (0.07) which has already been accounted for in the analysis of intersection operations. The ATCS upgrade further reduces the critical *v/c* ratios by three percent (0.03). Therefore, an additional reduction of 0.03 was assumed in the calculation of the *v/c* ratios for this intersection.

As shown in *Table 13-4*, the proposed mitigation is expected to improve the *v/c* ratio to 0.870 (LOS D) from 0.900 (LOS D) during the Saturday mid-day peak hour. Thus, the significant impact at this intersection during the Saturday mid-day peak hour would be reduced to less than significant levels.

13.5 Neighborhood Street Segment Analysis

As described in the Neighborhood Street Segment Analysis section (see Subsection 12.0) of this study, the potential impacts to the local residential streets north of the project site are deemed to be less than significant. As shown in *Table 12-2*, the incremental increase due to the proposed project is 5 percent (5%), which is half of the threshold of significance (10%) based on the LADOT approved methodology. Therefore, traffic impacts to the local residential streets north of the project site it is not anticipated to occur during the weekend conditions, even with a higher level of project-generated traffic on weekends.

14.0 CONGESTION MANAGEMENT PROGRAM TRAFFIC IMPACT ASSESSMENT

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system.

As required by the 2004 Congestion Management Program for Los Angeles County, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures outlined in the *2004 Congestion Management Program for Los Angeles County*, County of Los Angeles Metropolitan Transportation Authority, July, 2004.

According to Section B.9.1 (Appendix B, page B-6) of the 2004 CMP manual, the criteria for determining a significant impact is as follows:

> "A significant transportation impact occurs when the proposed project increases traffic demand by 2% of capacity (V/C $\geq$ 0.02), causing or worsening LOS F (V/C $\geq$ 1.00)."

The CMP impact criteria apply for analysis of both intersection and freeway monitoring locations.

14.1 Intersections

The following CMP intersection monitoring locations in the project vicinity have been identified:

CMP Station	Intersection
Int. No. 74	Ventura Boulevard/Laurel Canyon Boulevard
Int. No. 76	Ventura Boulevard/Sepulveda Boulevard
Int. No. 78	Ventura Boulevard/Woodman Avenue (Study Int. No. 16)

The CMP TIA guidelines require that intersection monitoring locations must be examined if the proposed project will add 50 or more trips during either the AM or PM weekday peak hours. The proposed project will not add 50 or more trips during the AM or PM peak hours at any of the CMP monitoring intersections which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. Therefore, no further review of potential impacts to intersection monitoring locations that are part of the CMP highway system is required.

It should be noted that the Woodman Avenue/Ventura Boulevard intersection was analyzed as part of the traffic study. The Woodman Avenue /Ventura Boulevard intersection was evaluated using the CMA method of analysis which determines Volume-to-Capacity (*v/c*) ratios on a critical lane basis. The overall intersection *v/c* ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. A description of the CMA method and corresponding Level of Service is provided in *Appendix D*. A summary of the *v/c* ratios and LOS values for this intersection during the AM and PM peak hours is shown in *Table 9-2*. The CMA data worksheets for this intersection are contained in *Appendix D*.

As shown in *Table 9-2*, the proposed project is not expected to create a significant impact at the Woodman Avenue /Ventura Boulevard intersection based on the CMP significant impact criteria. Therefore, no further review of potential impacts to intersection monitoring locations that are part of the CMP highway system is required.

14.2 Freeways

The following CMP freeway monitoring location in the project vicinity has been identified:

- CMP Station Seg. No. 1038 — Segment: U.S. 101 Freeway at Coldwater Canyon Avenue

The CMP TIA guidelines require that freeway monitoring locations must be examined if the proposed project will add 150 or more trips (in either direction) during either the AM or PM weekday peak periods. The proposed project will not add 150 or more trips (in either direction) during either the AM or PM weekday peak hours to the CMP freeway monitoring location which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. Specifically, based on the data provided in *Figures 7-2 and 7-3*, the project is forecast to add four (4) eastbound trips and seven (7) westbound trips to the freeway monitoring location during the AM peak hour. Similarly, during the PM peak hour, an additional 30 eastbound trips and 27 westbound trips are forecast at the monitoring location due to the project. These forecast additional trips are substantially less than the CMP threshold for additional analysis. Therefore, no further review of potential impacts to freeway monitoring locations that are part of the CMP highway system is required.

14.3 Transit

As required by the *2004 Congestion Management Program for Los Angeles County*, a review has been made of the CMP transit service. As previously discussed, existing transit service is provided in the vicinity of the proposed project.

The project trip generation, as shown in *Table 7-1*, was adjusted by values set forth in the CMP (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips) to estimate transit trip generation. Pursuant to the CMP guidelines, the proposed project is forecast to generate demand for 5 net new transit trips (3 inbound trips and 2 outbound trips) during the weekday AM peak hour. During the PM peak hour, the proposed project is forecast to generate demand for 23 net new transit trips (11 inbound trips and 12 outbound trips). Over a 24-hour period, the proposed project is forecast to generate a demand for 243 daily transit trips. The calculations are as follows:

- AM Peak Hour Trips = $95 \times 1.4 \times 0.035 = 5$ Transit Trips
- PM Peak Hour Trips = $476 \times 1.4 \times 0.035 = 23$ Transit Trips
- Daily Trips = $4{,}964 \times 1.4 \times 0.035 = 243$ Transit Trips

It is anticipated that the existing transit service in the project area will adequately accommodate the project generated transit trips. Thus, given the relatively low number of generated transit trips, no project impacts on existing or future transit services in the project area are expected to occur as a result of the proposed project.

15.0 VOLUNTARY TRANSPORTATION IMPROVEMENTS

As described in the prior section, based on an analysis of potential traffic impacts during weekday and weekend peak hours, the proposed project is forecast to cause impacts that may be potentially significant at ten study intersections. Transportation improvement measures have been identified herein to mitigate the impacts to levels of significance. Further, based on the LADOT approved methodology, the potential impacts to the local residential streets north of the project site are deemed to be less than significant. Therefore, with the exception of the previously identified traffic mitigation measures, no additional measures are required.

The project applicant, in consultation with LADOT, has volunteered to implement two additional transportation improvements so as to improve local traffic operations:

- Fund the development and implementation of a Neighborhood Traffic Management Plan (NTMP) to address potential existing and future regional "cut-through" traffic on residential streets north of Fashion Square.

- Design and install protected/permissive left-turn traffic signal phasing for Hazeltine Avenue and Riverside Drive at the Hazeltine Avenue/Riverside Drive intersection (i.e., all approaches to the intersection). Based on recent discussions with LADOT staff, the southbound left-turn phasing on Hazeltine Avenue is currently under construction by LADOT. Therefore, the Fashion Square will volunteer to implement the installation of the protected/permissive left-turn phasing at the remaining approaches to the intersection (i.e., northbound approach on Hazeltine Avenue and eastbound and westbound approaches on Riverside Drive).

- Design and install upgraded traffic delineators along Hazeltine Avenue between Riverside Drive and Fashion Square Lane using "quik-kurb" or similar installation approved by LADOT.

16.0 CONCLUSIONS

This traffic analysis has been conducted to identify and evaluate the potential impacts of traffic generated by the proposed Westfield Fashion Square Expansion project. The proposed project is located on the south side of Riverside Drive between Hazeltine Avenue and Woodman Avenue. The proposed project consists of the expansion of the existing shopping center by 280,000 square feet of gross leasable floor area to provide a total of approximately 1,147,000 square feet of gross leasable floor area.

This traffic analysis evaluates potential project-related impacts at 18 intersections and two street segments. Application of the City's threshold criteria to the "With Proposed Project" scenario indicates that six of the 18 study intersections are anticipated to be significantly impacted by the proposed project during the weekday conditions. Incremental but not significant impacts are noted at the remaining 12 study intersections, as well as at the two local residential street segments evaluated in the analysis. It is recommended that the significant transportation impacts be mitigated through a contribution by the project to the City of Los Angeles' Adaptive Traffic Control System installation. This recommended mitigation measure is anticipated to reduce the forecast project-related significant impacts to less than significant levels.

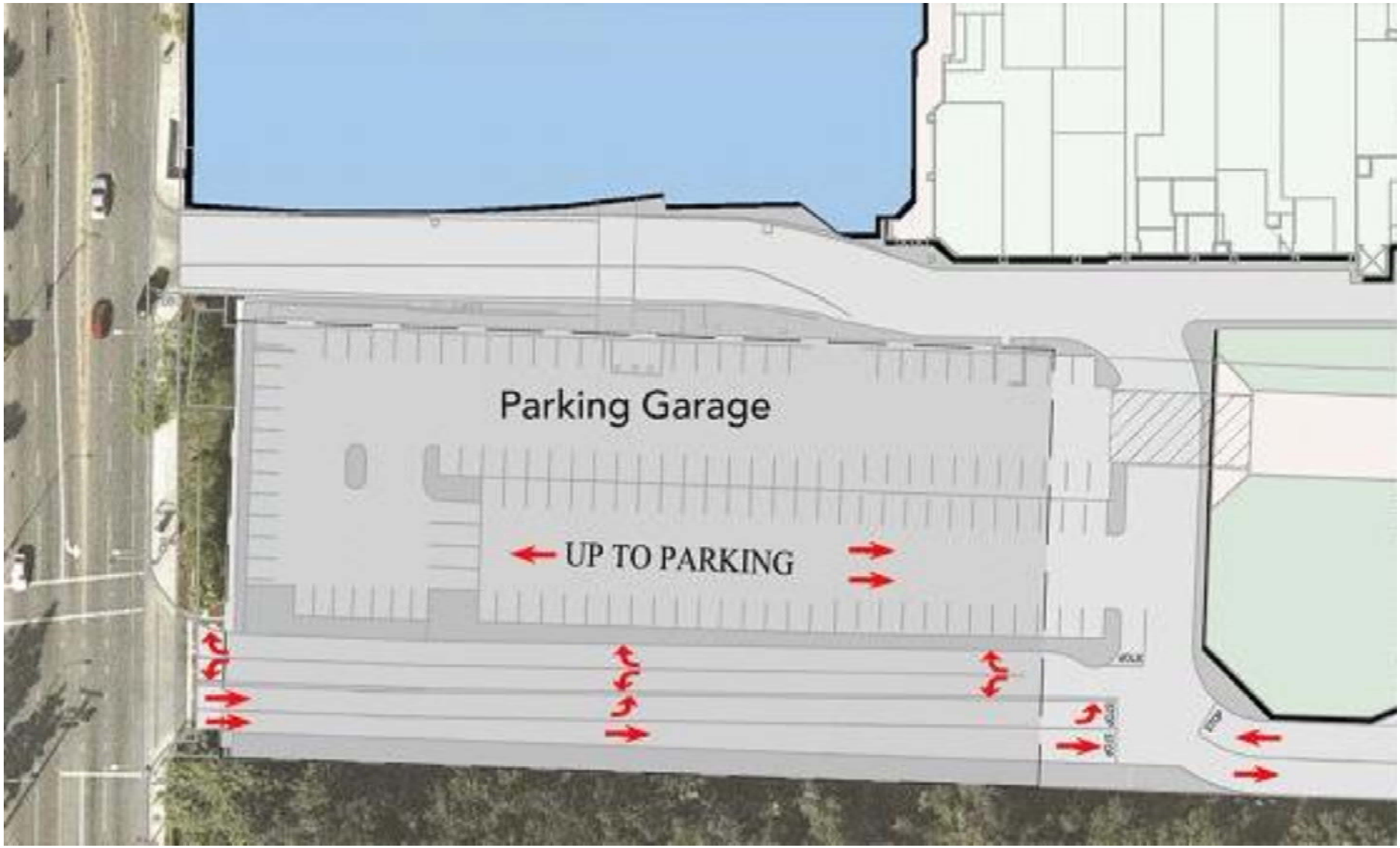
While not specifically required for traffic mitigation purposes, it is recommended that, as part of the proposed project, traffic signals be installed at the Matilija Avenue-New Easterly Fashion Square Driveway/Riverside Drive intersection and the New Fashion Square Westerly Driveway/Riverside Drive intersection (Tunnel Access)

A focused analysis was also prepared to evaluate the potential traffic impacts of the proposed Westfield Fashion Square Expansion project during the Saturday mid-day peak hour at seven study intersections located immediately adjacent to the project site. Application of the City's threshold criteria to the "With Proposed Project" scenario indicates that four of the seven study intersections are anticipated to be significantly impacted by the proposed project during the weekend conditions. Incremental but not significant impacts are noted at the remaining three study intersections. The aforementioned contribution by the project to the City of Los Angeles' Adaptive Traffic Control System installation at the four impacted study intersections is recommended to mitigate potential impacts. In addition, at the Woodman Avenue/Riverside Drive intersection, it is recommended that the southbound Woodman Avenue approach to the Riverside Drive intersection be reconfigured to provide one left-turn lane, two through lanes and one optional through/right-turn lane to reduce the forecast project-related significant impacts to less than significant levels.

Parking utilization observations conducted at the site during the 2005 and 2006 holiday shopping periods revealed that the demand for parking peaked at a ratio equivalent to 4.03 parking spaces per 1,000 GLSF (observed at 4:00 PM on December 26). Therefore, parking provided at the site in conjunction with the proposed expansion at a rate of 4.25 parking spaces per 1,000 GLSF is expected to be adequate to accommodate peak parking demands during the December holiday season, as well as throughout the year.

APPENDIX A

PROPOSED SITE ACCESS AND INTERSECTION IMPROVEMENTS



N

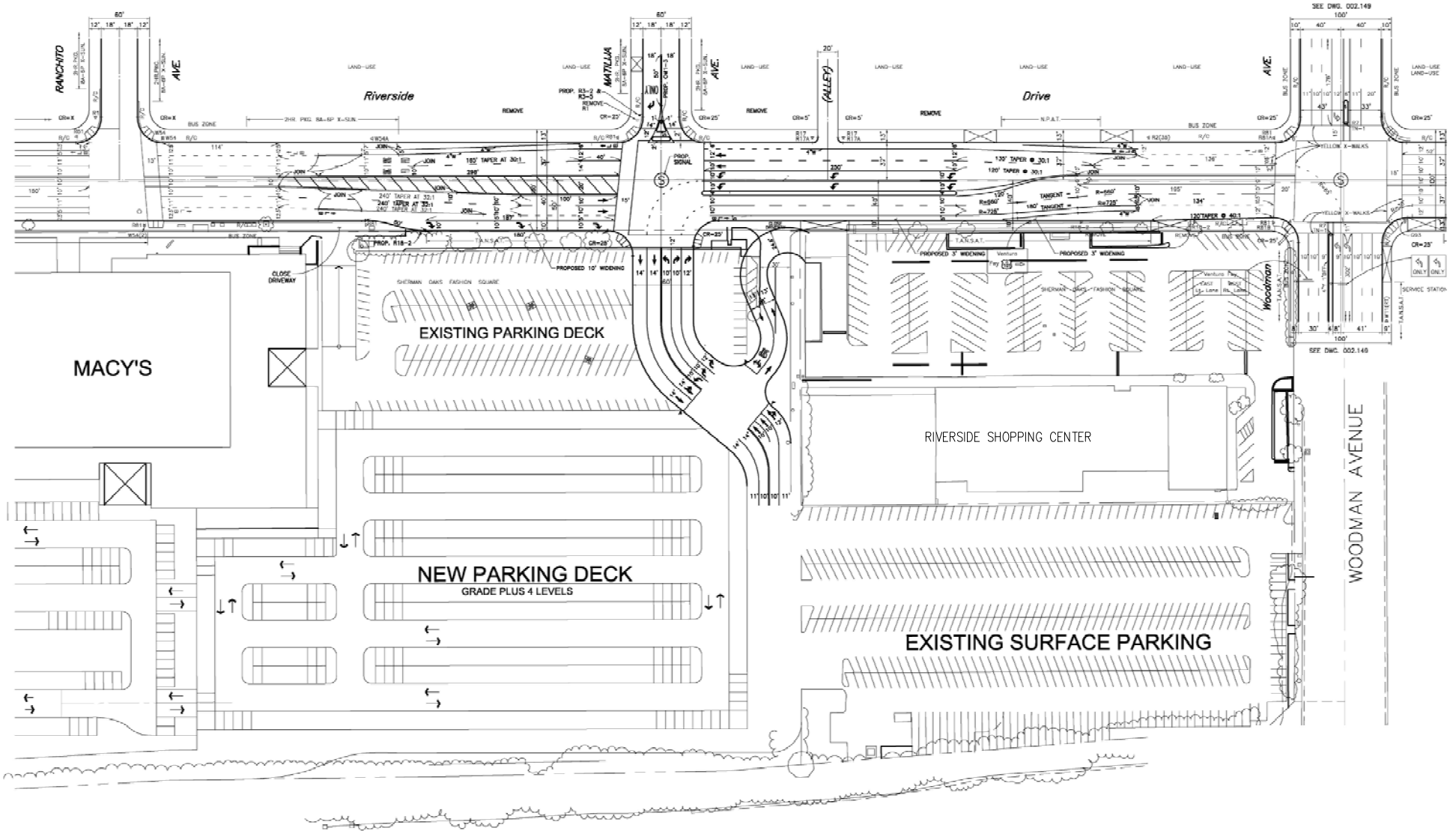
NOT TO SCALE

MAP SOURCE: WESTFIELD DESIGN & CONSTRUCTION

APPENDIX FIGURE A-1
HAZELTINE AVENUE IMPROVEMENTS

LINSCOTT, LAW & GREENSPAN, engineers

WESTFIELD FASHION SQUARE EXPANSION PROJECT



N

NOT TO SCALE

SOURCE: WESTFIELD DESIGN & CONSTRUCTION

APPENDIX FIGURE A-3
NEW EASTERLY PROJECT DRIVEWAY ON RIVERSIDE DRIVE

WESTFIELD FASHION SQUARE EXPANSION PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

o:\job_file\3606\dwg\appnd-a-3.dwg LDP 11:16:40 02/21/2008 rodriquez

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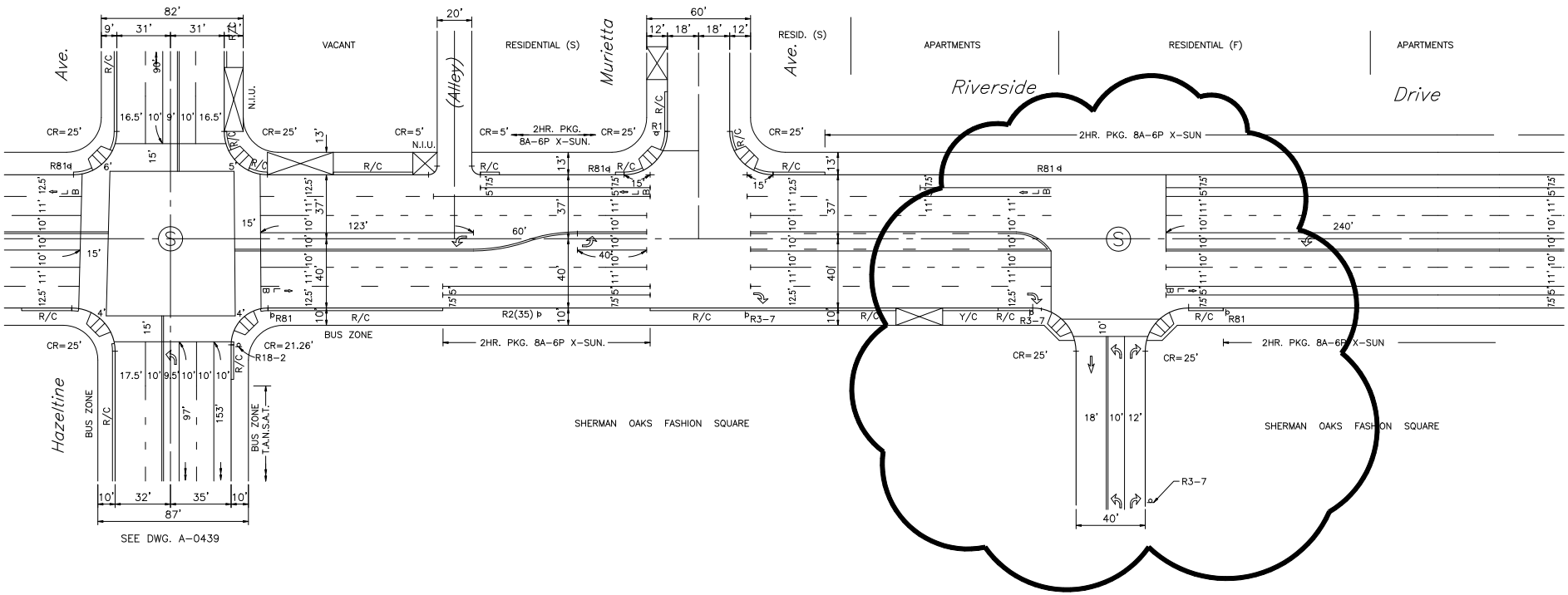
NOT TO SCALE

MAP SOURCE: WESTFIELD DESIGN & CONSTRUCTION

APPENDIX FIGURE A-2
PROPOSED CIRCULATION ACCESS ROAD

LINSCOTT, LAW & GREENSPAN, engineers

WESTFIELD FASHION SQUARE EXPANSION PROJECT



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APPENDIX FIGURE A-4
NEW WESTERLY PROJECT DRIVEWAY ON RIVERSIDE DRIVE

WESTFIELD FASHION SQUARE EXPANSION PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

APPENDIX B

MANUAL TRAFFIC COUNTS

APPENDIX B-1

WEEKDAY CONDITIONS

<< ACCUTEK >>
<< 21114 TRIGGER LANE >>
<< DIAMOND BAR, CA 91765 >>
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File Name : 355501
Site Code : 00355501
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Groups Printed- Turning Movement

	VAN NUYS BLVD. Southbound				RIVERSIDE DRIVE Westbound				VAN NUYS BLVD. Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	345	17	362	28	0	84	112	33	190	0	223	0	0	0	0	697
07:15 AM	0	368	22	390	36	0	138	174	62	186	0	248	0	0	0	0	812
07:30 AM	0	306	11	317	47	0	158	205	134	191	0	325	0	0	0	0	847
07:45 AM	0	248	15	263	82	0	144	226	129	259	0	388	0	0	0	0	877
Total	0	1267	65	1332	193	0	524	717	358	826	0	1184	0	0	0	0	3233
08:00 AM	0	247	7	254	113	0	167	280	105	315	0	420	0	0	0	0	954
08:15 AM	0	324	22	346	88	0	177	265	107	357	0	464	0	0	0	0	1075
08:30 AM	0	268	41	309	65	0	108	173	129	316	0	445	0	0	0	0	927
08:45 AM	0	270	49	319	48	0	111	159	138	332	0	470	0	0	0	0	948
Total	0	1109	119	1228	314	0	563	877	479	1320	0	1799	0	0	0	0	3904
09:00 AM	0	318	40	358	46	0	73	119	151	351	0	502	0	0	0	0	979
09:15 AM	0	335	52	387	62	0	75	137	98	309	0	407	0	0	0	0	931
09:30 AM	0	311	30	341	41	0	58	99	99	288	0	387	0	0	0	0	827
09:45 AM	0	336	34	370	37	0	56	93	75	318	0	393	0	0	0	0	856
Total	0	1300	156	1456	186	0	262	448	423	1266	0	1689	0	0	0	0	3593
*** BREAK ***																	
03:00 PM	0	327	42	369	63	0	96	159	120	411	0	531	0	0	0	0	1059
03:15 PM	0	353	54	407	48	0	117	165	118	399	0	517	0	0	0	0	1089
03:30 PM	0	369	54	423	49	0	126	175	163	351	0	514	0	0	0	0	1112
03:45 PM	0	327	58	385	65	0	118	183	141	370	0	511	0	0	0	0	1079
Total	0	1376	208	1584	225	0	457	682	542	1531	0	2073	0	0	0	0	4339
04:00 PM	0	262	66	328	60	0	112	172	143	394	0	537	0	0	0	0	1037
04:15 PM	0	309	65	374	58	0	117	175	135	399	0	534	0	0	0	0	1083
04:30 PM	0	325	29	354	55	0	132	187	141	358	0	499	0	0	0	0	1040
04:45 PM	0	321	44	365	57	0	104	161	153	354	0	507	0	0	0	0	1033
Total	0	1217	204	1421	230	0	465	695	572	1505	0	2077	0	0	0	0	4193
05:00 PM	0	283	32	315	53	0	112	165	156	425	0	581	0	0	0	0	1061
05:15 PM	0	215	30	245	63	0	138	201	143	355	0	498	0	0	0	0	944
05:30 PM	0	190	42	232	70	0	122	192	162	336	0	498	0	0	0	0	922
05:45 PM	0	252	37	289	68	0	134	202	136	360	0	496	0	0	0	0	987
Total	0	940	141	1081	254	0	506	760	597	1476	0	2073	0	0	0	0	3914
Grand Total	0	7209	893	8102	1402	0	2777	4179	2971	7924	0	10895	0	0	0	0	23176
Apprch %	0.0	89.0	11.0		33.5	0.0	66.5		27.3	72.7	0.0		0.0	0.0	0.0		
Total %	0.0	31.1	3.9	35.0	6.0	0.0	12.0	18.0	12.8	34.2	0.0	47.0	0.0	0.0	0.0	0.0	

	VAN NUYS BLVD. Southbound				RIVERSIDE DRIVE Westbound				VAN NUYS BLVD. Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Intersection	08:15 AM																
Volume	0	1180	152	1332	247	0	469	716	525	1356	0	1881	0	0	0	0	3929
Percent	0.0	88.6	11.4		34.5	0.0	65.5		27.9	72.1	0.0		0.0	0.0	0.0		
08:15 Volume	0	324	22	346	88	0	177	265	107	357	0	464	0	0	0	0	1075
Peak Factor																	0.914
High Int.	09:00 AM				08:15 AM				09:00 AM				6:45:00 AM				
Volume	0	318	40	358	88	0	177	265	151	351	0	502					
Peak Factor				0.930				0.675				0.937					

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	VAN NUYS BLVD. Southbound				RIVERSIDE DRIVE Westbound				VAN NUYS BLVD. Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection 03:00 PM																	
Volume	0	1376	208	1584	225	0	457	682	542	1531	0	2073	0	0	0	0	4339
Percent	0.0	86.9	13.1		33.0	0.0	67.0		26.1	73.9	0.0		0.0	0.0	0.0		
03:30 Volume	0	369	54	423	49	0	126	175	163	351	0	514	0	0	0	0	1112
Peak Factor																	0.975
High Int. 03:30 PM					03:45 PM				03:00 PM								
Volume	0	369	54	423	65	0	118	183	120	411	0	531					
Peak Factor				0.936				0.932				0.976					

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File Name : 355502
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Groups Printed- Turning Movement

	VAN NUYS BLVD. Southbound				US 101 NB OFF RAMP Westbound				VAN NUYS BLVD. Northbound				US 101 NB ON RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	128	292	0	420	73	0	59	132	0	135	97	232	0	0	0	0	784
07:15 AM	211	301	0	512	59	3	33	95	0	185	119	304	0	0	0	0	911
07:30 AM	210	255	0	465	59	1	41	101	0	267	122	389	0	0	0	0	955
07:45 AM	172	213	0	385	80	1	40	121	0	328	96	424	0	0	0	0	930
Total	721	1061	0	1782	271	5	173	449	0	915	434	1349	0	0	0	0	3580
08:00 AM	187	220	0	407	112	3	64	179	0	319	91	410	0	0	0	0	996
08:15 AM	190	306	0	496	136	0	54	190	0	330	89	419	0	0	0	0	1105
08:30 AM	159	231	0	390	113	5	62	180	0	332	82	414	0	0	0	0	984
08:45 AM	140	242	0	382	124	2	79	205	0	341	82	423	0	0	0	0	1010
Total	676	999	0	1675	485	10	259	754	0	1322	344	1666	0	0	0	0	4095
09:00 AM	117	272	0	389	141	1	85	227	0	365	87	452	0	0	0	0	1068
09:15 AM	108	288	0	396	127	5	109	241	0	283	86	369	0	0	0	0	1006
09:30 AM	123	285	0	408	119	0	92	211	0	286	84	370	0	0	0	0	989
09:45 AM	89	290	0	379	116	3	89	208	0	267	100	367	0	0	0	0	954
Total	437	1135	0	1572	503	9	375	887	0	1201	357	1558	0	0	0	0	4017
*** BREAK ***																	
03:00 PM	164	257	0	421	115	1	63	179	0	416	186	602	0	0	0	0	1202
03:15 PM	192	266	0	458	106	0	74	180	0	399	185	584	0	0	0	0	1222
03:30 PM	221	270	0	491	107	1	75	183	0	407	150	557	0	0	0	0	1231
03:45 PM	163	266	0	429	104	0	80	184	0	411	175	586	0	0	0	0	1199
Total	740	1059	0	1799	432	2	292	726	0	1633	696	2329	0	0	0	0	4854
04:00 PM	131	238	0	369	108	1	60	169	0	426	170	596	0	0	0	0	1134
04:15 PM	180	256	0	436	80	1	56	137	0	448	158	606	0	0	0	0	1179
04:30 PM	187	243	0	430	99	1	68	168	0	394	157	551	0	0	0	0	1149
04:45 PM	183	261	0	444	92	2	68	162	0	409	168	577	0	0	0	0	1183
Total	681	998	0	1679	379	5	252	636	0	1677	653	2330	0	0	0	0	4645
05:00 PM	168	231	0	399	89	1	97	187	0	469	192	661	0	0	0	0	1247
05:15 PM	145	200	0	345	57	0	72	129	0	435	159	594	0	0	0	0	1068
05:30 PM	139	167	0	306	69	0	50	119	0	417	171	588	0	0	0	0	1013
05:45 PM	161	212	0	373	75	0	67	142	0	418	151	569	0	0	0	0	1084
Total	613	810	0	1423	290	1	286	577	0	1739	673	2412	0	0	0	0	4412
Grand Total	3868	6062	0	9930	2360	32	1637	4029	0	8487	3157	11644	0	0	0	0	25603
Apprch %	39.0	61.0	0.0		58.6	0.8	40.6		0.0	72.9	27.1		0.0	0.0	0.0		
Total %	15.1	23.7	0.0	38.8	9.2	0.1	6.4	15.7	0.0	33.1	12.3	45.5	0.0	0.0	0.0	0.0	

	VAN NUYS BLVD. Southbound				US 101 NB OFF RAMP Westbound				VAN NUYS BLVD. Northbound				US 101 NB ON RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Intersection	08:15 AM																
Volume	606	1051	0	1657	514	8	280	802	0	1368	340	1708	0	0	0	0	4167
Percent	36.6	63.4	0.0		64.1	1.0	34.9		0.0	80.1	19.9		0.0	0.0	0.0		
08:15 Volume	190	306	0	496	136	0	54	190	0	330	89	419	0	0	0	0	1105
Peak Factor																	0.943
High Int.	08:15 AM				09:00 AM				09:00 AM				6:45:00 AM				
Volume	190	306	0	496	141	1	85	227	0	365	87	452					
Peak Factor				0.835				0.883				0.945					

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	VAN NUYS BLVD. Southbound				US 101 NB OFF RAMP Westbound				VAN NUYS BLVD. Northbound				US 101 NB ON RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection 03:00 PM																	
Volume	740	1059	0	1799	432	2	292	726	0	1633	696	2329	0	0	0	0	4854
Percent	41.1	58.9	0.0		59.5	0.3	40.2		0.0	70.1	29.9		0.0	0.0	0.0		
03:30 Volume	221	270	0	491	107	1	75	183	0	407	150	557	0	0	0	0	1231
Peak Factor																	0.986
High Int.	03:30 PM				03:45 PM				03:00 PM								
Volume	221	270	0	491	104	0	80	184	0	416	186	602					
Peak Factor				0.916				0.986				0.967					

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Site Code : 00355503
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Groups Printed- Turning Movement

	VAN NUYS BLVD. Southbound				US 101 SB ON RAMP Westbound				VAN NUYS BLVD. Northbound				US 101 SB OFF RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	242	101	343	0	0	0	0	72	160	0	232	96	0	69	165	740
07:15 AM	0	209	116	325	0	0	0	0	65	233	0	298	95	0	72	167	790
07:30 AM	0	210	93	303	0	0	0	0	81	231	0	312	124	2	160	286	901
07:45 AM	0	179	76	255	0	0	0	0	69	260	0	329	109	0	162	271	855
Total	0	840	386	1226	0	0	0	0	287	884	0	1171	424	2	463	889	3286
08:00 AM	0	242	51	293	0	0	0	0	67	245	0	312	162	0	170	332	937
08:15 AM	0	254	80	334	0	0	0	0	62	256	0	318	138	2	168	308	960
08:30 AM	0	213	67	280	0	0	0	0	62	249	0	311	153	0	172	325	916
08:45 AM	0	308	64	372	0	0	0	0	54	251	0	305	147	1	162	310	987
Total	0	1017	262	1279	0	0	0	0	245	1001	0	1246	600	3	672	1275	3800
09:00 AM	0	289	75	364	0	0	0	0	52	279	0	331	174	0	154	328	1023
09:15 AM	0	321	83	404	0	0	0	0	59	251	0	310	163	0	132	295	1009
09:30 AM	0	309	76	385	0	0	0	0	49	229	0	278	195	0	136	331	994
09:45 AM	0	291	88	379	0	0	0	0	44	245	0	289	194	0	119	313	981
Total	0	1210	322	1532	0	0	0	0	204	1004	0	1208	726	0	541	1267	4007
*** BREAK ***																	
03:00 PM	0	248	84	332	0	0	0	0	92	428	0	520	138	1	163	302	1154
03:15 PM	0	256	82	338	0	0	0	0	74	417	0	491	151	1	173	325	1154
03:30 PM	0	258	101	359	0	0	0	0	79	401	0	480	136	2	159	297	1136
03:45 PM	0	251	81	332	0	0	0	0	65	395	0	460	139	2	191	332	1124
Total	0	1013	348	1361	0	0	0	0	310	1641	0	1951	564	6	686	1256	4568
04:00 PM	0	212	76	288	0	0	0	0	78	428	0	506	147	4	174	325	1119
04:15 PM	0	244	57	301	0	0	0	0	83	426	0	509	134	3	171	308	1118
04:30 PM	0	220	74	294	0	0	0	0	62	397	0	459	125	2	165	292	1045
04:45 PM	0	256	83	339	0	0	0	0	77	413	0	490	149	2	167	318	1147
Total	0	932	290	1222	0	0	0	0	300	1664	0	1964	555	11	677	1243	4429
05:00 PM	0	256	83	339	0	0	0	0	61	487	0	548	141	2	163	306	1193
05:15 PM	0	215	67	282	0	0	0	0	59	415	0	474	151	1	191	343	1099
05:30 PM	0	168	46	214	0	0	0	0	68	409	0	477	155	1	169	325	1016
05:45 PM	0	229	57	286	0	0	0	0	49	402	0	451	170	4	163	337	1074
Total	0	868	253	1121	0	0	0	0	237	1713	0	1950	617	8	686	1311	4382
Grand Total	0	5880	1861	7741	0	0	0	0	1583	7907	0	9490	3486	30	3725	7241	24472
Apprch %	0.0	76.0	24.0		0.0	0.0	0.0		16.7	83.3	0.0		48.1	0.4	51.4		
Total %	0.0	24.0	7.6	31.6	0.0	0.0	0.0	0.0	6.5	32.3	0.0	38.8	14.2	0.1	15.2	29.6	

	VAN NUYS BLVD. Southbound				US 101 SB ON RAMP Westbound				VAN NUYS BLVD. Northbound				US 101 SB OFF RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Intersection	08:45 AM																
Volume	0	1227	298	1525	0	0	0	0	214	1010	0	1224	679	1	584	1264	4013
Percent	0.0	80.5	19.5		0.0	0.0	0.0		17.5	82.5	0.0		53.7	0.1	46.2		
09:00 Volume	0	289	75	364	0	0	0	0	52	279	0	331	174	0	154	328	1023
Peak Factor																	0.981
High Int.	09:15 AM				6:45:00 AM				09:00 AM				09:30 AM				
Volume	0	321	83	404	0	0	0	0	52	279	0	331	195	0	136	331	
Peak Factor				0.944								0.924				0.955	

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Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection 03:00 PM																	
Volume	0	1013	348	1361	0	0	0	0	310	1641	0	1951	564	6	686	1256	4568
Percent	0.0	74.4	25.6		0.0	0.0	0.0		15.9	84.1	0.0		44.9	0.5	54.6		
03:15 Volume	0	256	82	338	0	0	0	0	74	417	0	491	151	1	173	325	1154
Peak Factor																	0.990
High Int.	03:30 PM								03:00 PM				03:45 PM				
Volume	0	258	101	359	0	0	0	0	92	428	0	520	139	2	191	332	
Peak Factor				0.948								0.938				0.946	

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Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	2	1	0	3	0	82	98	180	14	1	5	20	10	17	0	27	230
07:15 AM	2	3	2	7	0	137	84	221	32	1	7	40	19	37	0	56	324
07:30 AM	2	8	1	11	2	170	76	248	67	1	7	75	10	55	1	66	400
07:45 AM	3	8	3	14	2	172	97	271	52	3	9	64	10	67	2	79	428
Total	9	20	6	35	4	561	355	920	165	6	28	199	49	176	3	228	1382
08:00 AM	3	11	2	16	2	185	66	253	57	0	7	64	9	76	0	85	418
08:15 AM	2	4	2	8	1	203	47	251	54	1	10	65	7	75	0	82	406
08:30 AM	4	4	0	8	3	167	49	219	51	4	11	66	16	72	1	89	382
08:45 AM	2	5	4	11	0	150	68	218	67	2	12	81	3	91	2	96	406
Total	11	24	8	43	6	705	230	941	229	7	40	276	35	314	3	352	1612
09:00 AM	2	3	1	6	2	139	85	226	60	1	11	72	13	115	0	128	432
09:15 AM	0	8	1	9	3	116	105	224	57	2	10	69	17	83	1	101	403
09:30 AM	0	2	2	4	2	110	96	208	66	3	7	76	12	69	1	82	370
09:45 AM	1	5	1	7	2	86	100	188	60	9	13	82	9	64	0	73	350
Total	3	18	5	26	9	451	386	846	243	15	41	299	51	331	2	384	1555
*** BREAK ***																	
03:00 PM	8	4	10	22	5	92	81	178	145	4	36	185	16	96	0	112	497
03:15 PM	4	9	4	17	5	106	72	183	157	8	27	192	15	115	0	130	522
03:30 PM	0	3	2	5	2	111	85	198	144	7	36	187	18	132	1	151	541
03:45 PM	6	7	5	18	1	116	51	168	156	4	33	193	20	112	1	133	512
Total	18	23	21	62	13	425	289	727	602	23	132	757	69	455	2	526	2072
04:00 PM	1	11	7	19	3	103	80	186	147	5	31	183	14	118	1	133	521
04:15 PM	2	12	5	19	3	113	75	191	159	11	28	198	9	123	0	132	540
04:30 PM	2	8	1	11	2	121	64	187	172	5	35	212	11	115	0	126	536
04:45 PM	5	6	4	15	3	128	77	208	167	6	34	207	10	138	1	149	579
Total	10	37	17	64	11	465	296	772	645	27	128	800	44	494	2	540	2176
05:00 PM	3	7	4	14	2	126	78	206	144	9	40	193	19	122	1	142	555
05:15 PM	4	9	4	17	4	151	81	236	153	11	30	194	6	136	1	143	590
05:30 PM	5	6	7	18	2	158	106	266	146	9	32	187	8	100	1	109	580
05:45 PM	4	12	7	23	8	149	106	263	145	4	44	193	10	123	1	134	613
Total	16	34	22	72	16	584	371	971	588	33	146	767	43	481	4	528	2338
Grand Total	67	156	79	302	59	3191	1927	5177	2472	111	515	3098	291	2251	16	2558	11135
Apprch %	22.2	51.7	26.2		1.1	61.6	37.2		79.8	3.6	16.6		11.4	88.0	0.6		
Total %	0.6	1.4	0.7	2.7	0.5	28.7	17.3	46.5	22.2	1.0	4.6	27.8	2.6	20.2	0.1	23.0	

	BEVERLY GLEN BLVD. Southbound				MOORPARK ST. Westbound				TYRONE AVE. Northbound				MOORPARK ST. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	10	31	8	49	7	730	286	1023	230	5	33	268	36	273	3	312	1652
Percent	20.4	63.3	16.3		0.7	71.4	28.0		85.8	1.9	12.3		11.5	87.5	1.0		
07:45 Volume	3	8	3	14	2	172	97	271	52	3	9	64	10	67	2	79	428
Peak Factor																	0.965
High Int.	08:00 AM				07:45 AM				07:30 AM				08:00 AM				
Volume	3	11	2	16	2	172	97	271	67	1	7	75	9	76	0	85	
Peak Factor				0.766				0.944				0.893				0.918	

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Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	16	34	22	72	16	584	371	971	588	33	146	767	43	481	4	528	2338
Percent	22.2	47.2	30.6		1.6	60.1	38.2		76.7	4.3	19.0		8.1	91.1	0.8		
05:45 Volume	4	12	7	23	8	149	106	263	145	4	44	193	10	123	1	134	613
Peak Factor																	0.954
High Int.	05:45 PM				05:30 PM				05:15 PM				05:15 PM				
Volume	4	12	7	23	2	158	106	266	153	11	30	194	6	136	1	143	
Peak Factor				0.783				0.913				0.988				0.923	

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Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	39	65	2	106	1	198	21	220	3	17	15	35	50	173	8	231	592
07:15 AM	41	59	8	108	1	273	22	296	8	29	29	66	31	209	14	254	724
07:30 AM	35	54	5	94	2	292	12	306	12	44	18	74	38	327	18	383	857
07:45 AM	42	68	2	112	1	276	19	296	19	34	21	74	29	259	20	308	790
Total	157	246	17	420	5	1039	74	1118	42	124	83	249	148	968	60	1176	2963
08:00 AM	36	42	3	81	1	293	14	308	24	43	19	86	26	282	19	327	802
08:15 AM	25	34	1	60	5	241	27	273	13	36	26	75	21	280	19	320	728
08:30 AM	27	36	2	65	0	276	11	287	13	49	17	79	11	287	23	321	752
08:45 AM	20	55	1	76	1	220	25	246	19	49	23	91	30	253	18	301	714
Total	108	167	7	282	7	1030	77	1114	69	177	85	331	88	1102	79	1269	2996
09:00 AM	33	64	2	99	6	210	31	247	19	47	12	78	35	273	14	322	746
09:15 AM	31	89	4	124	3	234	40	277	30	36	18	84	31	261	12	304	789
09:30 AM	18	86	6	110	6	209	41	256	29	43	19	91	35	240	20	295	752
09:45 AM	25	71	11	107	0	159	36	195	21	48	27	96	31	248	20	299	697
Total	107	310	23	440	15	812	148	975	99	174	76	349	132	1022	66	1220	2984
*** BREAK ***																	
03:00 PM	22	66	10	98	5	239	31	275	37	94	52	183	16	237	23	276	832
03:15 PM	15	65	11	91	13	242	29	284	24	127	52	203	20	258	26	304	882
03:30 PM	9	89	7	105	8	267	30	305	30	102	53	185	9	290	23	322	917
03:45 PM	12	61	9	82	8	282	28	318	31	137	56	224	16	271	18	305	929
Total	58	281	37	376	34	1030	118	1182	122	460	213	795	61	1056	90	1207	3560
04:00 PM	18	80	9	107	7	284	39	330	38	120	51	209	14	266	28	308	954
04:15 PM	13	77	11	101	6	251	32	289	33	134	37	204	15	248	25	288	882
04:30 PM	11	68	6	85	6	264	41	311	30	145	39	214	11	272	34	317	927
04:45 PM	15	72	10	97	2	242	29	273	35	124	46	205	15	256	28	299	874
Total	57	297	36	390	21	1041	141	1203	136	523	173	832	55	1042	115	1212	3637
05:00 PM	21	74	8	103	8	250	38	296	35	102	47	184	12	245	35	292	875
05:15 PM	23	72	4	99	9	254	46	309	46	106	35	187	18	267	43	328	923
05:30 PM	36	83	3	122	3	223	44	270	41	118	46	205	16	257	20	293	890
05:45 PM	42	82	4	128	8	237	29	274	32	112	42	186	8	269	28	305	893
Total	122	311	19	452	28	964	157	1149	154	438	170	762	54	1038	126	1218	3581
Grand Total	609	1612	139	2360	110	5916	715	6741	622	1896	800	3318	538	6228	536	7302	19721
Apprch %	25.8	68.3	5.9		1.6	87.8	10.6		18.7	57.1	24.1		7.4	85.3	7.3		
Total %	3.1	8.2	0.7	12.0	0.6	30.0	3.6	34.2	3.2	9.6	4.1	16.8	2.7	31.6	2.7	37.0	

	BEVERLY GLEN BLVD. Southbound				VENTURA BLVD. Westbound				BEVERLY GLEN BLVD. Northbound				VENTURA BLVD. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	138	198	11	347	9	1102	72	1183	68	157	84	309	114	1148	76	1338	3177
Percent	39.8	57.1	3.2		0.8	93.2	6.1		22.0	50.8	27.2		8.5	85.8	5.7		
07:30 Volume	35	54	5	94	2	292	12	306	12	44	18	74	38	327	18	383	857
Peak Factor																	0.927
High Int.	07:45 AM				08:00 AM				08:00 AM				07:30 AM				
Volume	42	68	2	112	1	293	14	308	24	43	19	86	38	327	18	383	
Peak Factor				0.775				0.960				0.898				0.873	

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Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	03:45 PM																
Volume	54	286	35	375	27	1081	140	1248	132	536	183	851	56	1057	105	1218	3692
Percent	14.4	76.3	9.3		2.2	86.6	11.2		15.5	63.0	21.5		4.6	86.8	8.6		
04:00 Volume	18	80	9	107	7	284	39	330	38	120	51	209	14	266	28	308	954
Peak Factor																	0.968
High Int.	04:00 PM				04:00 PM				03:45 PM				04:30 PM				
Volume	18	80	9	107	7	284	39	330	31	137	56	224	11	272	34	317	
Peak Factor				0.876				0.945				0.950				0.961	

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Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	18	169	14	201	9	125	28	162	8	64	11	83	12	83	11	106	552
07:15 AM	16	178	27	221	17	178	24	219	10	71	16	97	15	119	6	140	677
07:30 AM	23	160	34	217	24	238	35	297	14	105	24	143	27	176	12	215	872
07:45 AM	20	213	32	265	36	238	33	307	18	120	24	162	31	207	20	258	992
Total	77	720	107	904	86	779	120	985	50	360	75	485	85	585	49	719	3093
08:00 AM	22	212	31	265	34	231	46	311	13	107	12	132	43	194	15	252	960
08:15 AM	24	197	24	245	19	220	27	266	15	92	15	122	30	213	8	251	884
08:30 AM	21	208	17	246	9	158	23	190	19	89	12	120	25	181	7	213	769
08:45 AM	33	202	25	260	12	170	21	203	12	81	20	113	34	151	14	199	775
Total	100	819	97	1016	74	779	117	970	59	369	59	487	132	739	44	915	3388
09:00 AM	19	225	20	264	15	128	25	168	14	80	22	116	29	170	12	211	759
09:15 AM	22	201	20	243	10	112	26	148	14	95	17	126	25	142	10	177	694
09:30 AM	20	178	21	219	17	85	24	126	13	92	20	125	32	121	10	163	633
09:45 AM	18	179	14	211	10	99	18	127	17	78	17	112	26	91	7	124	574
Total	79	783	75	937	52	424	93	569	58	345	76	479	112	524	39	675	2660
*** BREAK ***																	
03:00 PM	15	154	26	195	16	111	25	152	36	178	31	245	40	186	16	242	834
03:15 PM	11	153	21	185	28	158	37	223	34	142	35	211	29	190	26	245	864
03:30 PM	13	162	19	194	15	157	31	203	29	195	18	242	43	172	26	241	880
03:45 PM	21	176	14	211	17	129	22	168	32	183	45	260	41	164	15	220	859
Total	60	645	80	785	76	555	115	746	131	698	129	958	153	712	83	948	3437
04:00 PM	25	142	18	185	21	126	29	176	27	195	42	264	48	189	18	255	880
04:15 PM	18	168	25	211	26	140	22	188	29	197	31	257	44	197	22	263	919
04:30 PM	17	185	16	218	17	144	26	187	29	208	39	276	43	218	23	284	965
04:45 PM	18	185	21	224	19	132	30	181	30	196	37	263	47	207	24	278	946
Total	78	680	80	838	83	542	107	732	115	796	149	1060	182	811	87	1080	3710
05:00 PM	19	158	26	203	12	118	24	154	32	214	31	277	50	209	23	282	916
05:15 PM	13	153	26	192	14	125	24	163	34	184	34	252	59	275	25	359	966
05:30 PM	19	163	19	201	15	126	27	168	35	219	39	293	52	242	31	325	987
05:45 PM	15	158	24	197	16	123	23	162	40	208	31	279	69	241	28	338	976
Total	66	632	95	793	57	492	98	647	141	825	135	1101	230	967	107	1304	3845
Grand Total	460	4279	534	5273	428	3571	650	4649	554	3393	623	4570	894	4338	409	5641	20133
Apprch %	8.7	81.1	10.1		9.2	76.8	14.0		12.1	74.2	13.6		15.8	76.9	7.3		
Total %	2.3	21.3	2.7	26.2	2.1	17.7	3.2	23.1	2.8	16.9	3.1	22.7	4.4	21.5	2.0	28.0	

	HAZELTINE AVE. Southbound				MAGNOLIA BLVD. Westbound				HAZELTINE AVE. Northbound				MAGNOLIA BLVD. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	89	782	121	992	113	927	141	1181	60	424	75	559	131	790	55	976	3708
Percent	9.0	78.8	12.2		9.6	78.5	11.9		10.7	75.8	13.4		13.4	80.9	5.6		
07:45 Volume	20	213	32	265	36	238	33	307	18	120	24	162	31	207	20	258	992
Peak Factor																	0.934
High Int.	07:45 AM				08:00 AM				07:45 AM				07:45 AM				
Volume	20	213	32	265	34	231	46	311	18	120	24	162	31	207	20	258	
Peak Factor				0.936				0.949				0.863				0.946	

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Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	66	632	95	793	57	492	98	647	141	825	135	1101	230	967	107	1304	3845
Percent	8.3	79.7	12.0		8.8	76.0	15.1		12.8	74.9	12.3		17.6	74.2	8.2		
05:30 Volume	19	163	19	201	15	126	27	168	35	219	39	293	52	242	31	325	987
Peak Factor																	0.974
High Int.	05:00 PM				05:30 PM				05:30 PM				05:15 PM				
Volume	19	158	26	203	15	126	27	168	35	219	39	293	59	275	25	359	
Peak Factor				0.977				0.963				0.939				0.908	

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	HAZELTINE AVE. Southbound				RIVERSIDE DRIVE Westbound				HAZELTINE AVE. Northbound				RIVERSIDE DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	9	149	18	176	6	125	51	182	17	37	12	66	8	36	4	48	472
07:15 AM	22	162	38	222	19	161	75	255	20	57	9	86	7	122	3	132	695
07:30 AM	18	180	34	232	40	204	79	323	40	79	17	136	10	166	6	182	873
07:45 AM	16	214	60	290	27	236	85	348	27	79	15	121	18	195	7	220	979
Total	65	705	150	920	92	726	290	1108	104	252	53	409	43	519	20	582	3019
08:00 AM	17	241	58	316	32	216	77	325	28	93	14	135	24	194	2	220	996
08:15 AM	13	192	45	250	34	156	90	280	21	98	13	132	11	157	8	176	838
08:30 AM	21	180	51	252	20	135	74	229	20	85	9	114	17	189	5	211	806
08:45 AM	20	174	45	239	23	144	57	224	33	82	12	127	18	190	3	211	801
Total	71	787	199	1057	109	651	298	1058	102	358	48	508	70	730	18	818	3441
09:00 AM	21	205	54	280	25	142	58	225	19	83	10	112	10	181	2	193	810
09:15 AM	16	178	48	242	21	144	51	216	26	87	17	130	18	145	11	174	762
09:30 AM	21	167	57	245	28	107	55	190	24	77	18	119	25	141	4	170	724
09:45 AM	15	173	52	240	21	93	40	154	30	70	17	117	23	120	12	155	666
Total	73	723	211	1007	95	486	204	785	99	317	62	478	76	587	29	692	2962
*** BREAK ***																	
03:00 PM	38	173	27	238	36	125	44	205	85	158	29	272	26	132	17	175	890
03:15 PM	27	172	21	220	29	164	70	263	70	172	39	281	28	125	14	167	931
03:30 PM	39	147	24	210	34	138	62	234	67	150	42	259	27	141	15	183	886
03:45 PM	23	140	37	200	43	108	60	211	64	165	43	272	21	150	12	183	866
Total	127	632	109	868	142	535	236	913	286	645	153	1084	102	548	58	708	3573
04:00 PM	28	155	44	227	38	117	43	198	57	183	35	275	26	130	20	176	876
04:15 PM	22	176	41	239	49	128	42	219	43	173	40	256	20	133	29	182	896
04:30 PM	23	163	43	229	43	119	45	207	65	186	38	289	26	146	19	191	916
04:45 PM	27	194	40	261	36	125	56	217	68	198	41	307	22	128	27	177	962
Total	100	688	168	956	166	489	186	841	233	740	154	1127	94	537	95	726	3650
05:00 PM	19	179	36	234	51	137	44	232	65	193	34	292	34	156	21	211	969
05:15 PM	29	193	35	257	45	136	55	236	53	212	32	297	23	147	25	195	985
05:30 PM	18	180	43	241	39	145	52	236	62	204	33	299	28	146	20	194	970
05:45 PM	23	212	48	283	37	146	69	252	59	203	32	294	26	138	22	186	1015
Total	89	764	162	1015	172	564	220	956	239	812	131	1182	111	587	88	786	3939
Grand Total	525	4299	999	5823	776	3451	1434	5661	1063	3124	601	4788	496	3508	308	4312	20584
Apprch %	9.0	73.8	17.2		13.7	61.0	25.3		22.2	65.2	12.6		11.5	81.4	7.1		
Total %	2.6	20.9	4.9	28.3	3.8	16.8	7.0	27.5	5.2	15.2	2.9	23.3	2.4	17.0	1.5	20.9	

	HAZELTINE AVE. Southbound				RIVERSIDE DRIVE Westbound				HAZELTINE AVE. Northbound				RIVERSIDE DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	64	827	197	1088	133	812	331	1276	116	349	59	524	63	712	23	798	3686
Percent	5.9	76.0	18.1		10.4	63.6	25.9		22.1	66.6	11.3		7.9	89.2	2.9		
08:00 Volume	17	241	58	316	32	216	77	325	28	93	14	135	24	194	2	220	996
Peak Factor																	0.925
High Int.	08:00 AM				07:45 AM				07:30 AM				07:45 AM				
Volume	17	241	58	316	27	236	85	348	40	79	17	136	18	195	7	220	
Peak Factor				0.861				0.917				0.963				0.907	

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Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	89	764	162	1015	172	564	220	956	239	812	131	1182	111	587	88	786	3939
Percent	8.8	75.3	16.0		18.0	59.0	23.0		20.2	68.7	11.1		14.1	74.7	11.2		
05:45 Volume	23	212	48	283	37	146	69	252	59	203	32	294	26	138	22	186	1015
Peak Factor																	0.970
High Int.	05:45 PM				05:45 PM				05:30 PM				05:00 PM				
Volume	23	212	48	283	37	146	69	252	62	204	33	299	34	156	21	211	
Peak Factor				0.897				0.948				0.988				0.931	

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Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	2	190	13	205	0	0	0	0	4	67	2	73	0	0	0	0	278
07:15 AM	4	222	4	230	0	1	0	1	4	83	2	89	1	0	1	2	322
07:30 AM	3	240	10	253	0	0	0	0	6	129	6	141	0	0	1	1	395
07:45 AM	0	302	12	314	0	0	0	0	3	118	3	124	2	0	0	2	440
Total	9	954	39	1002	0	1	0	1	17	397	13	427	3	0	2	5	1435
08:00 AM	2	316	15	333	1	0	1	2	5	129	0	134	4	0	0	4	473
08:15 AM	2	277	5	284	1	0	0	1	8	127	3	138	1	0	1	2	425
08:30 AM	1	252	12	265	1	0	1	2	3	113	2	118	0	0	1	1	386
08:45 AM	2	220	13	235	1	0	1	2	5	125	2	132	1	0	3	4	373
Total	7	1065	45	1117	4	0	3	7	21	494	7	522	6	0	5	11	1657
09:00 AM	2	241	12	255	3	0	1	4	4	98	0	102	3	2	1	6	367
09:15 AM	0	196	24	220	3	0	3	6	8	117	1	126	0	1	1	2	354
09:30 AM	1	188	46	235	2	0	3	5	8	103	5	116	1	0	1	2	358
09:45 AM	3	189	42	234	3	0	0	3	14	113	1	128	0	0	1	1	366
Total	6	814	124	944	11	0	7	18	34	431	7	472	4	3	4	11	1445
*** BREAK ***																	
03:00 PM	1	169	67	237	24	1	12	37	19	211	1	231	0	0	1	1	506
03:15 PM	0	212	41	253	19	1	24	44	25	201	6	232	3	0	3	6	535
03:30 PM	0	181	39	220	20	0	30	50	20	207	1	228	1	0	3	4	502
03:45 PM	0	137	59	196	10	0	16	26	23	223	0	246	4	0	2	6	474
Total	1	699	206	906	73	2	82	157	87	842	8	937	8	0	9	17	2017
04:00 PM	2	194	32	228	19	3	19	41	24	218	0	242	2	0	1	3	514
04:15 PM	2	203	42	247	12	0	16	28	20	211	3	234	3	1	7	11	520
04:30 PM	0	184	49	233	16	0	19	35	19	210	0	229	3	0	4	7	504
04:45 PM	0	225	38	263	16	0	20	36	22	232	1	255	1	0	8	9	563
Total	4	806	161	971	63	3	74	140	85	871	4	960	9	1	20	30	2101
05:00 PM	1	207	41	249	14	0	24	38	20	243	2	265	2	0	2	4	556
05:15 PM	3	209	52	264	10	0	16	26	20	246	4	270	2	0	0	2	562
05:30 PM	0	185	47	232	11	0	13	24	9	255	1	265	3	1	3	7	528
05:45 PM	1	243	58	302	16	1	20	37	18	230	4	252	2	0	1	3	594
Total	5	844	198	1047	51	1	73	125	67	974	11	1052	9	1	6	16	2240
Grand Total	32	5182	773	5987	202	7	239	448	311	4009	50	4370	39	5	46	90	10895
Apprch %	0.5	86.6	12.9		45.1	1.6	53.3		7.1	91.7	1.1		43.3	5.6	51.1		
Total %	0.3	47.6	7.1	55.0	1.9	0.1	2.2	4.1	2.9	36.8	0.5	40.1	0.4	0.0	0.4	0.8	

	HAZELTINE AVE. Southbound				Fashion Square Lane Westbound				VENTURA BLVD. Northbound				P.LOT-Entrance Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	7	1135	42	1184	2	0	1	3	22	503	12	537	7	0	2	9	1733
Percent	0.6	95.9	3.5		66.7	0.0	33.3		4.1	93.7	2.2		77.8	0.0	22.2		
08:00 Volume	2	316	15	333	1	0	1	2	5	129	0	134	4	0	0	4	473
Peak Factor																	0.916
High Int.	08:00 AM				08:00 AM				07:30 AM				08:00 AM				
Volume	2	316	15	333	1	0	1	2	6	129	6	141	4	0	0	4	
Peak Factor				0.889				0.375				0.952				0.563	

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Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	5	844	198	1047	51	1	73	125	67	974	11	1052	9	1	6	16	2240
Percent	0.5	80.6	18.9		40.8	0.8	58.4		6.4	92.6	1.0		56.3	6.3	37.5		
05:45 Volume	1	243	58	302	16	1	20	37	18	230	4	252	2	0	1	3	594
Peak Factor																	0.943
High Int.	05:45 PM				05:00 PM				05:15 PM				05:30 PM				
Volume	1	243	58	302	14	0	24	38	20	246	4	270	3	1	3	7	
Peak Factor				0.867				0.822				0.974				0.571	

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Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	80	104	16	200	14	129	22	165	2	24	6	32	7	42	21	70	467
07:15 AM	75	122	20	217	11	156	20	187	5	32	8	45	4	53	19	76	525
07:30 AM	64	177	22	263	18	179	16	213	3	46	6	55	16	84	27	127	658
07:45 AM	90	201	39	330	33	169	19	221	2	66	5	73	10	95	23	128	752
Total	309	604	97	1010	76	633	77	786	12	168	25	205	37	274	90	401	2402
08:00 AM	83	239	35	357	16	172	28	216	8	44	10	62	13	83	21	117	752
08:15 AM	84	213	42	339	18	191	18	227	7	49	15	71	6	98	20	124	761
08:30 AM	79	216	45	340	31	152	18	201	8	48	11	67	21	101	25	147	755
08:45 AM	86	207	41	334	18	150	31	199	7	57	10	74	19	102	24	145	752
Total	332	875	163	1370	83	665	95	843	30	198	46	274	59	384	90	533	3020
09:00 AM	70	153	39	262	20	157	14	191	6	49	16	71	15	100	24	139	663
09:15 AM	74	128	53	255	22	149	20	191	5	49	14	68	21	78	23	122	636
09:30 AM	75	92	37	204	15	133	17	165	7	58	12	77	20	79	26	125	571
09:45 AM	57	88	36	181	24	109	13	146	8	69	18	95	13	101	34	148	570
Total	276	461	165	902	81	548	64	693	26	225	60	311	69	358	107	534	2440
*** BREAK ***																	
03:00 PM	55	74	36	165	23	95	14	132	6	96	15	117	29	133	69	231	645
03:15 PM	55	99	32	186	30	108	17	155	13	97	30	140	22	134	61	217	698
03:30 PM	70	93	35	198	29	102	22	153	13	108	22	143	14	161	58	233	727
03:45 PM	77	92	36	205	32	126	15	173	7	100	18	125	16	149	63	228	731
Total	257	358	139	754	114	431	68	613	39	401	85	525	81	577	251	909	2801
04:00 PM	53	89	43	185	27	110	18	155	15	105	24	144	15	157	70	242	726
04:15 PM	54	122	46	222	36	112	16	164	15	114	27	156	14	179	64	257	799
04:30 PM	64	91	37	192	37	133	14	184	9	106	35	150	17	161	76	254	780
04:45 PM	81	98	42	221	32	132	11	175	13	97	25	135	20	175	74	269	800
Total	252	400	168	820	132	487	59	678	52	422	111	585	66	672	284	1022	3105
05:00 PM	68	92	33	193	25	114	25	164	16	128	23	167	29	138	72	239	763
05:15 PM	74	117	41	232	39	135	18	192	10	107	34	151	21	178	64	263	838
05:30 PM	78	106	43	227	42	122	19	183	11	129	12	152	19	152	81	252	814
05:45 PM	69	102	43	214	46	132	28	206	6	92	35	133	13	152	72	237	790
Total	289	417	160	866	152	503	90	745	43	456	104	603	82	620	289	991	3205
Grand Total	1715	3115	892	5722	638	3267	453	4358	202	1870	431	2503	394	2885	1111	4390	16973
Apprch %	30.0	54.4	15.6		14.6	75.0	10.4		8.1	74.7	17.2		9.0	65.7	25.3		
Total %	10.1	18.4	5.3	33.7	3.8	19.2	2.7	25.7	1.2	11.0	2.5	14.7	2.3	17.0	6.5	25.9	

	HAZELTINE AVE. Southbound				MOORPARK AVE. Westbound				HAZELTINE AVE. Northbound				MOORPARK AVE. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	336	869	161	1366	98	684	83	865	25	207	41	273	50	377	89	516	3020
Percent	24.6	63.6	11.8		11.3	79.1	9.6		9.2	75.8	15.0		9.7	73.1	17.2		
08:15 Volume	84	213	42	339	18	191	18	227	7	49	15	71	6	98	20	124	761
Peak Factor																	0.992
High Int.	08:00 AM				08:15 AM				07:45 AM				08:30 AM				
Volume	83	239	35	357	18	191	18	227	2	66	5	73	21	101	25	147	
Peak Factor				0.957				0.953				0.935				0.878	

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	HAZELTINE AVE. Southbound				MOORPARK AVE. Westbound				HAZELTINE AVE. Northbound				MOORPARK AVE. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	301	413	159	873	138	503	73	714	50	461	94	605	89	643	291	1023	3215
Percent	34.5	47.3	18.2		19.3	70.4	10.2		8.3	76.2	15.5		8.7	62.9	28.4		
05:15 Volume	74	117	41	232	39	135	18	192	10	107	34	151	21	178	64	263	838
Peak Factor																	0.959
High Int.	05:15 PM				05:15 PM				05:00 PM				04:45 PM				
Volume	74	117	41	232	39	135	18	192	16	128	23	167	20	175	74	269	
Peak Factor				0.941				0.930				0.906				0.951	

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	HAZELTINE AVE. Southbound				VENTURA AVE. Westbound				Northbound				VENTURA AVE. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	72	0	29	101	15	267	0	282	0	0	0	0	0	232	14	246	629
07:15 AM	97	0	36	133	20	312	0	332	0	0	0	0	0	267	20	287	752
07:30 AM	99	0	63	162	28	340	0	368	0	0	0	0	0	247	26	273	803
07:45 AM	123	0	75	198	34	331	0	365	0	0	0	0	0	265	27	292	855
Total	391	0	203	594	97	1250	0	1347	0	0	0	0	0	1011	87	1098	3039
08:00 AM	136	0	83	219	26	303	0	329	0	0	0	0	0	229	21	250	798
08:15 AM	123	0	72	195	27	344	0	371	0	0	0	0	0	271	25	296	862
08:30 AM	111	0	80	191	31	326	0	357	0	0	0	0	0	294	19	313	861
08:45 AM	127	0	79	206	32	273	0	305	0	0	0	0	0	233	22	255	766
Total	497	0	314	811	116	1246	0	1362	0	0	0	0	0	1027	87	1114	3287
09:00 AM	91	0	57	148	30	281	0	311	0	0	0	0	0	268	23	291	750
09:15 AM	83	0	55	138	28	291	0	319	0	0	0	0	0	307	24	331	788
09:30 AM	73	0	39	112	42	296	0	338	0	0	0	0	0	293	26	319	769
09:45 AM	57	0	28	85	43	249	0	292	0	0	0	0	0	278	25	303	680
Total	304	0	179	483	143	1117	0	1260	0	0	0	0	0	1146	98	1244	2987
*** BREAK ***																	
03:00 PM	47	0	44	91	61	280	0	341	0	0	0	0	0	270	36	306	738
03:15 PM	55	0	53	108	53	287	0	340	0	0	0	0	0	278	44	322	770
03:30 PM	37	0	41	78	48	283	0	331	0	0	0	0	0	262	50	312	721
03:45 PM	47	0	47	94	64	300	0	364	0	0	0	0	0	309	46	355	813
Total	186	0	185	371	226	1150	0	1376	0	0	0	0	0	1119	176	1295	3042
04:00 PM	45	0	35	80	60	300	0	360	0	0	0	0	0	308	45	353	793
04:15 PM	50	0	53	103	74	262	0	336	0	0	0	0	0	315	34	349	788
04:30 PM	47	0	41	88	61	297	0	358	0	0	0	0	0	372	39	411	857
04:45 PM	42	0	46	88	60	287	0	347	0	0	0	0	0	313	44	357	792
Total	184	0	175	359	255	1146	0	1401	0	0	0	0	0	1308	162	1470	3230
05:00 PM	48	0	43	91	72	316	0	388	0	0	0	0	0	352	47	399	878
05:15 PM	53	0	47	100	63	267	0	330	0	0	0	0	0	342	49	391	821
05:30 PM	56	0	39	95	70	296	0	366	0	0	0	0	0	356	50	406	867
05:45 PM	51	0	45	96	54	310	0	364	0	0	0	0	0	367	49	416	876
Total	208	0	174	382	259	1189	0	1448	0	0	0	0	0	1417	195	1612	3442
Grand Total	1770	0	1230	3000	1096	7098	0	8194	0	0	0	0	0	7028	805	7833	19027
Apprch %	59.0	0.0	41.0		13.4	86.6	0.0		0.0	0.0	0.0		0.0	89.7	10.3		
Total %	9.3	0.0	6.5	15.8	5.8	37.3	0.0	43.1	0.0	0.0	0.0	0.0	0.0	36.9	4.2	41.2	

	HAZELTINE AVE. Southbound				VENTURA AVE. Westbound				Northbound				VENTURA AVE. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	493	0	310	803	118	1304	0	1422	0	0	0	0	0	1059	92	1151	3376
Percent	61.4	0.0	38.6		8.3	91.7	0.0		0.0	0.0	0.0		0.0	92.0	8.0		
08:15 Volume	123	0	72	195	27	344	0	371	0	0	0	0	0	271	25	296	862
Peak Factor																	0.979
High Int.	08:00 AM				08:15 AM				6:45:00 AM				08:30 AM				
Volume	136	0	83	219	27	344	0	371	0	0	0	0	0	294	19	313	
Peak Factor				0.917				0.958								0.919	

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	HAZELTINE AVE. Southbound				VENTURA AVE. Westbound				Northbound				VENTURA AVE. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	208	0	174	382	259	1189	0	1448	0	0	0	0	0	1417	195	1612	3442
Percent	54.5	0.0	45.5		17.9	82.1	0.0		0.0	0.0	0.0		0.0	87.9	12.1		
05:00 Volume	48	0	43	91	72	316	0	388	0	0	0	0	0	352	47	399	878
Peak Factor																	0.980
High Int.	05:15 PM				05:00 PM								05:45 PM				
Volume	53	0	47	100	72	316	0	388	0	0	0	0	0	367	49	416	
Peak Factor				0.955				0.933								0.969	

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Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	19	303	25	347	21	134	25	180	8	108	14	130	11	85	4	100	757
07:15 AM	22	331	49	402	19	177	20	216	20	145	17	182	19	130	11	160	960
07:30 AM	19	349	46	414	36	240	28	304	42	203	27	272	20	186	17	223	1213
07:45 AM	30	302	45	377	50	257	28	335	29	214	30	273	16	232	15	263	1248
Total	90	1285	165	1540	126	808	101	1035	99	670	88	857	66	633	47	746	4178
08:00 AM	27	303	38	368	24	223	26	273	14	164	21	199	15	205	21	241	1081
08:15 AM	38	262	30	330	16	189	21	226	13	131	14	158	29	215	9	253	967
08:30 AM	19	288	37	344	13	165	16	194	7	139	8	154	19	195	11	225	917
08:45 AM	13	304	36	353	17	179	27	223	17	139	14	170	17	171	10	198	944
Total	97	1157	141	1395	70	756	90	916	51	573	57	681	80	786	51	917	3909
09:00 AM	17	245	21	283	20	124	23	167	18	120	21	159	16	173	10	199	808
09:15 AM	20	251	18	289	16	111	13	140	22	139	14	175	21	150	9	180	784
09:30 AM	12	264	28	304	12	94	21	127	13	132	12	157	14	134	7	155	743
09:45 AM	11	228	29	268	15	109	26	150	12	133	11	156	15	111	9	135	709
Total	60	988	96	1144	63	438	83	584	65	524	58	647	66	568	35	669	3044
*** BREAK ***																	
03:00 PM	13	210	30	253	26	129	26	181	44	244	21	309	17	182	16	215	958
03:15 PM	23	250	24	297	48	162	27	237	30	277	26	333	16	193	22	231	1098
03:30 PM	18	184	26	228	34	147	29	210	25	249	27	301	16	180	17	213	952
03:45 PM	10	210	28	248	28	145	23	196	22	242	10	274	13	182	15	210	928
Total	64	854	108	1026	136	583	105	824	121	1012	84	1217	62	737	70	869	3936
04:00 PM	15	177	27	219	39	133	17	189	17	209	30	256	18	171	11	200	864
04:15 PM	13	184	20	217	21	154	20	195	21	247	27	295	16	217	14	247	954
04:30 PM	15	202	23	240	24	144	16	184	17	230	18	265	19	205	27	251	940
04:45 PM	18	206	28	252	27	150	23	200	23	252	10	285	17	187	13	217	954
Total	61	769	98	928	111	581	76	768	78	938	85	1101	70	780	65	915	3712
05:00 PM	29	218	13	260	14	122	23	159	19	239	14	272	25	218	18	261	952
05:15 PM	20	211	21	252	21	155	29	205	23	276	24	323	31	245	21	297	1077
05:30 PM	22	183	20	225	24	128	24	176	28	224	32	284	33	209	20	262	947
05:45 PM	16	190	19	225	22	119	24	165	24	263	25	312	21	229	25	275	977
Total	87	802	73	962	81	524	100	705	94	1002	95	1191	110	901	84	1095	3953
Grand Total	459	5855	681	6995	587	3690	555	4832	508	4719	467	5694	454	4405	352	5211	22732
Apprch %	6.6	83.7	9.7		12.1	76.4	11.5		8.9	82.9	8.2		8.7	84.5	6.8		
Total %	2.0	25.8	3.0	30.8	2.6	16.2	2.4	21.3	2.2	20.8	2.1	25.0	2.0	19.4	1.5	22.9	

	WOODMAN AVE. Southbound				MAGNOLIA BLVD. Westbound				WOODMAN AVE. Northbound				MAGNOLIA BLVD. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	114	1216	159	1489	126	909	103	1138	98	712	92	902	80	838	62	980	4509
Percent	7.7	81.7	10.7		11.1	79.9	9.1		10.9	78.9	10.2		8.2	85.5	6.3		
07:45 Volume	30	302	45	377	50	257	28	335	29	214	30	273	16	232	15	263	1248
Peak Factor																	0.903
High Int.	07:30 AM				07:45 AM				07:45 AM				07:45 AM				
Volume	19	349	46	414	50	257	28	335	29	214	30	273	16	232	15	263	
Peak Factor				0.899				0.849				0.826				0.932	

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	WOODMAN AVE. Southbound				MAGNOLIA BLVD. Westbound				WOODMAN AVE. Northbound				MAGNOLIA BLVD. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	87	802	73	962	81	524	100	705	94	1002	95	1191	110	901	84	1095	3953
Percent	9.0	83.4	7.6		11.5	74.3	14.2		7.9	84.1	8.0		10.0	82.3	7.7		
05:15 Volume	20	211	21	252	21	155	29	205	23	276	24	323	31	245	21	297	1077
Peak Factor																	0.918
High Int.	05:00 PM				05:15 PM				05:15 PM				05:15 PM				
Volume	29	218	13	260	21	155	29	205	23	276	24	323	31	245	21	297	
Peak Factor				0.925				0.860				0.922				0.922	

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	WOODMAN AVE. Southbound				RIVERSIDE DRIVE Westbound				WOODMAN AVE. Northbound				RIVERSIDE DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	15	262	34	311	24	148	95	267	39	134	25	198	25	42	11	78	854
07:15 AM	19	289	36	344	59	205	84	348	43	145	16	204	28	117	22	167	1063
07:30 AM	25	285	48	358	88	245	73	406	57	215	40	312	21	170	47	238	1314
07:45 AM	30	272	64	366	35	261	64	360	68	199	47	314	20	235	28	283	1323
Total	89	1108	182	1379	206	859	316	1381	207	693	128	1028	94	564	108	766	4554
08:00 AM	18	280	58	356	30	256	72	358	44	143	46	233	39	239	10	288	1235
08:15 AM	34	283	50	367	25	209	71	305	42	149	43	234	32	202	6	240	1146
08:30 AM	27	270	64	361	22	169	72	263	30	125	39	194	26	237	2	265	1083
08:45 AM	31	234	53	318	25	167	62	254	45	134	53	232	23	226	8	257	1061
Total	110	1067	225	1402	102	801	277	1180	161	551	181	893	120	904	26	1050	4525
09:00 AM	38	257	58	353	26	165	53	244	54	158	51	263	30	210	29	269	1129
09:15 AM	23	243	65	331	16	165	48	229	28	129	66	223	21	178	15	214	997
09:30 AM	27	202	44	273	19	158	57	234	56	120	58	234	34	158	17	209	950
09:45 AM	41	205	39	285	25	148	61	234	49	106	58	213	23	142	13	178	910
Total	129	907	206	1242	86	636	219	941	187	513	233	933	108	688	74	870	3986
*** BREAK ***																	
03:00 PM	27	196	41	264	87	182	53	322	30	205	75	310	49	206	48	303	1199
03:15 PM	43	193	44	280	72	244	51	367	52	241	86	379	65	224	59	348	1374
03:30 PM	46	225	25	296	61	242	58	361	49	218	77	344	77	207	51	335	1336
03:45 PM	45	185	37	267	54	204	60	318	37	200	84	321	58	233	52	343	1249
Total	161	799	147	1107	274	872	222	1368	168	864	322	1354	249	870	210	1329	5158
04:00 PM	47	188	38	273	57	182	61	300	51	223	82	356	47	217	43	307	1236
04:15 PM	50	186	34	270	56	199	59	314	41	199	65	305	46	178	49	273	1162
04:30 PM	38	187	29	254	49	213	57	319	45	197	70	312	54	232	52	338	1223
04:45 PM	52	188	21	261	62	208	68	338	40	244	71	355	45	209	56	310	1264
Total	187	749	122	1058	224	802	245	1271	177	863	288	1328	192	836	200	1228	4885
05:00 PM	46	177	30	253	53	217	63	333	31	230	84	345	60	191	47	298	1229
05:15 PM	44	190	39	273	47	217	71	335	35	253	84	372	55	204	48	307	1287
05:30 PM	41	178	39	258	77	226	61	364	32	222	72	326	49	206	56	311	1259
05:45 PM	50	171	31	252	50	225	67	342	39	221	97	357	37	237	49	323	1274
Total	181	716	139	1036	227	885	262	1374	137	926	337	1400	201	838	200	1239	5049
Grand Total	857	5346	1021	7224	1119	4855	1541	7515	1037	4410	1489	6936	964	4700	818	6482	28157
Apprch %	11.9	74.0	14.1		14.9	64.6	20.5		15.0	63.6	21.5		14.9	72.5	12.6		
Total %	3.0	19.0	3.6	25.7	4.0	17.2	5.5	26.7	3.7	15.7	5.3	24.6	3.4	16.7	2.9	23.0	

	WOODMAN AVE. Southbound				RIVERSIDE DRIVE Westbound				WOODMAN AVE. Northbound				RIVERSIDE DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	107	1120	220	1447	178	971	280	1429	211	706	176	1093	112	846	91	1049	5018
Percent	7.4	77.4	15.2		12.5	67.9	19.6		19.3	64.6	16.1		10.7	80.6	8.7		
07:45 Volume	30	272	64	366	35	261	64	360	68	199	47	314	20	235	28	283	1323
Peak Factor																	0.948
High Int.	08:15 AM				07:30 AM				07:45 AM				08:00 AM				
Volume	34	283	50	367	88	245	73	406	68	199	47	314	39	239	10	288	
Peak Factor				0.986				0.880				0.870				0.911	

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Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	03:15 PM																
Volume	181	791	144	1116	244	872	230	1346	189	882	329	1400	247	881	205	1333	5195
Percent	16.2	70.9	12.9		18.1	64.8	17.1		13.5	63.0	23.5		18.5	66.1	15.4		
03:15 Volume	43	193	44	280	72	244	51	367	52	241	86	379	65	224	59	348	1374
Peak Factor																	0.945
High Int.	03:30 PM				03:15 PM				03:15 PM				03:15 PM				
Volume	46	225	25	296	72	244	51	367	52	241	86	379	65	224	59	348	
Peak Factor				0.943				0.917				0.923				0.958	

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	WOODMAN AVE. Southbound				US 101 NB OFF RAMP Westbound				WOODMAN AVE. Northbound				US 101 NB ON RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	137	202	0	339	57	0	62	119	0	155	76	231	0	0	0	0	689
07:15 AM	156	236	0	392	41	0	54	95	0	180	94	274	0	0	0	0	761
07:30 AM	147	249	0	396	53	1	60	114	0	237	78	315	0	0	0	0	825
07:45 AM	143	262	0	405	58	2	62	122	0	229	84	313	0	0	0	0	840
Total	583	949	0	1532	209	3	238	450	0	801	332	1133	0	0	0	0	3115
08:00 AM	111	255	0	366	82	0	82	164	0	201	87	288	0	0	0	0	818
08:15 AM	123	255	0	378	62	1	98	161	0	189	86	275	0	0	0	0	814
08:30 AM	119	240	0	359	90	0	84	174	2	194	67	263	0	0	0	0	796
08:45 AM	91	246	0	337	93	0	117	210	0	192	72	264	0	0	0	0	811
Total	444	996	0	1440	327	1	381	709	2	776	312	1090	0	0	0	0	3239
09:00 AM	86	210	0	296	76	0	107	183	0	195	69	264	0	0	0	0	743
09:15 AM	91	207	0	298	58	0	78	136	0	201	78	279	0	0	0	0	713
09:30 AM	105	204	0	309	57	0	98	155	0	196	75	271	0	0	0	0	735
09:45 AM	98	183	0	281	60	0	79	139	0	220	56	276	0	0	0	0	696
Total	380	804	0	1184	251	0	362	613	0	812	278	1090	0	0	0	0	2887
*** BREAK ***																	
03:00 PM	144	230	0	374	114	0	49	163	0	240	102	342	0	0	0	0	879
03:15 PM	151	224	0	375	89	0	79	168	0	253	78	331	0	0	0	0	874
03:30 PM	126	223	0	349	52	0	80	132	0	274	107	381	0	0	0	0	862
03:45 PM	109	209	0	318	63	0	94	157	0	265	77	342	0	0	0	0	817
Total	530	886	0	1416	318	0	302	620	0	1032	364	1396	0	0	0	0	3432
04:00 PM	98	206	0	304	78	0	74	152	0	240	83	323	0	0	0	0	779
04:15 PM	111	225	0	336	67	0	82	149	0	244	85	329	0	0	0	0	814
04:30 PM	107	216	0	323	69	0	92	161	0	258	90	348	0	0	0	0	832
04:45 PM	104	220	0	324	91	0	79	170	0	283	70	353	0	0	0	0	847
Total	420	867	0	1287	305	0	327	632	0	1025	328	1353	0	0	0	0	3272
05:00 PM	113	203	0	316	98	0	88	186	0	285	91	376	0	0	0	0	878
05:15 PM	109	240	0	349	70	0	96	166	0	291	83	374	0	0	0	0	889
05:30 PM	122	215	0	337	89	0	100	189	0	302	69	371	0	0	0	0	897
05:45 PM	123	224	0	347	92	0	103	195	0	262	59	321	0	0	0	0	863
Total	467	882	0	1349	349	0	387	736	0	1140	302	1442	0	0	0	0	3527
Grand Total	2824	5384	0	8208	1759	4	1997	3760	2	5586	1916	7504	0	0	0	0	19472
Apprch %	34.4	65.6	0.0		46.8	0.1	53.1		0.0	74.4	25.5		0.0	0.0	0.0		
Total %	14.5	27.6	0.0	42.2	9.0	0.0	10.3	19.3	0.0	28.7	9.8	38.5	0.0	0.0	0.0	0.0	

	WOODMAN AVE. Southbound				US 101 NB OFF RAMP Westbound				WOODMAN AVE. Northbound				US 101 NB ON RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	524	1021	0	1545	255	4	302	561	0	856	335	1191	0	0	0	0	3297
Percent	33.9	66.1	0.0		45.5	0.7	53.8		0.0	71.9	28.1		0.0	0.0	0.0		
07:45 Volume	143	262	0	405	58	2	62	122	0	229	84	313	0	0	0	0	840
Peak Factor																	0.981
High Int.	07:45 AM				08:00 AM				07:30 AM				6:45:00 AM				
Volume	143	262	0	405	82	0	82	164	0	237	78	315					
Peak Factor				0.954				0.855				0.945					

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	WOODMAN AVE. Southbound				US 101 NB OFF RAMP Westbound				WOODMAN AVE. Northbound				US 101 NB ON RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection 05:00 PM																	
Volume	467	882	0	1349	349	0	387	736	0	1140	302	1442	0	0	0	0	3527
Percent	34.6	65.4	0.0		47.4	0.0	52.6		0.0	79.1	20.9		0.0	0.0	0.0		
05:30 Volume	122	215	0	337	89	0	100	189	0	302	69	371	0	0	0	0	897
Peak Factor																	0.983
High Int.	05:15 PM				05:45 PM				05:00 PM								
Volume	109	240	0	349	92	0	103	195	0	285	91	376					
Peak Factor				0.966				0.944				0.959					

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	WOODMAN AVE. Southbound				US 101 SB ON RAMP Westbound				WOODMAN AVE. Northbound				US 101 SB OFF RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	178	95	273	0	0	0	0	88	149	0	237	57	0	84	141	651
07:15 AM	0	187	108	295	0	0	0	0	74	171	0	245	51	0	107	158	698
07:30 AM	0	212	96	308	0	0	0	0	90	209	0	299	58	0	108	166	773
07:45 AM	0	237	77	314	0	0	0	0	81	228	0	309	66	1	90	157	780
Total	0	814	376	1190	0	0	0	0	333	757	0	1090	232	1	389	622	2902
08:00 AM	0	260	70	330	0	0	0	0	109	209	0	318	79	2	74	155	803
08:15 AM	0	277	82	359	0	0	0	0	78	194	0	272	85	0	75	160	791
08:30 AM	0	239	90	329	0	0	0	0	81	175	0	256	107	0	94	201	786
08:45 AM	0	275	85	360	0	0	0	0	77	178	0	255	106	1	83	190	805
Total	0	1051	327	1378	0	0	0	0	345	756	0	1101	377	3	326	706	3185
09:00 AM	0	256	64	320	0	0	0	0	68	181	0	249	124	1	92	217	786
09:15 AM	0	223	62	285	0	0	0	0	61	182	0	243	126	0	101	227	755
09:30 AM	0	235	61	296	0	0	0	0	73	167	0	240	129	0	108	237	773
09:45 AM	0	191	73	264	0	0	0	0	75	165	0	240	113	0	105	218	722
Total	0	905	260	1165	0	0	0	0	277	695	0	972	492	1	406	899	3036
*** BREAK ***																	
03:00 PM	0	186	87	273	0	0	0	0	92	226	0	318	75	0	110	185	776
03:15 PM	0	225	83	308	0	0	0	0	89	227	0	316	69	2	95	166	790
03:30 PM	0	220	68	288	0	0	0	0	95	266	0	361	78	0	117	195	844
03:45 PM	0	253	69	322	0	0	0	0	93	229	0	322	72	2	118	192	836
Total	0	884	307	1191	0	0	0	0	369	948	0	1317	294	4	440	738	3246
04:00 PM	0	204	71	275	0	0	0	0	96	228	0	324	70	0	93	163	762
04:15 PM	0	238	60	298	0	0	0	0	78	257	0	335	74	0	73	147	780
04:30 PM	0	256	55	311	0	0	0	0	69	264	0	333	79	0	88	167	811
04:45 PM	0	240	63	303	0	0	0	0	82	237	0	319	77	1	110	188	810
Total	0	938	249	1187	0	0	0	0	325	986	0	1311	300	1	364	665	3163
05:00 PM	0	224	70	294	0	0	0	0	87	281	0	368	80	0	99	179	841
05:15 PM	0	255	74	329	0	0	0	0	76	266	0	342	89	0	119	208	879
05:30 PM	0	252	69	321	0	0	0	0	105	268	0	373	97	0	121	218	912
05:45 PM	0	248	68	316	0	0	0	0	76	211	0	287	95	2	106	203	806
Total	0	979	281	1260	0	0	0	0	344	1026	0	1370	361	2	445	808	3438
Grand Total	0	5571	1800	7371	0	0	0	0	1993	5168	0	7161	2056	12	2370	4438	18970
Apprch %	0.0	75.6	24.4		0.0	0.0	0.0		27.8	72.2	0.0		46.3	0.3	53.4		
Total %	0.0	29.4	9.5	38.9	0.0	0.0	0.0	0.0	10.5	27.2	0.0	37.7	10.8	0.1	12.5	23.4	

	WOODMAN AVE. Southbound				US 101 SB ON RAMP Westbound				WOODMAN AVE. Northbound				US 101 SB OFF RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	0	1051	327	1378	0	0	0	0	345	756	0	1101	377	3	326	706	3185
Percent	0.0	76.3	23.7		0.0	0.0	0.0		31.3	68.7	0.0		53.4	0.4	46.2		
08:45 Volume	0	275	85	360	0	0	0	0	77	178	0	255	106	1	83	190	805
Peak Factor																	0.989
High Int.	08:45 AM				6:45:00 AM				08:00 AM				08:30 AM				
Volume	0	275	85	360	0	0	0	0	109	209	0	318	107	0	94	201	
Peak Factor				0.957								0.866				0.878	

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	WOODMAN AVE. Southbound				US 101 SB ON RAMP Westbound				WOODMAN AVE. Northbound				US 101 SB OFF RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	0	971	276	1247	0	0	0	0	350	1052	0	1402	343	1	449	793	3442
Percent	0.0	77.9	22.1		0.0	0.0	0.0		25.0	75.0	0.0		43.3	0.1	56.6		
05:30 Volume	0	252	69	321	0	0	0	0	105	268	0	373	97	0	121	218	912
Peak Factor																	0.944
High Int.	05:15 PM								05:30 PM				05:30 PM				
Volume	0	255	74	329	0	0	0	0	105	268	0	373	97	0	121	218	
Peak Factor				0.948								0.940				0.909	

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	WOODMAN AVE. Southbound				MOORPARK ST. Westbound				WOODMAN AVE. Northbound				MOORPARK ST. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	31	157	34	222	57	123	18	198	5	104	3	112	5	67	29	101	633
07:15 AM	32	148	44	224	72	141	17	230	9	99	6	114	4	64	33	101	669
07:30 AM	36	183	52	271	61	174	29	264	7	102	4	113	9	112	30	151	799
07:45 AM	42	188	72	302	71	180	23	274	4	136	3	143	11	134	22	167	886
Total	141	676	202	1019	261	618	87	966	25	441	16	482	29	377	114	520	2987
08:00 AM	48	208	68	324	68	189	17	274	6	138	2	146	8	131	27	166	910
08:15 AM	53	213	68	334	81	169	18	268	5	107	5	117	10	136	23	169	888
08:30 AM	55	209	78	342	45	160	24	229	8	90	2	100	9	129	35	173	844
08:45 AM	66	195	79	340	48	147	18	213	9	81	9	99	6	120	30	156	808
Total	222	825	293	1340	242	665	77	984	28	416	18	462	33	516	115	664	3450
09:00 AM	56	202	76	334	46	119	16	181	4	92	8	104	4	118	49	171	790
09:15 AM	64	185	78	327	47	128	13	188	6	97	12	115	10	111	43	164	794
09:30 AM	76	212	68	356	40	106	12	158	10	113	9	132	11	83	34	128	774
09:45 AM	42	164	72	278	52	88	8	148	9	109	4	122	18	118	25	161	709
Total	238	763	294	1295	185	441	49	675	29	411	33	473	43	430	151	624	3067
*** BREAK ***																	
03:00 PM	46	144	56	246	57	89	13	159	11	180	10	201	13	127	57	197	803
03:15 PM	55	154	55	264	56	96	16	168	16	154	14	184	15	117	49	181	797
03:30 PM	57	158	50	265	71	102	14	187	13	186	15	214	13	156	51	220	886
03:45 PM	65	164	63	292	55	113	11	179	11	150	10	171	17	147	52	216	858
Total	223	620	224	1067	239	400	54	693	51	670	49	770	58	547	209	814	3344
04:00 PM	52	137	56	245	68	105	15	188	8	166	6	180	10	151	55	216	829
04:15 PM	65	150	65	280	59	120	17	196	12	162	11	185	11	175	53	239	900
04:30 PM	67	173	67	307	55	111	11	177	9	166	16	191	16	155	56	227	902
04:45 PM	49	162	63	274	67	126	12	205	10	155	12	177	11	183	52	246	902
Total	233	622	251	1106	249	462	55	766	39	649	45	733	48	664	216	928	3533
05:00 PM	54	171	54	279	69	122	21	212	14	227	19	260	17	157	47	221	972
05:15 PM	70	186	64	320	63	150	13	226	11	194	12	217	16	181	40	237	1000
05:30 PM	58	173	60	291	59	121	14	194	13	170	18	201	25	170	57	252	938
05:45 PM	59	176	75	310	57	137	20	214	15	151	15	181	21	151	53	225	930
Total	241	706	253	1200	248	530	68	846	53	742	64	859	79	659	197	935	3840
Grand Total	1298	4212	1517	7027	1424	3116	390	4930	225	3329	225	3779	290	3193	1002	4485	20221
Apprch %	18.5	59.9	21.6		28.9	63.2	7.9		6.0	88.1	6.0		6.5	71.2	22.3		
Total %	6.4	20.8	7.5	34.8	7.0	15.4	1.9	24.4	1.1	16.5	1.1	18.7	1.4	15.8	5.0	22.2	

	WOODMAN AVE. Southbound				MOORPARK ST. Westbound				WOODMAN AVE. Northbound				MOORPARK ST. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	198	818	286	1302	265	698	82	1045	23	471	12	506	38	530	107	675	3528
Percent	15.2	62.8	22.0		25.4	66.8	7.8		4.5	93.1	2.4		5.6	78.5	15.9		
08:00 Volume	48	208	68	324	68	189	17	274	6	138	2	146	8	131	27	166	910
Peak Factor																	0.969
High Int.	08:30 AM				07:45 AM				08:00 AM				08:30 AM				
Volume	55	209	78	342	71	180	23	274	6	138	2	146	9	129	35	173	
Peak Factor				0.952				0.953				0.866				0.975	

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Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	241	706	253	1200	248	530	68	846	53	742	64	859	79	659	197	935	3840
Percent	20.1	58.8	21.1		29.3	62.6	8.0		6.2	86.4	7.5		8.4	70.5	21.1		
05:15 Volume	70	186	64	320	63	150	13	226	11	194	12	217	16	181	40	237	1000
Peak Factor																	0.960
High Int.	05:15 PM				05:15 PM				05:00 PM				05:30 PM				
Volume	70	186	64	320	63	150	13	226	14	227	19	260	25	170	57	252	
Peak Factor				0.938				0.936				0.826				0.928	

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	WOODMAN AVE. Southbound				VENTURA BLVD. Westbound				WOODMAN AVE. Northbound				VENTURA BLVD. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	76	38	45	159	24	209	2	235	3	37	10	50	1	193	51	245	689
07:15 AM	71	36	54	161	24	241	6	271	2	37	12	51	3	233	43	279	762
07:30 AM	84	51	49	184	16	300	8	324	3	40	9	52	6	259	51	316	876
07:45 AM	88	51	50	189	20	250	10	280	2	52	12	66	5	261	44	310	845
Total	319	176	198	693	84	1000	26	1110	10	166	43	219	15	946	189	1150	3172
08:00 AM	77	57	51	185	35	266	11	312	4	62	11	77	6	240	28	274	848
08:15 AM	101	56	54	211	27	276	12	315	3	42	13	58	8	242	32	282	866
08:30 AM	82	52	53	187	28	257	10	295	9	37	13	59	6	297	33	336	877
08:45 AM	78	56	41	175	29	218	4	251	10	40	18	68	7	231	24	262	756
Total	338	221	199	758	119	1017	37	1173	26	181	55	262	27	1010	117	1154	3347
09:00 AM	76	45	64	185	27	211	7	245	7	34	14	55	4	266	29	299	784
09:15 AM	66	48	58	172	35	251	9	295	2	41	19	62	5	295	31	331	860
09:30 AM	81	41	53	175	28	182	4	214	5	45	10	60	9	224	38	271	720
09:45 AM	63	41	58	162	38	214	4	256	2	42	13	57	7	250	38	295	770
Total	286	175	233	694	128	858	24	1010	16	162	56	234	25	1035	136	1196	3134
*** BREAK ***																	
03:00 PM	45	40	30	115	46	226	11	283	8	49	15	72	6	234	50	290	760
03:15 PM	49	40	34	123	31	225	8	264	2	33	7	42	8	228	49	285	714
03:30 PM	52	33	35	120	40	221	7	268	6	65	8	79	6	231	47	284	751
03:45 PM	62	32	27	121	24	218	7	249	0	36	14	50	9	240	39	288	708
Total	208	145	126	479	141	890	33	1064	16	183	44	243	29	933	185	1147	2933
04:00 PM	39	28	34	101	31	216	7	254	6	33	11	50	19	228	55	302	707
04:15 PM	45	21	34	100	50	222	6	278	3	34	14	51	13	261	45	319	748
04:30 PM	58	24	36	118	38	215	5	258	1	28	16	45	10	263	33	306	727
04:45 PM	57	32	29	118	35	226	6	267	0	44	20	64	7	253	57	317	766
Total	199	105	133	437	154	879	24	1057	10	139	61	210	49	1005	190	1244	2948
05:00 PM	49	34	27	110	26	208	5	239	3	58	8	69	6	293	43	342	760
05:15 PM	54	47	28	129	26	228	7	261	3	62	12	77	19	254	53	326	793
05:30 PM	68	42	36	146	28	213	5	246	0	41	17	58	7	251	45	303	753
05:45 PM	67	35	35	137	21	202	2	225	2	42	11	55	12	272	44	328	745
Total	238	158	126	522	101	851	19	971	8	203	48	259	44	1070	185	1299	3051
Grand Total	1588	980	1015	3583	727	5495	163	6385	86	1034	307	1427	189	5999	1002	7190	18585
Apprch %	44.3	27.4	28.3		11.4	86.1	2.6		6.0	72.5	21.5		2.6	83.4	13.9		
Total %	8.5	5.3	5.5	19.3	3.9	29.6	0.9	34.4	0.5	5.6	1.7	7.7	1.0	32.3	5.4	38.7	

	WOODMAN AVE. Southbound				VENTURA BLVD. Westbound				WOODMAN AVE. Northbound				VENTURA BLVD. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	348	216	208	772	110	1049	43	1202	18	193	49	260	25	1040	137	1202	3436
Percent	45.1	28.0	26.9		9.2	87.3	3.6		6.9	74.2	18.8		2.1	86.5	11.4		
08:30 Volume	82	52	53	187	28	257	10	295	9	37	13	59	6	297	33	336	877
Peak Factor																	0.979
High Int.	08:15 AM				08:15 AM				08:00 AM				08:30 AM				
Volume	101	56	54	211	27	276	12	315	4	62	11	77	6	297	33	336	
Peak Factor				0.915				0.954				0.844				0.894	

<< ACCUTEK >>
<< 21114 TRIGGER LANE >>
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File Name : 355516
Site Code : 00355516
Start Date : 11/15/2005
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	WOODMAN AVE. Southbound				VENTURA BLVD. Westbound				WOODMAN AVE. Northbound				VENTURA BLVD. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	228	155	120	503	115	875	23	1013	6	205	57	268	39	1051	198	1288	3072
Percent	45.3	30.8	23.9		11.4	86.4	2.3		2.2	76.5	21.3		3.0	81.6	15.4		
05:15 Volume	54	47	28	129	26	228	7	261	3	62	12	77	19	254	53	326	793
Peak Factor																	0.968
High Int.	05:30 PM				04:45 PM				05:15 PM				05:00 PM				
Volume	68	42	36	146	35	226	6	267	3	62	12	77	6	293	43	342	
Peak Factor				0.861				0.949				0.870				0.942	

<< ACCUTEK >>
<< 21114 TRIGGER LANE >>
<< DIAMOND BAR, CA 91765 >>
<< (909) 595-6199 FAX: (909) 595-6022 >

File Name : 355507-1
Site Code : 00355507
Start Date : 11/29/2005
Page No : 1

Groups Printed- Turning Movement

	HAZELTINE AVE. Southbound				RIVERSIDE DRIVE Westbound				HAZELTINE AVE. Northbound				RIVERSIDE DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	16	166	33	215	9	106	43	158	14	34	16	64	10	47	2	59	496
07:15 AM	21	153	34	208	21	158	66	245	22	72	13	107	6	76	8	90	650
07:30 AM	19	178	46	243	34	203	92	329	37	70	9	116	8	105	6	119	807
07:45 AM	13	226	54	293	31	171	100	302	36	81	6	123	19	124	4	147	865
Total	69	723	167	959	95	638	301	1034	109	257	44	410	43	352	20	415	2818
08:00 AM	18	228	38	284	25	216	97	338	23	108	15	146	18	141	5	164	932
08:15 AM	15	206	37	258	33	184	77	294	30	89	19	138	14	134	6	154	844
08:30 AM	17	176	46	239	26	131	67	224	28	83	21	132	14	158	5	177	772
08:45 AM	15	188	52	255	20	125	68	213	25	93	17	135	19	135	3	157	760
Total	65	798	173	1036	104	656	309	1069	106	373	72	551	65	568	19	652	3308
09:00 AM	11	176	51	238	29	98	54	181	31	86	20	137	22	130	6	158	714
09:15 AM	17	199	45	261	25	86	52	163	45	75	22	142	16	128	5	149	715
09:30 AM	12	170	48	230	21	96	40	157	27	74	14	115	20	108	12	140	642
09:45 AM	29	156	46	231	24	89	36	149	33	85	18	136	22	109	7	138	654
Total	69	701	190	960	99	369	182	650	136	320	74	530	80	475	30	585	2725
*** BREAK ***																	
03:00 PM	22	148	42	212	38	137	51	226	75	162	47	284	24	117	13	154	876
03:15 PM	32	168	41	241	43	115	49	207	77	168	34	279	25	116	10	151	878
03:30 PM	32	163	40	235	48	103	50	201	69	175	42	286	30	114	24	168	890
03:45 PM	19	178	43	240	33	122	64	219	82	190	38	310	22	136	25	183	952
Total	105	657	166	928	162	477	214	853	303	695	161	1159	101	483	72	656	3596
04:00 PM	30	168	43	241	41	113	46	200	76	204	49	329	16	143	22	181	951
04:15 PM	23	146	41	210	46	113	60	219	83	207	46	336	26	138	28	192	957
04:30 PM	24	164	42	230	40	102	48	190	75	206	33	314	26	145	24	195	929
04:45 PM	20	168	40	228	47	145	45	237	66	188	45	299	19	137	21	177	941
Total	97	646	166	909	174	473	199	846	300	805	173	1278	87	563	95	745	3778
05:00 PM	29	173	42	244	56	125	53	234	58	191	37	286	27	132	32	191	955
05:15 PM	21	197	41	259	42	146	59	247	65	224	39	328	24	119	18	161	995
05:30 PM	29	183	42	254	43	184	52	279	63	204	39	306	32	152	31	215	1054
05:45 PM	32	158	54	244	54	172	50	276	59	178	38	275	24	141	29	194	989
Total	111	711	179	1001	195	627	214	1036	245	797	153	1195	107	544	110	761	3993
Grand Total	516	4236	1041	5793	829	3240	1419	5488	1199	3247	677	5123	483	2985	346	3814	20218
Apprch %	8.9	73.1	18.0		15.1	59.0	25.9		23.4	63.4	13.2		12.7	78.3	9.1		
Total %	2.6	21.0	5.1	28.7	4.1	16.0	7.0	27.1	5.9	16.1	3.3	25.3	2.4	14.8	1.7	18.9	

	HAZELTINE AVE. Southbound				RIVERSIDE DRIVE Westbound				HAZELTINE AVE. Northbound				RIVERSIDE DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	65	838	175	1078	123	774	366	1263	126	348	49	523	59	504	21	584	3448
Percent	6.0	77.7	16.2		9.7	61.3	29.0		24.1	66.5	9.4		10.1	86.3	3.6		
08:00 Volume	18	228	38	284	25	216	97	338	23	108	15	146	18	141	5	164	932
Peak Factor																	0.925
High Int.	07:45 AM				08:00 AM				08:00 AM				08:00 AM				
Volume	13	226	54	293	25	216	97	338	23	108	15	146	18	141	5	164	
Peak Factor				0.920				0.934				0.896				0.890	

<< ACCUTEK >>
<< 21114 TRIGGER LANE >>
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File Name : 355507-1
Site Code : 00355507
Start Date : 11/29/2005
Page No : 2

	HAZELTINE AVE. Southbound				RIVERSIDE DRIVE Westbound				HAZELTINE AVE. Northbound				RIVERSIDE DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	111	711	179	1001	195	627	214	1036	245	797	153	1195	107	544	110	761	3993
Percent	11.1	71.0	17.9		18.8	60.5	20.7		20.5	66.7	12.8		14.1	71.5	14.5		
05:30 Volume	29	183	42	254	43	184	52	279	63	204	39	306	32	152	31	215	1054
Peak Factor																	0.947
High Int.	05:15 PM				05:30 PM				05:15 PM				05:30 PM				
Volume	21	197	41	259	43	184	52	279	65	224	39	328	32	152	31	215	
Peak Factor				0.966				0.928				0.911				0.885	

APPENDIX B-2

WEEKEND CONDITIONS

City Traffic Counters
(626) 256-4171

File Name : HazelRiver
Site Code : 00000000
Start Date : 3/17/2007
Page No : 1

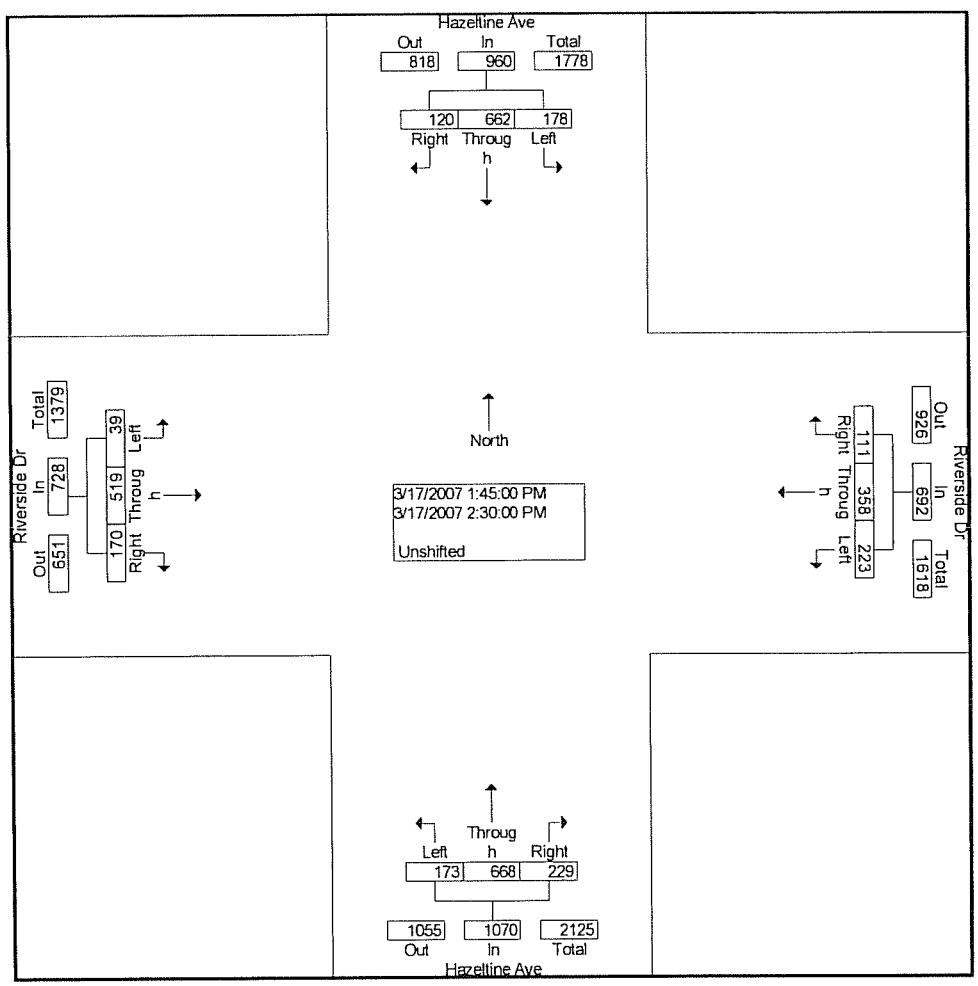
Groups Printed- Unshifted

	Hazeltine Ave Southbound			Riverside Dr Westbound			Hazeltine Ave Northbound			Riverside Dr Eastbound			
Start Time	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
01:00 PM	54	145	27	39	92	31	52	152	55	9	85	45	786
01:15 PM	41	139	32	57	91	37	45	147	61	19	90	29	788
01:30 PM	53	172	20	52	95	35	40	161	42	17	119	34	840
01:45 PM	40	205	41	54	88	28	43	156	67	9	116	37	884
Total	188	661	120	202	366	131	180	616	225	54	410	145	3298
02:00 PM	43	145	21	53	100	26	41	167	51	5	126	44	822
02:15 PM	43	148	24	51	71	33	45	164	61	15	141	44	840
02:30 PM	52	164	34	65	99	24	44	181	50	10	136	45	904
02:45 PM	39	159	29	59	83	31	46	193	61	13	124	30	867
Total	177	616	108	228	353	114	176	705	223	43	527	163	3433
Grand Total	365	1277	228	430	719	245	356	1321	448	97	937	308	6731
Apprch %	19.5	68.3	12.2	30.8	51.6	17.6	16.8	62.2	21.1	7.2	69.8	23.0	
Total %	5.4	19.0	3.4	6.4	10.7	3.6	5.3	19.6	6.7	1.4	13.9	4.6	

City Traffic Counters
(626) 256-4171

File Name : HazelRiver
Site Code : 00000000
Start Date : 3/17/2007
Page No : 2

	Hazeltine Ave Southbound				Riverside Dr Westbound				Hazeltine Ave Northbound				Riverside Dr Eastbound				
Start Time	Left	Throu g h	Right	App. Total	Left	Throu g h	Right	App. Total	Left	Throu g h	Right	App. Total	Left	Throu g h	Right	App. Total	Int. Total
Peak Hour From 01:00 PM to 02:45 PM - Peak 1 of 1																	
Intersection	01:45 PM																
Volume	178	662	120	960	223	358	111	692	173	668	229	1070	39	519	170	728	3450
Percent	18.5	69.0	12.5		32.2	51.7	16.0		16.2	62.4	21.4		5.4	71.3	23.4		
02:30 Volume	52	164	34	250	65	99	24	188	44	181	50	275	10	136	45	191	904
Peak Factor																	0.954
High Int.	01:45 PM				02:30 PM				02:30 PM				02:15 PM				
Volume	40	205	41	286	65	99	24	188	44	181	50	275	15	141	44	200	
Peak Factor				0.839				0.920				0.973				0.910	



City Traffic Counters
(626) 256-4171

File Name : HazelFashion
Site Code : 00000000
Start Date : 3/17/2007
Page No : 1

Groups Printed- Unshifted

	Hazeltine Ave Southbound			Fashion Square Ln Westbound			Hazeltine Ave Northbound			Fashion Square Ln Eastbound			
Start Time	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
01:00 PM	87	156	1	15	0	26	0	174	35	2	1	1	498
01:15 PM	84	141	0	10	0	19	1	186	39	0	0	0	480
01:30 PM	98	165	0	26	0	21	0	176	47	1	0	1	535
01:45 PM	113	172	2	23	0	40	0	189	44	1	1	1	586
Total	382	634	3	74	0	106	1	725	165	4	2	3	2099
02:00 PM	98	147	1	26	0	28	4	172	51	2	0	0	529
02:15 PM	102	145	1	23	0	36	1	167	41	1	1	1	519
02:30 PM	124	161	0	29	0	29	0	160	39	1	0	2	545
02:45 PM	107	153	1	34	1	32	1	180	49	1	0	0	559
Total	431	606	3	112	1	125	6	679	180	5	1	3	2152
Grand Total	813	1240	6	186	1	231	7	1404	345	9	3	6	4251
Apprch %	39.5	60.2	0.3	44.5	0.2	55.3	0.4	80.0	19.6	50.0	16.7	33.3	
Total %	19.1	29.2	0.1	4.4	0.0	5.4	0.2	33.0	8.1	0.2	0.1	0.1	

City Traffic Counters
(626) 256-4171

File Name : HazelFashion
Site Code : 00000000
Start Date : 3/17/2007
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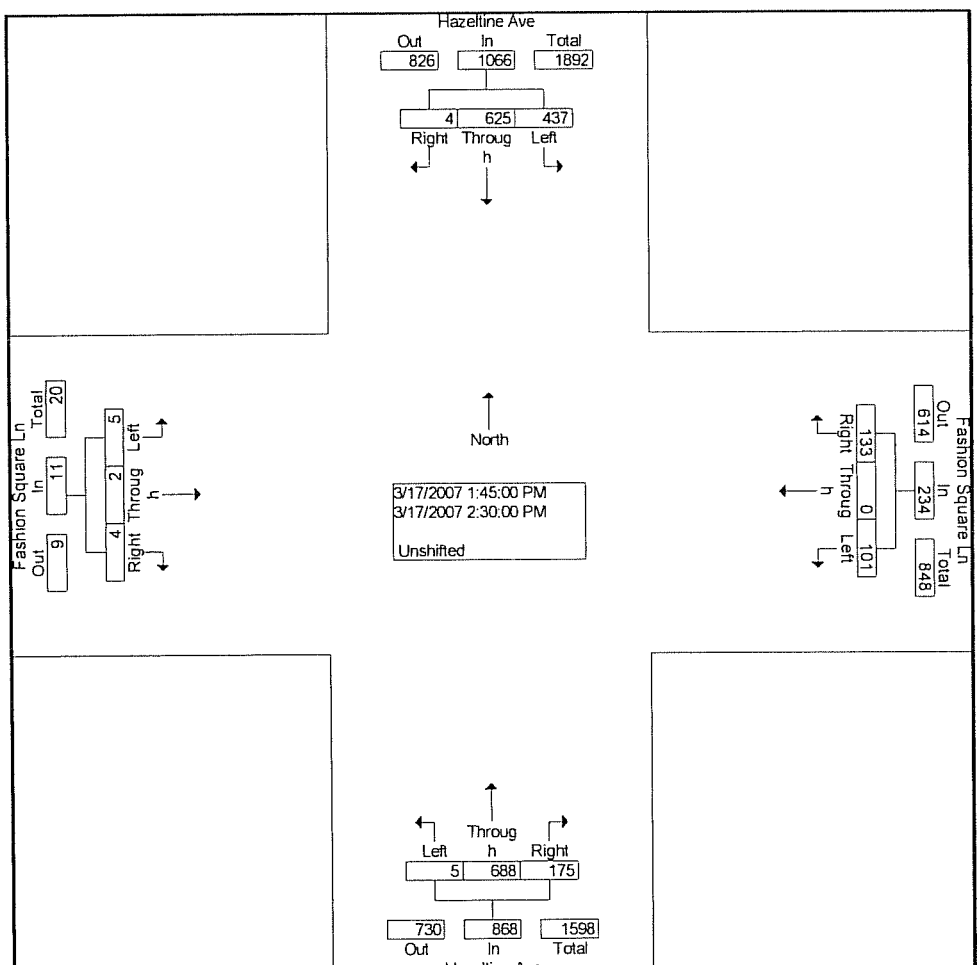
	Hazeltine Ave Southbound				Fashion Square Ln Westbound				Hazeltine Ave Northbound				Fashion Square Ln Eastbound				
Start Time	Left	Throu g h	Right	App. Total	Left	Throu g h	Right	App. Total	Left	Throu g h	Right	App. Total	Left	Throu g h	Right	App. Total	Int. Total
Peak Hour From 01:00 PM to 02:45 PM - Peak 1 of 1																	
Intersection	01:45 PM																
Volume	437	625	4	1066	101	0	133	234	5	688	175	868	5	2	4	11	2179
Percent	41.0	58.6	0.4		43.2	0.0	56.8		0.6	79.3	20.2		45.5	18.2	36.4		
01:45 Volume	113	172	2	287	23	0	40	63	0	189	44	233	1	1	1	3	586
Peak Factor																	0.930
High Int.	01:45 PM				01:45 PM				01:45 PM				01:45 PM				
Volume	113	172	2	287	23	0	40	63	0	189	44	233	1	1	1	3	
Peak Factor				0.929				0.929				0.931				0.917	



City Traffic Counters
(626) 256-4171

File Name : WoodRiver
Site Code : 00000000
Start Date : 3/17/2007
Page No : 1

Groups Printed- Unshifted

	Woodman Ave Southbound			Riverside Dr Westbound			Woodman Ave Northbound			Riverside Dr Eastbound			
Start Time	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
01:00 PM	24	223	63	51	158	34	134	212	39	42	135	74	1189
01:15 PM	27	229	58	60	146	22	118	169	38	52	155	88	1162
01:30 PM	28	204	40	64	176	32	118	193	31	39	168	74	1167
01:45 PM	28	219	54	63	147	32	124	167	48	41	164	95	1182
Total	107	875	215	238	627	120	494	741	156	174	622	331	4700
02:00 PM	27	213	50	65	168	35	110	149	57	49	198	106	1227
02:15 PM	16	216	52	58	139	32	122	180	49	56	184	93	1197
02:30 PM	28	194	44	48	137	35	128	178	55	51	207	95	1200
02:45 PM	33	189	60	54	135	29	122	182	76	42	169	81	1172
Total	104	812	206	225	579	131	482	689	237	198	758	375	4796
Grand Total	211	1687	421	463	1206	251	976	1430	393	372	1380	706	9496
Apprch %	9.1	72.7	18.2	24.1	62.8	13.1	34.9	51.1	14.0	15.1	56.1	28.7	
Total %	2.2	17.8	4.4	4.9	12.7	2.6	10.3	15.1	4.1	3.9	14.5	7.4	

City Traffic Counters
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File Name : WoodRiver
Site Code : 00000000
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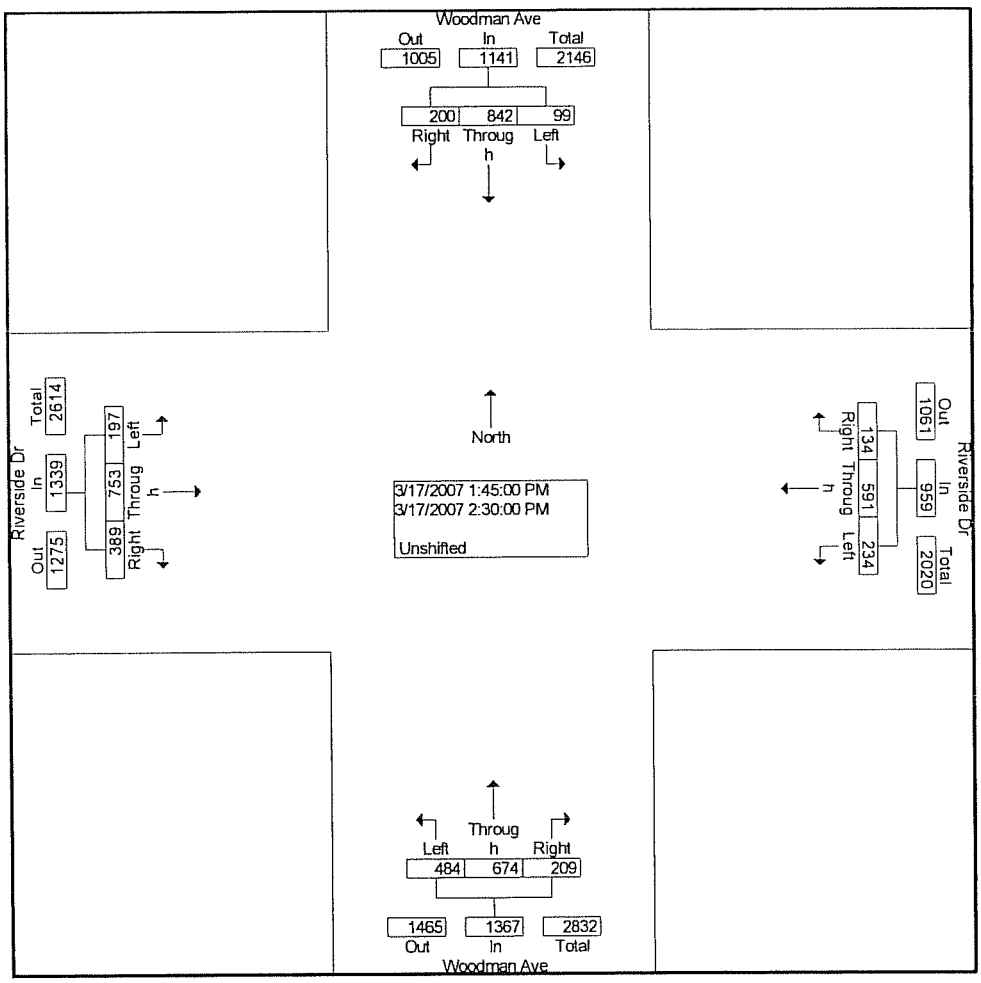
	Woodman Ave Southbound				Riverside Dr Westbound				Woodman Ave Northbound				Riverside Dr Eastbound				
Start Time	Left	Throu g h	Right	App. Total	Left	Throu g h	Right	App. Total	Left	Throu g h	Right	App. Total	Left	Throu g h	Right	App. Total	Int. Total
Peak Hour From 01:00 PM to 02:45 PM - Peak 1 of 1																	
Intersection	01:45 PM																
Volume	99	842	200	1141	234	591	134	959	484	674	209	1367	197	753	389	1339	4806
Percent	8.7	73.8	17.5		24.4	61.6	14.0		35.4	49.3	15.3		14.7	56.2	29.1		
02:00 Volume	27	213	50	290	65	168	35	268	110	149	57	316	49	198	106	353	1227
Peak Factor																	0.979
High Int.	01:45 PM				02:00 PM				02:30 PM				02:00 PM				
Volume	28	219	54	301	65	168	35	268	128	178	55	361	49	198	106	353	
Peak Factor				0.948				0.895				0.947				0.948	



City Traffic Counters
(626) 256-4171

File Name : WoodNB101
Site Code : 00000000
Start Date : 3/17/2007
Page No : 1

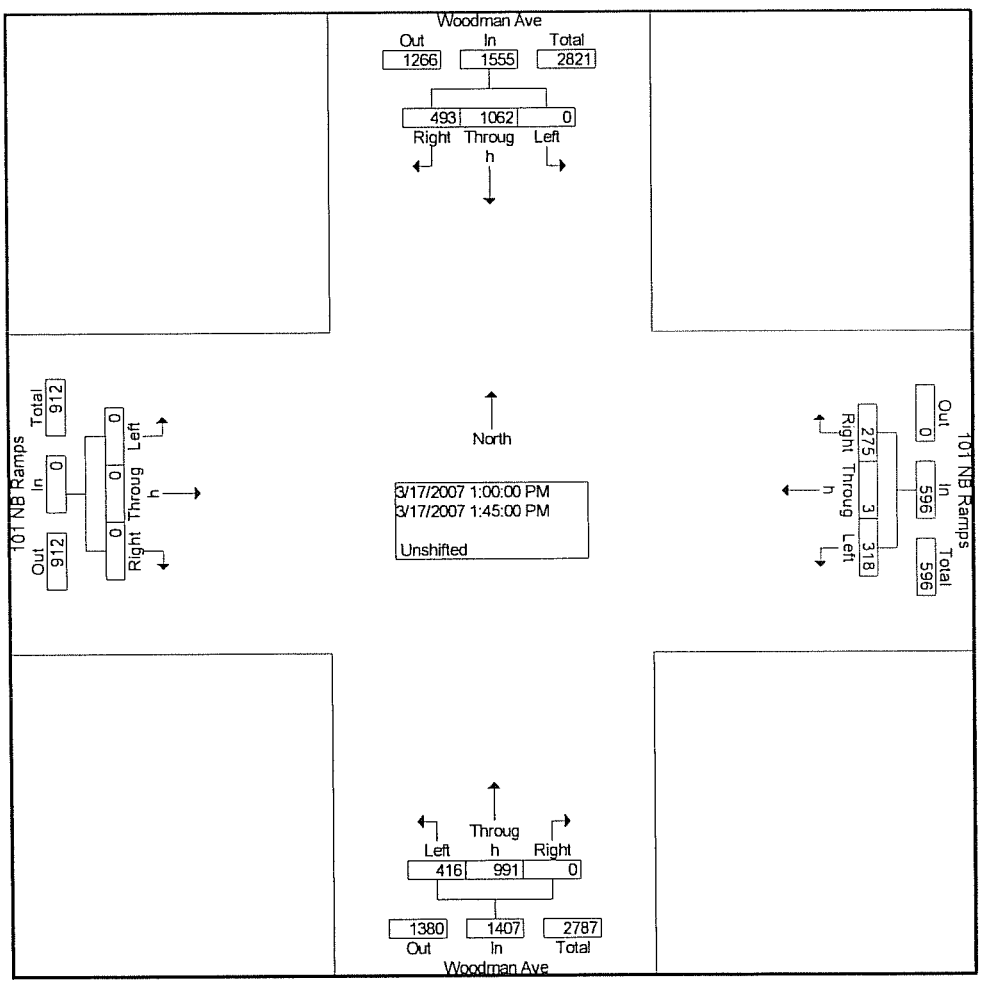
Groups Printed- Unshifted

	Woodman Ave Southbound			101 NB Ramps Westbound			Woodman Ave Northbound			101 NB Ramps Eastbound			
Start Time	Left	Throug h	Right	Left	Throug h	Right	Left	Throug h	Right	Left	Throug h	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
01:00 PM	0	255	122	74	2	82	106	268	0	0	0	0	909
01:15 PM	0	271	126	83	1	80	118	232	0	0	0	0	911
01:30 PM	0	287	118	73	0	63	87	250	0	0	0	0	878
01:45 PM	0	249	127	88	0	50	105	241	0	0	0	0	860
Total	0	1062	493	318	3	275	416	991	0	0	0	0	3558
02:00 PM	0	252	122	54	2	73	100	215	0	0	0	0	818
02:15 PM	0	278	118	95	1	60	100	251	0	0	0	0	903
02:30 PM	0	269	149	78	1	65	68	262	0	0	0	0	892
02:45 PM	0	237	115	104	1	69	91	326	0	0	0	0	943
Total	0	1036	504	331	5	267	359	1054	0	0	0	0	3556
Grand Total	0	2098	997	649	8	542	775	2045	0	0	0	0	7114
Apprch %	0.0	67.8	32.2	54.1	0.7	45.2	27.5	72.5	0.0	0.0	0.0	0.0	
Total %	0.0	29.5	14.0	9.1	0.1	7.6	10.9	28.7	0.0	0.0	0.0	0.0	

City Traffic Counters
(626) 256-4171

File Name : WoodNB101
Site Code : 00000000
Start Date : 3/17/2007
Page No : 2

	Woodman Ave Southbound				101 NB Ramps Westbound				Woodman Ave Northbound				101 NB Ramps Eastbound				
Start Time	Left	Throu g h	Right	App. Total	Left	Throu g h	Right	App. Total	Left	Throu g h	Right	App. Total	Left	Throu g h	Right	App. Total	Int. Total
Peak Hour From 01:00 PM to 02:45 PM - Peak 1 of 1																	
Intersection	01:00 PM																
Volume	0	1062	493	1555	318	3	275	596	416	991	0	1407	0	0	0	0	3558
Percent	0.0	68.3	31.7		53.4	0.5	46.1		29.6	70.4	0.0		0.0	0.0	0.0		
01:15 Volume	0	271	126	397	83	1	80	164	118	232	0	350	0	0	0	0	911
Peak Factor																	0.976
High Int.	01:30 PM				01:15 PM				01:00 PM				12:45:00 PM				
Volume	0	287	118	405	83	1	80	164	106	268	0	374					
Peak Factor				0.960				0.909				0.941					



City Traffic Counters
(626) 256-4171

File Name : WoodSB101
Site Code : 00000000
Start Date : 3/17/2007
Page No : 1

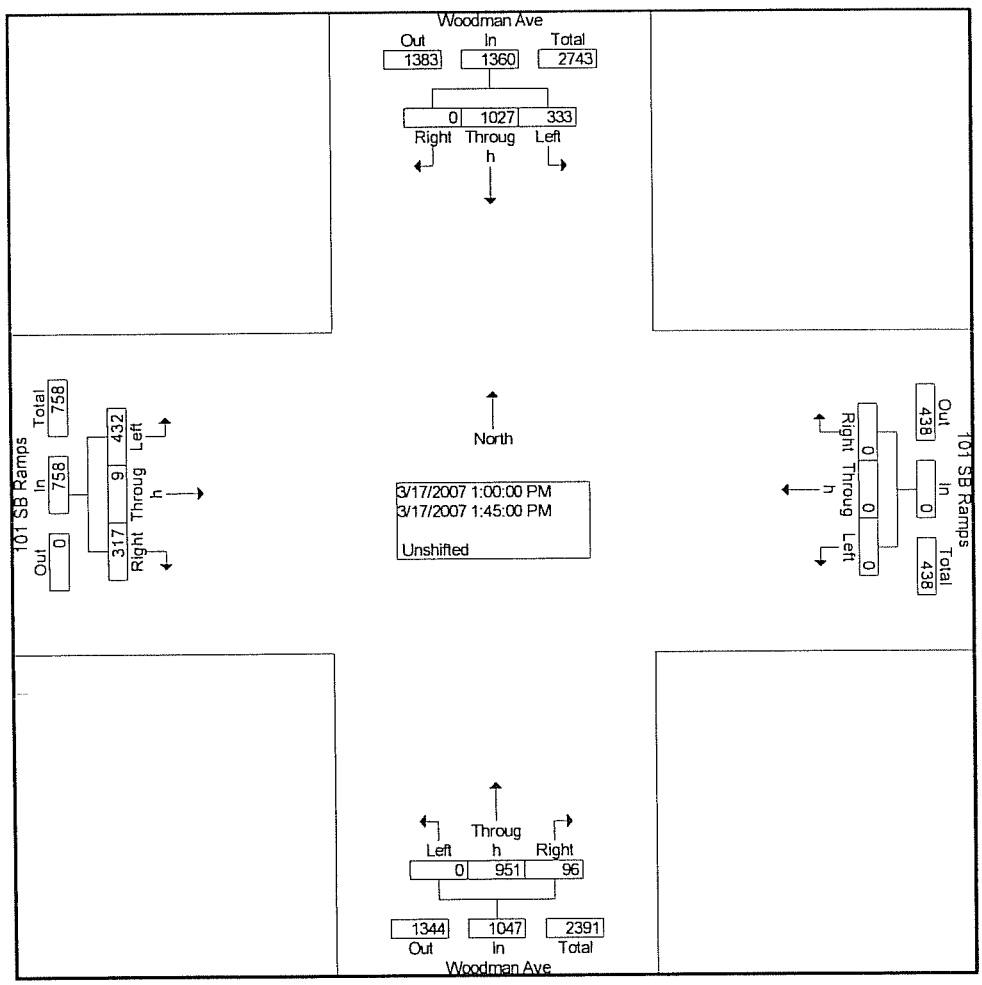
Groups Printed- Unshifted

	Woodman Ave Southbound			101 SB Ramps Westbound			Woodman Ave Northbound			101 SB Ramps Eastbound			
Start Time	Left	Throug h	Right	Left	Throug h	Right	Left	Throug h	Right	Left	Throug h	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
01:00 PM	88	224	0	0	0	0	0	229	32	140	3	95	811
01:15 PM	71	286	0	0	0	0	0	238	14	109	2	80	800
01:30 PM	91	270	0	0	0	0	0	236	17	93	3	69	779
01:45 PM	83	247	0	0	0	0	0	248	33	90	1	73	775
Total	333	1027	0	0	0	0	0	951	96	432	9	317	3165
02:00 PM	90	221	0	0	0	0	0	205	14	92	2	79	703
02:15 PM	80	288	0	0	0	0	0	246	12	99	2	102	829
02:30 PM	73	267	0	0	0	0	0	221	15	106	3	91	776
02:45 PM	73	263	0	0	0	0	0	261	10	147	1	84	839
Total	316	1039	0	0	0	0	0	933	51	444	8	356	3147
Grand Total	649	2066	0	0	0	0	0	1884	147	876	17	673	6312
Apprch %	23.9	76.1	0.0	0.0	0.0	0.0	0.0	92.8	7.2	55.9	1.1	43.0	
Total %	10.3	32.7	0.0	0.0	0.0	0.0	0.0	29.8	2.3	13.9	0.3	10.7	

City Traffic Counters
(626) 256-4171

File Name : WoodSB101
Site Code : 00000000
Start Date : 3/17/2007
Page No : 2

	Woodman Ave Southbound				101 SB Ramps Westbound				Woodman Ave Northbound				101 SB Ramps Eastbound				
Start Time	Left	Throu g h	Right	App. Total	Left	Throu g h	Right	App. Total	Left	Throu g h	Right	App. Total	Left	Throu g h	Right	App. Total	Int. Total
Peak Hour From 01:00 PM to 02:45 PM - Peak 1 of 1																	
Intersection	01:00 PM																
Volume	333	1027	0	1360	0	0	0	0	0	951	96	1047	432	9	317	758	3165
Percent	24.5	75.5	0.0		0.0	0.0	0.0		0.0	90.8	9.2		57.0	1.2	41.8		
01:00 Volume	88	224	0	312	0	0	0	0	0	229	32	261	140	3	95	238	811
Peak Factor																	0.976
High Int.	01:30 PM				12:45:00 PM				01:45 PM				01:00 PM				
Volume	91	270	0	361	0	0	0	0	0	248	33	281	140	3	95	238	
Peak Factor				0.942								0.931				0.796	



City Traffic Counters
(626) 256-4171

File Name : MatRiver
Site Code : 00000000
Start Date : 3/17/2007
Page No : 1

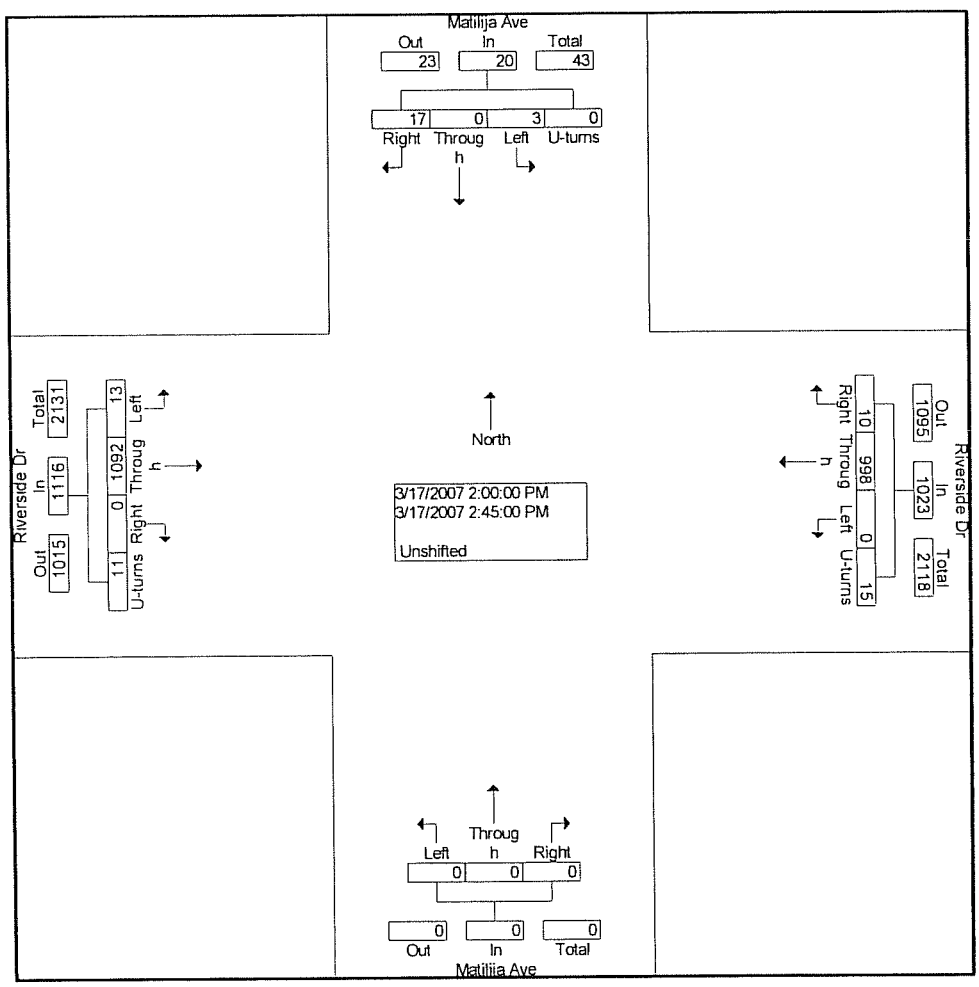
Groups Printed- Unshifted

	Matilija Ave Southbound				Riverside Dr Westbound				Matilija Ave Northbound			Riverside Dr Eastbound				
Start Time	Left	Through	Right	U-turns	Left	Through	Right	U-turns	Left	Through	Right	Left	Through	Right	U-turns	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
01:00 PM	1	0	15	2	0	256	4	1	0	0	0	7	229	0	2	517
01:15 PM	1	0	6	2	0	250	3	2	0	0	0	5	222	0	0	491
01:30 PM	0	0	8	2	0	257	3	1	0	0	0	5	229	0	3	508
01:45 PM	1	0	1	0	0	239	2	2	0	0	0	2	279	0	3	529
Total	3	0	30	6	0	1002	12	6	0	0	0	19	959	0	8	2045
02:00 PM	2	0	4	0	0	256	0	3	0	0	0	1	261	0	4	531
02:15 PM	1	0	9	0	0	244	3	0	0	0	0	4	295	0	3	559
02:30 PM	0	0	3	0	0	234	4	9	0	0	0	4	251	0	3	508
02:45 PM	0	0	1	0	0	264	3	3	0	0	0	4	285	0	1	561
Total	3	0	17	0	0	998	10	15	0	0	0	13	1092	0	11	2159
Grand Total	6	0	47	6	0	2000	22	21	0	0	0	32	2051	0	19	4204
Apprch %	10.2	0.0	79.7	10.2	0.0	97.9	1.1	1.0	0.0	0.0	0.0	1.5	97.6	0.0	0.9	
Total %	0.1	0.0	1.1	0.1	0.0	47.6	0.5	0.5	0.0	0.0	0.0	0.8	48.8	0.0	0.5	

City Traffic Counters
(626) 256-4171

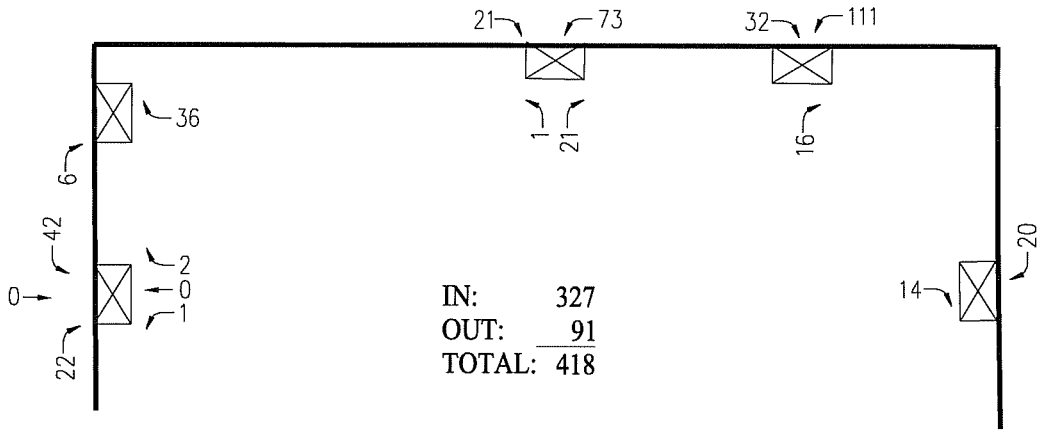
File Name : MatRiver
Site Code : 00000000
Start Date : 3/17/2007
Page No : 2

	Matilija Ave Southbound					Riverside Dr Westbound					Matilija Ave Northbound				Riverside Dr Eastbound					
Start Time	Left	Thro ug h	Righ t	U-turn s	App. Total	Left	Thro ug h	Righ t	U-turn s	App. Total	Left	Thro ug h	Righ t	App. Total	Left	Thro ug h	Righ t	U-turn s	App. Total	Int. Total
Peak Hour From 01:00 PM to 02:45 PM - Peak 1 of 1																				
Intersection	02:00 PM																			
Volume	3	0	17	0	20	0	998	10	15	1023	0	0	0	0	13	1092	0	11	1116	2159
Percent	15.0	0.0	85.0	0.0		0.0	97.6	1.0	1.5		0.0	0.0	0.0		1.2	97.8	0.0	1.0		
02:45 Volume	0	0	1	0	1	0	264	3	3	270	0	0	0	0	4	285	0	1	290	561
Peak Factor																				0.962
High Int.	02:15 PM					02:45 PM					12:45:00 PM				02:15 PM					
Volume	1	0	9	0	10	0	264	3	3	270	0	0	0	0	4	295	0	3	302	
Peak Factor					0.500					0.947									0.924	

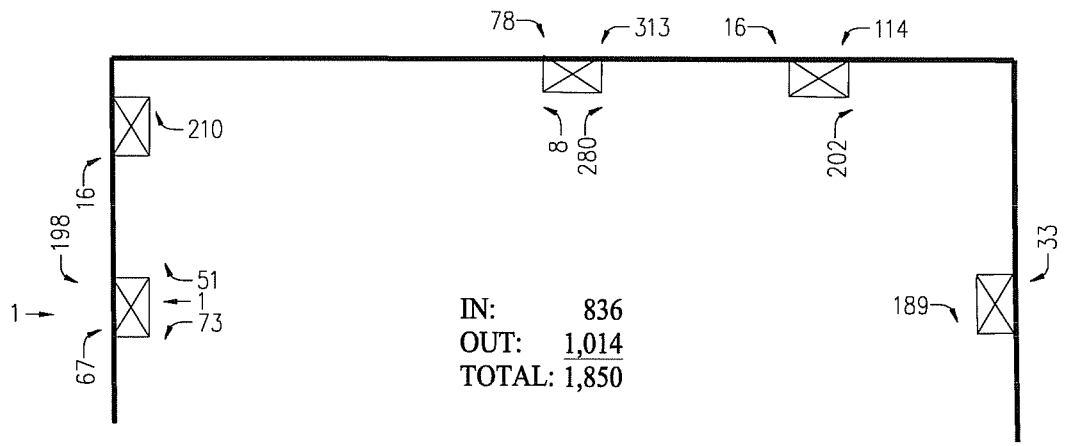


APPENDIX C

FASHION SQUARE DRIVEWAY TRAFFIC COUNTS



AM PEAK HOUR



PM PEAK HOUR

NOT TO SCALE

FIGURE C-1
EXISTING SITE TRAFFIC VOLUMES
NOVEMBER 16, 2005

LINSCOTT, LAW & GREENSPAN, engineers

WESTFIELD FASHION SQUARE EXPANSION PROJECT

<< ACCUTEK >>
<< 21114 TRIGGER LANE >>
<< DIAMOND BAR, CA 91765 >>
<< (909) 595-6199 FAX: (909) 595-6022 >

File Name : 355501Dwy
Site Code : 03555001
Start Date : 11/16/2005
Page No : 1

Groups Printed- Turning Movement

	HAZELTINE AVE. Southbound				DWY 1-n/o Fashion Square Ln. Westbound				HAZELTINE AVE. Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	4	0	0	4	1	0	0	1	0	0	0	0	5
Total	0	0	0	0	9	0	0	9	1	0	0	1	0	0	0	0	10
08:00 AM	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	8
08:15 AM	0	0	0	0	2	0	0	2	1	0	0	1	0	0	0	0	3
08:30 AM	0	0	0	0	3	0	0	3	1	0	0	1	0	0	0	0	4
08:45 AM	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	6
Total	0	0	0	0	19	0	0	19	2	0	0	2	0	0	0	0	21
09:00 AM	0	0	0	0	6	0	0	6	1	0	0	1	0	0	0	0	7
09:15 AM	0	0	0	0	12	0	0	12	1	0	0	1	0	0	0	0	13
09:30 AM	0	0	0	0	11	0	0	11	2	0	0	2	0	0	0	0	13
09:45 AM	0	0	0	0	7	0	0	7	2	0	0	2	0	0	0	0	9
Total	0	0	0	0	36	0	0	36	6	0	0	6	0	0	0	0	42
*** BREAK ***																	
03:00 PM	0	0	0	0	43	0	0	43	2	0	0	2	0	0	0	0	45
03:15 PM	0	0	0	0	53	0	0	53	3	0	0	3	0	0	0	0	56
03:30 PM	0	0	0	0	54	0	0	54	6	0	0	6	0	0	0	0	60
03:45 PM	0	0	0	0	31	0	0	31	7	0	0	7	0	0	0	0	38
Total	0	0	0	0	181	0	0	181	18	0	0	18	0	0	0	0	199
04:00 PM	0	0	0	0	46	0	0	46	6	0	0	6	0	0	0	0	52
04:15 PM	0	0	0	0	42	0	0	42	3	0	0	3	0	0	0	0	45
04:30 PM	0	0	0	0	50	0	0	50	4	0	0	4	0	0	0	0	54
04:45 PM	0	0	0	0	72	0	0	72	3	0	0	3	0	0	0	0	75
Total	0	0	0	0	210	0	0	210	16	0	0	16	0	0	0	0	226
05:00 PM	0	0	0	0	39	0	0	39	5	0	0	5	0	0	0	0	44
05:15 PM	0	0	0	0	38	0	0	38	6	0	0	6	0	0	0	0	44
05:30 PM	0	0	0	0	38	0	0	38	3	0	0	3	0	0	0	0	41
05:45 PM	0	0	0	0	48	0	0	48	1	0	0	1	0	0	0	0	49
Total	0	0	0	0	163	0	0	163	15	0	0	15	0	0	0	0	178
Grand Total	0	0	0	0	618	0	0	618	58	0	0	58	0	0	0	0	676
Apprch %	0.0	0.0	0.0		100.0	0.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	91.4	0.0	0.0	91.4	8.6	0.0	0.0	8.6	0.0	0.0	0.0	0.0	

	HAZELTINE AVE. Southbound				DWY 1-n/o Fashion Square Ln. Westbound				HAZELTINE AVE. Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Intersection 09:00 AM																	
Volume	0	0	0	0	36	0	0	36	6	0	0	6	0	0	0	0	42
Percent	0.0	0.0	0.0		100.0	0.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
09:30 Volume	0	0	0	0	11	0	0	11	2	0	0	2	0	0	0	0	13
Peak Factor																	0.808
High Int.	6:45:00 AM				09:15 AM				09:30 AM				6:45:00 AM				
Volume	0	0	0	0	12	0	0	12	2	0	0	2					
Peak Factor								0.750				0.750					

<< ACCUTEK >>
<< 21114 TRIGGER LANE >>
<< DIAMOND BAR, CA 91765 >>
<< (909) 595-6199 FAX: (909) 595-6022 >

File Name : 355501Dwy
Site Code : 03555001
Start Date : 11/16/2005
Page No : 2

	HAZELTINE AVE. Southbound				DWY 1-n/o Fashion Square Ln. Westbound				HAZELTINE AVE. Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection 04:00 PM																	
Volume	0	0	0	0	210	0	0	210	16	0	0	16	0	0	0	0	226
Percent	0.0	0.0	0.0		100.0	0.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
04:45 Volume	0	0	0	0	72	0	0	72	3	0	0	3	0	0	0	0	75
Peak Factor																	0.753
High Int.					04:45 PM				04:00 PM								
Volume	0	0	0	0	72	0	0	72	6	0	0	6					
Peak Factor								0.729				0.667					

<< ACCUTEK >>
<< 21114 TRIGGER LANE >>
<< DIAMOND BAR, CA 91765 >>
<< (909) 595-6199 FAX: (909) 595-6022 >

File Name : 355502DWY
Site Code : 03555002
Start Date : 11/16/2005
Page No : 1

Groups Printed- Turning Movement

	Southbound				RIVERSIDE DRIVE Westbound				DWY 2-e/o Ranchito into Parking Structure Northbound				RIVERSIDE DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	0	0	0	0	0	4	4	1	0	0	1	1	0	0	1	6
07:15 AM	0	0	0	0	0	0	7	7	1	0	1	2	4	0	0	4	13
07:30 AM	0	0	0	0	0	0	5	5	0	0	0	0	9	0	0	9	14
07:45 AM	0	0	0	0	0	0	6	6	0	0	0	0	3	0	0	3	9
Total	0	0	0	0	0	0	22	22	2	0	1	3	17	0	0	17	42
08:00 AM	0	0	0	0	0	0	8	8	2	0	0	2	2	0	0	2	12
08:15 AM	0	0	0	0	0	0	5	5	0	0	1	1	4	0	0	4	10
08:30 AM	0	0	0	0	0	0	4	4	1	0	0	1	2	0	0	2	7
08:45 AM	0	0	0	0	0	0	16	16	1	0	0	1	1	0	0	1	18
Total	0	0	0	0	0	0	33	33	4	0	1	5	9	0	0	9	47
09:00 AM	0	0	0	0	0	0	21	21	1	0	0	1	5	0	0	5	27
09:15 AM	0	0	0	0	0	0	11	11	9	0	0	9	7	0	0	7	27
09:30 AM	0	0	0	0	0	0	25	25	10	0	1	11	8	0	0	8	44
09:45 AM	0	0	0	0	0	0	54	54	10	0	0	10	14	0	0	14	78
Total	0	0	0	0	0	0	111	111	30	0	1	31	34	0	0	34	176
*** BREAK ***																	
03:00 PM	0	0	0	0	0	0	62	62	66	0	2	68	28	0	0	28	158
03:15 PM	0	0	0	0	0	0	82	82	75	0	4	79	20	0	0	20	181
03:30 PM	0	0	0	0	0	0	73	73	81	0	0	81	18	0	0	18	172
03:45 PM	0	0	0	0	0	0	79	79	60	0	2	62	19	0	0	19	160
Total	0	0	0	0	0	0	296	296	282	0	8	290	85	0	0	85	671
04:00 PM	0	0	0	0	0	0	79	79	64	0	2	66	21	0	0	21	166
04:15 PM	0	0	0	0	0	0	60	60	54	0	0	54	18	0	0	18	132
04:30 PM	0	0	0	0	0	0	54	54	60	0	0	60	18	0	0	18	132
04:45 PM	0	0	0	0	0	0	73	73	69	0	2	71	17	0	0	17	161
Total	0	0	0	0	0	0	266	266	247	0	4	251	74	0	0	74	591
05:00 PM	0	0	0	0	0	0	73	73	54	0	2	56	24	0	0	24	153
05:15 PM	0	0	0	0	0	0	60	60	62	0	3	65	22	0	0	22	147
05:30 PM	0	0	0	0	0	0	57	57	61	0	3	64	16	0	0	16	137
05:45 PM	0	0	0	0	0	0	77	77	63	0	0	63	25	0	0	25	165
Total	0	0	0	0	0	0	267	267	240	0	8	248	87	0	0	87	602
Grand Total	0	0	0	0	0	0	995	995	805	0	23	828	306	0	0	306	2129
Apprch %	0.0	0.0	0.0		0.0	0.0	100.0		97.2	0.0	2.8		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	46.7	46.7	37.8	0.0	1.1	38.9	14.4	0.0	0.0	14.4	

	Southbound				RIVERSIDE DRIVE Westbound				DWY 2-e/o Ranchito into Parking Structure Northbound				RIVERSIDE DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 09:30 AM - Peak 1 of 1																	
Intersection 08:45 AM																	
Volume	0	0	0	0	0	0	73	73	21	0	1	22	21	0	0	21	116
Percent	0.0	0.0	0.0		0.0	0.0	100.0		95.5	0.0	4.5		100.0	0.0	0.0		
09:30 Volume	0	0	0	0	0	0	25	25	10	0	1	11	8	0	0	8	44
Peak Factor																	0.659
High Int.	6:45:00 AM				09:30 AM				09:30 AM				09:30 AM				
Volume	0	0	0	0	0	0	25	25	10	0	1	11	8	0	0	8	

Peak Factor							0.730				0.500					0.656	
Peak Hour From 02:45 PM to 05:45 PM - Peak 1 of 1																	
Intersection	03:15 PM																
Volume	0	0	0	0	0	0	313	313	280	0	8	288	78	0	0	78	679
Percent	0.0	0.0	0.0		0.0	0.0	100.0		97.2	0.0	2.8		100.0	0.0	0.0		
03:15 Volume	0	0	0	0	0	0	82	82	75	0	4	79	20	0	0	20	181
Peak Factor																	0.938
High Int.					03:15 PM				03:30 PM				04:00 PM				
Volume	0	0	0	0	0	0	82	82	81	0	0	81	21	0	0	21	
Peak Factor								0.954				0.889				0.929	

<< ACCUTEK >>
<< 21114 TRIGGER LANE >>
<< DIAMOND BAR, CA 91765 >>
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File Name : 355503DWY
Site Code : 03555003
Start Date : 11/16/2005
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WL2 = Traffic to the W/Side Driveway, NR1 = Traffic from the W/Side Driveway to the Riverside, NR2 = Traffic from the W/Side Driveway to the E/Side Driveway

Groups Printed- Turning Movement

	Southbound				RIVERSIDE DRIVE Westbound				DWY 3-e/o Parking Structure Northbound				RIVERSIDE DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	WL2	Left	App. Total	Right	NR1	NR2	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	0	0	0	0	14	4	18	0	0	0	0	1	0	0	1	19
07:15 AM	0	0	0	0	0	7	5	12	0	0	0	0	8	0	0	8	20
07:30 AM	0	0	0	0	0	14	9	23	2	0	0	2	8	0	0	8	33
07:45 AM	0	0	0	0	0	11	8	19	2	1	0	3	5	0	0	5	27
Total	0	0	0	0	0	46	26	72	4	1	0	5	22	0	0	22	99
08:00 AM	0	0	0	0	0	18	13	31	1	3	0	4	3	0	0	3	38
08:15 AM	0	0	0	0	0	17	6	23	2	1	1	4	4	0	0	4	31
08:30 AM	0	0	0	0	0	11	3	14	0	1	0	1	3	0	0	3	18
08:45 AM	0	0	0	0	0	20	8	28	3	2	0	5	3	0	0	3	36
Total	0	0	0	0	0	66	30	96	6	7	1	14	13	0	0	13	123
09:00 AM	0	0	0	0	0	22	15	37	4	0	3	7	5	0	0	5	49
09:15 AM	0	0	0	0	0	23	22	45	5	6	2	13	7	0	0	7	65
09:30 AM	0	0	0	0	0	22	19	41	4	5	0	9	8	0	0	8	58
09:45 AM	0	0	0	0	0	44	18	62	3	5	0	8	12	0	0	12	82
Total	0	0	0	0	0	111	74	185	16	16	5	37	32	0	0	32	254
*** BREAK ***																	
03:00 PM	0	0	0	0	0	26	26	52	16	43	2	61	6	0	0	6	119
03:15 PM	0	0	0	0	0	23	35	58	20	70	3	93	4	0	0	4	155
03:30 PM	0	0	0	0	0	34	32	66	24	50	6	80	2	0	0	2	148
03:45 PM	0	0	0	0	0	31	23	54	25	39	3	67	4	0	0	4	125
Total	0	0	0	0	0	114	116	230	85	202	14	301	16	0	0	16	547
04:00 PM	0	0	0	0	0	26	19	45	13	40	2	55	3	0	0	3	103
04:15 PM	0	0	0	0	0	35	22	57	11	26	1	38	5	0	0	5	100
04:30 PM	0	0	0	0	0	38	28	66	23	42	2	67	10	0	0	10	143
04:45 PM	0	0	0	0	0	31	19	50	21	33	0	54	6	0	0	6	110
Total	0	0	0	0	0	130	88	218	68	141	5	214	24	0	0	24	456
05:00 PM	0	0	0	0	0	34	29	63	19	39	1	59	6	0	0	6	128
05:15 PM	0	0	0	0	0	35	28	63	23	29	3	55	2	0	0	2	120
05:30 PM	0	0	0	0	0	26	20	46	21	43	2	66	4	0	0	4	116
05:45 PM	0	0	0	0	0	40	26	66	12	38	2	52	10	0	0	10	128
Total	0	0	0	0	0	135	103	238	75	149	8	232	22	0	0	22	492
Grand Total	0	0	0	0	0	602	437	1039	254	516	33	803	129	0	0	129	1971
Apprch %	0.0	0.0	0.0		0.0	57.9	42.1		31.6	64.3	4.1		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	30.5	22.2	52.7	12.9	26.2	1.7	40.7	6.5	0.0	0.0	6.5	

	Southbound				RIVERSIDE DRIVE Westbound				DWY 3-e/o Parking Structure Northbound				RIVERSIDE DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	WL2	Left	App. Total	Right	NR1	NR2	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Intersection 09:00 AM																	
Volume	0	0	0	0	0	111	74	185	16	16	5	37	32	0	0	32	254
Percent	0.0	0.0	0.0		0.0	60.0	40.0		43.2	43.2	13.5		100.0	0.0	0.0		
09:45 Volume	0	0	0	0	0	44	18	62	3	5	0	8	12	0	0	12	82
Peak Factor																	0.774
High Int.	6:45:00 AM				09:45 AM				09:15 AM				09:45 AM				

Volume	0	0	0	0	0	44	18	62	5	6	2	13	12	0	0	12	
Peak Factor								0.746				0.712				0.667	

Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1

Intersection 03:00 PM																	
Volume	0	0	0	0	0	114	116	230	85	202	14	301	16	0	0	16	547
Percent	0.0	0.0	0.0		0.0	49.6	50.4		28.2	67.1	4.7		100.0	0.0	0.0		
03:15 Volume	0	0	0	0	0	23	35	58	20	70	3	93	4	0	0	4	155
Peak Factor																	0.882
High Int.					03:30 PM				03:15 PM				03:00 PM				
Volume	0	0	0	0	0	34	32	66	20	70	3	93	6	0	0	6	
Peak Factor								0.871				0.809				0.667	

<< ACCUTEK >>
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File Name : 355504Dwy
Site Code : 03555004
Start Date : 11/16/2005
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Groups Printed- Turning Movement

	WOODMAN AVE Southbound				Westbound				WOODMAN AVE. Northbound				DWY4- n/o 101 NB Ramps Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	4	0	0	4	0	0	0	0	0	0	0	0	2	0	0	2	6
07:15 AM	6	0	0	6	0	0	0	0	0	0	0	0	4	0	0	4	10
07:30 AM	8	0	0	8	0	0	0	0	0	0	0	0	7	0	0	7	15
07:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
Total	20	0	0	20	0	0	0	0	0	0	0	0	14	0	0	14	34
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
08:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	4	0	1	5	7
08:30 AM	4	0	0	4	0	0	0	0	0	0	0	0	3	0	0	3	7
08:45 AM	3	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	5
Total	9	0	0	9	0	0	0	0	0	0	0	0	11	0	1	12	21
09:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	4	0	0	4	5
09:15 AM	4	0	0	4	0	0	0	0	0	0	0	0	2	0	0	2	6
09:30 AM	6	0	0	6	0	0	0	0	0	0	0	0	5	0	0	5	11
09:45 AM	7	0	0	7	0	0	0	0	0	0	0	0	5	0	0	5	12
Total	18	0	0	18	0	0	0	0	0	0	0	0	16	0	0	16	34
*** BREAK ***																	
03:00 PM	10	0	0	10	0	0	0	0	0	0	0	0	61	0	0	61	71
03:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	37	0	0	37	39
03:30 PM	15	0	0	15	0	0	0	0	0	0	0	0	39	0	0	39	54
03:45 PM	9	0	0	9	0	0	0	0	0	0	0	0	44	0	0	44	53
Total	36	0	0	36	0	0	0	0	0	0	0	0	181	0	0	181	217
04:00 PM	16	0	0	16	0	0	0	0	0	0	0	0	48	0	0	48	64
04:15 PM	6	0	0	6	0	0	0	0	0	0	0	0	33	0	0	33	39
04:30 PM	4	0	0	4	0	0	0	0	0	0	0	0	47	0	0	47	51
04:45 PM	4	0	0	4	0	0	0	0	0	0	0	0	55	0	0	55	59
Total	30	0	0	30	0	0	0	0	0	0	0	0	183	0	0	183	213
05:00 PM	12	0	0	12	0	0	0	0	0	0	0	0	40	0	0	40	52
05:15 PM	13	0	0	13	0	0	0	0	0	0	0	0	47	0	0	47	60
05:30 PM	15	0	0	15	0	0	0	0	0	0	0	0	25	0	0	25	40
05:45 PM	8	0	0	8	0	0	0	0	0	0	0	0	37	0	0	37	45
Total	48	0	0	48	0	0	0	0	0	0	0	0	149	0	0	149	197
Grand Total	161	0	0	161	0	0	0	0	0	0	0	0	554	0	1	555	716
Apprch %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		99.8	0.0	0.2		
Total %	22.5	0.0	0.0	22.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	77.4	0.0	0.1	77.5	

	WOODMAN AVE Southbound				Westbound				WOODMAN AVE. Northbound				DWY4- n/o 101 NB Ramps Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Intersection 07:00 AM																	
Volume	20	0	0	20	0	0	0	0	0	0	0	0	14	0	0	14	34
Percent	100.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0		
07:30 Volume	8	0	0	8	0	0	0	0	0	0	0	0	7	0	0	7	15
Peak Factor																	0.567
High Int.	07:30 AM				6:45:00 AM				6:45:00 AM				07:30 AM				
Volume	8	0	0	8	0	0	0	0	0	0	0	0	7	0	0	7	
Peak Factor				0.625												0.500	

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File Name : 355504Dwy
Site Code : 03555004
Start Date : 11/16/2005
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	WOODMAN AVE Southbound				Westbound				WOODMAN AVE. Northbound				DWY4- n/o 101 NB Ramps Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection 04:30 PM																	
Volume	33	0	0	33	0	0	0	0	0	0	0	0	189	0	0	189	222
Percent	100.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0		
05:15 Volume	13	0	0	13	0	0	0	0	0	0	0	0	47	0	0	47	60
Peak Factor																	0.925
High Int. 05:15 PM													04:45 PM				
Volume	13	0	0	13	0	0	0	0	0	0	0	0	55	0	0	55	
Peak Factor				0.635												0.859	

<< ACCUTEK >>
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File Name : 355508
Site Code : 00355508
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Groups Printed- Turning Movement

	HAZELTINE AVE. Southbound				Fashion Square Lane Westbound				VENTURA BLVD. Northbound				P.LOT-Entrance Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	2	190	13	205	0	0	0	0	4	67	2	73	0	0	0	0	278
07:15 AM	4	222	4	230	0	1	0	1	4	83	2	89	1	0	1	2	322
07:30 AM	3	240	10	253	0	0	0	0	6	129	6	141	0	0	1	1	395
07:45 AM	0	302	12	314	0	0	0	0	3	118	3	124	2	0	0	2	440
Total	9	954	39	1002	0	1	0	1	17	397	13	427	3	0	2	5	1435
08:00 AM	2	316	15	333	1	0	1	2	5	129	0	134	4	0	0	4	473
08:15 AM	2	277	5	284	1	0	0	1	8	127	3	138	1	0	1	2	425
08:30 AM	1	252	12	265	1	0	1	2	3	113	2	118	0	0	1	1	386
08:45 AM	2	220	13	235	1	0	1	2	5	125	2	132	1	0	3	4	373
Total	7	1065	45	1117	4	0	3	7	21	494	7	522	6	0	5	11	1657
09:00 AM	2	241	12	255	3	0	1	4	4	98	0	102	3	2	1	6	367
09:15 AM	0	196	24	220	3	0	3	6	8	117	1	126	0	1	1	2	354
09:30 AM	1	188	46	235	2	0	3	5	8	103	5	116	1	0	1	2	358
09:45 AM	3	189	42	234	3	0	0	3	14	113	1	128	0	0	1	1	366
Total	6	814	124	944	11	0	7	18	34	431	7	472	4	3	4	11	1445
*** BREAK ***																	
03:00 PM	1	169	67	237	24	1	12	37	19	211	1	231	0	0	1	1	506
03:15 PM	0	212	41	253	19	1	24	44	25	201	6	232	3	0	3	6	535
03:30 PM	0	181	39	220	20	0	30	50	20	207	1	228	1	0	3	4	502
03:45 PM	0	137	59	196	10	0	16	26	23	223	0	246	4	0	2	6	474
Total	1	699	206	906	73	2	82	157	87	842	8	937	8	0	9	17	2017
04:00 PM	2	194	32	228	19	3	19	41	24	218	0	242	2	0	1	3	514
04:15 PM	2	203	42	247	12	0	16	28	20	211	3	234	3	1	7	11	520
04:30 PM	0	184	49	233	16	0	19	35	19	210	0	229	3	0	4	7	504
04:45 PM	0	225	38	263	16	0	20	36	22	232	1	255	1	0	8	9	563
Total	4	806	161	971	63	3	74	140	85	871	4	960	9	1	20	30	2101
05:00 PM	1	207	41	249	14	0	24	38	20	243	2	265	2	0	2	4	556
05:15 PM	3	209	52	264	10	0	16	26	20	246	4	270	2	0	0	2	562
05:30 PM	0	185	47	232	11	0	13	24	9	255	1	265	3	1	3	7	528
05:45 PM	1	243	58	302	16	1	20	37	18	230	4	252	2	0	1	3	594
Total	5	844	198	1047	51	1	73	125	67	974	11	1052	9	1	6	16	2240
Grand Total	32	5182	773	5987	202	7	239	448	311	4009	50	4370	39	5	46	90	10895
Apprch %	0.5	86.6	12.9		45.1	1.6	53.3		7.1	91.7	1.1		43.3	5.6	51.1		
Total %	0.3	47.6	7.1	55.0	1.9	0.1	2.2	4.1	2.9	36.8	0.5	40.1	0.4	0.0	0.4	0.8	

	HAZELTINE AVE. Southbound				Fashion Square Lane Westbound				VENTURA BLVD. Northbound				P.LOT-Entrance Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	7	1135	42	1184	2	0	1	3	22	503	12	537	7	0	2	9	1733
Percent	0.6	95.9	3.5		66.7	0.0	33.3		4.1	93.7	2.2		77.8	0.0	22.2		
08:00 Volume	2	316	15	333	1	0	1	2	5	129	0	134	4	0	0	4	473
Peak Factor																	0.916
High Int.	08:00 AM				08:00 AM				07:30 AM				08:00 AM				
Volume	2	316	15	333	1	0	1	2	6	129	6	141	4	0	0	4	
Peak Factor				0.889				0.375				0.952				0.563	

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File Name : 355508
Site Code : 00355508
Start Date : 11/16/2005
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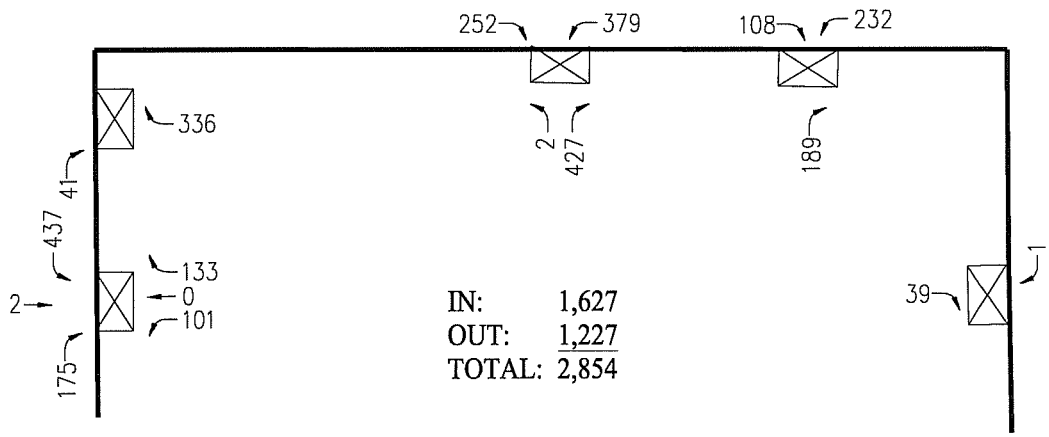
	HAZELTINE AVE. Southbound				Fashion Square Lane Westbound				VENTURA BLVD. Northbound				P.LOT-Entrance Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	5	844	198	1047	51	1	73	125	67	974	11	1052	9	1	6	16	2240
Percent	0.5	80.6	18.9		40.8	0.8	58.4		6.4	92.6	1.0		56.3	6.3	37.5		
05:45 Volume	1	243	58	302	16	1	20	37	18	230	4	252	2	0	1	3	594
Peak Factor																	0.943
High Int.	05:45 PM				05:00 PM				05:15 PM				05:30 PM				
Volume	1	243	58	302	14	0	24	38	20	246	4	270	3	1	3	7	
Peak Factor				0.867				0.822				0.974				0.571	



SATURDAY MIDDAY PEAK HOUR

N

NOT TO SCALE

APPENDIX FIGURE C-2
EXISTING SITE TRAFFIC VOLUMES
WEEKEND CONDITIONS

LINSCOTT, LAW & GREENSPAN, engineers

WESTFIELD FASHION SQUARE EXPANSION PROJECT

City Traffic Counters
(626) 256-4171

File Name : Drive1
Site Code : 00000000
Start Date : 3/17/2007
Page No : 1

Groups Printed- Unshifted

	Hazeltine Ave Southbound			Driveway #1 Westbound			Hazeltine Ave Northbound			Driveway #1 Eastbound			
Start Time	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
01:00 PM	0	0	0	0	0	59	0	0	5	0	0	0	64
01:15 PM	0	0	0	0	0	60	0	0	7	0	0	0	67
01:30 PM	0	0	0	0	0	50	0	0	2	0	0	0	52
01:45 PM	0	0	0	0	0	48	0	0	8	0	0	0	56
Total	0	0	0	0	0	217	0	0	22	0	0	0	239
02:00 PM	0	0	0	0	0	69	0	0	18	0	0	0	87
02:15 PM	0	0	0	0	0	73	0	0	6	0	0	0	79
02:30 PM	0	0	0	0	0	96	0	0	2	0	0	0	98
02:45 PM	0	0	0	0	0	98	0	0	15	0	0	0	113
Total	0	0	0	0	0	336	0	0	41	0	0	0	377
Grand Total	0	0	0	0	0	553	0	0	63	0	0	0	616
Apprch %	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	89.8	0.0	0.0	10.2	0.0	0.0	0.0	

City Traffic Counters
(626) 256-4171

File Name : Drive1
Site Code : 00000000
Start Date : 3/17/2007
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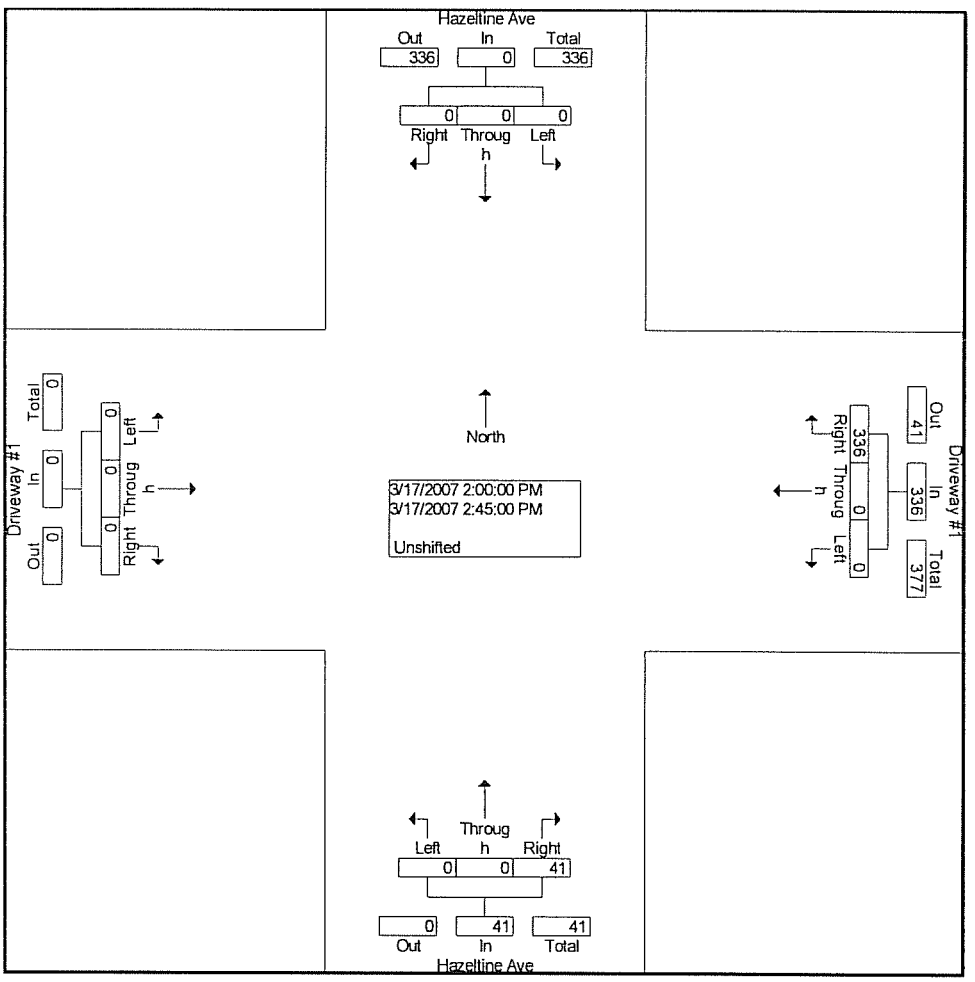
	Hazeltine Ave Southbound				Driveway #1 Westbound				Hazeltine Ave Northbound				Driveway #1 Eastbound				
Start Time	Left	Throu g h	Right	App. Total	Left	Throu g h	Right	App. Total	Left	Throu g h	Right	App. Total	Left	Throu g h	Right	App. Total	Int. Total
Peak Hour From 01:00 PM to 02:45 PM - Peak 1 of 1																	
Intersection	02:00 PM																
Volume	0	0	0	0	0	0	336	336	0	0	41	41	0	0	0	0	377
Percent	0.0	0.0	0.0		0.0	0.0	100.0		0.0	0.0	100.0		0.0	0.0	0.0		
02:45 Volume	0	0	0	0	0	0	98	98	0	0	15	15	0	0	0	0	113
Peak Factor																	0.834
High Int.	12:45:00 PM				02:45 PM				02:00 PM				12:45:00 PM				
Volume	0	0	0	0	0	0	98	98	0	0	18	18					
Peak Factor								0.857				0.569					



City Traffic Counters
(626) 256-4171

File Name : Drive2
Site Code : 00000000
Start Date : 3/17/2007
Page No : 1

Groups Printed- Unshifted

	Driveway #2 Southbound			Riverside Dr Westbound			Driveway #2 Northbound			Riverside Dr Eastbound			
Start Time	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
01:00 PM	0	0	0	110	0	0	7	0	80	0	0	37	234
01:15 PM	0	0	0	100	0	0	1	0	84	0	0	64	249
01:30 PM	0	0	0	89	0	0	4	0	70	0	0	64	227
01:45 PM	0	0	0	101	0	0	0	0	98	0	0	67	266
Total	0	0	0	400	0	0	12	0	332	0	0	232	976
02:00 PM	0	0	0	94	0	0	0	0	102	0	0	63	259
02:15 PM	0	0	0	110	0	0	0	0	117	0	0	46	273
02:30 PM	0	0	0	87	0	0	1	0	98	0	0	64	250
02:45 PM	0	0	0	88	0	0	1	0	110	0	0	79	278
Total	0	0	0	379	0	0	2	0	427	0	0	252	1060
Grand Total	0	0	0	779	0	0	14	0	759	0	0	484	2036
Apprch %	0.0	0.0	0.0	100.0	0.0	0.0	1.8	0.0	98.2	0.0	0.0	100.0	
Total %	0.0	0.0	0.0	38.3	0.0	0.0	0.7	0.0	37.3	0.0	0.0	23.8	

City Traffic Counters
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File Name : Drive2
Site Code : 00000000
Start Date : 3/17/2007
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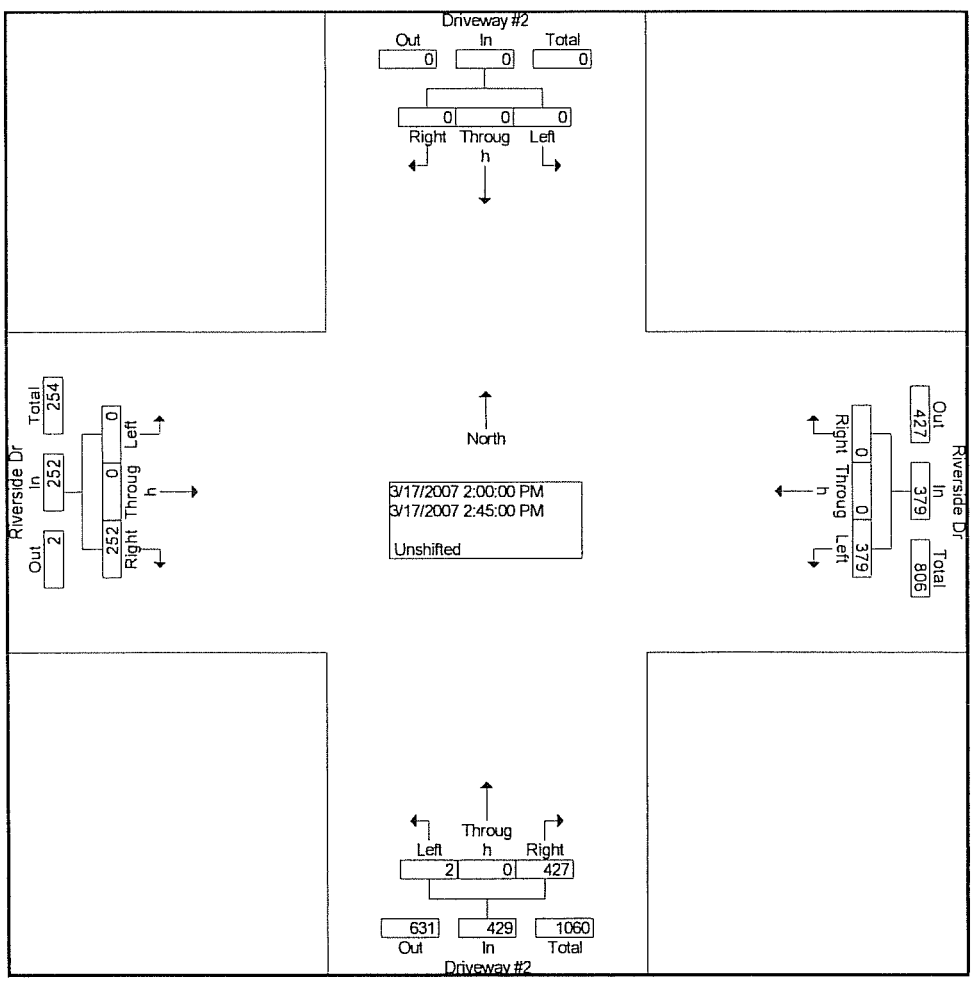
	Driveway #2 Southbound				Riverside Dr Westbound				Driveway #2 Northbound				Riverside Dr Eastbound				
Start Time	Left	Throu g h	Right	App. Total	Left	Throu g h	Right	App. Total	Left	Throu g h	Right	App. Total	Left	Throu g h	Right	App. Total	Int. Total
Peak Hour From 01:00 PM to 02:45 PM - Peak 1 of 1																	
Intersection	02:00 PM																
Volume	0	0	0	0	379	0	0	379	2	0	427	429	0	0	252	252	1060
Percent	0.0	0.0	0.0		100.0	0.0	0.0		0.5	0.0	99.5		0.0	0.0	100.0		
02:45 Volume	0	0	0	0	88	0	0	88	1	0	110	111	0	0	79	79	278
Peak Factor																	0.953
High Int.	12:45:00 PM				02:15 PM				02:15 PM				02:45 PM				
Volume	0	0	0	0	110	0	0	110	0	0	117	117	0	0	79	79	
Peak Factor								0.861				0.917				0.797	



City Traffic Counters
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File Name : Drive3
Site Code : 00000000
Start Date : 3/17/2007
Page No : 1

Groups Printed- Unshifted

	Driveway #3 Southbound			Riverside Dr Westbound			Driveway #3 Northbound			Riverside Dr Eastbound			
Start Time	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
01:00 PM	0	0	0	78	0	0	0	0	52	0	0	32	162
01:15 PM	0	0	0	63	0	0	0	0	47	0	0	24	134
01:30 PM	0	0	0	53	0	0	0	0	51	0	0	16	120
01:45 PM	0	0	0	38	0	0	0	0	39	0	0	36	113
Total	0	0	0	232	0	0	0	0	189	0	0	108	529
02:00 PM	0	0	0	42	0	0	0	0	59	0	0	21	122
02:15 PM	0	0	0	62	0	0	0	0	49	0	0	34	145
02:30 PM	0	0	0	44	0	0	0	0	61	0	0	26	131
02:45 PM	0	0	0	40	0	0	0	0	41	0	0	37	118
Total	0	0	0	188	0	0	0	0	210	0	0	118	516
Grand Total	0	0	0	420	0	0	0	0	399	0	0	226	1045
Apprch %	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	
Total %	0.0	0.0	0.0	40.2	0.0	0.0	0.0	0.0	38.2	0.0	0.0	21.6	

City Traffic Counters
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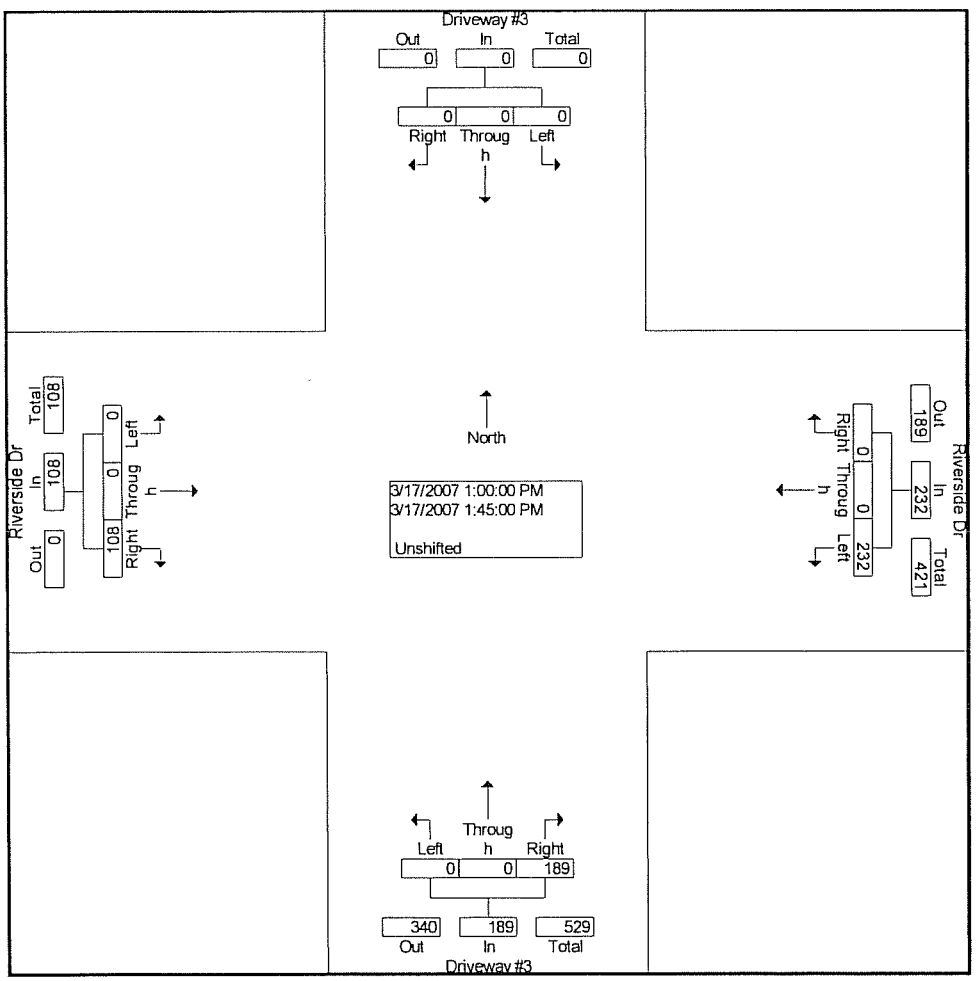
File Name : Drive3
Site Code : 00000000
Start Date : 3/17/2007
Page No : 2

	Driveway #3 Southbound				Riverside Dr Westbound				Driveway #3 Northbound				Riverside Dr Eastbound				
Start Time	Left	Throu g h	Right	App. Total	Left	Throu g h	Right	App. Total	Left	Throu g h	Right	App. Total	Left	Throu g h	Right	App. Total	Int. Total
Peak Hour From 01:00 PM to 02:45 PM - Peak 1 of 1																	
Intersection	01:00 PM																
Volume	0	0	0	0	232	0	0	232	0	0	189	189	0	0	108	108	529
Percent	0.0	0.0	0.0		100.0	0.0	0.0		0.0	0.0	100.0		0.0	0.0	100.0		
01:00 Volume	0	0	0	0	78	0	0	78	0	0	52	52	0	0	32	32	162
Peak Factor																	0.816
High Int.	12:45:00 PM				01:00 PM				01:00 PM				01:45 PM				
Volume	0	0	0	0	78	0	0	78	0	0	52	52	0	0	36	36	
Peak Factor								0.744				0.909				0.750	



City Traffic Counters
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File Name : Drive4
Site Code : 00000000
Start Date : 3/17/2007
Page No : 1

Groups Printed- Group 1

	Driveway#4 Southbound			Riverside Dr Westbound			Driveway#4 Northbound				Riverside Dr Eastbound				
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-turns	Left	Thru	Right	U-turns	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
01:00 PM	0	0	0	24	0	0	0	0	10	7	0	0	18	0	59
01:15 PM	0	0	0	24	0	0	0	0	8	8	0	0	15	4	59
01:30 PM	0	0	0	28	0	0	0	0	10	10	0	0	16	5	69
01:45 PM	0	0	0	32	0	0	0	0	18	5	0	0	12	1	68
Total	0	0	0	108	0	0	0	0	46	30	0	0	61	10	255
02:00 PM	0	0	0	25	0	0	0	0	11	3	0	0	22	3	64
02:15 PM	0	0	0	28	0	0	0	0	10	11	0	0	20	8	77
02:30 PM	0	0	0	13	0	0	0	0	13	1	0	0	21	2	50
02:45 PM	0	0	0	25	0	0	0	0	10	7	0	0	20	5	67
Total	0	0	0	91	0	0	0	0	44	22	0	0	83	18	258
Grand Total	0	0	0	199	0	0	0	0	90	52	0	0	144	28	513
Apprch %	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	63.4	36.6	0.0	0.0	83.7	16.3	
Total %	0.0	0.0	0.0	38.8	0.0	0.0	0.0	0.0	17.5	10.1	0.0	0.0	28.1	5.5	

City Traffic Counters
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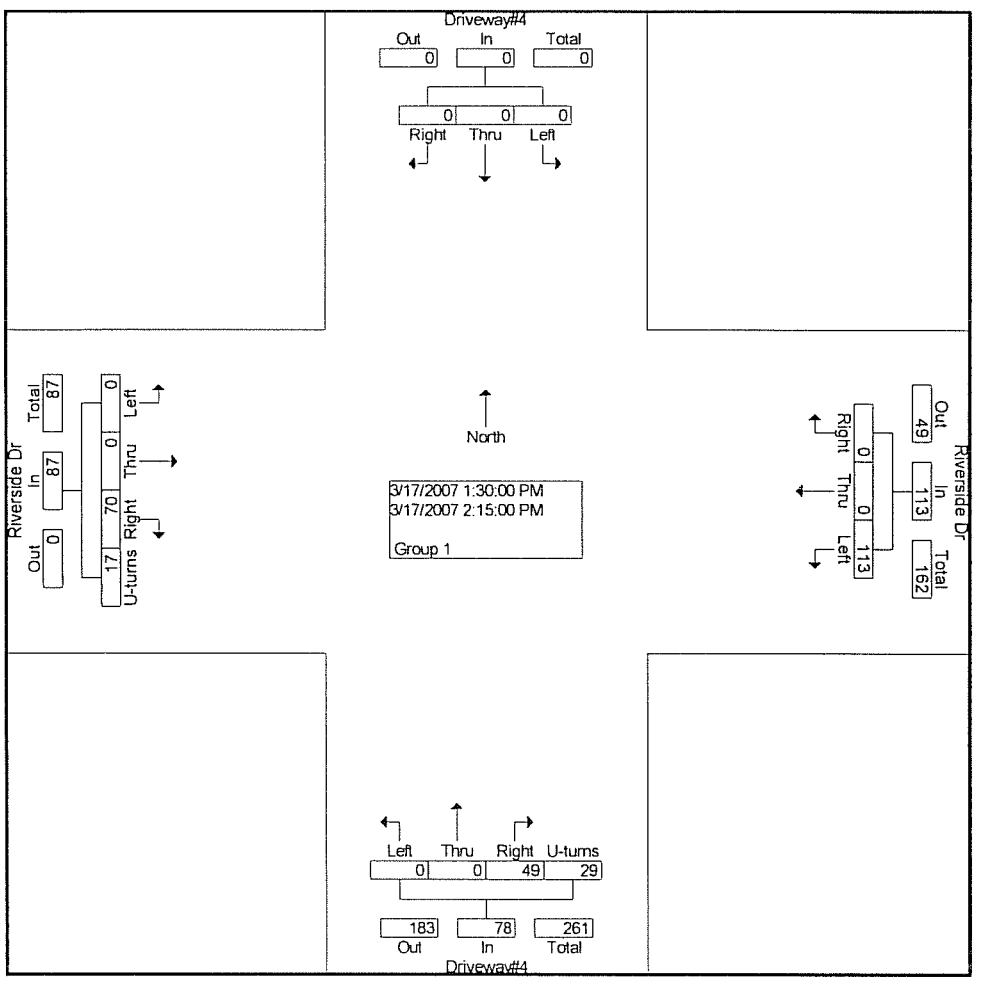
File Name : Drive4
Site Code : 00000000
Start Date : 3/17/2007
Page No : 2

	Driveway#4 Southbound				Riverside Dr Westbound				Driveway#4 Northbound					Riverside Dr Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-turns	App. Total	Left	Thru	Right	U-turns	App. Total	Int. Total
Peak Hour From 01:00 PM to 02:45 PM - Peak 1 of 1																			
Intersection	01:30 PM																		
Volume	0	0	0	0	113	0	0	113	0	0	49	29	78	0	0	70	17	87	278
Percent	0.0	0.0	0.0		100.0	0.0	0.0		0.0	0.0	62.8	37.2		0.0	0.0	80.5	19.5		
02:15 Volume	0	0	0	0	28	0	0	28	0	0	10	11	21	0	0	20	8	28	77
Peak Factor																			0.903
High Int.	12:45:00 PM				01:45 PM				01:45 PM					02:15 PM					
Volume	0	0	0	0	32	0	0	32	0	0	18	5	23	0	0	20	8	28	
Peak Factor								0.883					0.848					0.777	



City Traffic Counters
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File Name : Drive5
Site Code : 00000000
Start Date : 3/17/2007
Page No : 1

Groups Printed- Unshifted

	Woodman Ave Southbound				Driveway #5 Westbound			Woodman Ave Northbound			Driveway #5 Eastbound				
Start Time	Left	Through	Right	South Drive	Left	Through	Right	Left	Through	Right	Left	Through	Right	South Drive	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
01:00 PM	0	0	36	0	0	0	0	0	0	0	0	0	28	7	71
01:15 PM	0	0	25	0	0	0	0	0	0	0	0	0	31	8	64
01:30 PM	0	0	29	1	0	0	0	0	0	0	0	0	28	12	70
01:45 PM	0	0	42	0	0	0	0	0	0	0	0	0	28	12	82
Total	0	0	132	1	0	0	0	0	0	0	0	0	115	39	287
02:00 PM	0	0	28	0	0	0	0	0	0	0	0	0	28	9	65
02:15 PM	0	0	21	0	0	0	0	0	0	0	0	0	31	10	62
02:30 PM	0	0	17	0	0	0	0	0	0	0	0	0	22	3	42
02:45 PM	0	0	19	2	0	0	0	0	0	0	0	0	34	3	58
Total	0	0	85	2	0	0	0	0	0	0	0	0	115	25	227
Grand Total	0	0	217	3	0	0	0	0	0	0	0	0	230	64	514
Apprch %	0.0	0.0	98.6	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	78.2	21.8	
Total %	0.0	0.0	42.2	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	44.7	12.5	

City Traffic Counters
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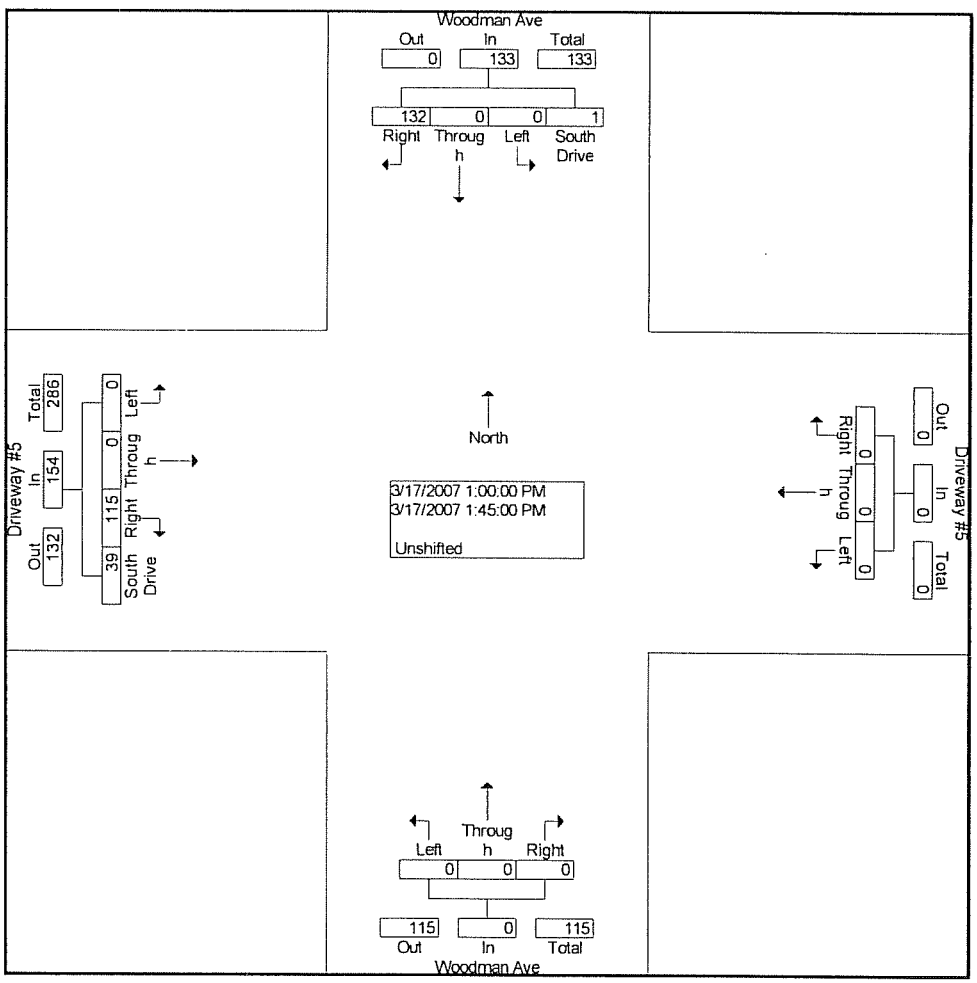
File Name : Drive5
Site Code : 00000000
Start Date : 3/17/2007
Page No : 2

	Woodman Ave Southbound					Driveway #5 Westbound				Woodman Ave Northbound				Driveway #5 Eastbound					
Start Time	Left	Thro ug h	Righ t	Sout h Driv e	App. Total	Left	Thro ug h	Righ t	App. Total	Left	Thro ug h	Righ t	App. Total	Left	Thro ug h	Righ t	Sout h Driv e	App. Total	Int. Total
Peak Hour From 01:00 PM to 02:45 PM - Peak 1 of 1																			
Intersection	01:00 PM																		
Volume	0	0	132	1	133	0	0	0	0	0	0	0	0	0	0	115	39	154	287
Percent	0.0	0.0	99.2	0.8		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	74.7	25.3		
01:45 Volume	0	0	42	0	42	0	0	0	0	0	0	0	0	0	0	28	12	40	82
Peak Factor																			0.875
High Int.	01:45 PM					12:45:00 PM				12:45:00 PM				01:30 PM					
Volume	0	0	42	0	42	0	0	0	0	0	0	0	0	0	0	28	12	40	
Peak Factor					0.792													0.963	



APPENDIX D

CMA AND LEVELS OF SERVICE EXPLANATION
CMA DATA WORKSHEETS
WEEKDAY AM & PM PEAK HOURS
WEEKEND MID-DAY PEAK HOUR

CRITICAL MOVEMENT ANALYSIS (CMA) DESCRIPTION

Level of Service is a term used to describe prevailing conditions and their effect on traffic. Broadly interpreted, the Level of Service concept denotes any one of a number of differing combinations of operating conditions which may take place as a roadway is accommodating various traffic volumes. Level of Service is a qualitative measure of the effect of such factors as travel speed, travel time, interruptions, freedom to maneuver, safety, driving comfort and convenience.

Six Levels of Service, A through F, have been defined in the 1965 *Highway Capacity Manual*. Level of Service A describes a condition of free flow, with low traffic volumes and relatively high speeds, while Level of Service F describes forced traffic flow at low speeds with jammed conditions and queues which cannot clear during the green phases.

Critical Movement Analysis (CMA) is a procedure which provides a capacity and level of service geometry and traffic signal operation and results in a level of service determination for the intersection as a whole operating unit.

The per lane volume for each movement in the intersection is determined and the per lane intersection capacity based on the Transportation Research Board (TRB) Report 212 (*Interim Materials on Highway Capacity*). The resulting CMA represents the ratio of the intersection's cumulative volume over its respective capacity (V/C ratio). Critical Movement Analysis takes into account lane widths, bus and truck operations, pedestrian activity and parking activity, as well as number of lanes and geometrics.

The Level of Service (abbreviated from the *Highway Capacity Manual*) are listed here with their corresponding CMA and Load Factor equivalents. Load Factor is that proportion of the signal cycles during the peak hour which are fully loaded; i.e. when all of the vehicles waiting at the beginning of green are not able to clear on that green phase.

Critical Movement Analysis Characteristics		
Level of Service	Load Factor	Equivalent CMA
A (free flow)	0.0	0.00 - 0.60
B (rural design)	0.0 - 0.1	0.61 - 0.70
C (urban design)	0.1 - 0.3	0.71 - 0.80
D (maximum urban design)	0.3 - 0.7	0.81 - 0.90
E (capacity)	0.7 - 1.0	0.91 - 1.00
F (force flow)	Not Applicable	Not Applicable

SERVICE LEVEL A
There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.

SERVICE LEVEL B
This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.

SERVICE LEVEL C
At this level stable operation continues. Loading is still intermittent but more frequent than at Level B. Occasionally drivers may have to wait through more one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

SERVICE LEVEL D
This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour, but enough cycles with lower demand occur to permit periodic clearance of queues, thus preventing excessive backups. Drivers frequently have to wait through more than one red signal. This level is the lower limit of acceptable operation to most drivers.

SERVICE LEVEL E
This represents near capacity and capacity operation. At capacity (CMA = 1.0) it represents the most vehicles that the particular intersection can accommodate. However, full utilization of every signal cycle is seldom attained no matter how great the demand. At this level all drivers wait through more than one red signal, and frequently through several.

SERVICE LEVEL F
Jammed conditions. Traffic backed up from a downstream location on one of the street restricts or prevents movement of traffic through the intersection under consideration.

APPENDIX D-1

CMA DATA WORKSHEETS
WEEKDAY AM & PM PEAK HOURS

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Ave., Suite 200 Pasadena, CA 91106
626.796.2322 Fax 626.792.0941

CRITICAL MOVEMENT ANALYSIS

Van Nuys Boulevard @ Riverside Drive

N-S St: Van Nuys Boulevard
E-W St: Riverside Drive
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA1
Counts by: Accutek

Peak Hour: AM
Annual Growth: 2.0%

Date: 08/05/2008
Date of Count: 2007
Projection Year: 2012

	2007 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	1410	2	652	141	1551	2	717	96	1647	2	757	0	1647	2	759	0	1647	2	759
Comb. T-R		1	652			1	717			1	757			1	759			1	759
NB Right	546	0	-	55	601	0	-	23	624	0	-	5	629	0	-	0	629	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	158	1	158	16	174	1	174	8	182	1	182	5	187	1	187	0	187	1	187
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1227	3	409	123	1350	3	450	37	1387	3	462	0	1387	3	462	0	1387	3	462
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	488	2	268	49	537	2	295	16	553	2	304	4	557	2	306	0	557	2	306
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	257	1	257	26	283	1	283	11	294	1	294	6	299	1	299	0	299	1	299
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	810			N-S:	891			N-S:	939			N-S:	946			N-S:	946
		E-W:	268			E-W:	295			E-W:	304			E-W:	306			E-W:	306
		SUM:	1078			SUM:	1186			SUM:	1243			SUM:	1252			SUM:	1252
No. of Phases:			3				3				3				3				3
Volume / Capacity:		[1]	0.687			[1]	0.762			[1]	0.802			[1]	0.808			[2]	0.778
Level of Service:			B				C				D				D				C

Assumptions:

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6.
[2] v/c ratio reflects reduction of additional 0.03 due to the mitigation measure consisting of the upgrade to ATCS.

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CRITICAL MOVEMENT ANALYSIS

Van Nuys Boulevard @ Riverside Drive
Peak Hour: PM
Annual Growth: 2.00%

N-S St: Van Nuys Boulevard
E-W St: Riverside Drive
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA1
Counts by: Accutek

Date: 08/05/2008
Date of Count: 2007
Projection Year: 2012

	2007 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	1592	2	719	159	1751	2	791	71	1822	2	822	0	1822	2	828	0	1822	2	828
Comb. T-R		1	719			1	791			1	822			1	828			1	828
NB Right	564	0	-	56	620	0	-	24	644	0	-	18	662	0	-	0	662	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	216	1	216	22	238	1	238	9	247	1	247	19	266	1	266	0	266	1	266
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1431	3	477	143	1574	3	525	82	1656	3	552	0	1656	3	552	0	1656	3	552
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	475	2	261	48	523	2	288	29	552	2	303	25	577	2	317	0	577	2	317
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	234	1	234	23	257	1	257	7	264	1	264	50	314	1	314	0	314	1	314
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	935			N-S:	1028			N-S:	1069			N-S:	1094			N-S:	1094
		E-W:	261			E-W:	288			E-W:	303			E-W:	317			E-W:	317
		SUM:	1196			SUM:	1316			SUM:	1373			SUM:	1411			SUM:	1411
No. of Phases:			3				3				3				3				3
Volume / Capacity:		[1]	0.770			[1]	0.854			[1]	0.893			[1]	0.920			[2]	0.890
Level of Service:			C				D				D				E				D

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6.
[2] v/c ratio reflects reduction of additional 0.03 due to the mitigation measure consisting of the upgrade to ATCS.

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CRITICAL MOVEMENT ANALYSIS

Van Nuys Boulevard @ Ventura Freeway Westbound Ramps
Peak Hour: AM
Annual Growth: 2.0%

N-S St: Van Nuys Boulevard
E-W St: Ventura Freeway Westbound Ramps
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA2
Counts by: Accutek

Date: 08/04/2008
Date of Count: 2007
Projection Year: 2012

	2007 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	354	2	194	35	389	2	214	23	412	2	227	0	412	2	227	0	412	2	227
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	1423	3	474	142	1565	3	522	111	1676	3	559	5	1681	3	560	0	1681	3	560
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1093	2	459	109	1202	2	505	48	1250	2	522	2	1252	2	522	0	1252	2	522
Comb. T-R		1	459			1	505			1	522			1	522			1	522
SB Right	630	1	347	63	693	1	381	5	698	1	384	2	700	1	385	0	700	1	385
Comb. L-T-R -		0				0				0				0				0	
EB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	291	1	160	29	320	1	176	2	322	1	177	0	322	1	177	0	322	1	177
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	8	0	380	1	9	0	418	0	9	0	422	0	9	0	422	0	9	0	422
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	535	1	294	53	588	1	323	8	596	1	328	0	596	1	328	0	596	1	328
Comb. L-T-R -		1				1				1				1				1	
Crit. Volumes:		N-S:	653			N-S:	719			N-S:	748			N-S:	749			N-S:	749
		E-W:	380			E-W:	418			E-W:	422			E-W:	422			E-W:	422
		SUM:	1033			SUM:	1137			SUM:	1171			SUM:	1171			SUM:	1171
No. of Phases:			3				3				3				3				3
Volume / Capacity:		[1]	0.655			[2]	0.698			[2]	0.721			[2]	0.722			[2]	0.722
Level of Service:			B				B				C				C				C

Assumptions:

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 55% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6.
[2] v/c ratios reflect additional 0.03 reduction due to the future citywide ATSAC/ATCS system installation.

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CRITICAL MOVEMENT ANALYSIS

Van Nuys Boulevard @ Ventura Freeway Westbound Ramps
Peak Hour: PM
Annual Growth: 2.00%

N-S St: Van Nuys Boulevard
E-W St: Ventura Freeway Westbound Ramps
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA2
Counts by: Accutek

Date: 08/04/2008
Date of Count: 2007
Projection Year: 2012

	2007 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	724	2	398	72	796	2	438	21	817	2	449	0	817	2	449	0	817	2	449
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	1698	3	566	170	1868	3	623	90	1958	3	653	18	1976	3	659	0	1976	3	659
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1101	2	483	110	1211	2	531	101	1312	2	566	12	1324	2	572	0	1324	2	572
Comb. T-R		1	483			1	531			1	566			1	572			1	572
SB Right	770	1	423	77	847	1	466	10	857	1	471	12	869	1	478	0	869	1	478
Comb. L-T-R -		0				0				0				0				0	
EB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	304	1	167	30	334	1	184	11	345	1	190	0	345	1	190	0	345	1	190
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	2	0	341	0	2	0	375	0	2	0	383	0	2	0	383	0	2	0	383
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	449	1	247	45	494	1	272	6	500	1	275	0	500	1	275	0	500	1	275
Comb. L-T-R -		1				1				1				1				1	
Crit. Volumes:		N-S:	881			N-S:	969			N-S:	1015			N-S:	1021			N-S:	1021
		E-W:	341			E-W:	375			E-W:	383			E-W:	383			E-W:	383
		SUM:	1222			SUM:	1344			SUM:	1398			SUM:	1404			SUM:	1404
No. of Phases:			3				3				3				3				3
Volume / Capacity:		[1]	0.787			[2]	0.843			[2]	0.881			[2]	0.885			[2]	0.885
Level of Service:			C				D				D				D				D

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 55% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6.
[2] v/c ratios reflect additional 0.03 reduction due to the future citywide ATSAC/ATCS system installation.

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CRITICAL MOVEMENT ANALYSIS

Van Nuys Boulevard @ Ventura Freeway Eastbound Ramps
Peak Hour: AM
Annual Growth: 2.0%

N-S St: Van Nuys Boulevard
E-W St: Ventura Freeway Eastbound Ramps
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA3
Counts by: Accutek

Date: 08/04/2008
Date of Count: 2007
Projection Year: 2012

	2007 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	1050	3	318	105	1155	3	350	127	1282	3	383	3	1285	3	384	0	1285	3	384
Comb. T-R		1	318			1	350			1	383			1	384			1	384
NB Right	223	0	-	22	245	0	-	6	251	0	-	0	251	0	-	0	251	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	310	1	310	31	341	1	341	4	345	1	345	0	345	1	345	0	345	1	345
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1276	2	638	128	1404	2	702	46	1450	2	725	2	1452	2	726	0	1452	2	726
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	607	1	334	61	668	1	367	8	676	1	372	2	678	1	373	0	678	1	373
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1	0	592	0	1	0	651	0	1	0	663	0	1	0	664	0	1	0	664
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	706	1	388	71	777	1	427	19	796	1	438	0	796	1	438	0	796	1	438
Comb. L-T-R -		1				1				1				1				1	
WB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	638			N-S:	702			N-S:	728			N-S:	729			N-S:	729
		E-W:	592			E-W:	651			E-W:	663			E-W:	664			E-W:	664
		SUM:	1230			SUM:	1353			SUM:	1392			SUM:	1393			SUM:	1393
No. of Phases:			3				3				3				3				3
Volume / Capacity:		[1]	0.793			[2]	0.850			[2]	0.877			[2]	0.878			[2]	0.878
Level of Service:			C				D				D				D				D

Assumptions:

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 55% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6.
[2] v/c ratios reflect additional 0.03 reduction due to the future citywide ATSAC/ATCS system installation.

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CRITICAL MOVEMENT ANALYSIS

Van Nuys Boulevard @ Ventura Freeway Eastbound Ramps
Peak Hour: PM
Annual Growth: 2.00%

N-S St: Van Nuys Boulevard
E-W St: Ventura Freeway Eastbound Ramps
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA3
Counts by: Accutek

Date: 08/04/2008
Date of Count: 2007
Projection Year: 2012

	2007 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	1707	3	507	171	1877	3	558	103	1980	3	586	11	1991	3	589	0	1991	3	589
Comb. T-R		1	507			1	558			1	586			1	589			1	589
NB Right	322	0	-	32	355	0	-	9	364	0	-	0	364	0	-	0	364	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	362	1	362	36	398	1	398	9	407	1	407	0	407	1	407	0	407	1	407
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1054	2	527	105	1159	2	579	102	1261	2	630	12	1273	2	636	0	1273	2	636
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	713	1	392	71	785	1	432	7	792	1	435	7	799	1	439	0	799	1	439
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	6	0	591	1	7	0	650	0	7	0	665	0	7	0	668	0	7	0	668
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	587	1	323	59	645	1	355	25	670	1	369	0	670	1	369	0	670	1	369
Comb. L-T-R -		1				1				1				1				1	
WB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	869			N-S:	956			N-S:	993			N-S:	996			N-S:	996
		E-W:	591			E-W:	650			E-W:	665			E-W:	668			E-W:	668
		SUM:	1460			SUM:	1606			SUM:	1658			SUM:	1664			SUM:	1664
No. of Phases:			3				3				3				3				3
Volume / Capacity:		[1]	0.955			[2]	1.027			[2]	1.063			[2]	1.068			[2]	1.068
Level of Service:			E				F				F				F				F

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 55% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6.
[2] v/c ratios reflect additional 0.03 reduction due to the future citywide ATSAC/ATCS system installation.

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CRITICAL MOVEMENT ANALYSIS

Tyrone Avenue @ Moorpark Street
Peak Hour: AM
Annual Growth: 2.0%

N-S St: Tyrone Avenue
E-W St: Moorpark Street
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA4
Counts by: Accutek

Date: 08/04/2008
Date of Count: 2007
Projection Year: 2012

	2007 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	34	0	-	3	38	0	-	1	39	0	-	0	39	0	-	0	39	0	-
Comb. L-T		1	40			1	43			1	63			1	63			1	63
NB Thru	5	0	-	1	6	0	-	19	25	0	-	0	25	0	-	0	25	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	239	1	239	24	263	1	263	2	265	1	265	3	268	1	268	0	268	1	268
Comb. L-T-R -		0				0				0				0				0	
SB Left	8	0	-	1	9	0	-	1	10	0	-	0	10	0	-	0	10	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	32	0	51	3	35	0	56	20	55	0	79	0	55	0	79	0	55	0	79
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	10	0	-	1	11	0	-	2	13	0	-	0	13	0	-	0	13	0	-
Comb. L-T-R -		1				1				1				1				1	
EB Left	3	1	3	0	3	1	3	2	5	1	5	0	5	1	5	0	5	1	5
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	284	1	284	28	312	1	312	39	351	1	351	0	351	1	351	0	351	1	351
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	37	1	37	4	41	1	41	1	42	1	42	0	42	1	42	0	42	1	42
Comb. L-T-R -		0				0				0				0				0	
WB Left	297	1	297	30	327	1	327	2	329	1	329	2	331	1	331	0	331	1	331
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	759	0	-	76	835	0	-	18	853	0	-	0	853	0	-	0	853	0	-
Comb. T-R		1	766			1	843			1	863			1	863			1	863
WB Right	7	0	-	1	8	0	-	2	10	0	-	0	10	0	-	0	10	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	99			N-S:	109			N-S:	118			N-S:	118			N-S:	118
		E-W:	770			E-W:	847			E-W:	869			E-W:	869			E-W:	869
		SUM:	868			SUM:	955			SUM:	986			SUM:	986			SUM:	986
No. of Phases:			3				3				3				3				3
Volume / Capacity:		[1]	0.539			[1]	0.600			[1]	0.622			[1]	0.622			[2]	0.592
Level of Service:			A				A				B				B				A

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6.
[2] v/c ratio reflects reduction of additional 0.03 due to the mitigation measure consisting of the upgrade to ATCS.

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CRITICAL MOVEMENT ANALYSIS

Tyrone Avenue @ Moorpark Street
Peak Hour: PM
Annual Growth: 2.00%

N-S St: Tyrone Avenue
E-W St: Moorpark Street
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA4
Counts by: Accutek

Date: 08/04/2008
Date of Count: 2007
Projection Year: 2012

	2007 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	152	0	-	15	167	0	-	2	169	0	-	0	169	0	-	0	169	0	-
Comb. L-T		1	186			1	205			1	227			1	227			1	227
NB Thru	34	0	-	3	38	0	-	20	58	0	-	0	58	0	-	0	58	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	612	1	612	61	673	1	673	3	676	1	676	10	686	1	686	0	686	1	686
Comb. L-T-R -		0				0				0				0				0	
SB Left	23	0	-	2	25	0	-	2	27	0	-	0	27	0	-	0	27	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	35	0	75	4	39	0	82	29	68	0	115	0	68	0	115	0	68	0	115
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	17	0	-	2	18	0	-	2	20	0	-	0	20	0	-	0	20	0	-
Comb. L-T-R -		1				1				1				1				1	
EB Left	4	1	4	0	5	1	5	3	8	1	8	0	8	1	8	0	8	1	8
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	500	1	500	50	550	1	550	33	583	1	583	0	583	1	583	0	583	1	583
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	45	1	45	4	49	1	49	2	51	1	51	0	51	1	51	0	51	1	51
Comb. L-T-R -		0				0				0				0				0	
WB Left	386	1	386	39	424	1	424	3	427	1	427	12	439	1	439	0	439	1	439
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	607	0	-	61	668	0	-	33	701	0	-	0	701	0	-	0	701	0	-
Comb. T-R		1	624			1	686			1	721			1	721			1	721
WB Right	17	0	-	2	18	0	-	2	20	0	-	0	20	0	-	0	20	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	441			N-S:	486			N-S:	489			N-S:	493			N-S:	493
		E-W:	886			E-W:	975			E-W:	1011			E-W:	1023			E-W:	1023
		SUM:	1328			SUM:	1460			SUM:	1500			SUM:	1516			SUM:	1516
No. of Phases:			3				3				3				3				3
Volume / Capacity:		[1]	0.862			[1]	0.955			[1]	0.983			[1]	0.994			[2]	0.964
Level of Service:			D				E				E				E				E

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6.
[2] v/c ratio reflects reduction of additional 0.03 due to the mitigation measure consisting of the upgrade to ATCS.

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CRITICAL MOVEMENT ANALYSIS

Tyrone Avenue/Beverly Glen Boulevard @ Ventura Boulevard

N-S St: Tyrone Avenue/Beverly Glen Boulevard
E-W St: Ventura Boulevard
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA5
Counts by: Accutek

Peak Hour: AM
Annual Growth: 2.0%

Date: 08/04/2008
Date of Count: 2007
Projection Year: 2012

	2007 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	87	1	87	9	96	1	96	14	110	1	110	0	110	1	110	0	110	1	110
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	163	1	117	16	180	1	129	1	181	1	139	3	184	1	141	0	184	1	141
Comb. T-R		1	117			1	129			1	139			1	141			1	141
NB Right	71	0	-	7	78	0	-	20	98	0	-	0	98	0	-	0	98	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	11	1	11	1	13	1	13	13	26	1	26	0	26	1	26	0	26	1	26
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	206	1	206	21	227	1	227	1	228	1	228	2	230	1	230	0	230	1	230
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	144	1	144	14	158	1	158	9	167	1	167	0	167	1	167	0	167	1	167
Comb. L-T-R -		0				0				0				0				0	
EB Left	79	1	79	8	87	1	87	16	103	1	103	0	103	1	103	0	103	1	103
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1194	1	656	119	1313	1	722	118	1431	1	792	1	1432	1	792	0	1432	1	792
Comb. T-R		1	656			1	722			1	792			1	792			1	792
EB Right	119	0	-	12	130	0	-	22	152	0	-	0	152	0	-	0	152	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	75	1	75	7	82	1	82	13	95	1	95	0	95	1	95	0	95	1	95
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	1146	1	578	115	1261	1	635	77	1338	1	676	1	1339	1	677	0	1339	1	677
Comb. T-R		1	578			1	635			1	676			1	677			1	677
WB Right	9	0	-	1	10	0	-	5	15	0	-	0	15	0	-	0	15	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	293			N-S:	323			N-S:	338			N-S:	340			N-S:	340
		E-W:	731			E-W:	804			E-W:	887			E-W:	888			E-W:	888
		SUM:	1024			SUM:	1127			SUM:	1225			SUM:	1227			SUM:	1227
No. of Phases:			2				2				2				2				2
Volume / Capacity:		[1]	0.613			[2]	0.651			[2]	0.717			[2]	0.718			[2]	0.718
Level of Service:			B				B				C				C				C

Assumptions:

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6.
[2] v/c ratios reflect additional 0.03 reduction due to the future citywide ATSAC/ATCS system installation.

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CRITICAL MOVEMENT ANALYSIS

Tyrone Avenue/Beverly Glen Boulevard @ Ventura Boulevard
Peak Hour: PM
Annual Growth: 2.00%

N-S St: Tyrone Avenue/Beverly Glen Boulevard
E-W St: Ventura Boulevard
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA5
Counts by: Accutek

Date: 08/04/2008
Date of Count: 2007
Projection Year: 2012

	2007 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	190	1	190	19	209	1	209	28	237	1	237	0	237	1	237	0	237	1	237
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	557	1	347	56	613	1	382	1	614	1	391	10	624	1	396	0	624	1	396
Comb. T-R		1	347			1	382			1	391			1	396			1	396
NB Right	137	0	-	14	151	0	-	16	167	0	-	0	167	0	-	0	167	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	36	1	36	4	40	1	40	10	50	1	50	0	50	1	50	0	50	1	50
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	297	1	297	30	327	1	327	1	328	1	328	12	340	1	340	0	340	1	340
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	56	1	56	6	62	1	62	23	85	1	85	0	85	1	85	0	85	1	85
Comb. L-T-R -		0				0				0				0				0	
EB Left	109	1	109	11	120	1	120	17	137	1	137	0	137	1	137	0	137	1	137
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1099	1	579	110	1209	1	637	118	1327	1	707	5	1332	1	709	0	1332	1	709
Comb. T-R		1	579			1	637			1	707			1	709			1	709
EB Right	58	0	-	6	64	0	-	22	86	0	-	0	86	0	-	0	86	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	146	1	146	15	160	1	160	12	172	1	172	0	172	1	172	0	172	1	172
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	1124	1	576	112	1237	1	634	126	1363	1	700	5	1368	1	703	0	1368	1	703
Comb. T-R		1	576			1	634			1	700			1	703			1	703
WB Right	28	0	-	3	31	0	-	7	38	0	-	0	38	0	-	0	38	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	488			N-S:	537			N-S:	566			N-S:	578			N-S:	578
		E-W:	724			E-W:	797			E-W:	879			E-W:	881			E-W:	881
		SUM:	1212			SUM:	1333			SUM:	1444			SUM:	1459			SUM:	1459
No. of Phases:			2				2				2				2				2
Volume / Capacity:		[1]	0.738			[2]	0.789			[2]	0.863			[2]	0.873			[2]	0.873
Level of Service:			C				C				D				D				D

Assumptions:

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6.
[2] v/c ratios reflect additional 0.03 reduction due to the future citywide ATSAC/ATCS system installation.

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CRITICAL MOVEMENT ANALYSIS

Hazeltine Avenue @ Magnolia Boulevard
Peak Hour: AM
Annual Growth: 2.0%

N-S St: Hazeltine Avenue
E-W St: Magnolia Boulevard
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA6
Counts by: Accutek

Date: 08/05/2008
Date of Count: 2007
Projection Year: 2012

	2007 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	78	1	78	8	86	1	86	5	91	1	91	1	92	1	92	0	92	1	92
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	441	1	252	44	485	1	277	14	499	1	285	3	502	1	287	0	502	1	287
Comb. T-R		1	252			1	277			1	285			1	287			1	287
NB Right	62	0	-	6	69	0	-	3	72	0	-	0	72	0	-	0	72	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	126	1	126	13	138	1	138	-1	137	1	137	0	137	1	137	0	137	1	137
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	813	1	453	81	895	1	498	13	908	1	505	7	915	1	508	0	915	1	508
Comb. T-R		1	453			1	498			1	505			1	508			1	508
SB Right	93	0	-	9	102	0	-	0	102	0	-	0	102	0	-	0	102	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	57	1	57	6	63	1	63	1	64	1	64	0	64	1	64	0	64	1	64
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	822	1	479	82	904	1	527	23	927	1	541	0	927	1	541	0	927	1	541
Comb. T-R		1	479			1	527			1	541			1	541			1	541
EB Right	136	0	-	14	150	0	-	5	155	0	-	1	156	0	-	0	156	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	147	1	147	15	161	1	161	2	163	1	163	1	164	1	164	0	164	1	164
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	964	1	541	96	1060	1	595	3	1063	1	595	0	1063	1	595	0	1063	1	595
Comb. T-R		1	541			1	595			1	595			1	595			1	595
WB Right	118	0	-	12	129	0	-	-2	127	0	-	0	127	0	-	0	127	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	531			N-S:	584			N-S:	596			N-S:	600			N-S:	600
		E-W:	626			E-W:	688			E-W:	704			E-W:	706			E-W:	706
		SUM:	1156			SUM:	1272			SUM:	1300			SUM:	1306			SUM:	1306
No. of Phases:			2				2				2				2				2
Volume / Capacity:		[1]	0.701			[2]	0.748			[2]	0.766			[2]	0.770			[2]	0.770
Level of Service:			C				C				C				C				C

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
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[2] v/c ratios reflect additional 0.03 reduction due to the future citywide ATSAC/ATCS system installation.

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CRITICAL MOVEMENT ANALYSIS

Hazeltine Avenue @ Magnolia Boulevard
Peak Hour: PM
Annual Growth: 2.00%

N-S St: Hazeltine Avenue
E-W St: Magnolia Boulevard
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA6
Counts by: Accutek

Date: 08/05/2008
Date of Count: 2007
Projection Year: 2012

	2007 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	140	1	140	14	154	1	154	5	159	1	159	6	165	1	165	0	165	1	165
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	858	1	502	86	944	1	553	12	956	1	559	31	986	1	574	0	986	1	574
Comb. T-R		1	502			1	553			1	559			1	574			1	574
NB Right	147	0	-	15	161	0	-	1	162	0	-	0	162	0	-	0	162	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	99	1	99	10	109	1	109	-1	108	1	108	0	108	1	108	0	108	1	108
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	657	1	363	66	723	1	399	16	739	1	408	29	768	1	422	0	768	1	422
Comb. T-R		1	363			1	399			1	408			1	422			1	422
SB Right	69	0	-	7	76	0	-	1	77	0	-	0	77	0	-	0	77	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	111	1	111	11	122	1	122	1	123	1	123	0	123	1	123	0	123	1	123
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1006	1	622	101	1106	1	685	14	1120	1	694	0	1120	1	697	0	1120	1	697
Comb. T-R		1	622			1	685			1	694			1	697			1	697
EB Right	239	0	-	24	263	0	-	5	268	0	-	6	274	0	-	0	274	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	102	1	102	10	112	1	112	3	115	1	115	6	121	1	121	0	121	1	121
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	512	1	285	51	563	1	314	11	574	1	319	0	574	1	319	0	574	1	319
Comb. T-R		1	285			1	314			1	319			1	319			1	319
WB Right	59	0	-	6	65	0	-	-1	64	0	-	0	64	0	-	0	64	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	601			N-S:	661			N-S:	667			N-S:	682			N-S:	682
		E-W:	724			E-W:	797			E-W:	809			E-W:	818			E-W:	818
		SUM:	1325			SUM:	1458			SUM:	1476			SUM:	1500			SUM:	1500
No. of Phases:			2				2				2				2				2
Volume / Capacity:		[1]	0.814			[2]	0.872			[2]	0.884			[2]	0.900			[2]	0.900
Level of Service:			D				D				D				D				D

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6.
[2] v/c ratios reflect additional 0.03 reduction due to the future citywide ATSAC/ATCS system installation.

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CRITICAL MOVEMENT ANALYSIS

Hazeltine Avenue @ Riverside Drive
Peak Hour: AM
Annual Growth: 2.0%

N-S St: Hazeltine Avenue
E-W St: Riverside Drive
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA7
Counts by: Accutek

Date: 08/05/2008
Date of Count: 2007
Projection Year: 2012

	2007 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	61	1	61	6	67	1	67	0	67	1	67	2	69	1	69	0	69	1	69
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	363	2	181	36	399	2	200	15	414	2	207	1	415	2	208	0	415	2	208
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	121	1	121	12	133	1	133	7	140	1	140	0	140	1	140	0	140	1	140
Comb. L-T-R -		0				0				0				0				0	
SB Left	205	1	205	20	225	1	225	6	231	1	231	5	236	1	236	0	236	1	236
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	860	1	463	86	946	1	510	15	961	1	518	7	968	1	522	0	968	1	522
Comb. T-R		1	463			1	510			1	518			1	522			1	522
SB Right	67	0	-	7	73	0	-	2	75	0	-	0	75	0	-	0	75	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	24	1	24	2	26	1	26	1	27	1	27	0	27	1	27	0	27	1	27
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	740	1	403	74	815	1	443	30	845	1	458	8	853	1	464	0	853	1	464
Comb. T-R		1	403			1	443			1	458			1	464			1	464
EB Right	66	0	-	7	72	0	-	0	72	0	-	3	75	0	-	0	75	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	344	1	344	34	379	1	379	6	385	1	385	0	385	1	385	0	385	1	385
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	844	2	422	84	929	2	464	24	953	2	476	8	960	2	480	0	960	2	480
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	138	1	138	14	152	1	152	6	158	1	158	5	163	1	163	0	163	1	163
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	525			N-S:	577			N-S:	586			N-S:	591			N-S:	591
		E-W:	747			E-W:	822			E-W:	843			E-W:	848			E-W:	848
		SUM:	1272			SUM:	1399			SUM:	1429			SUM:	1440			SUM:	1440
No. of Phases:			2				2				2				2				2
Volume / Capacity:		[1]	0.778			[1]	0.863			[1]	0.882			[1]	0.890			[2]	0.860
Level of Service:			C				D				D				D				D

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6.
[2] v/c ratio reflects reduction of additional 0.03 due to the mitigation measure consisting of the upgrade to ATCS.
Note: Pass-by reductions not applied to this intersection per LADOT standards.

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CRITICAL MOVEMENT ANALYSIS

Hazeltine Avenue @ Riverside Drive
Peak Hour: PM
Annual Growth: 2.00%

N-S St: Hazeltine Avenue
E-W St: Riverside Drive
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA7
Counts by: Accutek

Date: 08/05/2008
Date of Count: 2007
Projection Year: 2012

	2007 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	136	1	136	14	150	1	150	0	150	1	150	17	167	1	167	0	167	1	167
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	844	2	422	84	929	2	464	15	944	2	472	9	953	2	476	0	953	2	476
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	249	1	249	25	273	1	273	4	277	1	277	0	277	1	277	0	277	1	277
Comb. L-T-R -		0				0				0				0				0	
SB Left	168	1	168	17	185	1	185	5	190	1	190	19	209	1	209	0	209	1	209
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	795	1	444	79	874	1	488	18	892	1	497	27	919	1	511	0	919	1	511
Comb. T-R		1	444			1	488			1	497			1	511			1	511
SB Right	93	0	-	9	102	0	-	1	103	0	-	0	103	0	-	0	103	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	92	1	92	9	101	1	101	2	103	1	103	0	103	1	103	0	103	1	103
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	610	1	363	61	672	1	399	30	702	1	414	31	733	1	436	0	733	1	436
Comb. T-R		1	363			1	399			1	414			1	436			1	436
EB Right	115	0	-	12	127	0	-	0	127	0	-	12	139	0	-	0	139	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	229	1	229	23	252	1	252	5	257	1	257	0	257	1	257	0	257	1	257
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	587	2	293	59	645	2	323	35	680	2	340	63	743	2	372	0	743	2	372
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	179	1	179	18	197	1	197	5	202	1	202	47	249	1	249	0	249	1	249
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	591			N-S:	650			N-S:	662			N-S:	686			N-S:	686
		E-W:	592			E-W:	651			E-W:	671			E-W:	692			E-W:	692
		SUM:	1182			SUM:	1301			SUM:	1333			SUM:	1378			SUM:	1378
No. of Phases:			2				2				2				2				2
Volume / Capacity:		[1]	0.718			[1]	0.797			[1]	0.819			[1]	0.849			[2]	0.819
Level of Service:			C				C				D				D				D

Assumptions:

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6.
[2] v/c ratio reflects reduction of additional 0.03 due to the mitigation measure consisting of the upgrade to ATCS.
Note: Pass-by reductions not applied to this intersection per LADOT standards.

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CRITICAL MOVEMENT ANALYSIS

Hazeltine Avenue @ Fashion Square Lane
Peak Hour: AM
Annual Growth: 2.0%

N-S St: Hazeltine Avenue
E-W St: Fashion Square Lane
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA8
Counts by: Accutek

Date: 08/04/2008
Date of Count: 2007
Projection Year: 2012

	2007 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	12	1	12	1	14	1	14	0	14	1	14	0	14	1	14	0	14	1	14
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	523	1	273	52	575	1	300	22	597	1	311	1	598	1	314	0	598	1	314
Comb. T-R		1	273			1	300			1	311			1	314			1	314
NB Right	23	0	-	2	25	0	-	0	25	0	-	5	30	0	-	0	30	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	44	1	44	4	48	1	48	0	48	1	48	10	58	1	58	0	58	1	58
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1180	1	594	118	1298	1	653	22	1320	1	664	0	1320	1	664	0	1320	1	664
Comb. T-R		1	594			1	653			1	664			1	664			1	664
SB Right	7	0	-	1	8	0	-	0	8	0	-	0	8	0	-	0	8	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	2	1	2	0	2	1	2	0	2	1	2	0	2	1	2	0	2	1	2
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		1	7			1	8			1	8			1	8			1	8
EB Right	7	0	-	1	8	0	-	0	8	0	-	0	8	0	-	0	8	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	1	1	1	0	1	1	1	0	1	1	1	3	4	1	4	0	4	1	4
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		1	2			1	2			1	2			0	-			0	-
WB Right	2	0	-	0	2	0	-	0	2	0	-	2	4	1	4	0	4	1	4
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	606			N-S:	667			N-S:	678			N-S:	678			N-S:	678
		E-W:	8			E-W:	9			E-W:	9			E-W:	12			E-W:	12
		SUM:	615			SUM:	676			SUM:	687			SUM:	690			SUM:	690
No. of Phases:			3				3				3				3				3
Volume / Capacity:		[1]	0.361			[1]	0.404			[1]	0.412			[1]	0.414			[2]	0.384
Level of Service:			A				A				A				A				A

Assumptions:

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6.
[2] v/c ratio reflects reduction of additional 0.03 due to the mitigation measure consisting of the upgrade to ATCS.
Note: Pass-by reductions not applied to this intersection per LADOT standards.

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CRITICAL MOVEMENT ANALYSIS

Hazeltine Avenue @ Fashion Square Lane
Peak Hour: PM
Annual Growth: 2.00%

N-S St: Hazeltine Avenue
E-W St: Fashion Square Lane
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA8
Counts by: Accutek

Date: 08/04/2008
Date of Count: 2007
Projection Year: 2012

	2007 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	11	1	11	1	13	1	13	0	13	1	13	0	13	1	13	0	13	1	13
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	1013	1	541	101	1114	1	595	19	1133	1	605	5	1138	1	617	0	1138	1	617
Comb. T-R		1	541			1	595			1	605			1	617			1	617
NB Right	70	0	-	7	77	0	-	0	77	0	-	20	97	0	-	0	97	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	206	1	206	21	227	1	227	0	227	1	227	39	266	1	266	0	266	1	266
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	878	1	441	88	966	1	486	23	989	1	497	0	989	1	497	0	989	1	497
Comb. T-R		1	441			1	486			1	497			1	497			1	497
SB Right	5	0	-	1	6	0	-	0	6	0	-	0	6	0	-	0	6	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	6	1	6	1	7	1	7	0	7	1	7	0	7	1	7	0	7	1	7
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-
Comb. T-R		1	10			1	11			1	11			1	11			1	11
EB Right	9	0	-	1	10	0	-	0	10	0	-	0	10	0	-	0	10	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	76	1	76	8	84	1	84	0	84	1	84	20	104	1	104	0	104	1	104
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-
Comb. T-R		1	54			1	59			1	59			0	-			0	-
WB Right	53	0	-	5	58	0	-	0	58	0	-	14	72	1	72	0	72	1	72
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	747			N-S:	822			N-S:	831			N-S:	883			N-S:	883
		E-W:	86			E-W:	95			E-W:	95			E-W:	115			E-W:	115
		SUM:	834			SUM:	917			SUM:	926			SUM:	998			SUM:	998
No. of Phases:			3				3				3				3				3
Volume / Capacity:		[1]	0.515			[1]	0.573			[1]	0.580			[1]	0.630			[2]	0.600
Level of Service:			A				A				A				B				A

Assumptions:

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6.
[2] v/c ratio reflects reduction of additional 0.03 due to the mitigation measure consisting of the upgrade to ATCS.
Note: Pass-by reductions not applied to this intersection per LADOT standards.

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CRITICAL MOVEMENT ANALYSIS

Hazeltine Avenue @ Moorpark Street
Peak Hour: AM
Annual Growth: 2.0%

N-S St: Hazeltine Avenue
E-W St: Moorpark Street
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA9
Counts by: Accutek

Date: 08/04/2008
Date of Count: 2007
Projection Year: 2012

	2007 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	43	1	43	4	47	1	47	0	47	1	47	0	47	1	47	0	47	1	47
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	215	1	121	22	237	1	133	22	259	1	145	2	261	1	146	0	261	1	146
Comb. T-R		1	121			1	133			1	145			1	146			1	146
NB Right	26	0	-	3	29	0	-	3	32	0	-	0	32	0	-	0	32	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	167	1	167	17	184	1	184	0	184	1	184	0	184	1	184	0	184	1	184
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	904	1	627	90	994	1	689	21	1015	1	700	1	1016	1	701	0	1016	1	701
Comb. T-R		1	627			1	689			1	700			1	701			1	701
SB Right	349	0	-	35	384	0	-	0	384	0	-	2	386	0	-	0	386	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	93	1	93	9	102	1	102	0	102	1	102	3	105	1	105	0	105	1	105
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	392	1	392	39	431	1	431	42	473	1	473	0	473	1	473	0	473	1	473
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	52	1	52	5	57	1	57	0	57	1	57	0	57	1	57	0	57	1	57
Comb. L-T-R -		0				0				0				0				0	
WB Left	86	1	86	9	95	1	95	4	99	1	99	0	99	1	99	0	99	1	99
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	711	1	407	71	782	1	447	22	804	1	458	0	804	1	459	0	804	1	459
Comb. T-R		1	407			1	447			1	458			1	459			1	459
WB Right	102	0	-	10	112	0	-	0	112	0	-	1	113	0	-	0	113	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	669			N-S:	736			N-S:	747			N-S:	748			N-S:	748
		E-W:	499			E-W:	549			E-W:	572			E-W:	572			E-W:	572
		SUM:	1168			SUM:	1285			SUM:	1319			SUM:	1320			SUM:	1320
No. of Phases:			2				2				2				2				2
Volume / Capacity:		[1]	0.709			[2]	0.757			[2]	0.779			[2]	0.780			[2]	0.780
Level of Service:			C				C				C				C				C

Assumptions:

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6.
[2] v/c ratios reflect additional 0.03 reduction due to the future citywide ATSAC/ATCS system installation.

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CRITICAL MOVEMENT ANALYSIS

Hazeltine Avenue @ Moorpark Street
Peak Hour: PM
Annual Growth: 2.00%

N-S St: Hazeltine Avenue
E-W St: Moorpark Street
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA9
Counts by: Accutek

Date: 08/04/2008
Date of Count: 2007
Projection Year: 2012

	2007 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	98	1	98	10	108	1	108	0	108	1	108	0	108	1	108	0	108	1	108
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	479	1	266	48	527	1	292	18	545	1	302	9	554	1	307	0	554	1	307
Comb. T-R		1	266			1	292			1	302			1	307			1	307
NB Right	52	0	-	5	57	0	-	2	59	0	-	0	59	0	-	0	59	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	165	1	165	17	182	1	182	0	182	1	182	0	182	1	182	0	182	1	182
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	430	1	371	43	472	1	408	21	493	1	419	5	498	1	427	0	498	1	427
Comb. T-R		1	371			1	408			1	419			1	427			1	427
SB Right	313	0	-	31	344	0	-	0	344	0	-	12	356	0	-	0	356	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	303	1	303	30	333	1	333	0	333	1	333	10	343	1	343	0	343	1	343
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	669	1	669	67	736	1	736	38	774	1	774	0	774	1	774	0	774	1	774
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	93	1	93	9	102	1	102	0	102	1	102	0	102	1	102	0	102	1	102
Comb. L-T-R -		0				0				0				0				0	
WB Left	76	1	76	8	84	1	84	2	86	1	86	0	86	1	86	0	86	1	86
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	523	1	333	52	575	1	367	38	613	1	386	0	613	1	387	0	613	1	387
Comb. T-R		1	333			1	367			1	386			1	387			1	387
WB Right	144	0	-	14	158	0	-	0	158	0	-	3	161	0	-	0	161	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	469			N-S:	516			N-S:	526			N-S:	535			N-S:	535
		E-W:	745			E-W:	819			E-W:	859			E-W:	859			E-W:	859
		SUM:	1214			SUM:	1335			SUM:	1386			SUM:	1394			SUM:	1394
No. of Phases:			2				2				2				2				2
Volume / Capacity:		[1]	0.739			[2]	0.790			[2]	0.824			[2]	0.829			[2]	0.829
Level of Service:			C				C				D				D				D

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
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[2] v/c ratios reflect additional 0.03 reduction due to the future citywide ATSAC/ATCS system installation.

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CRITICAL MOVEMENT ANALYSIS

Hazeltine Avenue @ Ventura Boulevard
Peak Hour: AM
Annual Growth: 2.0%

N-S St: Hazeltine Avenue
E-W St: Ventura Boulevard
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA10
Counts by: Accutek

Date: 08/04/2008
Date of Count: 2007
Projection Year: 2012

	2007 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	322	2	177	32	355	2	195	1	356	2	196	0	356	2	196	0	356	2	196
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	513	1	513	51	564	1	564	21	585	1	585	1	586	1	586	0	586	1	586
Comb. L-T-R -		0				0				0				0				0	
EB Left	96	1	96	10	105	1	105	24	129	1	129	1	130	1	130	0	130	1	130
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1101	2	551	110	1211	2	606	154	1365	2	683	0	1365	2	683	0	1365	2	683
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	1356	1	739	136	1492	1	813	93	1585	1	860	0	1585	1	861	0	1585	1	861
Comb. T-R		1	739			1	813			1	860			1	861			1	861
WB Right	123	0	-	12	135	0	-	1	136	0	-	1	137	0	-	0	137	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	465			N-S:	511			N-S:	520			N-S:	521			N-S:	521
		E-W:	835			E-W:	919			E-W:	990			E-W:	991			E-W:	991
		SUM:	1300			SUM:	1430			SUM:	1510			SUM:	1512			SUM:	1512
No. of Phases:			2				2				2				2				2
Volume / Capacity:		[1]	0.797			[2]	0.853			[2]	0.907			[2]	0.908			[2]	0.908
Level of Service:			C				D				E				E				E

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6.
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CRITICAL MOVEMENT ANALYSIS

Hazeltine Avenue @ Ventura Boulevard
Peak Hour: PM
Annual Growth: 2.00%

N-S St: Hazeltine Avenue
E-W St: Ventura Boulevard
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA10
Counts by: Accutek

Date: 08/04/2008
Date of Count: 2007
Projection Year: 2012

	2007 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	181	2	100	18	199	2	109	3	202	2	111	0	202	2	111	0	202	2	111
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	216	1	216	22	238	1	238	20	258	1	258	5	263	1	263	0	263	1	263
Comb. L-T-R -		0				0				0				0				0	
EB Left	203	1	203	20	223	1	223	16	239	1	239	6	245	1	245	0	245	1	245
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1474	2	737	147	1621	2	811	139	1760	2	880	0	1760	2	880	0	1760	2	880
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	1237	1	753	124	1360	1	828	151	1511	1	905	0	1511	1	906	0	1511	1	906
Comb. T-R		1	753			1	828			1	905			1	906			1	906
WB Right	269	0	-	27	296	0	-	3	299	0	-	2	301	0	-	0	301	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	115			N-S:	126			N-S:	138			N-S:	140			N-S:	140
		E-W:	956			E-W:	1051			E-W:	1144			E-W:	1151			E-W:	1151
		SUM:	1071			SUM:	1178			SUM:	1283			SUM:	1292			SUM:	1292
No. of Phases:			2				2				2				2				2
Volume / Capacity:		[1]	0.644			[2]	0.685			[2]	0.755			[2]	0.761			[2]	0.761
Level of Service:			B				B				C				C				C

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
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CRITICAL MOVEMENT ANALYSIS

Woodman Avenue @ Magnolia Boulevard
Peak Hour: AM
Annual Growth: 2.0%

N-S St: Woodman Avenue
E-W St: Magnolia Boulevard
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA11
Counts by: Accutek

Date: 08/04/2008
Date of Count: 2007
Projection Year: 2012

	2007 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	96	1	96	10	105	1	105	0	105	1	105	0	105	1	105	0	105	1	105
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	740	1	421	74	815	1	463	28	843	1	477	0	843	1	478	0	843	1	478
Comb. T-R		1	421			1	463			1	477			1	478			1	478
NB Right	102	0	-	10	112	0	-	0	112	0	-	1	113	0	-	0	113	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	165	1	165	17	182	1	182	-1	181	1	181	0	181	1	181	0	181	1	181
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1265	1	692	126	1391	1	761	21	1412	1	771	5	1417	1	774	0	1417	1	774
Comb. T-R		1	692			1	761			1	771			1	774			1	774
SB Right	119	0	-	12	130	0	-	0	130	0	-	0	130	0	-	0	130	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	64	1	64	6	71	1	71	0	71	1	71	0	71	1	71	0	71	1	71
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	872	1	477	87	959	1	525	24	983	1	537	0	983	1	537	0	983	1	537
Comb. T-R		1	477			1	525			1	537			1	537			1	537
EB Right	83	0	-	8	92	0	-	0	92	0	-	0	92	0	-	0	92	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	107	1	107	11	118	1	118	1	119	1	119	0	119	1	119	0	119	1	119
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	945	1	538	95	1040	1	592	3	1043	1	593	1	1044	1	593	0	1044	1	593
Comb. T-R		1	538			1	592			1	593			1	593			1	593
WB Right	131	0	-	13	144	0	-	-2	142	0	-	0	142	0	-	0	142	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	787			N-S:	866			N-S:	877			N-S:	879			N-S:	879
		E-W:	603			E-W:	663			E-W:	663			E-W:	664			E-W:	664
		SUM:	1390			SUM:	1529			SUM:	1540			SUM:	1543			SUM:	1543
No. of Phases:			2				2				2				2				2
Volume / Capacity:		[1]	0.857			[2]	0.919			[2]	0.927			[2]	0.929			[2]	0.929
Level of Service:			D				E				E				E				E

Assumptions:

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
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CRITICAL MOVEMENT ANALYSIS

Woodman Avenue @ Magnolia Boulevard
Peak Hour: PM
Annual Growth: 2.00%

N-S St: Woodman Avenue
E-W St: Magnolia Boulevard
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA11
Counts by: Accutek

Date: 08/04/2008
Date of Count: 2007
Projection Year: 2012

	2007 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	99	1	99	10	109	1	109	0	109	1	109	0	109	1	109	0	109	1	109
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	1042	1	570	104	1146	1	627	22	1168	1	638	0	1168	1	641	0	1168	1	641
Comb. T-R		1	570			1	627			1	638			1	641			1	641
NB Right	98	0	-	10	108	0	-	0	108	0	-	6	114	0	-	0	114	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	76	1	76	8	84	1	84	-1	83	1	83	0	83	1	83	0	83	1	83
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	834	1	462	83	917	1	509	24	941	1	521	18	959	1	530	0	959	1	530
Comb. T-R		1	462			1	509			1	521			1	530			1	530
SB Right	90	0	-	9	100	0	-	0	100	0	-	0	100	0	-	0	100	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	87	1	87	9	96	1	96	0	96	1	96	0	96	1	96	0	96	1	96
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	937	1	526	94	1031	1	578	14	1045	1	585	0	1045	1	585	0	1045	1	585
Comb. T-R		1	526			1	578			1	585			1	585			1	585
EB Right	114	0	-	11	126	0	-	0	126	0	-	0	126	0	-	0	126	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	104	1	104	10	114	1	114	1	115	1	115	0	115	1	115	0	115	1	115
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	545	1	315	54	599	1	346	11	610	1	351	6	616	1	354	0	616	1	354
Comb. T-R		1	315			1	346			1	351			1	354			1	354
WB Right	84	0	-	8	93	0	-	-1	92	0	-	0	92	0	-	0	92	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	646			N-S:	710			N-S:	720			N-S:	723			N-S:	723
		E-W:	630			E-W:	693			E-W:	701			E-W:	701			E-W:	701
		SUM:	1276			SUM:	1403			SUM:	1421			SUM:	1424			SUM:	1424
No. of Phases:			2				2				2				2				2
Volume / Capacity:		[1]	0.780			[2]	0.835			[2]	0.847			[2]	0.849			[2]	0.849
Level of Service:			C				D				D				D				D

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6.
[2] v/c ratios reflect additional 0.03 reduction due to the future citywide ATSAC/ATCS system installation.

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CRITICAL MOVEMENT ANALYSIS

Woodman Avenue @ Riverside Drive
Peak Hour: AM
Annual Growth: 2.0%

N-S St: Woodman Avenue
E-W St: Riverside Drive
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA12
Counts by: Accutek

Date: 08/04/2008
Date of Count: 2007
Projection Year: 2012

	2007 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	183	2	101	18	201	2	111	0	201	2	111	18	219	2	121	0	219	2	121
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	734	2	367	73	808	2	404	20	828	2	414	0	828	2	414	0	828	2	414
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right [2]	219	1	219	22	241	1	241	52	293	1	293	0	293	1	293	0	293	1	293
Comb. L-T-R -		0				0				0				0				0	
SB Left	229	1	229	23	252	1	252	7	259	1	259	0	259	1	259	0	259	1	259
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1165	2	582	116	1281	2	641	14	1295	2	648	3	1298	2	649	0	1298	2	475
Comb. T-R		0	-			0	-			0	-			0	-			1	475
SB Right [2]	111	1	111	11	122	1	122	0	122	1	122	3	125	1	125	0	125	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	95	1	95	9	104	1	104	1	105	1	105	0	105	1	105	0	105	1	105
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	880	2	440	88	968	2	484	41	1009	2	504	5	1014	2	507	0	1014	2	507
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	116	1	116	12	128	1	128	1	129	1	129	30	159	1	159	0	159	1	159
Comb. L-T-R -		0				0				0				0				0	
WB Left	291	1	291	29	320	1	320	35	355	1	355	0	355	1	355	0	355	1	355
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	1010	2	505	101	1111	2	555	35	1146	2	573	12	1158	2	579	0	1158	2	579
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	185	1	185	19	204	1	204	7	211	1	211	0	211	1	211	0	211	1	211
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	683			N-S:	751			N-S:	758			N-S:	770			N-S:	673
		E-W:	731			E-W:	804			E-W:	860			E-W:	862			E-W:	862
		SUM:	1414			SUM:	1556			SUM:	1618			SUM:	1632			SUM:	1535
No. of Phases:			4				4				4				4				4
Volume / Capacity:		[1]	0.959			[1]	1.061			[1]	1.107			[1]	1.117			[3]	1.016
Level of Service:			E				F				F				F				F

Assumptions:

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn. *Note: Pass-by reductions not applied to this intersection per LADOT standards.*
[1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6.
[2] Northbound right turn has an overlapping phase with the westbound left-turn movement and southbound right turn has an overlapping phase with the eastbound left-turn movement.
[3] v/c ratio reflects reduction of additional 0.03 due to the mitigation measure consisting of the upgrade to ATCS.

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CRITICAL MOVEMENT ANALYSIS

Woodman Avenue @ Riverside Drive
Peak Hour: PM
Annual Growth: 2.00%

N-S St: Woodman Avenue
E-W St: Riverside Drive
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA12
Counts by: Accutek

Date: 08/04/2008
Date of Count: 2007
Projection Year: 2012

	2007 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	342	2	188	34	376	2	207	1	377	2	208	71	448	2	247	0	448	2	247
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	917	2	459	92	1009	2	505	18	1027	2	514	0	1027	2	514	0	1027	2	514
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right [2]	197	1	197	20	216	1	216	7	223	1	223	0	223	1	223	0	223	1	223
Comb. L-T-R -		0				0				0				0				0	
SB Left	150	1	150	15	165	1	165	5	170	1	170	0	170	1	170	0	170	1	170
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	823	2	411	82	905	2	452	20	925	2	462	10	935	2	467	0	935	2	385
Comb. T-R		0	-			0	-			0	-			0	-			1	385
SB Right [2]	188	1	188	19	207	1	207	1	208	1	208	12	220	1	220	0	220	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	213	1	213	21	235	1	235	1	236	1	236	0	236	1	236	0	236	1	236
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	916	2	458	92	1008	2	504	38	1046	2	523	36	1082	2	541	0	1082	2	541
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	257	1	257	26	283	1	283	1	284	1	284	300	584	1	584	0	584	1	584
Comb. L-T-R -		0				0				0				0				0	
WB Left	239	1	239	24	263	1	263	6	269	1	269	0	269	1	269	0	269	1	269
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	907	2	453	91	998	2	499	42	1040	2	520	46	1086	2	543	0	1086	2	543
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	254	1	254	25	279	1	279	4	283	1	283	0	283	1	283	0	283	1	283
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	608			N-S:	669			N-S:	683			N-S:	714			N-S:	683
		E-W:	697			E-W:	767			E-W:	792			E-W:	810			E-W:	810
		SUM:	1306			SUM:	1436			SUM:	1475			SUM:	1524			SUM:	1493
No. of Phases:			4				4				4				4				4
Volume / Capacity:		[1]	0.880			[1]	0.975			[1]	1.003			[1]	1.038			[3]	0.986
Level of Service:			D				E				F				F				E

Assumptions:

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn. *Note: Pass-by reductions not applied to this intersection per LADOT standards.*
[1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6.
[2] Northbound right turn has an overlapping phase with the westbound left-turn movement and southbound right turn has an overlapping phase with the eastbound left-turn movement
[3] v/c ratio reflects reduction of additional 0.03 due to the mitigation measure consisting of the upgrade to ATCS.

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CRITICAL MOVEMENT ANALYSIS

Woodman Avenue @ Ventura Freeway Westbound Ramps
Peak Hour: AM
Annual Growth: 2.0%

N-S St: Woodman Avenue
E-W St: Ventura Freeway Westbound Ramps
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA13
Counts by: Accutek

Date: 08/04/2008
Date of Count: 2007
Projection Year: 2012

	2007 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	348	1	348	35	383	1	383	1	384	1	384	0	384	1	384	0	384	1	384
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	890	3	297	89	979	3	326	57	1036	3	345	8	1044	3	348	0	1044	3	348
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1062	4	265	106	1168	4	292	42	1210	4	303	10	1220	4	305	0	1220	4	305
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	545	1	545	54	599	1	599	9	608	1	608	5	613	1	613	0	613	1	613
Comb. L-T-R -		0				0				0				0				0	
EB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	314	1	173	31	345	1	190	18	363	1	200	0	363	1	200	0	363	1	200
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	4	0	265	0	5	0	291	0	5	0	306	0	5	0	309	0	5	0	309
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	265	1	146	27	292	1	160	14	306	1	168	8	314	1	173	0	314	1	173
Comb. L-T-R -		1				1				1				1				1	
Crit. Volumes:		N-S:	893			N-S:	983			N-S:	993			N-S:	998			N-S:	998
		E-W:	265			E-W:	291			E-W:	306			E-W:	309			E-W:	309
		SUM:	1158			SUM:	1274			SUM:	1298			SUM:	1307			SUM:	1307
No. of Phases:			3				3				3				3				3
Volume / Capacity:		[1]	0.743			[1]	0.824			[1]	0.841			[1]	0.847			[2]	0.817
Level of Service:			C				D				D				D				D

Assumptions:

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6.
[2] v/c ratio reflects reduction of additional 0.03 due to the mitigation measure consisting of the upgrade to ATCS.

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CRITICAL MOVEMENT ANALYSIS

Woodman Avenue @ Ventura Freeway Westbound Ramps
Peak Hour: PM
Annual Growth: 2.00%

N-S St: Woodman Avenue
E-W St: Ventura Freeway Westbound Ramps
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA13
Counts by: Accutek

Date: 08/04/2008
Date of Count: 2007
Projection Year: 2012

	2007 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	314	1	314	31	345	1	345	2	347	1	347	0	347	1	347	0	347	1	347
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	1186	3	395	119	1304	3	435	26	1330	3	443	31	1361	3	454	0	1361	3	454
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	917	4	229	92	1009	4	252	28	1037	4	259	67	1104	4	276	0	1104	4	276
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	486	1	486	49	534	1	534	-1	533	1	533	33	566	1	566	0	566	1	566
Comb. L-T-R -		0				0				0				0				0	
EB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	402	1	221	40	443	1	244	16	459	1	252	0	459	1	252	0	459	1	252
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	0	0	344	0	0	0	379	0	0	0	387	0	0	0	401	0	0	0	401
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	363	1	200	36	399	1	220	1	400	1	220	33	433	1	238	0	433	1	238
Comb. L-T-R -		1				1				1				1				1	
Crit. Volumes:		N-S:	800			N-S:	880			N-S:	881			N-S:	914			N-S:	914
		E-W:	344			E-W:	379			E-W:	387			E-W:	401			E-W:	401
		SUM:	1144			SUM:	1259			SUM:	1267			SUM:	1315			SUM:	1315
No. of Phases:			3				3				3				3				3
Volume / Capacity:		[1]	0.733			[1]	0.813			[1]	0.819			[1]	0.853			[2]	0.823
Level of Service:			C				D				D				D				D

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6.
[2] v/c ratio reflects reduction of additional 0.03 due to the mitigation measure consisting of the upgrade to ATCS.

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CRITICAL MOVEMENT ANALYSIS

Woodman Avenue @ Ventura Freeway Eastbound Ramps
Peak Hour: AM
Annual Growth: 2.0%

N-S St: Woodman Avenue
E-W St: Ventura Freeway Eastbound Ramps
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA14
Counts by: Accutek

Date: 08/04/2008
Date of Count: 2007
Projection Year: 2012

	2007 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	786	3	262	79	865	3	288	44	909	3	303	3	912	3	304	0	912	3	304
Comb. T-R		1	359			1	395			1	413			1	413			1	413
NB Right	359	0	-	36	395	0	-	18	413	0	-	0	413	0	-	0	413	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	340	1	340	34	374	1	374	10	384	1	384	5	389	1	389	0	389	1	389
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1093	2	547	109	1202	2	601	50	1252	2	626	5	1257	2	629	0	1257	2	629
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	339	1	186	34	373	1	205	14	387	1	213	5	392	1	216	0	392	1	216
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	3	0	332	0	3	0	365	0	3	0	372	0	3	0	374	0	3	0	374
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	392	1	216	39	431	1	237	1	432	1	238	0	432	1	238	0	432	1	238
Comb. L-T-R -		1				1				1				1				1	
WB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	699			N-S:	769			N-S:	797			N-S:	802			N-S:	802
		E-W:	332			E-W:	365			E-W:	372			E-W:	374			E-W:	374
		SUM:	1031			SUM:	1134			SUM:	1169			SUM:	1176			SUM:	1176
No. of Phases:			3				3				3				3				3
Volume / Capacity:		[1]	0.654			[2]	0.696			[2]	0.720			[2]	0.725			[2]	0.725
Level of Service:			B				B				C				C				C

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 55% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6.
[2] v/c ratios reflect additional 0.03 reduction due to the future citywide ATSAC/ATCS system installation.

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CRITICAL MOVEMENT ANALYSIS

Woodman Avenue @ Ventura Freeway Eastbound Ramps
Peak Hour: PM
Annual Growth: 2.00%

N-S St: Woodman Avenue
E-W St: Ventura Freeway Eastbound Ramps
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA14
Counts by: Accutek

Date: 08/04/2008
Date of Count: 2007
Projection Year: 2012

	2007 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	1094	3	365	109	1203	3	401	28	1231	3	410	11	1242	3	414	0	1242	3	414
Comb. T-R		1	365			1	401			1	414			1	414			1	414
NB Right	364	0	-	36	400	0	-	14	414	0	-	0	414	0	-	0	414	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	287	1	287	29	316	1	316	0	316	1	316	36	352	1	352	0	352	1	352
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1010	2	505	101	1111	2	555	45	1156	2	578	30	1186	2	593	0	1186	2	593
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	467	1	257	47	514	1	283	0	514	1	283	19	533	1	293	0	533	1	293
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1	0	372	0	1	0	409	0	1	0	410	0	1	0	418	0	1	0	418
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	357	1	196	36	392	1	216	2	394	1	217	0	394	1	217	0	394	1	217
Comb. L-T-R -		1				1				1				1				1	
WB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	652			N-S:	717			N-S:	730			N-S:	766			N-S:	766
		E-W:	372			E-W:	409			E-W:	410			E-W:	418			E-W:	418
		SUM:	1023			SUM:	1126			SUM:	1140			SUM:	1184			SUM:	1184
No. of Phases:			3				3				3				3				3
Volume / Capacity:		[1]	0.648			[2]	0.690			[2]	0.700			[2]	0.731			[2]	0.731
Level of Service:			B				B				B				C				C

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 55% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
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CRITICAL MOVEMENT ANALYSIS

Woodman Avenue @ Moorpark Street
Peak Hour: AM
Annual Growth: 2.0%

N-S St: Woodman Avenue
E-W St: Moorpark Street
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA15
Counts by: Accutek

Date: 08/04/2008
Date of Count: 2007
Projection Year: 2012

	2007 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	12	1	12	1	14	1	14	0	14	1	14	0	14	1	14	0	14	1	14
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	490	2	245	49	539	2	269	57	596	2	298	2	598	2	299	0	598	2	299
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	24	1	24	2	26	1	26	2	28	1	28	0	28	1	28	0	28	1	28
Comb. L-T-R -		0				0				0				0				0	
SB Left	297	1	297	30	327	1	327	2	329	1	329	1	330	1	330	0	330	1	330
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	851	1	528	85	936	1	581	48	984	1	605	3	987	1	607	0	987	1	607
Comb. T-R		1	528			1	581			1	605			1	607			1	607
SB Right	206	0	-	21	227	0	-	0	227	0	-	0	227	0	-	0	227	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	111	1	111	11	122	1	122	0	122	1	122	1	123	1	123	0	123	1	123
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	551	1	551	55	606	1	606	28	634	1	634	0	634	1	634	0	634	1	634
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	40	1	40	4	43	1	43	0	43	1	43	0	43	1	43	0	43	1	43
Comb. L-T-R -		0				0				0				0				0	
WB Left	85	1	85	9	94	1	94	2	96	1	96	0	96	1	96	0	96	1	96
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	726	1	726	73	799	1	799	43	842	1	842	1	843	1	843	0	843	1	843
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	276	1	276	28	303	1	303	4	307	1	307	0	307	1	307	0	307	1	307
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	542			N-S:	597			N-S:	627			N-S:	629			N-S:	629
		E-W:	837			E-W:	921			E-W:	964			E-W:	966			E-W:	966
		SUM:	1380			SUM:	1518			SUM:	1591			SUM:	1595			SUM:	1595
No. of Phases:			2				2				2				2				2
Volume / Capacity:		[1]	0.850			[1]	0.942			[1]	0.991			[1]	0.993			[2]	0.963
Level of Service:			D				E				E				E				E

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
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CRITICAL MOVEMENT ANALYSIS

Woodman Avenue @ Moorpark Street
Peak Hour: PM
Annual Growth: 2.00%

N-S St: Woodman Avenue
E-W St: Moorpark Street
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA15
Counts by: Accutek

Date: 08/04/2008
Date of Count: 2007
Projection Year: 2012

	2007 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	67	1	67	7	73	1	73	0	73	1	73	0	73	1	73	0	73	1	73
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	772	2	386	77	849	2	424	44	893	2	446	8	901	2	450	0	901	2	450
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	55	1	55	6	61	1	61	2	63	1	63	0	63	1	63	0	63	1	63
Comb. L-T-R -		0				0				0				0				0	
SB Left	263	1	263	26	289	1	289	0	289	1	289	10	299	1	299	0	299	1	299
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	734	1	492	73	808	1	542	47	855	1	565	20	875	1	575	0	875	1	575
Comb. T-R		1	492			1	542			1	565			1	575			1	575
SB Right	251	0	-	25	276	0	-	0	276	0	-	0	276	0	-	0	276	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	205	1	205	20	225	1	225	0	225	1	225	2	227	1	227	0	227	1	227
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	685	1	685	69	754	1	754	35	789	1	789	0	789	1	789	0	789	1	789
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	82	1	82	8	90	1	90	0	90	1	90	0	90	1	90	0	90	1	90
Comb. L-T-R -		0				0				0				0				0	
WB Left	71	1	71	7	78	1	78	3	81	1	81	0	81	1	81	0	81	1	81
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	551	1	551	55	606	1	606	45	651	1	651	2	653	1	653	0	653	1	653
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	258	1	258	26	284	1	284	0	284	1	284	0	284	1	284	0	284	1	284
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	649			N-S:	714			N-S:	736			N-S:	750			N-S:	750
		E-W:	756			E-W:	832			E-W:	877			E-W:	881			E-W:	881
		SUM:	1405			SUM:	1546			SUM:	1613			SUM:	1631			SUM:	1631
No. of Phases:			2				2				2				2				2
Volume / Capacity:		[1]	0.867			[1]	0.960			[1]	1.005			[1]	1.017			[2]	0.987
Level of Service:			D				E				F				F				E

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6.
[2] v/c ratio reflects reduction of additional 0.03 due to the mitigation measure consisting of the upgrade to ATCS.

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CRITICAL MOVEMENT ANALYSIS

Woodman Avenue @ Ventura Boulevard
Peak Hour: AM
Annual Growth: 2.0%

N-S St: Woodman Avenue
E-W St: Ventura Boulevard
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA16
Counts by: Accutek

Date: 08/04/2008
Date of Count: 2007
Projection Year: 2012

	2007 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	51	1	51	5	56	1	56	8	64	1	64	0	64	1	64	0	64	1	64
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	201	0	-	20	221	0	-	6	227	0	-	1	228	0	-	0	228	0	-
Comb. T-R		1	219			1	241			1	251			1	252			1	252
NB Right	19	0	-	2	21	0	-	4	25	0	-	0	25	0	-	0	25	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	216	1	216	22	238	1	238	7	245	1	245	2	247	1	247	0	247	1	247
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	225	1	225	22	247	1	247	5	252	1	252	1	253	1	253	0	253	1	253
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	362	1	362	36	398	1	398	38	436	1	436	0	436	1	436	0	436	1	436
Comb. L-T-R -		0				0				0				0				0	
EB Left	142	1	142	14	157	1	157	41	198	1	198	0	198	1	198	0	198	1	198
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1082	1	554	108	1190	1	609	96	1286	1	665	0	1286	1	665	0	1286	1	665
Comb. T-R		1	554			1	609			1	665			1	665			1	665
EB Right	26	0	-	3	29	0	-	16	45	0	-	0	45	0	-	0	45	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	45	1	45	4	49	1	49	1	50	1	50	0	50	1	50	0	50	1	50
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	1091	1	603	109	1200	1	663	52	1252	1	695	1	1253	1	696	0	1253	1	696
Comb. T-R		1	603			1	663			1	695			1	696			1	696
WB Right	114	0	-	11	126	0	-	12	138	0	-	1	139	0	-	0	139	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	436			N-S:	479			N-S:	496			N-S:	499			N-S:	499
		E-W:	745			E-W:	820			E-W:	893			E-W:	894			E-W:	894
		SUM:	1181			SUM:	1299			SUM:	1389			SUM:	1393			SUM:	1393
No. of Phases:			2				2				2				2				2
Volume / Capacity:		[1]	0.717			[2]	0.766			[2]	0.826			[2]	0.829			[2]	0.829
Level of Service:			C				C				D				D				D

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
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CRITICAL MOVEMENT ANALYSIS

Woodman Avenue @ Ventura Boulevard
Peak Hour: PM
Annual Growth: 2.00%

N-S St: Woodman Avenue
E-W St: Ventura Boulevard
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA16
Counts by: Accutek

Date: 08/04/2008
Date of Count: 2007
Projection Year: 2012

	2007 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	59	1	59	6	65	1	65	24	89	1	89	0	89	1	89	0	89	1	89
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	213	0	-	21	235	0	-	6	241	0	-	6	247	0	-	0	247	0	-
Comb. T-R		1	219			1	241			1	249			1	255			1	255
NB Right	6	0	-	1	7	0	-	2	9	0	-	0	9	0	-	0	9	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	125	1	125	12	137	1	137	-1	136	1	136	12	148	1	148	0	148	1	148
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	161	1	161	16	177	1	177	4	181	1	181	6	187	1	187	0	187	1	187
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	237	1	237	24	261	1	261	47	308	1	308	1	309	1	309	0	309	1	309
Comb. L-T-R -		0				0				0				0				0	
EB Left	206	1	206	21	227	1	227	40	267	1	267	0	267	1	267	0	267	1	267
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1093	1	567	109	1202	1	623	84	1286	1	674	0	1286	1	674	0	1286	1	674
Comb. T-R		1	567			1	623			1	674			1	674			1	674
EB Right	41	0	-	4	45	0	-	18	63	0	-	0	63	0	-	0	63	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	24	1	24	2	26	1	26	1	27	1	27	0	27	1	27	0	27	1	27
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	910	1	515	91	1001	1	566	86	1087	1	609	2	1089	1	611	0	1089	1	611
Comb. T-R		1	515			1	566			1	609			1	611			1	611
WB Right	120	0	-	12	132	0	-	0	132	0	-	2	134	0	-	0	134	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	344			N-S:	379			N-S:	386			N-S:	404			N-S:	404
		E-W:	721			E-W:	793			E-W:	876			E-W:	878			E-W:	878
		SUM:	1065			SUM:	1171			SUM:	1261			SUM:	1281			SUM:	1281
No. of Phases:			2				2				2				2				2
Volume / Capacity:		[1]	0.640			[2]	0.681			[2]	0.741			[2]	0.754			[2]	0.754
Level of Service:			B				B				C				C				C

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
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CRITICAL MOVEMENT ANALYSIS

Fashion Square Project Driveway-Matilija Avenue @ Riverside Drive
Peak Hour: AM
Annual Growth: 2.0%

N-S St: Fashion Square Project Driveway-Matilija Avenue
E-W St: Riverside Drive
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA17
Counts by: Accutek

Date: 08/04/2008
Date of Count: 2007
Projection Year: 2012

	2007 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	0	0	-	0	0	0	-	0	0	0	-	5	5	1	5	0	5	1	5
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right [3]	0	0	-	0	0	0	-	0	0	0	-	52	52	2	28	0	52	2	28
Comb. L-T-R -		0				0				0				0				0	
SB Left	35	0	-	4	39	0	-	0	39	0	-	-37	2	0	-	0	2	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	0	0	59	0	0	0	65	0	0	0	65	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	24	0	-	2	26	0	-	0	26	0	-	0	26	1	26	0	26	1	26
Comb. L-T-R -		1				1				1				0				0	
EB Left	6	1	6	1	7	1	7	0	7	1	7	-7	-0	0	-	0	-0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1017	2	509	102	1119	2	559	43	1162	2	581	11	1173	2	586	0	1173	2	586
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	0	0	-	0	0	0	-	0	0	0	-	35	35	1	35	0	35	1	35
Comb. L-T-R -		0				0				0				0				0	
WB Left	0	0	-	0	0	0	-	0	0	0	-	204	204	2	112	0	204	2	112
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	1103	1	556	110	1214	1	611	36	1250	1	629	13	1263	1	636	0	1263	1	636
Comb. T-R		1	556			1	611			1	629			1	636			1	636
WB Right	8	0	-	1	9	0	-	0	9	0	-	0	9	0	-	0	9	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	59			N-S:	65			N-S:	65			N-S:	31			N-S:	31
		E-W:	562			E-W:	618			E-W:	636			E-W:	699			E-W:	699
		SUM:	621			SUM:	684			SUM:	702			SUM:	730			SUM:	730
No. of Phases:			U				U				U				3				3
Volume / Capacity:			0.518				0.570				0.585			*[1], [2]*	0.412			*[1], [2]*	0.412
Level of Service:			A				A				A				A				A

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] Intersection will be signalized as part of the proposed project. *[3] Northbound right turn has an overlapping phase with the westbound left-turn movement.*
[2] v/c ratio includes a 0.10 reduction due to installation of ATSAC/ATCS as part of the Victory System No. 6.
Note: Pass-by reductions not applied to this intersection per LADOT standards.

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CRITICAL MOVEMENT ANALYSIS

Fashion Square Project Driveway-Matilija Avenue @ Riverside Drive
Peak Hour: PM
Annual Growth: 2.00%

N-S St: Fashion Square Project Driveway-Matilija Avenue
E-W St: Riverside Drive
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA17
Counts by: Accutek

Date: 08/04/2008
Date of Count: 2007
Projection Year: 2012

	2007 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	0	0	-	0	0	0	-	0	0	0	-	46	46	1	46	0	46	1	46
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right [3]	0	0	-	0	0	0	-	0	0	0	-	573	573	2	315	0	573	2	315
Comb. L-T-R -		0				0				0				0				0	
SB Left	27	0	-	3	30	0	-	0	30	0	-	-29	1	0	-	0	1	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	0	0	46	0	0	0	50	0	0	0	50	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	19	0	-	2	21	0	-	0	21	0	-	0	21	1	21	0	21	1	21
Comb. L-T-R -		1				1				1				0				0	
EB Left	21	1	21	2	23	1	23	0	23	1	23	-22	1	0	-	0	1	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1046	2	523	105	1151	2	575	39	1190	2	595	75	1265	2	632	0	1265	2	632
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	0	0	-	0	0	0	-	0	0	0	-	27	27	1	27	0	27	1	27
Comb. L-T-R -		0				0				0				0				0	
WB Left	0	0	-	0	0	0	-	0	0	0	-	306	306	2	168	0	306	2	168
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	1168	1	599	117	1285	1	659	44	1329	1	681	53	1382	1	707	0	1382	1	707
Comb. T-R		1	599			1	659			1	681			1	707			1	707
WB Right	30	0	-	3	33	0	-	0	33	0	-	0	33	0	-	0	33	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	46			N-S:	50			N-S:	50			N-S:	147			N-S:	147
		E-W:	620			E-W:	682			E-W:	704			E-W:	801			E-W:	801
		SUM:	666			SUM:	732			SUM:	754			SUM:	948			SUM:	948
No. of Phases:			U				U				U				3				3
Volume / Capacity:			0.555				0.610				0.628			*[1], [2]*	0.565			*[1], [2]*	0.565
Level of Service:			A				B				B				A				A

Assumptions:

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] Intersection will be signalized as part of the proposed project. *[3] Northbound right turn has an overlapping phase with the westbound left-turn movement.*
[2] v/c ratio includes a 0.10 reduction due to installation of ATSAC/ATCS as part of the Victory System No. 6.
Note: Pass-by reductions not applied to this intersection per LADOT standards.

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CRITICAL MOVEMENT ANALYSIS

Fashion Square New Project Driveway (Tunnel Access) @ Riverside Drive

N-S St: Fashion Square New Project Driveway (Tunnel Access)
E-W St: Riverside Drive
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA18
Counts by: Accutek

Peak Hour: AM
Annual Growth: 2.0%

Date: 08/04/2008
Date of Count: 2007
Projection Year: 2012

	2007 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	0	0	-	0	0	0	-	0	0	0	-	8	8	1	8	0	8	1	8
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	0	0	-	0	0	0	-	0	0	0	-	21	21	1	21	0	21	1	21
Comb. L-T-R -		0				0				0				0				0	
SB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1023	2	512	102	1126	2	563	43	1169	2	584	6	1175	2	587	0	1175	2	587
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	0	0	-	0	0	0	-	0	0	0	-	30	30	1	30	0	30	1	30
Comb. L-T-R -		0				0				0				0				0	
WB Left	0	0	-	0	0	0	-	0	0	0	-	86	86	1	86	0	86	1	86
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	1127	2	564	113	1240	2	620	36	1276	2	638	1	1277	2	639	0	1277	2	639
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	0			N-S:	0			N-S:	0			N-S:	8			N-S:	8
		E-W:	564			E-W:	620			E-W:	638			E-W:	673			E-W:	673
		SUM:	564			SUM:	620			SUM:	638			SUM:	681			SUM:	681
No. of Phases:			U				U				U				3				3
Volume / Capacity:			0.470				0.517				0.532			*[1], [2]*	0.378			*[1], [2]*	0.378
Level of Service:			A				A				A				A				A

Assumptions:

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] Intersection will be signalized as part of the proposed project.
[2] v/c ratio includes a 0.10 reduction due to installation of ATSAC/ATCS as part of the Victory System No. 6.
Note: Pass-by reductions not applied to this intersection per LADOT standards.

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CRITICAL MOVEMENT ANALYSIS

Fashion Square New Project Driveway (Tunnel Access) @ Riverside Drive

N-S St: Fashion Square New Project Driveway (Tunnel Access)
E-W St: Riverside Drive
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA18
Counts by: Accutek

Peak Hour: PM
Annual Growth: 2.00%

Date: 08/04/2008
Date of Count: 2007
Projection Year: 2012

	2007 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	0	0	-	0	0	0	-	0	0	0	-	77	77	1	77	0	77	1	77
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	0	0	-	0	0	0	-	0	0	0	-	206	206	1	206	0	206	1	206
Comb. L-T-R -		0				0				0				0				0	
SB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1067	2	534	107	1174	2	587	39	1213	2	606	39	1252	2	626	0	1252	2	626
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	0	0	-	0	0	0	-	0	0	0	-	114	114	1	114	0	114	1	114
Comb. L-T-R -		0				0				0				0				0	
WB Left	0	0	-	0	0	0	-	0	0	0	-	364	364	1	364	0	364	1	364
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	1187	2	593	119	1305	2	653	44	1349	2	675	3	1352	2	676	0	1352	2	676
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	0			N-S:	0			N-S:	0			N-S:	77			N-S:	77
		E-W:	593			E-W:	653			E-W:	675			E-W:	990			E-W:	990
		SUM:	593			SUM:	653			SUM:	675			SUM:	1067			SUM:	1067
No. of Phases:			U				U				U				3				3
Volume / Capacity:			0.494				0.544				0.562			*[1], [2]*	0.649			*[1], [2]*	0.649
Level of Service:			A				A				A				B				B

Assumptions:

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] Intersection will be signalized as part of the proposed project.
[2] v/c ratio includes a 0.10 reduction due to installation of ATSAC/ATCS as part of the Victory System No. 6.
Note: Pass-by reductions not applied to this intersection per LADOT standards.

APPENDIX D-2

CMA DATA WORKSHEETS
WEEKEND MID-DAY PEAK HOUR

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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CRITICAL MOVEMENT ANALYSIS

Hazeltine Avenue @ Riverside Drive
Peak Hour: Saturday Mid-Day
Annual Growth: 2.0%

N-S St: Hazeltine Avenue
E-W St: Riverside Drive
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA7
Counts by: City Traffic Counters

Date: 08/05/2008
Date of Count: 2007
Projection Year: 2012

	2007 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	173	1	173	17	190	1	190	0	190	1	190	20	210	1	210	0	210	1	210
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	668	2	334	67	735	2	367	23	758	2	379	11	769	2	384	0	769	2	384
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	229	1	229	23	252	1	252	10	262	1	262	0	262	1	262	0	262	1	262
Comb. L-T-R -		0				0				0				0				0	
SB Left	178	1	178	18	196	1	196	5	201	1	201	27	228	1	228	0	228	1	228
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	662	1	391	66	728	1	430	26	754	1	444	39	793	1	463	0	793	1	463
Comb. T-R		1	391			1	430			1	444			1	463			1	463
SB Right	120	0	-	12	132	0	-	1	133	0	-	0	133	0	-	0	133	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	39	1	39	4	43	1	43	2	45	1	45	0	45	1	45	0	45	1	45
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	519	1	345	52	571	1	379	52	623	1	405	45	668	1	436	0	668	1	436
Comb. T-R		1	345			1	379			1	405			1	436			1	436
EB Right	170	0	-	17	187	0	-	0	187	0	-	18	205	0	-	0	205	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	223	1	223	22	245	1	245	13	258	1	258	0	258	1	258	0	258	1	258
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	358	2	179	36	394	2	197	43	437	2	218	52	488	2	244	0	488	2	244
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	111	1	111	11	122	1	122	5	127	1	127	32	159	1	159	0	159	1	159
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	564			N-S:	620			N-S:	634			N-S:	673			N-S:	673
		E-W:	568			E-W:	624			E-W:	663			E-W:	695			E-W:	695
		SUM:	1132			SUM:	1245			SUM:	1297			SUM:	1368			SUM:	1368
No. of Phases:			2				2				2				2				2
Volume / Capacity:		[1]	0.684			[1]	0.760			[1]	0.795			[1]	0.842			[2]	0.812
Level of Service:			B				C				C				D				D

Assumptions:

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6.
[2] v/c ratio reflects reduction of additional 0.03 due to the mitigation measure consisting of the upgrade to ATCS.
Note: Pass-by reductions not applied to this intersection per LADOT standards.

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CRITICAL MOVEMENT ANALYSIS

Hazeltine Avenue @ Fashion Square Lane
Peak Hour: Saturday Mid-Day
Annual Growth: 2.0%

N-S St: Hazeltine Avenue
E-W St: Fashion Square Lane
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA8
Counts by: City Traffic Counters

Date: 08/04/2008
Date of Count: 2007
Projection Year: 2012

	2007 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	5	1	5	1	6	1	6	0	6	1	6	0	6	1	6	0	6	1	6
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	688	1	432	69	757	1	475	33	790	1	491	7	797	1	509	0	797	1	509
Comb. T-R		1	432			1	475			1	491			1	509			1	509
NB Right	175	0	-	18	193	0	-	0	193	0	-	29	222	0	-	0	222	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	437	1	437	44	481	1	481	0	481	1	481	57	538	1	538	0	538	1	538
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	625	1	315	63	688	1	346	39	727	1	365	0	727	1	365	0	727	1	365
Comb. T-R		1	315			1	346			1	365			1	365			1	365
SB Right	4	0	-	0	4	0	-	0	4	0	-	0	4	0	-	0	4	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	5	1	5	1	6	1	6	0	6	1	6	0	6	1	6	0	6	1	6
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	2	0	-	0	2	0	-	0	2	0	-	0	2	0	-	0	2	0	-
Comb. T-R		1	6			1	7			1	7			1	7			1	7
EB Right	4	0	-	0	4	0	-	0	4	0	-	0	4	0	-	0	4	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	101	1	101	10	111	1	111	0	111	1	111	24	135	1	135	0	135	1	135
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		1	133			1	146			1	146			0	-			0	-
WB Right	133	0	-	13	146	0	-	0	146	0	-	17	163	1	163	0	163	1	163
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	869			N-S:	955			N-S:	972			N-S:	1047			N-S:	1047
		E-W:	138			E-W:	152			E-W:	152			E-W:	142			E-W:	142
		SUM:	1007			SUM:	1107			SUM:	1124			SUM:	1189			SUM:	1189
No. of Phases:			3				3				3				3				3
Volume / Capacity:		[1]	0.636			[1]	0.707			[1]	0.719			[1]	0.764			[2]	0.734
Level of Service:			B				C				C				C				C

Assumptions:

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6.
[2] v/c ratio reflects reduction of additional 0.03 due to the mitigation measure consisting of the upgrade to ATCS.
Note: Pass-by reductions not applied to this intersection per LADOT standards.

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CRITICAL MOVEMENT ANALYSIS

Woodman Avenue @ Riverside Drive
Peak Hour: Saturday Mid-Day
Annual Growth: 2.0%

N-S St: Woodman Avenue
E-W St: Riverside Drive
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA12
Counts by: City Traffic Counters

Date: 08/04/2008
Date of Count: 2007
Projection Year: 2012

	2007 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	484	2	266	48	532	2	293	1	533	2	293	102	635	2	349	0	635	2	349
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	674	2	337	67	741	2	371	32	773	2	387	0	773	2	387	0	773	2	387
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right [2]	209	1	209	21	230	1	230	17	247	1	247	0	247	1	247	0	247	1	247
Comb. L-T-R -		0				0				0				0				0	
SB Left	99	1	99	10	109	1	109	5	114	1	114	0	114	1	114	0	114	1	114
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	842	2	421	84	926	2	463	33	959	2	480	15	974	2	487	0	974	2	405
Comb. T-R		0	-			0	-			0	-			0	-			1	405
SB Right [2]	200	1	200	20	220	1	220	3	223	1	223	18	241	1	241	0	241	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	197	1	197	20	217	1	217	4	221	1	221	11	232	1	232	0	232	1	232
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	753	2	377	75	828	2	414	64	892	2	446	44	936	2	468	0	936	2	468
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	389	1	389	39	428	1	428	1	429	1	429	174	603	1	603	0	603	1	603
Comb. L-T-R -		0				0				0				0				0	
WB Left	234	1	234	23	257	1	257	28	285	1	285	0	285	1	285	0	285	1	285
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	591	2	296	59	650	2	325	56	706	2	353	67	773	2	387	0	773	2	387
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	134	1	134	13	147	1	147	3	150	1	150	0	150	1	150	0	150	1	150
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	687			N-S:	756			N-S:	773			N-S:	837			N-S:	755
		E-W:	611			E-W:	672			E-W:	732			E-W:	754			E-W:	754
		SUM:	1298			SUM:	1427			SUM:	1505			SUM:	1590			SUM:	1508
No. of Phases:			4				4				4				4				4
Volume / Capacity:		[1]	0.874			[1]	0.968			[1]	1.024			[1]	1.086			[3]	0.997
Level of Service:			D				E				F				F				E

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn. *Note: Pass-by reductions not applied to this intersection per LADOT standards.*
[1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6.
[2] Northbound right turn has an overlapping phase with the westbound left-turn movement and southbound right turn has an overlapping phase with the eastbound left-turn movement.
[3] v/c ratio reflects reduction of additional 0.03 due to the mitigation measure consisting of the upgrade to ATCS.

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CRITICAL MOVEMENT ANALYSIS

Woodman Avenue @ Ventura Freeway Westbound Ramps
Peak Hour: Saturday Mid-Day
Annual Growth: 2.0%

N-S St: Woodman Avenue
E-W St: Ventura Freeway Westbound Ramps
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA13
Counts by: City Traffic Counters

Date: 08/04/2008
Date of Count: 2007
Projection Year: 2012

	2007 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	416	1	416	42	458	1	458	2	460	1	460	0	460	1	460	0	460	1	460
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	991	3	330	99	1090	3	363	48	1138	3	379	44	1182	3	394	0	1182	3	394
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1062	4	266	106	1168	4	292	57	1225	4	306	82	1307	4	327	0	1307	4	327
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	493	1	493	49	542	1	542	5	547	1	547	41	588	1	588	0	588	1	588
Comb. L-T-R -		0				0				0				0				0	
EB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	318	1	175	32	350	1	192	32	382	1	210	0	382	1	210	0	382	1	210
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	3	0	270	0	3	0	297	0	3	0	312	0	3	0	334	0	3	0	334
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	275	1	151	28	303	1	166	2	305	1	167	48	353	1	194	0	353	1	194
Comb. L-T-R -		1				1				1				1				1	
Crit. Volumes:		N-S:	909			N-S:	1000			N-S:	1007			N-S:	1048			N-S:	1048
		E-W:	270			E-W:	297			E-W:	312			E-W:	334			E-W:	334
		SUM:	1179			SUM:	1297			SUM:	1319			SUM:	1382			SUM:	1382
No. of Phases:			3				3				3				3				3
Volume / Capacity:		[1]	0.757			[1]	0.840			[1]	0.856			[1]	0.900			[2]	0.870
Level of Service:			C				D				D				D				D

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6.
[2] V/C ratio reflects reduction of additional 0.03 due to the mitigation measure consisting of the upgrade to ATCS.

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CRITICAL MOVEMENT ANALYSIS

Woodman Avenue @ Ventura Freeway Eastbound Ramps
Peak Hour: Saturday Mid-Day
Annual Growth: 2.0%

N-S St: Woodman Avenue
E-W St: Ventura Freeway Eastbound Ramps
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA14
Counts by: City Traffic Counters

Date: 08/04/2008
Date of Count: 2007
Projection Year: 2012

	2007 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	951	3	262	95	1046	3	288	48	1094	3	306	16	1110	3	310	0	1110	3	310
Comb. T-R		1	262			1	288			1	306			1	310			1	310
NB Right	96	0	-	10	106	0	-	26	132	0	-	0	132	0	-	0	132	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	333	1	333	33	366	1	366	6	372	1	372	45	417	1	417	0	417	1	417
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1027	2	514	103	1130	2	565	82	1212	2	606	37	1249	2	624	0	1249	2	624
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	432	1	238	43	475	1	261	1	476	1	262	28	504	1	277	0	504	1	277
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	9	0	346	1	10	0	381	0	10	0	382	0	10	0	395	0	10	0	395
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	317	1	174	32	349	1	192	2	351	1	193	0	351	1	193	0	351	1	193
Comb. L-T-R -		1				1				1				1				1	
WB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	595			N-S:	654			N-S:	679			N-S:	728			N-S:	728
		E-W:	346			E-W:	381			E-W:	382			E-W:	395			E-W:	395
		SUM:	941			SUM:	1035			SUM:	1061			SUM:	1122			SUM:	1122
No. of Phases:			3				3				3				3				3
Volume / Capacity:		[1]	0.590			[2]	0.626			[2]	0.644			[2]	0.688			[2]	0.688
Level of Service:			A				B				B				B				B

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 55% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6.
[2] V/C ratios reflect additional 0.03 reduction due to the future citywide ATSAC/ATCS system installation.

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CRITICAL MOVEMENT ANALYSIS

Fashion Square Project Driveway-Matilija Avenue @ Riverside Drive
Peak Hour: Saturday Mid-Day
Annual Growth: 2.0%

N-S St: Fashion Square Project Driveway-Matilija Avenue
E-W St: Riverside Drive
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA17
Counts by: City Traffic Counters

Date: 08/04/2008
Date of Count: 2007
Projection Year: 2012

	2007 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	0	0	-	0	0	0	-	0	0	0	-	58	58	1	58	0	58	1	58
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right [3]	0	0	-	0	0	0	-	0	0	0	-	520	520	2	286	0	520	2	286
Comb. L-T-R -		0				0				0				0				0	
SB Left	3	0	-	0	3	0	-	0	3	0	-	-3	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	0	0	20	0	0	0	22	0	0	0	22	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	17	0	-	2	19	0	-	0	19	0	-	0	19	1	19	0	19	1	19
Comb. L-T-R -		1				1				1				0				0	
EB Left	24	1	24	2	26	1	26	0	26	1	26	-26	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1092	2	546	109	1201	2	601	67	1268	2	634	92	1360	2	680	0	1360	2	680
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	0	0	-	0	0	0	-	0	0	0	-	124	124	1	124	0	124	1	124
Comb. L-T-R -		0				0				0				0				0	
WB Left	0	0	-	0	0	0	-	0	0	0	-	455	455	2	250	0	455	2	250
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	1013	1	512	101	1114	1	563	61	1175	1	593	77	1252	1	632	0	1252	1	632
Comb. T-R		1	512			1	563			1	593			1	632			1	632
WB Right	10	0	-	1	11	0	-	0	11	0	-	0	11	0	-	0	11	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	20			N-S:	22			N-S:	22			N-S:	76			N-S:	76
		E-W:	546			E-W:	601			E-W:	634			E-W:	930			E-W:	930
		SUM:	566			SUM:	623			SUM:	656			SUM:	1007			SUM:	1007
No. of Phases:			U				U				U				3				3
Volume / Capacity:			0.472				0.519				0.547			*[1], [2]*	0.606			*[1], [2]*	0.606
Level of Service:			A				A				A				B				B

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] Intersection will be signalized as part of the proposed project. *[3] Northbound right turn has an overlapping phase with the westbound left-turn movement.*
[2] v/c ratio includes a 0.10 reduction due to installation of ATSAC/ATCS as part of the Victory System No. 6.
Note: Pass-by reductions not applied to this intersection per LADOT standards.

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CRITICAL MOVEMENT ANALYSIS

Fashion Square New Project Driveway @ Riverside Drive
Peak Hour: Saturday Mid-Day
Annual Growth: 2.0%

N-S St: Fashion Square New Project Driveway
E-W St: Riverside Drive
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA18
Counts by: Accutek

Date: 08/04/2008
Date of Count: 2007
Projection Year: 2012

	2007 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	0	0	-	0	0	0	-	0	0	0	-	96	96	1	96	0	96	1	96
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	0	0	-	0	0	0	-	0	0	0	-	258	258	1	258	0	258	1	258
Comb. L-T-R -		0				0				0				0				0	
SB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1116	2	558	112	1228	2	614	67	1295	2	647	47	1342	2	671	0	1342	2	671
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	0	0	-	0	0	0	-	0	0	0	-	303	303	1	303	0	303	1	303
Comb. L-T-R -		0				0				0				0				0	
WB Left	0	0	-	0	0	0	-	0	0	0	-	452	452	1	452	0	452	1	452
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	1030	2	515	103	1133	2	567	61	1194	2	597	4	1198	2	599	0	1198	2	599
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	0			N-S:	0			N-S:	0			N-S:	96			N-S:	96
		E-W:	558			E-W:	614			E-W:	647			E-W:	1123			E-W:	1123
		SUM:	558			SUM:	614			SUM:	647			SUM:	1219			SUM:	1219
No. of Phases:			U				U				U				3				3
Volume / Capacity:			0.465				0.512				0.539			*[1], [2]*	0.755			*[1], [2]*	0.755
Level of Service:			A				A				A				C				C

Assumptions:

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] Intersection will be signalized as part of the proposed project.
[2] v/c ratio includes a 0.10 reduction due to installation of ATSAC/ATCS as part of the Victory System No. 6.
Note: Pass-by reductions not applied to this intersection per LADOT standards.

APPENDIX E

TRAFFIC SIGNAL WARRANT WORKSHEETS

Appendix Table E-1
WEEKDAY HOURLY TRAFFIC VOLUMES [1]
Matilija Avenue-Proposed Fashion Square Project Driveway/Riverside Drive Intersection

Begin Time	Major Street Riverside Drive								Minor Street Proposed Fashion Square Project Driveway			
	EB Through	EB Right	EB Approach	WB Left	WB Through	WB Right	WB Approach	Major Street Approach Total [2]	NB Left [3]	NB Right [3]	Minor Street Approach Total [4]	Minor Street Approach Total [5]
11:00 AM	699	133	832	518	816	12	1346	1660	36	457	1012	554
12:00 PM	751	169	920	657	880	9	1546	1809	39	487	1183	696
1:00 PM	800	98	898	598	863	14	1475	1775	46	569	1213	644
2:00 PM	872	106	978	531	854	11	1396	1843	43	536	1110	574
3:00 PM	864	104	968	546	1107	15	1668	2090	44	551	1142	590
4:00 PM	886	110	996	524	1093	17	1634	2106	40	506	1071	564
5:00 PM	854	110	964	567	1207	21	1795	2192	43	536	1146	610
6:00 PM	773	104	877	499	1156	4	1659	2037	43	538	1080	542

[1] Traffic count data collected by City Traffic Counters on Thursday, January 17, 2007.

[2] Based on the California MUTCD document, the major street volume is the sum of both approaches for the major street (Riverside Drive) excluding the higher volume of the major street left-turn volume (i.e., the westbound left-turn volume).

[3] Reflects a portion of the vehicles currently utilizing the existing Fashion Square Project Driveways and Riverside Shopping Center Driveway on Riverside Drive.

[4] Based on the California MUTCD document, the minor street volume is the higher volume of the major street left-turn volume (i.e., the westbound left-turn volume) plus the higher volume minor street approach.

[5] Based on the California MUTCD document, the minor street volume is the higher volume of the major street left-turn volume (i.e., the westbound left-turn volume) plus the higher volume minor street approach. In addition, per the LADOT Manual of Policies and Procedures document, the minor street approach volume does not include right-turn volumes (i.e., the northbound right-turn volumes).

Appendix Table E-2
WEEKDAY HOURLY TRAFFIC VOLUMES [1]
Proposed Fashion Square Westerly Project Driveway/Riverside Drive Intersection (Tunnel Access)

Begin Time	Major Street Riverside Drive							Minor Street Proposed Fashion Square Project Driveway		
	EB Through	EB Right	EB Approach	WB Left	WB Through	WB Approach	Major Street Approach Total [2]	NB Left [3]	NB Right [3]	Minor Street Approach Total [4]
11:00 AM	683	114	797	364	786	1150	1583	51	150	415
12:00 PM	732	114	846	364	849	1213	1695	56	164	420
1:00 PM	789	114	903	364	827	1191	1730	71	204	435
2:00 PM	853	114	967	364	813	1177	1780	65	188	429
3:00 PM	852	114	966	364	1086	1450	2052	67	196	431
4:00 PM	869	114	983	364	1061	1425	2044	59	174	423
5:00 PM	850	114	964	364	1176	1540	2140	65	188	429
6:00 PM	757	114	871	364	1117	1481	1988	65	189	429

[1] Traffic count data collected by City Traffic Counters on Thursday, January 17, 2007.

[2] Based on the California MUTCD document, the major street volume is the sum of both approaches for the major street (Riverside Drive) excluding the higher volume of the major street left-turn volume (i.e., the westbound left-turn volume).

[3] Reflects a portion of the vehicles currently utilizing the existing Fashion Square Project Driveways.

[4] Based on the California MUTCD document, the minor street volume is the higher volume of the major street left-turn volume (i.e., the westbound left-turn volume) plus the higher volume minor street approach. In addition, per the LADOT Manual of Policies and Procedures document, the minor street approach volume does not include right-turn volumes (i.e., the northbound right-turn volumes).

Appendix Table E-3
SUMMARY OF CONTROL DELAY AND LEVELS OF SERVICE

NO.	INTERSECTION	HOUR	MOVEMENT	[1] EXISTING WITH PROJECT DELAY	LOS
1	Matilija Avenue-Easterly Project Driveway/ Riverside Drive	11 AM	NB Approach	122.2	F
			NB Left	1390.0	F
			NB Right	22.4	C
		12 PM	NB Approach	446.2	F
			NB Left	5671.0	F
			NB Right	27.8	D
		1 PM	NB Approach	358.7	F
			NB Left	4183.0	F
			NB Right	49.5	E
		2 PM	NB Approach	294.0	F
			NB Left	3338.0	F
			NB Right	49.8	E
		3 PM	NB Approach	413.4	F
			NB Left	4915.0	F
			NB Right	53.9	F
		4 PM	NB Approach	313.0	F
			NB Left	3731.0	F
			NB Right	42.8	E
		5 PM	NB Approach	498.5	F
			NB Left	6126.0	F
			NB Right	47.1	E
		6 PM	NB Approach	220.8	F
			NB Left	2513.0	F
			NB Right	37.6	E

[1] Control delay reported in seconds based on HCM method of analysis.

Appendix Table E-3 (Continued)
SUMMARY OF CONTROL DELAY
AND LEVELS OF SERVICE

NO.	INTERSECTION	HOUR	MOVEMENT	[1] EXISTING WITH PROJECT DELAY	LOS
2	Westerly Project Driveway/ Riverside Drive	11 AM	NB Approach	104.4	F
			NB Left	376.1	F
			NB Right	12.1	B
		12 AM	NB Approach	148.5	F
			NB Left	546.6	F
			NB Right	12.6	B
		1 PM	NB Approach	233.1	F
			NB Left	863.1	F
			NB Right	13.8	B
		2 PM	NB Approach	254.5	F
			NB Left	949.7	F
			NB Right	14.1	B
		3 PM	NB Approach	339.1	F
			NB Left	1289.0	F
			NB Right	14.3	B
		4 PM	NB Approach	314.8	F
			NB Left	1202.0	F
			NB Right	13.9	B
		5 PM	NB Approach	373.2	F
			NB Left	1412.0	F
			NB Right	14.1	B
		6 PM	NB Approach	252.9	F
			NB Left	949.7	F
			NB Right	13.2	B

[1] Control delay reported in seconds based on HCM method of analysis.

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Groups Printed- Unshifted

	Matilija Ave Southbound			Riverside Dr Westbound				Matilija Ave Northbound			Riverside Dr Eastbound				
Start Time	Left	Thru	Right	Left	Thru	Right	U-Turns	Left	Thru	Right	Left	Thru	Right	U-Turns	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
11:00 AM	2	0	10	0	197	3	0	0	0	0	3	156	0	0	371
11:15 AM	1	0	4	0	185	3	0	0	0	0	4	160	0	2	359
11:30 AM	0	0	1	0	185	3	0	0	0	0	2	159	0	4	354
11:45 AM	1	0	5	0	196	3	0	0	0	0	2	149	0	3	359
Total	4	0	20	0	763	12	0	0	0	0	11	624	0	9	1443
12:00 PM	0	0	2	0	209	2	0	0	0	0	4	175	0	2	394
12:15 PM	0	0	5	0	202	3	0	0	0	0	0	176	0	0	386
12:30 PM	2	0	6	0	196	2	0	0	0	0	5	148	0	2	361
12:45 PM	1	0	6	0	220	2	0	0	0	0	3	177	0	1	410
Total	3	0	19	0	827	9	0	0	0	0	12	676	0	5	1551
01:00 PM	1	0	5	0	218	3	0	0	0	0	3	179	0	3	412
01:15 PM	1	0	2	0	209	4	1	0	0	0	0	188	0	3	408
01:30 PM	2	0	3	0	171	4	0	0	0	0	4	178	0	4	366
01:45 PM	1	0	4	0	211	3	0	0	0	0	4	180	0	4	407
Total	5	0	14	0	809	14	1	0	0	0	11	725	0	14	1593
02:00 PM	0	0	0	0	201	5	0	0	0	0	1	205	0	1	413
02:15 PM	0	0	2	0	202	2	0	0	0	0	2	186	0	1	395
02:30 PM	0	0	5	0	203	2	0	0	0	0	4	195	0	3	412
02:45 PM	1	0	2	0	195	2	0	0	0	0	3	211	0	2	416
Total	1	0	9	0	801	11	0	0	0	0	10	797	0	7	1636
03:00 PM	0	0	8	0	222	4	0	0	0	0	8	218	0	2	462
03:15 PM	2	0	12	0	270	7	0	0	0	0	2	193	0	4	490
03:30 PM	2	0	3	0	263	1	0	0	0	0	2	207	0	2	480
03:45 PM	1	0	6	0	299	3	0	0	0	0	3	171	0	1	484
Total	5	0	29	0	1054	15	0	0	0	0	15	789	0	9	1916
04:00 PM	0	0	5	0	249	4	1	0	0	0	2	194	0	1	456
04:15 PM	2	0	5	0	275	4	0	0	0	0	6	204	0	1	497
04:30 PM	0	0	4	0	255	6	0	0	0	0	3	207	0	4	479
04:45 PM	2	0	4	0	258	3	2	0	0	0	0	206	0	2	477
Total	4	0	18	0	1037	17	3	0	0	0	11	811	0	8	1909
05:00 PM	0	0	7	0	286	7	0	0	0	0	7	191	0	3	501
05:15 PM	1	0	4	0	273	6	0	0	0	0	7	184	0	5	480
05:30 PM	0	0	4	0	313	4	0	0	0	0	5	210	0	2	538
05:45 PM	1	0	4	0	282	4	0	0	0	0	1	194	0	2	488
Total	2	0	19	0	1154	21	0	0	0	0	20	779	0	12	2007
06:00 PM	0	0	3	0	288	1	0	0	0	0	6	174	0	1	473
06:15 PM	0	0	4	0	247	2	0	0	0	0	3	187	0	3	446
06:30 PM	0	0	1	0	282	0	0	0	0	0	3	171	0	3	460
06:45 PM	0	0	3	0	286	1	0	0	0	0	0	166	0	1	457
Total	0	0	11	0	1103	4	0	0	0	0	12	698	0	8	1836
Grand Total	24	0	139	0	7548	103	4	0	0	0	102	5899	0	72	13891
Apprch %	14.7	0.0	85.3	0.0	98.6	1.3	0.1	0.0	0.0	0.0	1.7	97.1	0.0	1.2	
Total %	0.2	0.0	1.0	0.0	54.3	0.7	0.0	0.0	0.0	0.0	0.7	42.5	0.0	0.5	

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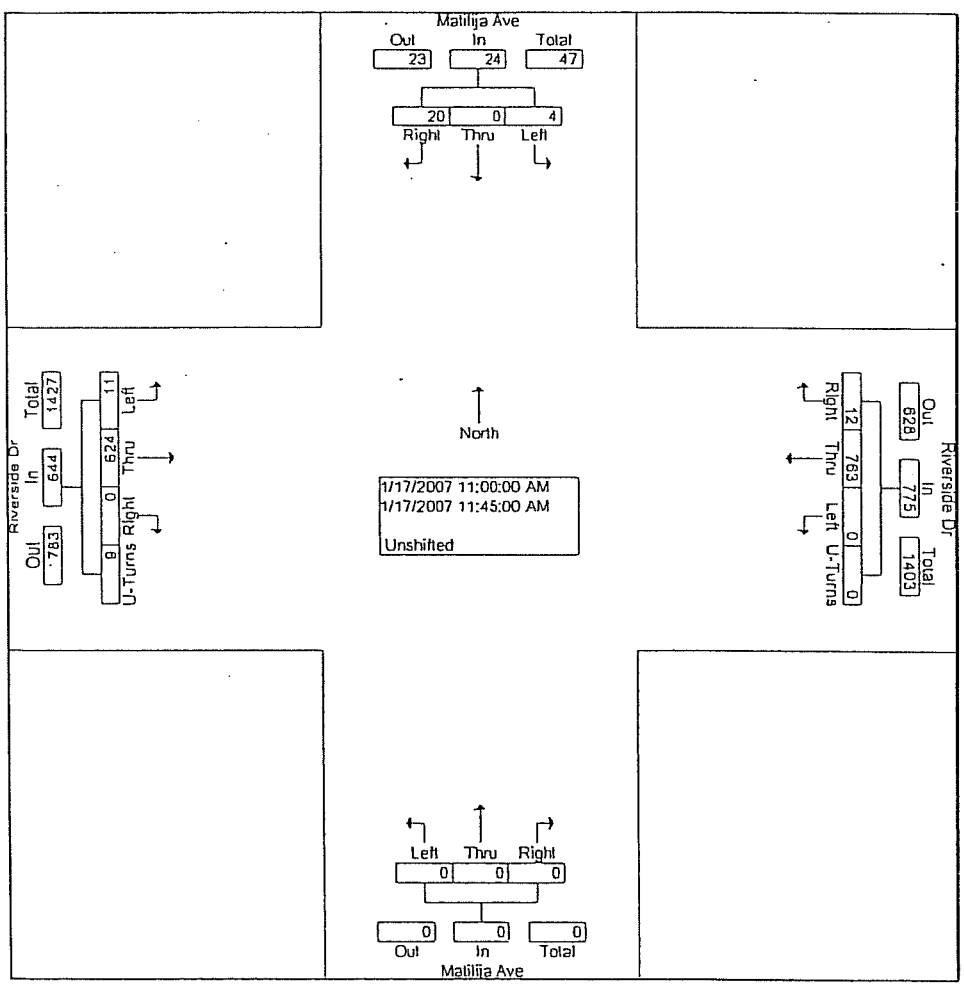
	Matilija Ave Southbound				Riverside Dr Westbound					Matilija Ave Northbound				Riverside Dr Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour From 11:00 AM to 11:45 AM - Peak 1 of 1																			
Intersection	11:00 AM																		
Volume	4	0	20	24	0	763	12	0	775	0	0	0	0	11	624	0	9	644	1443
Percent	16.7	0.0	83.3		0.0	98.5	1.5	0.0		0.0	0.0	0.0		1.7	96.9	0.0	1.4		
11:00 Volume	2	0	10	12	0	197	3	0	200	0	0	0	0	3	156	0	0	159	371
Peak Factor																			0.972
High Int.	11:00 AM				11:00 AM					10:45:00 AM				11:15 AM					
Volume	2	0	10	12	0	197	3	0	200	0	0	0	0	4	160	0	2	166	
Peak Factor				0.500					0.969									0.970	



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File Name : matriver
Site Code : 00000000
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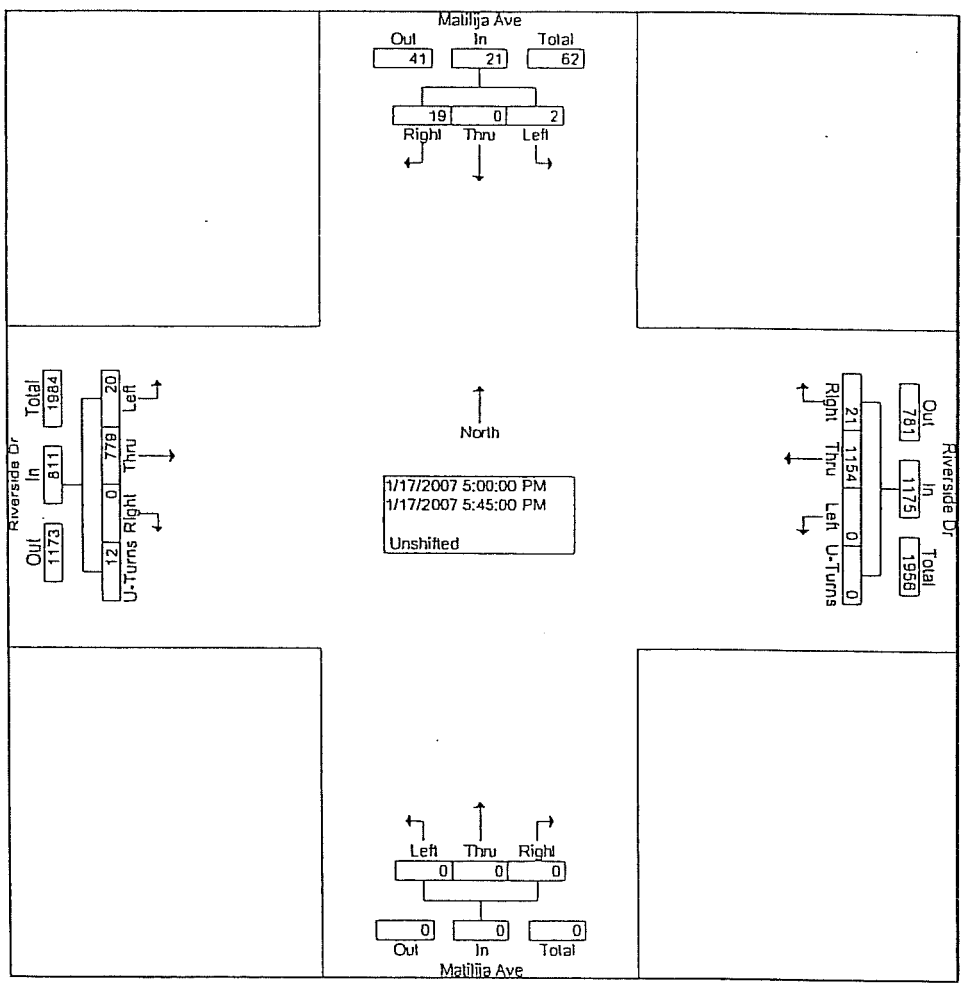
	Matilija Ave Southbound				Riverside Dr Westbound					Matilija Ave Northbound				Riverside Dr Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour From 12:00 PM to 06:45 PM - Peak 1 of 1																			
Intersection	05:00 PM																		
Volume	2	0	19	21	0	1154	21	0	1175	0	0	0	0	20	779	0	12	811	2007
Percent	9.5	0.0	90.5		0.0	98.2	1.8	0.0		0.0	0.0	0.0		2.5	96.1	0.0	1.5		
05:30 Volume	0	0	4	4	0	313	4	0	317	0	0	0	0	5	210	0	2	217	538
Peak Factor																			0.933
High Int.	05:00 PM				05:30 PM									05:30 PM					
Volume	0	0	7	7	0	313	4	0	317	0	0	0	0	5	210	0	2	217	
Peak Factor				0.750					0.927									0.934	



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Groups Printed- Unshifted

	Driveway #1 Southbound			Riverside Dr Westbound				Driveway #1 Northbound			Riverside Dr Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	U-Turns	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
11:00 AM	0	0	0	57	155	0	0	0	0	37	0	132	21	402
11:15 AM	0	0	0	58	136	0	1	1	0	35	0	138	23	392
11:30 AM	0	0	0	63	124	0	0	0	0	43	0	103	20	353
11:45 AM	0	0	0	64	139	0	0	1	0	37	0	124	30	395
Total	0	0	0	242	554	0	1	2	0	152	0	497	94	1542
12:00 PM	0	0	0	79	129	0	0	0	0	59	0	126	28	421
12:15 PM	0	0	0	87	125	0	0	0	0	43	0	123	27	405
12:30 PM	0	0	0	70	138	0	0	0	0	44	0	115	32	399
12:45 PM	0	0	0	84	147	0	0	0	0	63	0	120	27	441
Total	0	0	0	320	539	0	0	0	0	209	0	484	114	1666
01:00 PM	0	0	0	82	142	0	0	2	0	74	0	104	15	419
01:15 PM	0	0	0	72	143	0	1	2	0	75	0	109	24	426
01:30 PM	0	0	0	61	119	0	0	4	0	84	0	107	16	391
01:45 PM	0	0	0	64	148	0	0	3	0	76	0	109	15	415
Total	0	0	0	279	552	0	1	11	0	309	0	429	70	1651
02:00 PM	0	0	0	61	150	0	2	4	0	74	0	129	16	436
02:15 PM	0	0	0	71	136	0	0	1	0	54	0	137	27	426
02:30 PM	0	0	0	73	144	0	0	1	0	73	0	121	15	427
02:45 PM	0	0	0	51	152	0	0	3	0	62	0	155	11	434
Total	0	0	0	256	582	0	2	9	0	263	0	542	69	1723
03:00 PM	0	0	0	55	181	0	0	1	0	77	0	144	16	474
03:15 PM	0	0	0	65	221	0	0	1	0	64	0	152	26	529
03:30 PM	0	0	0	60	210	0	1	2	0	73	0	141	11	498
03:45 PM	0	0	0	78	233	0	0	5	0	63	0	115	17	511
Total	0	0	0	258	845	0	1	9	0	277	0	552	70	2012
04:00 PM	0	0	0	56	206	0	0	1	0	63	0	132	13	471
04:15 PM	0	0	0	74	221	0	0	2	0	60	0	149	17	523
04:30 PM	0	0	0	55	207	0	0	2	0	52	0	160	26	502
04:45 PM	0	0	0	62	204	0	0	2	0	49	0	161	12	490
Total	0	0	0	247	838	0	0	7	0	224	0	602	68	1986
05:00 PM	0	0	0	57	241	0	1	2	0	54	0	148	21	524
05:15 PM	0	0	0	60	221	0	1	1	0	41	1	141	16	482
05:30 PM	0	0	0	76	243	0	0	3	0	68	0	155	19	564
05:45 PM	0	0	0	78	212	0	0	2	1	65	0	133	16	507
Total	0	0	0	271	917	0	2	8	1	228	1	577	72	2077
06:00 PM	0	0	0	70	218	0	0	7	0	65	0	118	22	500
06:15 PM	0	0	0	53	206	0	0	5	0	51	0	137	15	467
06:30 PM	0	0	0	73	210	0	0	2	0	66	0	119	15	485
06:45 PM	0	0	0	60	226	0	0	4	0	56	0	105	14	465
Total	0	0	0	256	860	0	0	18	0	238	0	479	66	1917
Grand Total	0	0	0	2129	5687	0	7	64	1	1900	1	4162	623	14574
Apprch %	0.0	0.0	0.0	27.2	72.7	0.0	0.1	3.3	0.1	96.7	0.0	87.0	13.0	
Total %	0.0	0.0	0.0	14.6	39.0	0.0	0.0	0.4	0.0	13.0	0.0	28.6	4.3	

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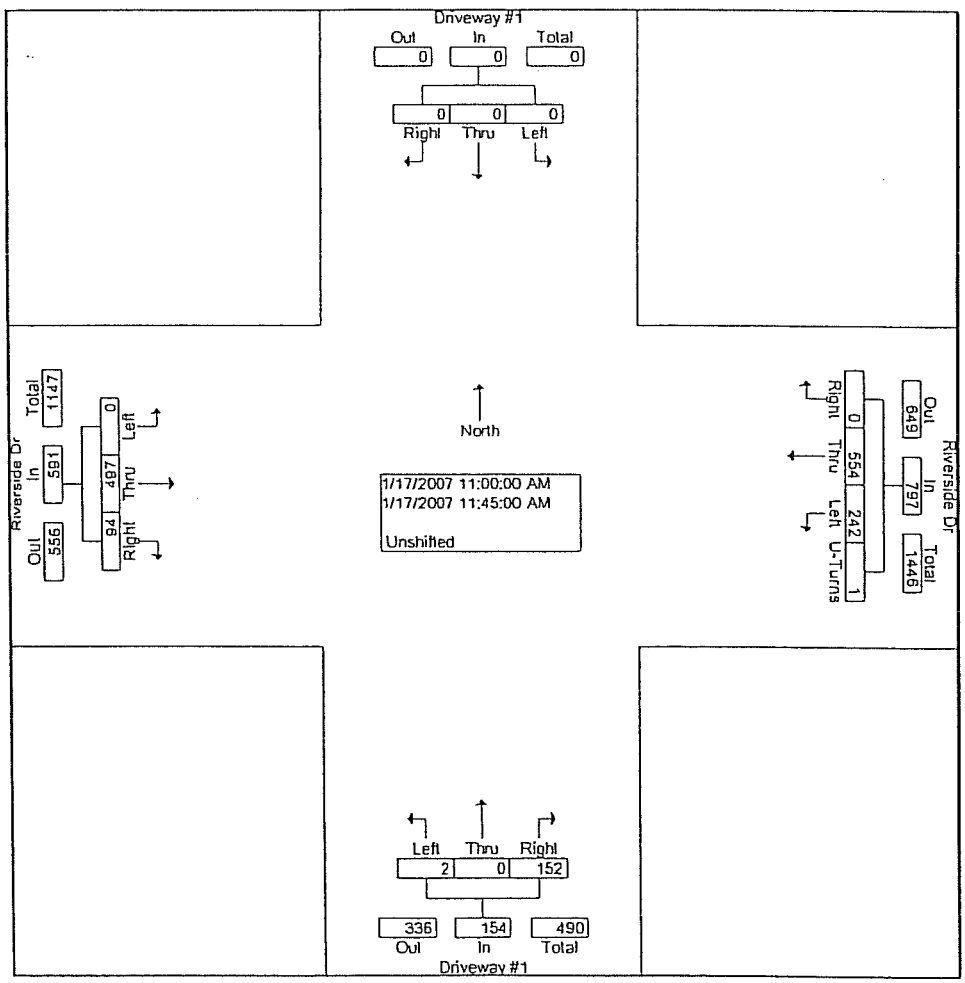
	Driveway #1 Southbound				Riverside Dr Westbound					Driveway #1 Northbound				Riverside Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 11:00 AM to 11:45 AM - Peak 1 of 1																		
Intersection	11:00 AM																	
Volume	0	0	0	0	242	554	0	1	797	2	0	152	154	0	497	94	591	1542
Percent	0.0	0.0	0.0		30.4	69.5	0.0	0.1		1.3	0.0	98.7		0.0	84.1	15.9		
11:00 Volume	0	0	0	0	57	155	0	0	212	0	0	37	37	0	132	21	153	402
Peak Factor																		0.959
High Int.	10:45:00 AM				11:00 AM					11:30 AM				11:15 AM				
Volume	0	0	0	0	57	155	0	0	212	0	0	43	43	0	138	23	161	
Peak Factor									0.940				0.895				0.918	



City Traffic Counters
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File Name : drvwy1rivers
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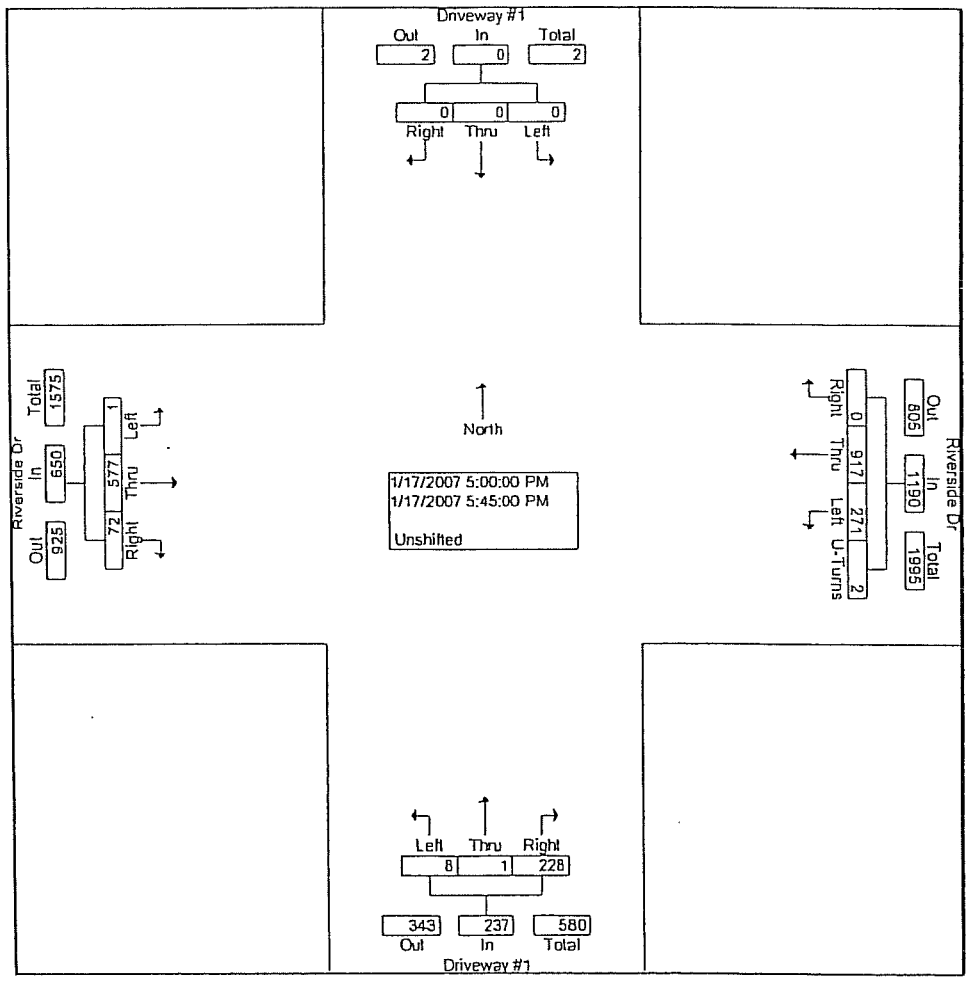
	Driveway #1 Southbound				Riverside Dr Westbound					Driveway #1 Northbound				Riverside Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 06:45 PM - Peak 1 of 1																		
Intersection 05:00 PM																		
Volume	0	0	0	0	271	917	0	2	1190	8	1	228	237	1	577	72	650	2077
Percent	0.0	0.0	0.0		22.8	77.1	0.0	0.2		3.4	0.4	96.2		0.2	88.8	11.1		
05:30 Volume	0	0	0	0	76	243	0	0	319	3	0	68	71	0	155	19	174	564
Peak Factor																		0.921
High Int.					05:30 PM					05:30 PM				05:30 PM				
Volume	0	0	0	0	76	243	0	0	319	3	0	68	71	0	155	19	174	
Peak Factor									0.933				0.835				0.934	



City Traffic Counters
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File Name : drvwy3river
Site Code : 00000000
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Groups Printed- Unshifted

	Driveway #3 Southbound			Riverside Dr Westbound			Driveway #3 Northbound				Riverside Dr Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	R-Drive# 4	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
11:00 AM	0	0	0	37	194	0	0	0	40	0	0	140	6	417
11:15 AM	0	0	0	29	191	0	0	0	39	0	0	148	5	412
11:30 AM	0	0	0	31	190	0	0	0	20	0	0	128	6	375
11:45 AM	0	0	0	35	197	0	0	0	29	0	0	128	11	400
Total	0	0	0	132	772	0	0	0	128	0	0	544	28	1604
12:00 PM	0	0	0	42	202	0	0	0	24	0	0	157	5	430
12:15 PM	0	0	0	48	201	0	0	0	29	0	0	151	10	439
12:30 PM	0	0	0	41	198	0	0	0	36	0	0	130	9	414
12:45 PM	0	0	0	40	222	0	0	0	37	2	0	158	20	479
Total	0	0	0	171	823	0	0	0	126	2	0	596	44	1762
01:00 PM	0	0	0	45	223	0	0	0	43	2	0	164	3	480
01:15 PM	0	0	0	35	217	0	0	0	33	2	0	161	5	453
01:30 PM	0	0	0	30	173	0	0	0	37	0	0	172	3	415
01:45 PM	0	0	0	37	222	0	0	0	38	2	0	164	6	469
Total	0	0	0	147	835	0	0	0	151	6	0	661	17	1817
02:00 PM	0	0	0	32	208	0	0	0	31	2	0	186	8	467
02:15 PM	0	0	0	28	194	0	0	0	43	2	0	170	4	441
02:30 PM	0	0	0	27	202	0	0	0	28	2	0	186	5	450
02:45 PM	0	0	0	25	205	0	0	0	40	0	0	201	9	480
Total	0	0	0	112	809	0	0	0	142	6	0	743	26	1838
03:00 PM	0	0	0	35	233	0	0	0	43	0	0	185	6	502
03:15 PM	0	0	0	31	274	0	0	0	40	0	0	187	4	536
03:30 PM	0	0	0	37	268	0	0	0	29	3	0	182	8	527
03:45 PM	0	0	0	27	306	0	0	0	46	1	0	164	5	549
Total	0	0	0	130	1081	0	0	0	158	4	0	718	23	2114
04:00 PM	0	0	0	26	254	0	0	0	30	1	0	180	7	498
04:15 PM	0	0	0	26	271	0	0	0	42	2	0	180	7	528
04:30 PM	0	0	0	23	255	0	0	0	41	1	0	184	5	509
04:45 PM	0	0	0	29	259	0	0	0	24	0	0	185	12	509
Total	0	0	0	104	1039	0	0	0	137	4	0	729	31	2044
05:00 PM	0	0	0	30	294	0	0	0	47	2	0	178	11	562
05:15 PM	0	0	0	27	277	0	0	0	44	3	0	172	3	526
05:30 PM	0	0	0	28	305	0	0	0	48	1	0	184	6	572
05:45 PM	0	0	0	34	284	0	0	0	38	3	0	179	7	545
Total	0	0	0	119	1160	0	0	0	177	9	0	713	27	2205
06:00 PM	0	0	0	44	289	0	0	0	44	1	0	185	6	569
06:15 PM	0	0	0	29	247	0	0	0	50	3	0	165	9	503
06:30 PM	0	0	0	16	273	0	0	0	35	2	0	161	6	493
06:45 PM	0	0	0	27	285	0	0	0	36	1	0	144	6	499
Total	0	0	0	116	1094	0	0	0	165	7	0	655	27	2064
Grand Total	0	0	0	1031	7613	0	0	0	1184	38	0	5359	223	15448
Apprch %	0.0	0.0	0.0	11.9	88.1	0.0	0.0	0.0	96.9	3.1	0.0	96.0	4.0	
Total %	0.0	0.0	0.0	6.7	49.3	0.0	0.0	0.0	7.7	0.2	0.0	34.7	1.4	

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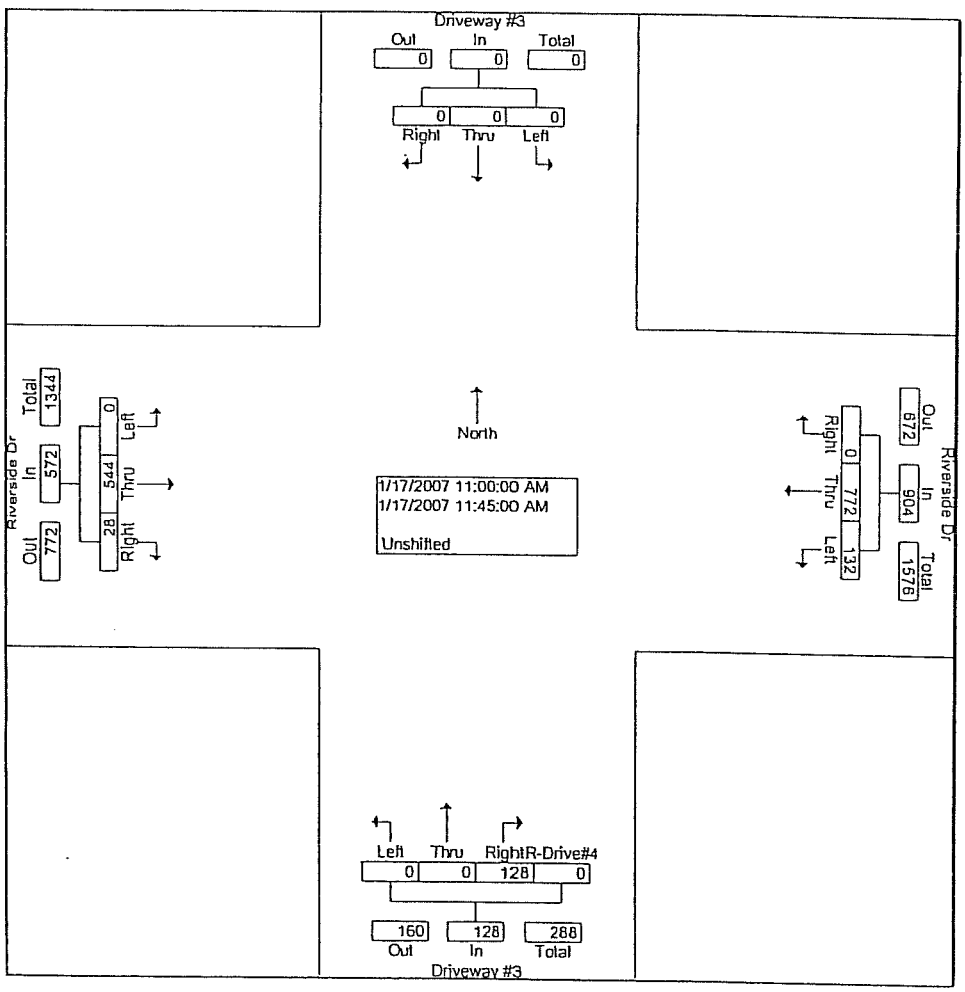
	Driveway #3 Southbound				Riverside Dr Westbound				Driveway #3 Northbound					Riverside Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	R-Drive #4	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 11:00 AM to 11:45 AM - Peak 1 of 1																		
Intersection 11:00 AM																		
Volume	0	0	0	0	132	772	0	904	0	0	128	0	128	0	544	28	572	1604
Percent	0.0	0.0	0.0		14.6	85.4	0.0		0.0	0.0	100.0	0.0		0.0	95.1	4.9		
11:00 Volume	0	0	0	0	37	194	0	231	0	0	40	0	40	0	140	6	146	417
Peak Factor																		0.962
High Int.	10:45:00 AM				11:45 AM				11:00 AM					11:15 AM				
Volume	0	0	0	0	35	197	0	232	0	0	40	0	40	0	148	5	153	
Peak Factor								0.974					0.800				0.935	



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File Name : drvwy3river
Site Code : 00000000
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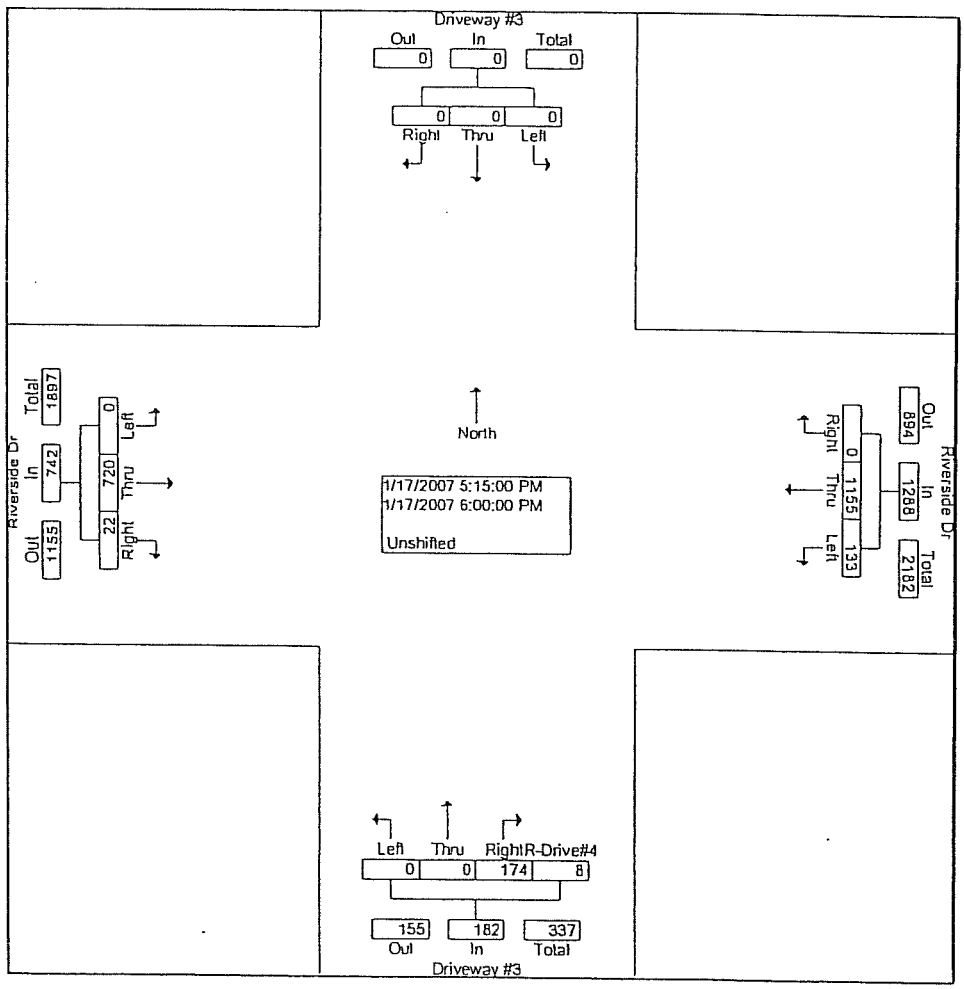
	Driveway #3 Southbound				Riverside Dr Westbound				Driveway #3 Northbound					Riverside Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	R-Drive #4	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 06:45 PM - Peak 1 of 1																		
Intersection 05:15 PM																		
Volume	0	0	0	0	133	1155	0	1288	0	0	174	8	182	0	720	22	742	2212
Percent	0.0	0.0	0.0		10.3	89.7	0.0		0.0	0.0	95.6	4.4		0.0	97.0	3.0		
05:30 Volume	0	0	0	0	28	305	0	333	0	0	48	1	49	0	184	6	190	572
Peak Factor																		0.967
High Int.					05:30 PM				05:30 PM					06:00 PM				
Volume	0	0	0	0	28	305	0	333	0	0	48	1	49	0	185	6	191	
Peak Factor								0.967					0.929				0.971	



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File Name : drvwy4river
Site Code : 00000000
Start Date : 1/17/2007
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Groups Printed- Bank 1

	Driveway #4 Southbound			Riverside Dr Westbound			Driveway #4 Northbound			Riverside Dr Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
11:00 AM	0	0	0	18	230	0	1	0	12	0	164	14	439
11:15 AM	0	0	0	18	219	0	2	0	8	0	168	19	434
11:30 AM	0	0	0	16	219	0	2	0	8	0	139	10	394
11:45 AM	0	0	0	16	230	0	0	0	7	0	139	18	410
Total	0	0	0	68	898	0	5	0	35	0	610	61	1677
12:00 PM	0	0	0	19	245	0	0	0	8	0	164	17	453
12:15 PM	0	0	0	25	249	0	0	0	10	0	166	13	463
12:30 PM	0	0	0	22	237	0	2	0	12	0	153	14	440
12:45 PM	0	0	0	24	261	0	0	0	21	0	185	10	501
Total	0	0	0	90	992	0	2	0	51	0	668	54	1857
01:00 PM	0	0	0	23	266	0	1	0	17	0	196	11	514
01:15 PM	0	0	0	28	253	0	0	0	6	0	177	18	482
01:30 PM	0	0	0	23	199	0	5	0	13	0	199	10	449
01:45 PM	0	0	0	22	257	0	0	0	13	0	188	15	495
Total	0	0	0	96	975	0	6	0	49	0	760	54	1940
02:00 PM	0	0	0	23	241	0	1	0	14	0	207	9	495
02:15 PM	0	0	0	25	220	0	2	0	8	0	199	15	469
02:30 PM	0	0	0	19	229	0	0	0	10	0	203	11	472
02:45 PM	0	0	0	20	228	0	2	0	11	0	230	11	502
Total	0	0	0	87	918	0	5	0	43	0	839	46	1938
03:00 PM	0	0	0	27	267	0	1	0	12	0	215	13	535
03:15 PM	0	0	0	15	303	0	2	0	17	0	216	10	563
03:30 PM	0	0	0	24	304	0	0	0	14	0	195	16	553
03:45 PM	0	0	0	16	333	0	1	0	5	0	199	12	566
Total	0	0	0	82	1207	0	4	0	48	0	825	51	2217
04:00 PM	0	0	0	28	280	0	0	0	10	0	195	16	529
04:15 PM	0	0	0	23	299	0	0	0	23	0	205	16	566
04:30 PM	0	0	0	27	278	0	0	0	14	0	211	13	543
04:45 PM	0	0	0	19	286	0	1	0	14	0	199	11	530
Total	0	0	0	97	1143	0	1	0	61	0	810	56	2168
05:00 PM	0	0	0	27	324	0	0	0	13	0	212	13	589
05:15 PM	0	0	0	29	303	0	1	0	9	0	206	11	559
05:30 PM	0	0	0	16	330	0	1	0	18	0	213	19	597
05:45 PM	0	0	0	29	320	0	0	0	7	0	211	6	573
Total	0	0	0	101	1277	0	2	0	47	0	842	49	2318
06:00 PM	0	0	0	14	334	0	0	0	16	0	220	7	591
06:15 PM	0	0	0	9	277	0	0	0	7	0	204	13	510
06:30 PM	0	0	0	12	289	0	0	0	6	0	187	8	502
06:45 PM	0	0	0	16	310	0	0	0	13	0	171	11	521
Total	0	0	0	51	1210	0	0	0	42	0	782	39	2124
Grand Total	0	0	0	672	8620	0	25	0	376	0	6136	410	16239
Apprch %	0.0	0.0	0.0	7.2	92.8	0.0	6.2	0.0	93.8	0.0	93.7	6.3	
Total %	0.0	0.0	0.0	4.1	53.1	0.0	0.2	0.0	2.3	0.0	37.8	2.5	

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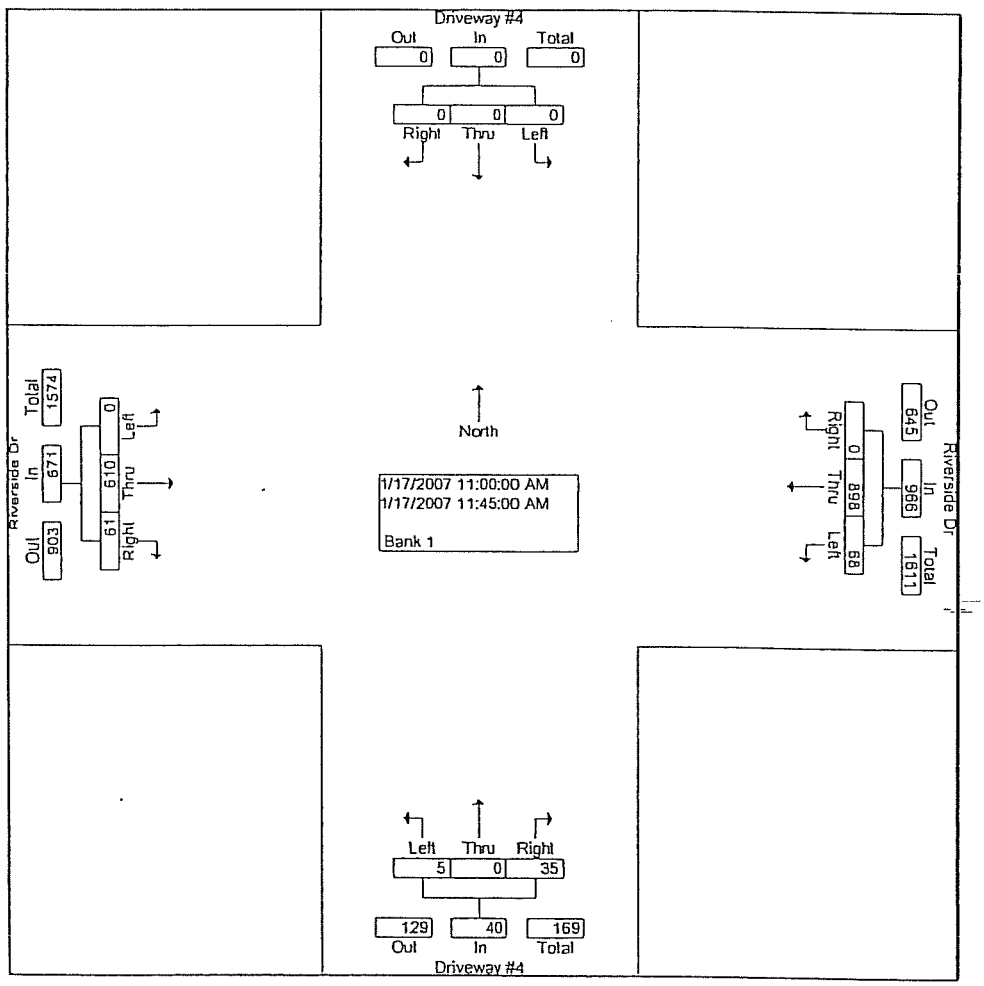
	Driveway #4 Southbound				Riverside Dr Westbound				Driveway #4 Northbound				Riverside Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 11:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	11:00 AM																
Volume	0	0	0	0	68	898	0	966	5	0	35	40	0	610	61	671	1677
Percent	0.0	0.0	0.0		7.0	93.0	0.0		12.5	0.0	87.5		0.0	90.9	9.1		
11:00 Volume	0	0	0	0	18	230	0	248	1	0	12	13	0	164	14	178	439
Peak Factor																	0.955
High Int.	10:45:00 AM				11:00 AM				11:00 AM				11:15 AM				
Volume	0	0	0	0	18	230	0	248	1	0	12	13	0	168	19	187	
Peak Factor								0.974				0.769				0.897	



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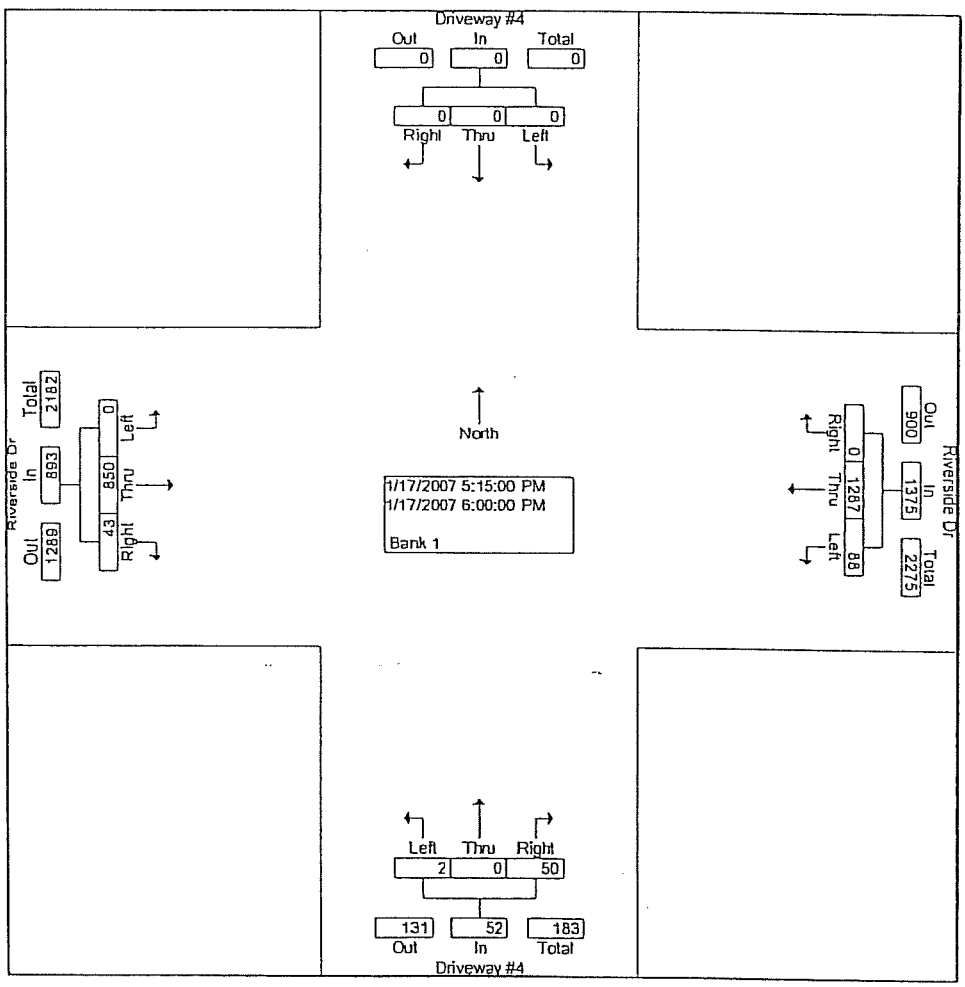
File Name : drvwy4river
Site Code : 00000000
Start Date : 1/17/2007
Page No : 3

	Driveway #4 Southbound				Riverside Dr Westbound				Driveway #4 Northbound				Riverside Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Intersection 05:15 PM																	
Volume	0	0	0	0	88	1287	0	1375	2	0	50	52	0	850	43	893	2320
Percent	0.0	0.0	0.0		6.4	93.6	0.0		3.8	0.0	96.2		0.0	95.2	4.8		
05:30 Volume	0	0	0	0	16	330	0	346	1	0	18	19	0	213	19	232	597
Peak Factor																	0.972
High Int.					05:45 PM				05:30 PM				05:30 PM				
Volume	0	0	0	0	29	320	0	349	1	0	18	19	0	213	19	232	
Peak Factor								0.985				0.684				0.962	



TRAFFIC SIGNAL WARRANTS

CALC FSB DATE 5/7/08
CHK _____ DATE _____

Major St: RIVERSIDE DRIVE Critical Approach Speed 35 mph
Minor St: EASTERLY PROJECT DRIVEWAY - MALIBU AVENUE

Critical speed of major street traffic > 40 mph ☐ RURAL or ≤ 40 mph ☒ URBAN
In built up area of isolated community of < 10,000 pop. ☐ RURAL or > 10,000 ☒ URBAN
Location is SHERMAN OAKS ☐ RURAL (R) ☒ URBAN (U)

WARRANT 1 - Eight - Hour Vehicular Volume

Condition A - Minimum Vehicle Volume

100% SATISFIED Yes ☒ No ☐
80% SATISFIED Yes ☒ No ☐

Right Turn Reduction application Minor Street = 100 %

	Minimum Requirements (80% SHOWN IN BRACKETS)									
	U	R	U	R	11AM	12PM	1PM	2PM	3PM	4PM	5PM	6PM	HOUR
APPROACH LANES	1		2 OR MORE										
Both Apprchs. Major Street	500 (400)	350 (280)	(600) (480)	420 (336)	1660	1809	1775	1843	2090	2106	2192	2037	
Highest Apprch. Minor Street	(150) (120)	105 (84)	200 (160)	140 (112)	554	696	644	574	590	564	610	542	

Condition B - Interruption of Continuous Traffic

100% SATISFIED Yes ☒ No ☐
80% SATISFIED Yes ☒ No ☐

Right Turn Reduction application Minor Street = 100 %

	Minimum Requirements (80% SHOWN IN BRACKETS)									
	U	R	U	R	11AM	12PM	1PM	2PM	3PM	4PM	5PM	6PM	HOUR
APPROACH LANES	1		2 OR MORE										
Both Apprchs. Major Street	750 (600)	525 (420)	(900) (720)	630 (504)	1660	1809	1775	1843	2090	2106	2192	2037	
Highest Apprch. Minor Street	(75) (60)	53 (42)	100 (80)	70 (56)	554	696	644	574	590	564	610	542	

Combination of Conditions A & B SATISFIED YES ☐ NO ☐

REQUIREMENT	WARRANT	✓	FULFILLED
TWO WARRANTS SATISFIED 80%	1. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	2. INTERRUPTION OF CONTINUOUS TRAFFIC		

MATILIJA AVENUE – EASTERLY PROJECT DRIVEWAY/RIVERSIDE DRIVE

WARRANT 2 - Four - Hour Vehicular Volume

SATISFIED * Yes ☒ No ☐

Right Turn Reduction application Minor Street = 100 %

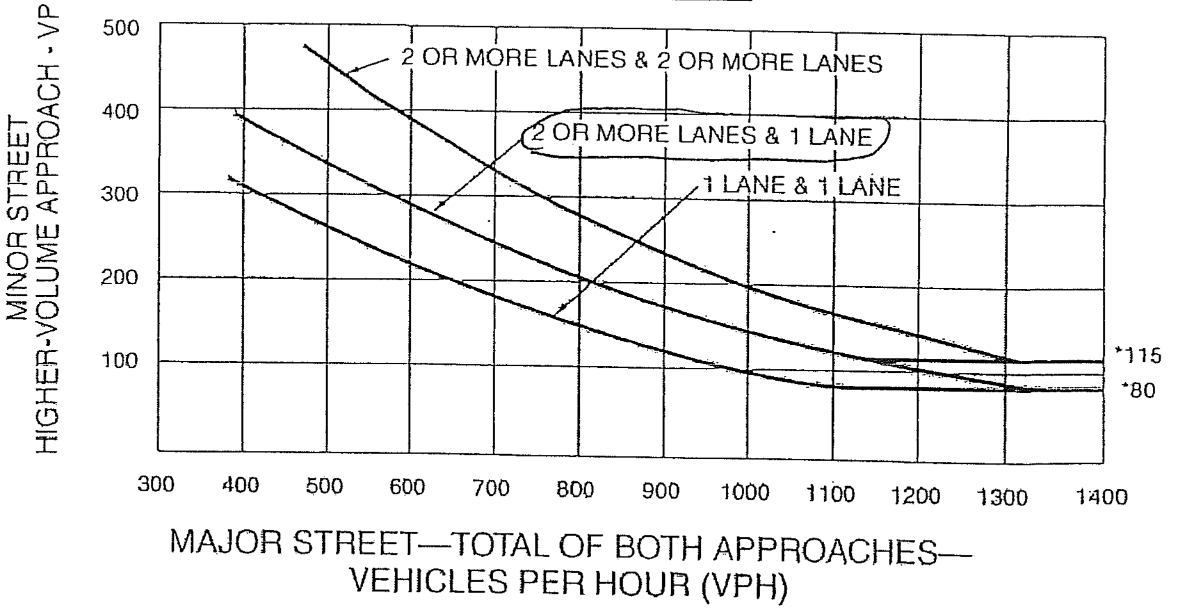
Approach Lanes	One	2 or more	1PM	2PM	3PM	5PM	HOUR
Both Approaches, Major Street		X	1775	1843	2090	2192	
Highest Approach, Minor Street	X		696	644	574	564	

* Refer to Fig. A (URBAN AREAS) OR Fig. B (RURAL AREAS) to determine if this warrant is satisfied.

* (1775,696)
* (1843, 644)
* (2090, 574)

Figure A

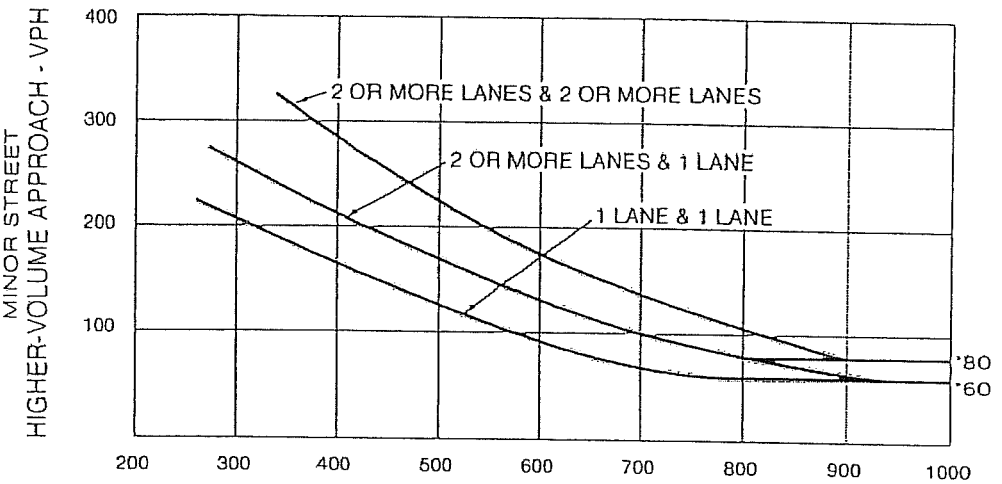
FOUR HOUR VOLUME WARRANT 2 - URBAN AREAS



NOTE: 115 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 80 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH ONE LANE.

MATILIJA AVENUE - EASTERLY PROJECT DRIVEWAY / RIVERSIDE DRIVE

Figure B
FOUR HOUR VOLUME WARRANT 2 - RURAL AREAS



*NOTE: 80 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 60 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH ONE LANE.

WARRANT 3 - Peak Hour PART A OR PART B SATISFIED Yes ☐ No ☐

PART A SATISFIED Yes ☐ No ☐

(All parts 1, 2, and 3 below must be satisfied)

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle-hours for a two-lane approach; AND Yes ☐ No ☐
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND Yes ☐ No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches. Yes ☐ No ☐

PART B SATISFIED* Yes ☒ No ☐

Approach Lanes	One	2 or more	3PM	5PM
			HOUR	
Both Approaches, Major Street		X	2090	2192
Highest Approach, Minor Street	X		574	564

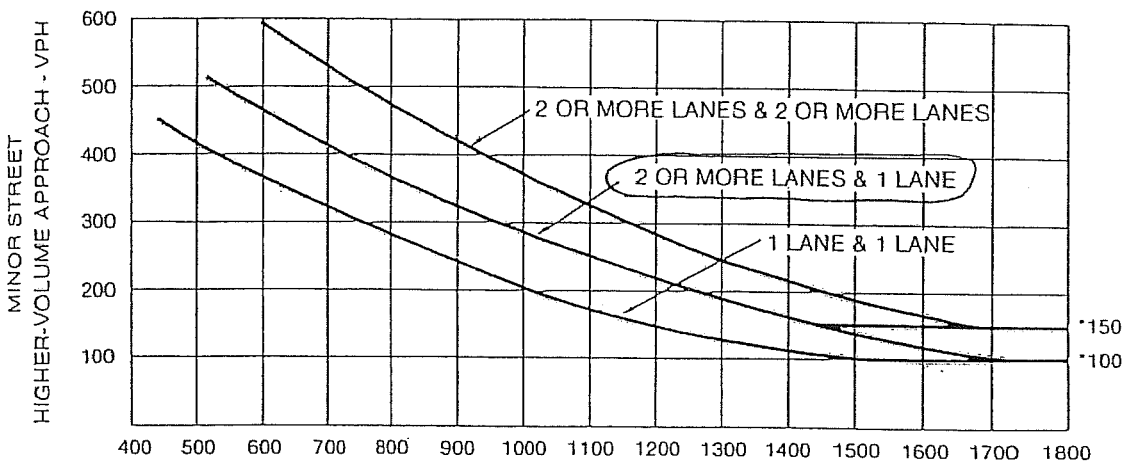
* Refer to Fig. C (URBAN AREAS) OR Fig. D (RURAL AREAS) to determine if this warrant is satisfied

Estimated peak hour volumes based on accepted trip generation rates and traffic assignment may be used when evaluating the installation of a traffic signal to mitigate the impacts of near-term development.

MATILIJA AVENUE - EASTERLY PROJECT DRIVEWAY/RIVERSIDE DRIVE

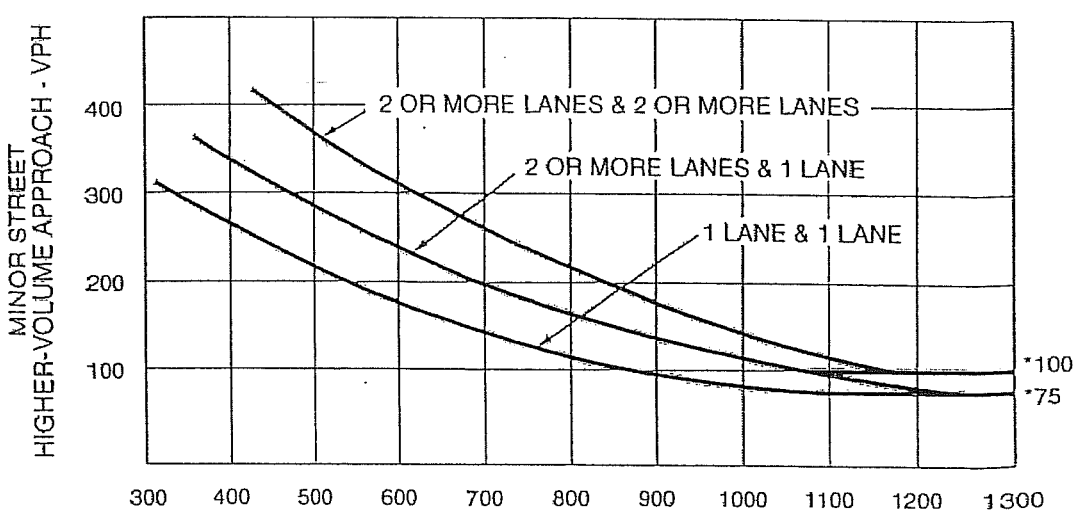
* (2090, 574)

Figure C
PEAK HOUR VOLUME WARRANT 3 - URBAN AREAS



*NOTE: 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH ONE LANE.

Figure D
PEAK HOUR VOLUME WARRANT 3 - RURAL AREAS



* NOTE: 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH ONE LANE.

MATILIJA AVENUE - EASTERLY PROJECT DRIVEWAY / RIVERSIDE DRIVE

School Area Traffic Signal
(Both parts must be satisfied)

SATISFIED Yes ☐ No ☐

PART A		Minimum Requirements U	R		HOUR
Vehicle Volume	Each of 2 hours	500	350		
School Age Pedestrian Crossing Street	Each of 2 hours	100	70		
	or per day	500	350		

SATISFIED Yes ☐ No ☐

AND

PART B _____
Is nearest controlled crossing more than 600 feet away?

SATISFIED Yes ☐ No ☐

WARRANT 6 - Coordinated Signal System

100% SATISFIED Yes ☒ No ☐

(All parts must be satisfied)

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	FULFILLED
> 1000 FEET	N_____ft, S_____ft, E 680 ft, W 2000 ft	Yes ☒ No ☐
ON ISOLATED ONE WAY STREET OR STREET WITH ONE WAY TRAFFIC SIGNIFICANCE ADJACENT SIGNALS ARE SO FAR APART THAT NECESSARY PLATOONING AND SPEED CONTROL WOULD BE LOST		☒ ☐
ON 2-WAY STREET WHERE ADJACENT SIGNALS DO NOT PROVIDE NECESSARY PLATOONING & SPEED CONTROL, PROPOSED SIGNALS COULD CONSTITUTE A PROGRESSIVE SIGNAL SYSTEM		

WARRANT 7 - Crash Experience

100% SATISFIED Yes ☐ No ☐

(All parts must be satisfied)

REQUIREMENT	WARRANT	✔	FULFILLED
ONE WARRANT SATISFIED 80%	WARRANT 1 - MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	OR WARRANT 2 - INTERRUPTION OF CONTINUOUS TRAFFIC		
ADEQUATE TRIAL OF LESS RESTRICTIVE REMEDIES HAS FAILED TO REDUCE COLLISION FREQUENCY			Yes ☐ No ☐
COLLISIONS WITHIN A 12 MONTH PERIOD THAT ARE SUSCEPTIBLE TO CORRECTION			Yes ☐ No ☐
MINIMUM REQUIREMENT	NUMBER OF COLLISIONS DATES OF QUALIFYING COLLISIONS		
3 OR MORE DURING MOST RECENT 12-MONTH PERIOD; OR 2 PER YEAR DURING MOST RECENT 3-YEAR PERIOD			

TRAFFIC SIGNAL WARRANTS

CALC FSB DATE 5/7/08
CHK _____ DATE _____

Major St: RIVERSIDE DRIVE Critical Approach Speed 35 mph
Minor St: EASTERLY PROJECT DRIVEWAY – MATILIJA AVENUE

Critical speed of major street traffic > 40 mph ☐ RURAL or ≤ 40 mph ☒ URBAN
In built up area of isolated community of < 10,000 pop. ☐ RURAL or > 10,000 ☒ URBAN
Location is SHERMAN OAKS ☐ RURAL (R) ☒ URBAN (U)

WARRANT 1 - Eight - Hour Vehicular Volume

Condition A - Minimum Vehicle Volume

100% SATISFIED Yes ☒ No ☐
80% SATISFIED Yes ☒ No ☐

Right Turn Reduction application Minor Street = 0 %

	Minimum Requirements (80% SHOWN IN BRACKETS)				11AM	12PM	1PM	2PM	3PM	4PM	5PM	6PM	HOUR
	U	R	U	R									
APPROACH LANES	1		2 OR MORE										
Both Apprchs. Major Street	500 (400)	350 (280)	(600) (480)	420 (336)	1660	1809	1775	1843	2090	2106	2192	2037	
Highest Apprch. Minor Street	150 (120)	105 (84)	(200) (160)	140 (112)	1012	1183	1243	1110	1142	1071	1146	1080	

Condition B - Interruption of Continuous Traffic

100% SATISFIED Yes ☒ No ☐
80% SATISFIED Yes ☒ No ☐

Right Turn Reduction application Minor Street = 0 %

	Minimum Requirements (80% SHOWN IN BRACKETS)				11AM	12PM	1PM	2PM	3PM	4PM	5PM	6PM	HOUR
	U	R	U	R									
APPROACH LANES	1		2 OR MORE										
Both Apprchs. Major Street	750 (600)	525 (420)	(900) (720)	630 (504)	1660	1809	1775	1843	2090	2106	2192	2037	
Highest Apprch. Minor Street	75 (60)	53 (42)	(100) (80)	70 (56)	1012	1183	1243	1110	1142	1071	1146	1080	

Combination of Conditions A & B SATISFIED YES ☐ NO ☐

REQUIREMENT	WARRANT	✓	FULFILLED
TWO WARRANTS SATISFIED 80%	1. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	2. INTERRUPTION OF CONTINUOUS TRAFFIC		

MATILIJA AVENUE – EASTERLY PROJECT DRIVEWAY/RIVERSIDE DRIVE

WARRANT 2 - Four - Hour Vehicular Volume

SATISFIED * Yes ☒ No ☐

Right Turn Reduction application Minor Street = 0 %

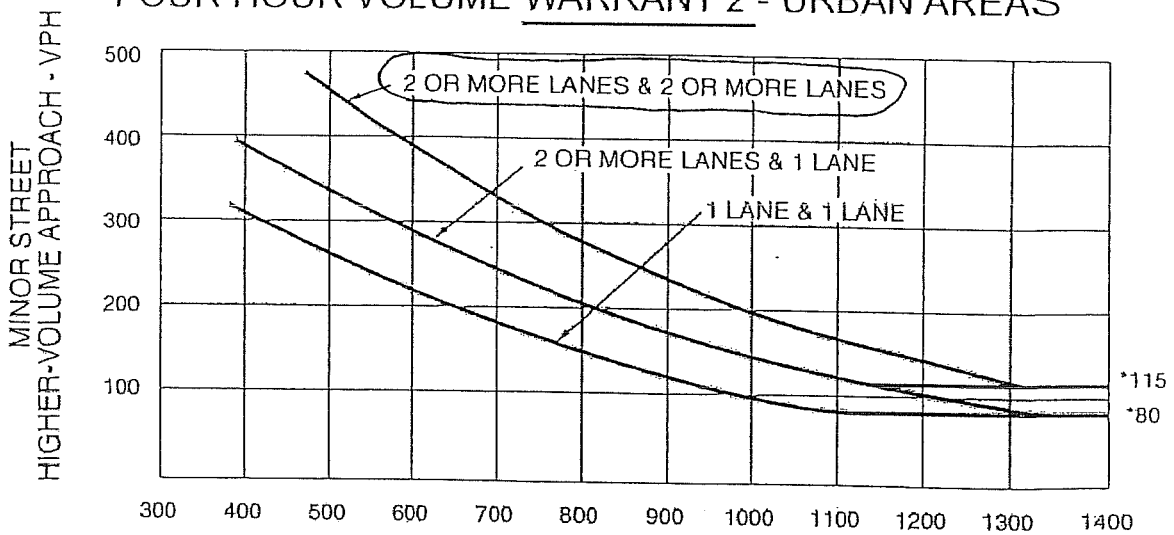
Approach Lanes	One	2 or more	1PM	2PM	3PM	5PM
						HOUR
Both Approaches, Major Street		X	1775	1843	2090	2192
Highest Approach, Minor Street		X	1213	1110	1142	1146

* Refer to Fig. A (URBAN AREAS) OR Fig. B (RURAL AREAS) to determine if this warrant is satisfied.

*(1775, 1213) *(1843, 1110) *(2090, 1142) *(2192, 1146)

Figure A

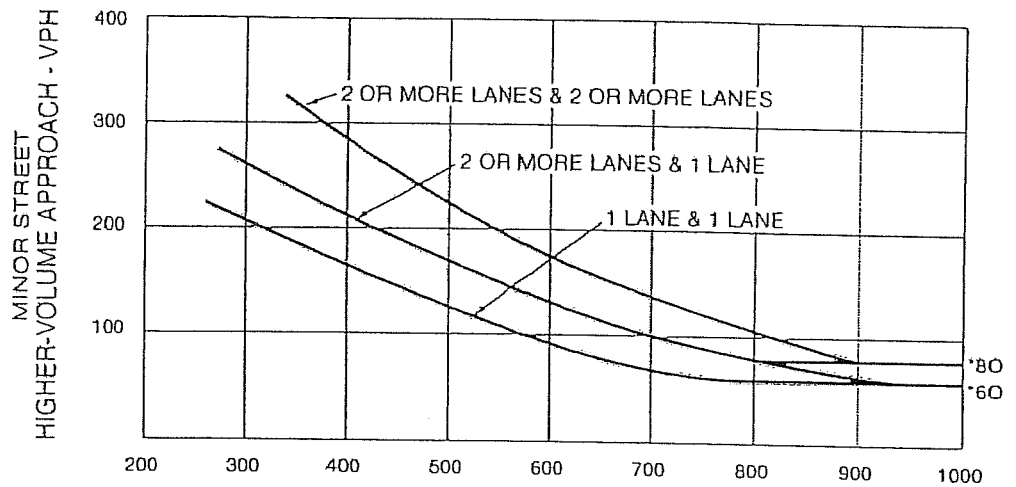
FOUR HOUR VOLUME WARRANT 2 - URBAN AREAS



NOTE: 115 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 80 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH ONE LANE.

MATILIJA AVENUE - EASTERLY PROTECT DRIVEWAY / RIVERSIDE DRIVE

Figure B
FOUR HOUR VOLUME WARRANT 2 - RURAL AREAS



*NOTE: 80 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 60 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH ONE LANE.

WARRANT 3 - Peak Hour PART A OR PART B SATISFIED Yes ☐ No ☐

PART A SATISFIED Yes ☐ No ☐

(All parts 1, 2, and 3 below must be satisfied)

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle-hours for a two-lane approach; AND — Yes ☐ No ☐
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND — Yes ☐ No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches. — Yes ☐ No ☐

PART B SATISFIED* Yes ☒ No ☐

Approach Lanes	One	2 or more	3PM	5PM
			HOUR	
Both Approaches, Major Street		X	2090	2192
Highest Approach, Minor Street		X	1142	1146

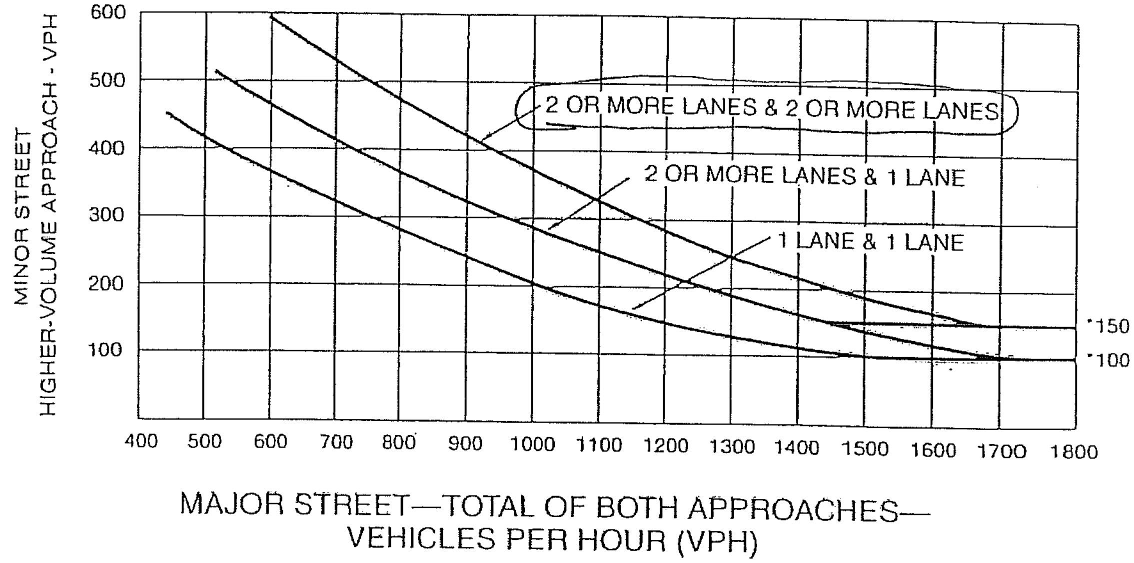
* Refer to Fig. C (URBAN AREAS) OR Fig. D (RURAL AREAS) to determine if this warrant is satisfied

Estimated peak hour volumes based on accepted trip generation rates and traffic assignment may be used when evaluating the installation of a traffic signal to mitigate the impacts of near-term development.

MATILIJA AVENUE/EASTERLY PROJECT DRIVEWAY/RIVERSIDE DRIVE

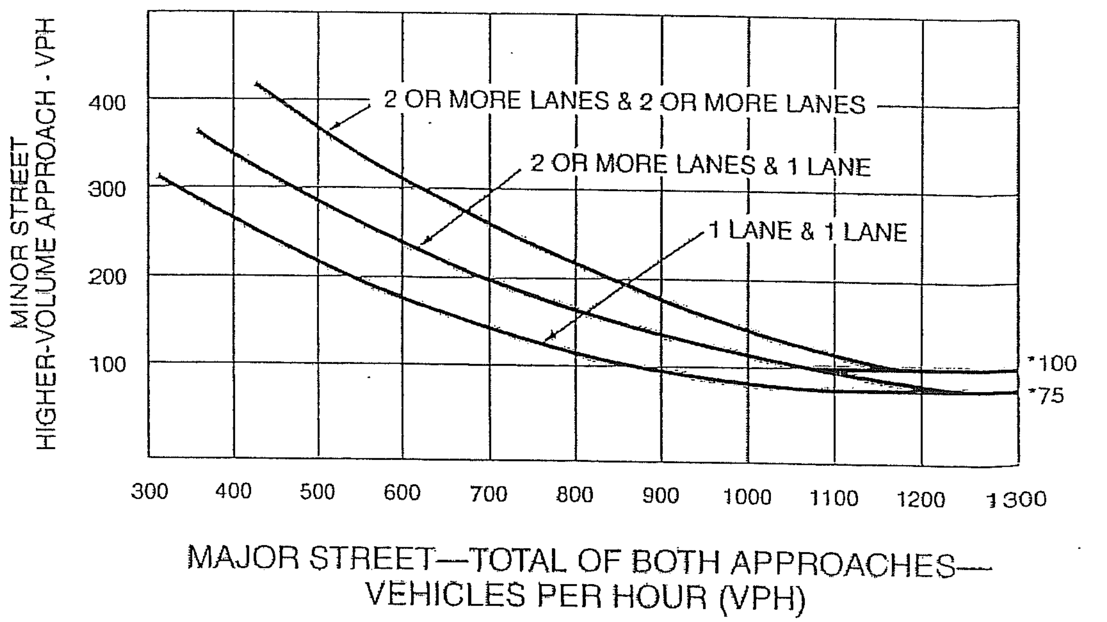
*(2090,1142)

Figure C
PEAK HOUR VOLUME WARRANT 3 - URBAN AREAS



*NOTE: 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH ONE LANE.

Figure D
PEAK HOUR VOLUME WARRANT 3 - RURAL AREAS



* NOTE: 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH ONE LANE.

MATILIJA AVENUE - EASTERLY PROJECT DRIVEWAY / RIVERSIDE DRIVE

School Area Traffic Signal
(Both parts must be satisfied)

SATISFIED Yes ☐ No ☐

	Minimum Requirements				HOUR
PART A		U	R		
Vehicle Volume	Each of 2 hours	500	350		
School Age Pedestrian Crossing Street	Each of 2 hours	100	70		
	or per day	500	350		

SATISFIED Yes ☐ No ☐

AND

PART B _____
Is nearest controlled crossing more than 600 feet away?

SATISFIED Yes ☐ No ☐

WARRANT 6 - Coordinated Signal System

(All parts must be satisfied)

100% SATISFIED Yes ☒ No ☐

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	FULFILLED
> 1000 FEET	N_____ft, S_____ft, E 680 ft, W 2000 ft	Yes ☒ No ☐
ON ISOLATED ONE WAY STREET OR STREET WITH ONE WAY TRAFFIC SIGNIFICANCE ADJACENT SIGNALS ARE SO FAR APART THAT NECESSARY PLATOONING AND SPEED CONTROL WOULD BE LOST		☒ ☐
ON 2-WAY STREET WHERE ADJACENT SIGNALS DO NOT PROVIDE NECESSARY PLATOONING & SPEED CONTROL, PROPOSED SIGNALS COULD CONSTITUTE A PROGRESSIVE SIGNAL SYSTEM		

WARRANT 7 - Crash Experience

(All parts must be satisfied)

100% SATISFIED Yes ☐ No ☐

REQUIREMENT	WARRANT	✓	FULFILLED
ONE WARRANT SATISFIED 80%	WARRANT 1 - MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	OR WARRANT 2 - INTERRUPTION OF CONTINUOUS TRAFFIC		
ADEQUATE TRIAL OF LESS RESTRICTIVE REMEDIES HAS FAILED TO REDUCE COLLISION FREQUENCY			Yes ☐ No ☐
COLLISIONS WITHIN A 12 MONTH PERIOD THAT ARE SUSCEPTIBLE TO CORRECTION			Yes ☐ No ☐
MINIMUM REQUIREMENT	NUMBER OF COLLISIONS DATES OF QUALIFYING COLLISIONS		
3 OR MORE DURING MOST RECENT 12-MONTH PERIOD; OR 2 PER YEAR DURING MOST RECENT 3-YEAR PERIOD			

TRAFFIC SIGNAL WARRANTS

CALC FSB DATE 5/7/08
CHK _____ DATE _____

Major St: RIVERSIDE DRIVE Critical Approach Speed 35 mph
Minor St: WESTERLY PROJECT DRIVEWAY

Critical speed of major street traffic > 40 mph ☐ RURAL or ≤ 40 mph ☒ URBAN
In built up area of isolated community of < 10,000 pop. ☐ RURAL or > 10,000 ☒ URBAN
Location is SHERMAN OAKS ☐ RURAL ®) ☒ URBAN (U)

WARRANT 1 - Eight - Hour Vehicular Volume

Condition A - Minimum Vehicle Volume

100% SATISFIED Yes ☒ No ☐
80% SATISFIED Yes ☒ No ☐

Right Turn Reduction application Minor Street = 100 %

	Minimum Requirements (80% SHOWN IN BRACKETS)				11AM	12PM	1PM	2PM	3PM	4PM	5PM	6PM	HOUR
	U	R	U	R									
APPROACH LANES	1		2 OR MORE										
Both Apprchs. Major Street	500 (400)	350 (280)	(600) (480)	420 (336)	1583	1695	1730	1780	2052	2044	2140	1988	
Highest Apprch. Minor Street	(150) (120)	105 (84)	200 (160)	140 (112)	415	420	435	429	431	423	429	429	

Condition B - Interruption of Continuous Traffic

100% SATISFIED Yes ☒ No ☐
80% SATISFIED Yes ☒ No ☐

Right Turn Reduction application Minor Street = 100 %

	Minimum Requirements (80% SHOWN IN BRACKETS)				11AM	12PM	1PM	2PM	3PM	4PM	5PM	6PM	HOUR
	U	R	U	R									
APPROACH LANES	1		2 OR MORE										
Both Apprchs. Major Street	750 (600)	525 (420)	(900) (720)	630 (504)	1583	1695	1730	1780	2052	2044	2140	1988	
Highest Apprch. Minor Street	(75) (60)	53 (42)	100 (80)	70 (56)	415	420	43	429	431	423	429	429	

Combination of Conditions A & B SATISFIED YES ☐ NO ☐

REQUIREMENT	WARRANT	✓	FULFILLED
TWO WARRANTS SATISFIED 80%	1. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	2. INTERRUPTION OF CONTINUOUS TRAFFIC		

WESTERLY PROJECT DRIVEWAY/ RIVERSIDE DRIVE

WARRANT 2 - Four - Hour Vehicular Volume

SATISFIED * Yes ☒ No ☐

Right Turn Reduction application Minor Street = 100 %

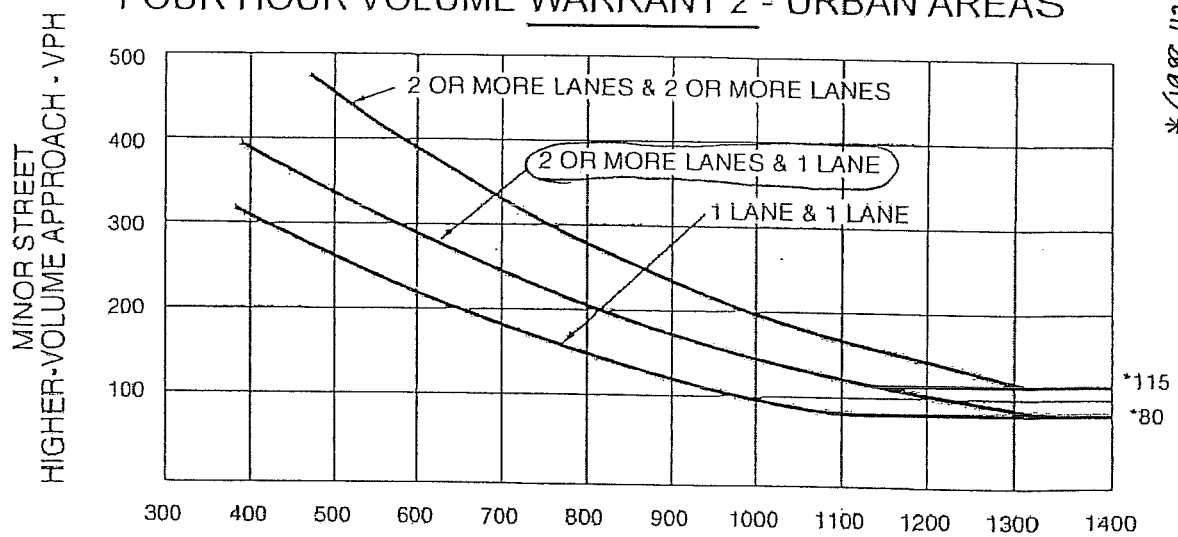
Approach Lanes	One	2 or more	3PM	4PM	5PM	6PM	HOUR
Both Approaches, Major Street		X	2052	2044	2140	1988	
Highest Approach, Minor Street	X		431	423	429	429	

* Refer to Fig. A (URBAN AREAS) OR Fig. B (RURAL AREAS) to determine if this warrant is satisfied.

(2052, 431) * (2044, 423) * (2140, 429) * (1988, 429) *

Figure A

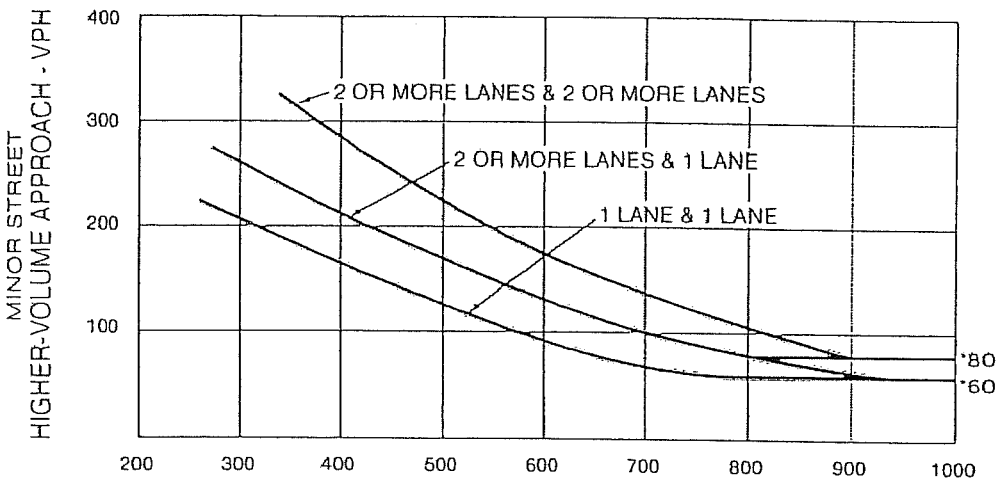
FOUR HOUR VOLUME WARRANT 2 - URBAN AREAS



NOTE: 115 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 80 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH ONE LANE.

WESTERLY PROJECT DRIVEWAY/RIVERSIDE DRIVE

Figure B
FOUR HOUR VOLUME WARRANT 2 - RURAL AREAS



*NOTE: 80 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 60 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH ONE LANE.

WARRANT 3 - Peak Hour PART A OR PART B SATISFIED Yes ☐ No ☐

PART A SATISFIED Yes ☐ No ☐

(All parts 1, 2, and 3 below must be satisfied)

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle-hours for a two-lane approach; AND Yes ☐ No ☐
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND Yes ☐ No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches. Yes ☐ No ☐

PART B SATISFIED* Yes ☒ No ☐

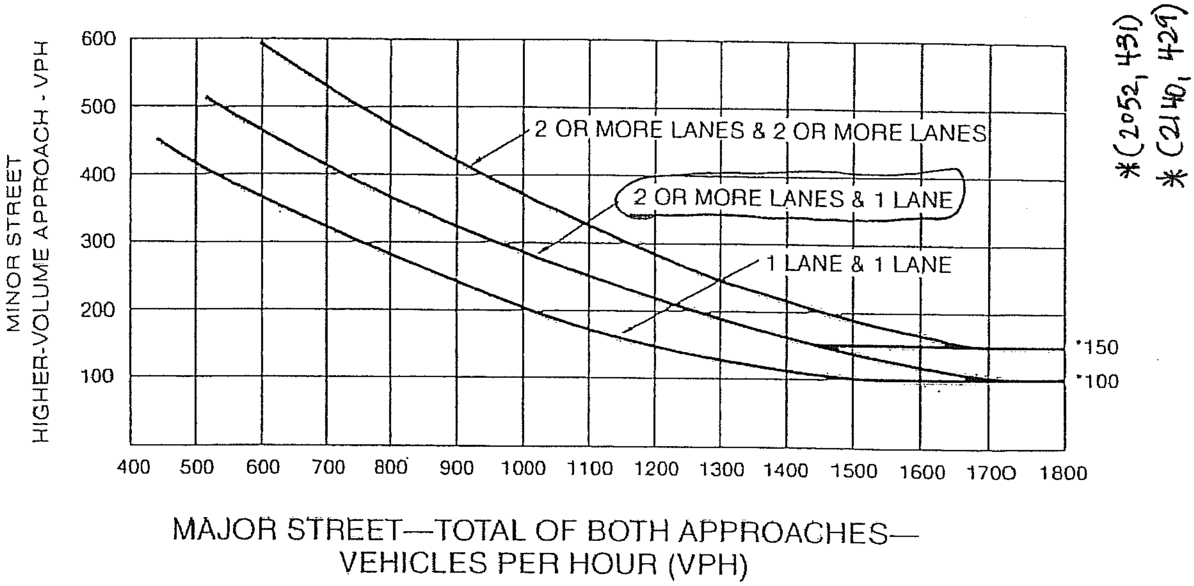
Approach Lanes	One	2 or more	3PM	5PM
			HOUR	
Both Approaches, Major Street		X	2052	2140
Highest Approach, Minor Street	X		431	429

* Refer to Fig. C (URBAN AREAS) OR Fig. D (RURAL AREAS) to determine if this warrant is satisfied

Estimated peak hour volumes based on accepted trip generation rates and traffic assignment may be used when evaluating the installation of a traffic signal to mitigate the impacts of near-term development.

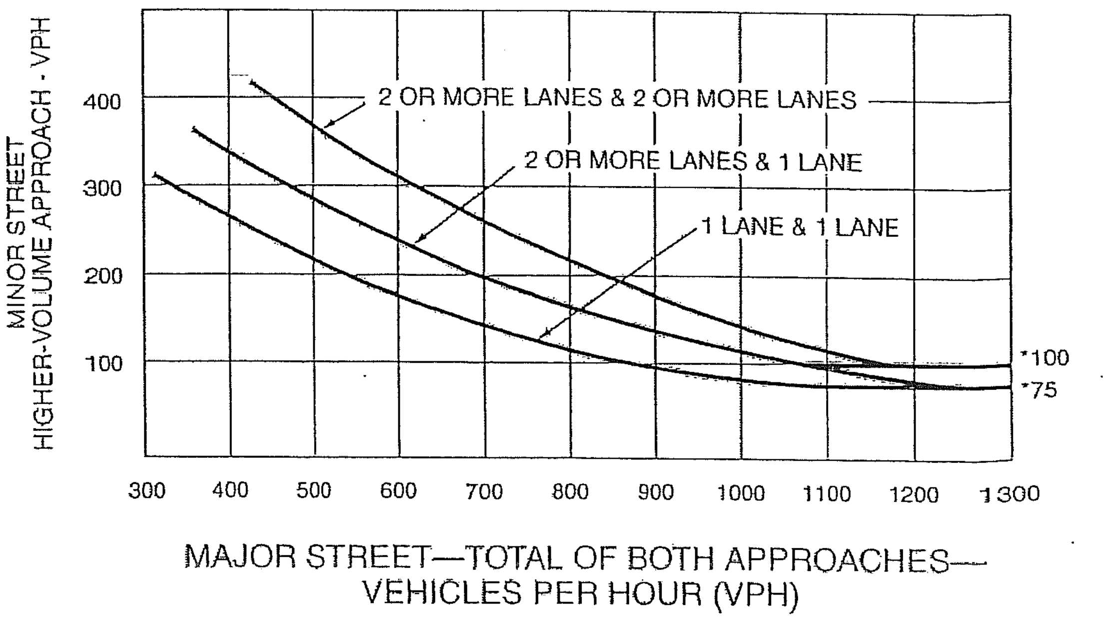
WESTERLY PROJECT DRIVEWAY/RIVERSIDE DRIVE

Figure C
PEAK HOUR VOLUME WARRANT 3 - URBAN AREAS



*NOTE: 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH ONE LANE.

Figure D
PEAK HOUR VOLUME WARRANT 3 - RURAL AREAS



* NOTE: 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH ONE LANE.

WESTERLY PROJECT DRIVEWAY/RIVERSIDE DRIVE

School Area Traffic Signal
(Both parts must be satisfied)

SATISFIED Yes ☐ No ☐

	Minimum Requirements			HOUR	
PART A		U	R		
Vehicle Volume	Each of 2 hours	500	350		
School Age Pedestrian Crossing Street	Each of 2 hours	100	70		
	or per day	500	350		

SATISFIED Yes ☐ No ☐

AND

PART B _____
Is nearest controlled crossing more than 600 feet away?

SATISFIED Yes ☐ No ☐

WARRANT 6 - Coordinated Signal System

(All parts must be satisfied)

100% SATISFIED Yes ☐ No ☐

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	FULFILLED
> 1000 FEET	N_____ft, S_____ft, E 2140 ft, W 540 ft	Yes ☒ No ☐
ON ISOLATED ONE WAY STREET OR STREET WITH ONE WAY TRAFFIC SIGNIFICANCE ADJACENT SIGNALS ARE SO FAR APART THAT NECESSARY PLATOONING AND SPEED CONTROL WOULD BE LOST		☒ ☐
ON 2-WAY STREET WHERE ADJACENT SIGNALS DO NOT PROVIDE NECESSARY PLATOONING & SPEED CONTROL, PROPOSED SIGNALS COULD CONSTITUTE A PROGRESSIVE SIGNAL SYSTEM		

WARRANT 7 - Crash Experience

(All parts must be satisfied)

100% SATISFIED Yes ☐ No ☐

REQUIREMENT	WARRANT	✓	FULFILLED
ONE WARRANT SATISFIED 80%	WARRANT 1 - MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	OR WARRANT 2 - INTERRUPTION OF CONTINUOUS TRAFFIC		
ADEQUATE TRIAL OF LESS RESTRICTIVE REMEDIES HAS FAILED TO REDUCE COLLISION FREQUENCY			Yes ☐ No ☐
COLLISIONS WITHIN A 12 MONTH PERIOD THAT ARE SUSCEPTIBLE TO CORRECTION			Yes ☐ No ☐
MINIMUM REQUIREMENT	NUMBER OF COLLISIONS DATES OF QUALIFYING COLLISIONS		
3 OR MORE DURING MOST RECENT 12-MONTH PERIOD; OR 2 PER YEAR DURING MOST RECENT 3-YEAR PERIOD			

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*FSB*	Intersection	*Matilija Ave-Riverside Dr*
Agency/Co.	*LLG Engineers*	Jurisdiction	*City of Los Angeles*
Date Performed	*5/7/2008*	Analysis Year	*Existing With Project*
Analysis Time Period	*11:00 AM*		

Project Description *1-053606-1/Westfield Fashion Square Project*

East/West Street: *Riverside Drive* | North/South Street: *Matilija Dr-Project Driveway*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*699*	*133*	*518*	*816*	*12*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*699*	*133*	*518*	*816*	*12*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*1*	*2*	*0*
Configuration		*T*	*R*	*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*36*		*457*			*24*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*36*	*0*	*457*	*0*	*0*	*24*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*1*	*0*	*0*	*1*
Configuration	*L*		*R*			*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			*R*
v (veh/h)		*518*	*36*		*457*			*24*
C (m) (veh/h)		*809*	*13*		*652*			*593*
v/c		*0.64*	*2.77*		*0.70*			*0.04*
95% queue length		*4.73*	*5.38*		*5.70*			*0.13*
Control Delay (s/veh)		*17.0*	*1390*		*22.4*			*11.3*
LOS		*C*	*F*		*C*			*B*
Approach Delay (s/veh)	--	--	*122.2*			*11.3*		
Approach LOS	--	--	*F*			*B*		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*FSB*	Intersection	*Matilija Ave-Riverside Dr*
Agency/Co.	*LLG Engineers*	Jurisdiction	*City of Los Angeles*
Date Performed	*5/7/2008*	Analysis Year	*Existing With Project*
Analysis Time Period	*12:00 PM*		

Project Description *1-053606-1/Westfield Fashion Square Project*

East/West Street: *Riverside Drive* | North/South Street: *Matilija Dr-Project Driveway*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*751*	*169*	*657*	*880*	*9*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*751*	*169*	*657*	*880*	*9*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*1*	*2*	*0*
Configuration		*T*	*R*	*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*39*		*487*			*22*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*39*	*0*	*487*	*0*	*0*	*22*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*1*	*0*	*0*	*1*
Configuration	*L*		*R*			*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			*R*
v (veh/h)		*657*	*39*		*487*			*22*
C (m) (veh/h)		*750*	*4*		*627*			*567*
v/c		*0.88*	*9.75*		*0.78*			*0.04*
95% queue length		*10.93*	*6.59*		*7.35*			*0.12*
Control Delay (s/veh)		*33.6*	*5671*		*27.8*			*11.6*
LOS		*D*	*F*		*D*			*B*
Approach Delay (s/veh)	--	--	*446.2*			*11.6*		
Approach LOS	--	--	*F*			*B*		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*FSB*	Intersection	*Matilija Ave-Riverside Dr*
Agency/Co.	*LLG Engineers*	Jurisdiction	*City of Los Angeles*
Date Performed	*5/7/2008*	Analysis Year	*Existing With Project*
Analysis Time Period	*1:00 PM*		

Project Description *1-053606-1/Westfield Fashion Square Project*

East/West Street: *Riverside Drive* | North/South Street: *Matilija Dr-Project Driveway*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*800*	*98*	*598*	*863*	*14*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*800*	*98*	*598*	*863*	*14*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*1*	*2*	*0*
Configuration		*T*	*R*	*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*46*		*569*			*19*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*46*	*0*	*569*	*0*	*0*	*19*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*1*	*0*	*0*	*1*
Configuration	*L*		*R*			*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			*R*
v (veh/h)		*598*	*46*		*569*			*19*
C (m) (veh/h)		*765*	*6*		*605*			*572*
v/c		*0.78*	*7.67*		*0.94*			*0.03*
95% queue length		*7.82*	*7.35*		*12.53*			*0.10*
Control Delay (s/veh)		*24.4*	*4183*		*49.5*			*11.5*
LOS		*C*	*F*		*E*			*B*
Approach Delay (s/veh)	--	--	*358.7*			*11.5*		
Approach LOS	--	--	*F*			*B*		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*FSB*	Intersection	*Matilija Ave-Riverside Dr*
Agency/Co.	*LLG Engineers*	Jurisdiction	*City of Los Angeles*
Date Performed	*5/7/2008*	Analysis Year	*Existing With Project*
Analysis Time Period	*2:00 PM*		

Project Description *1-053606-1/Westfield Fashion Square Project*

East/West Street: *Riverside Drive*	North/South Street: *Matilija Dr-Project Driveway*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*872*	*106*	*531*	*854*	*11*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*872*	*106*	*531*	*854*	*11*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*1*	*2*	*0*
Configuration		*T*	*R*	*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*43*		*536*			*10*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*43*	*0*	*536*	*0*	*0*	*10*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*1*	*0*	*0*	*1*
Configuration	*L*		*R*			*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			*R*
v (veh/h)		*531*	*43*		*536*			*10*
C (m) (veh/h)		*714*	*7*		*574*			*577*
v/c		*0.74*	*6.14*		*0.93*			*0.02*
95% queue length		*6.73*	*6.85*		*12.00*			*0.05*
Control Delay (s/veh)		*23.2*	*3338*		*49.8*			*11.3*
LOS		*C*	*F*		*E*			*B*
Approach Delay (s/veh)	--	--	*294.0*			*11.3*		
Approach LOS	--	--	*F*			*B*		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*FSB*	Intersection	*Matilija Ave-Riverside Dr*
Agency/Co.	*LLG Engineers*	Jurisdiction	*City of Los Angeles*
Date Performed	*5/7/2008*	Analysis Year	*Existing With Project*
Analysis Time Period	*3:00 PM*		

Project Description *1-053606-1/Westfield Fashion Square Project*

East/West Street: *Riverside Drive*	North/South Street: *Matilija Dr-Project Driveway*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*864*	*104*	*546*	*1107*	*15*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*864*	*104*	*546*	*1107*	*15*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*1*	*2*	*0*
Configuration		*T*	*R*	*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*44*		*551*			*34*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*44*	*0*	*551*	*0*	*0*	*34*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*1*	*0*	*0*	*1*
Configuration	*L*		*R*			*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			*R*
v (veh/h)		*546*	*44*		*551*			*34*
C (m) (veh/h)		*720*	*5*		*577*			*476*
v/c		*0.76*	*8.80*		*0.95*			*0.07*
95% queue length		*7.10*	*7.17*		*12.84*			*0.23*
Control Delay (s/veh)		*23.9*	*4915*		*53.9*			*13.1*
LOS		*C*	*F*		*F*			*B*
Approach Delay (s/veh)	--	--	*413.4*			*13.1*		
Approach LOS	--	--	*F*			*B*		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*FSB*	Intersection	*Matilija Ave-Riverside Dr*
Agency/Co.	*LLG Engineers*	Jurisdiction	*City of Los Angeles*
Date Performed	*5/7/2008*	Analysis Year	*Existing With Project*
Analysis Time Period	*4:00 PM*		

Project Description *1-053606-1/Westfield Fashion Square Project*

East/West Street: *Riverside Drive*	North/South Street: *Matilija Dr-Project Driveway*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*886*	*110*	*524*	*1093*	*17*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*886*	*110*	*524*	*1093*	*17*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*1*	*2*	*0*
Configuration		*T*	*R*	*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*40*		*506*			*22*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*40*	*0*	*506*	*0*	*0*	*22*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*1*	*0*	*0*	*1*
Configuration	*L*		*R*			*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			*R*
v (veh/h)		*524*	*40*		*506*			*22*
C (m) (veh/h)		*703*	*6*		*568*			*480*
v/c		*0.75*	*6.67*		*0.89*			*0.05*
95% queue length		*6.75*	*6.54*		*10.43*			*0.14*
Control Delay (s/veh)		*23.5*	*3731*		*42.8*			*12.9*
LOS		*C*	*F*		*E*			*B*
Approach Delay (s/veh)	--	--	*313.0*			*12.9*		
Approach LOS	--	--	*F*			*B*		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*FSB*	Intersection	*Matilija Ave-Riverside Dr*
Agency/Co.	*LLG Engineers*	Jurisdiction	*City of Los Angeles*
Date Performed	*5/7/2008*	Analysis Year	*Existing With Project*
Analysis Time Period	*5:00 PM*		

Project Description *1-053606-1/Westfield Fashion Square Project*

East/West Street: *Riverside Drive*	North/South Street: *Matilija Dr-Project Driveway*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*854*	*110*	*567*	*1207*	*21*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*854*	*110*	*567*	*1207*	*21*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*1*	*2*	*0*
Configuration		*T*	*R*	*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*43*		*536*			*21*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*43*	*0*	*536*	*0*	*0*	*21*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*1*	*0*	*0*	*1*
Configuration	*L*		*R*			*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			*R*
v (veh/h)		*567*	*43*		*536*			*21*
C (m) (veh/h)		*722*	*4*		*582*			*440*
v/c		*0.79*	*10.75*		*0.92*			*0.05*
95% queue length		*7.82*	*7.13*		*11.59*			*0.15*
Control Delay (s/veh)		*25.7*	*6126*		*47.1*			*13.6*
LOS		*D*	*F*		*E*			*B*
Approach Delay (s/veh)	--	--	*498.5*			*13.6*		
Approach LOS	--	--	*F*			*B*		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*FSB*	Intersection	*Matilija Ave-Riverside Dr*
Agency/Co.	*LLG Engineers*	Jurisdiction	*City of Los Angeles*
Date Performed	*5/7/2008*	Analysis Year	*Existing With Project*
Analysis Time Period	*6:00 PM*		

Project Description	*1-053606-1/Westfield Fashion Square Project*
East/West Street: *Riverside Drive*	North/South Street: *Matilija Dr-Project Driveway*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*773*	*104*	*499*	*1156*	*4*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*773*	*104*	*499*	*1156*	*4*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*1*	*2*	*0*
Configuration		*T*	*R*	*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*43*		*538*			*11*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*43*	*0*	*538*	*0*	*0*	*11*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*1*	*0*	*0*	*1*
Configuration	*L*		*R*			*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			*R*
v (veh/h)		*499*	*43*		*538*			*11*
C (m) (veh/h)		*779*	*9*		*618*			*463*
v/c		*0.64*	*4.78*		*0.87*			*0.02*
95% queue length		*4.71*	*6.67*		*10.06*			*0.07*
Control Delay (s/veh)		*17.5*	*2513*		*37.6*			*13.0*
LOS		*C*	*F*		*E*			*B*
Approach Delay (s/veh)	--	--	*220.8*			*13.0*		
Approach LOS	--	--	*F*			*B*		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*FSB*	Intersection	*Project Dwy - Riverside Dr*
Agency/Co.	*LLG Engineers*	Jurisdiction	*City of Los Angeles*
Date Performed	*5/7/2008*	Analysis Year	*Existing With Project*
Analysis Time Period	*11:00 AM*		

Project Description *1-053606-1/Westfield Fashion Square Project*

East/West Street: *Riverside Drive* | North/South Street: *Project Driveway (Tunnel)*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*683*	*114*	*364*	*786*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*683*	*114*	*364*	*786*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*1*	*2*	*0*
Configuration		*T*	*R*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*51*		*150*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*51*	*0*	*150*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*1*	*0*	*0*	*0*
Configuration	*L*		*R*			

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			
v (veh/h)		*364*	*51*		*150*			
C (m) (veh/h)		*834*	*41*		*660*			
v/c		*0.44*	*1.24*		*0.23*			
95% queue length		*2.24*	*5.04*		*0.87*			
Control Delay (s/veh)		*12.6*	*376.1*		*12.1*			
LOS		*B*	*F*		*B*			
Approach Delay (s/veh)	--	--	*104.4*					
Approach LOS	--	--	*F*					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*FSB*	Intersection	*Project Dwy - Riverside Dr*
Agency/Co.	*LLG Engineers*	Jurisdiction	*City of Los Angeles*
Date Performed	*5/7/2008*	Analysis Year	*Existing With Project*
Analysis Time Period	*12:00 PM*		

Project Description *1-053606-1/Westfield Fashion Square Project*

East/West Street: *Riverside Drive*	North/South Street: *Project Driveway (Tunnel)*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*732*	*114*	*364*	*849*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*732*	*114*	*364*	*849*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*1*	*2*	*0*
Configuration		*T*	*R*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*56*		*164*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*56*	*0*	*164*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*1*	*0*	*0*	*0*
Configuration	*L*		*R*			

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			
v (veh/h)		*364*	*56*		*164*			
C (m) (veh/h)		*800*	*35*		*637*			
v/c		*0.46*	*1.60*		*0.26*			
95% queue length		*2.40*	*6.08*		*1.02*			
Control Delay (s/veh)		*13.2*	*546.6*		*12.6*			
LOS		*B*	*F*		*B*			
Approach Delay (s/veh)	--	--	*148.5*					
Approach LOS	--	--	*F*					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*FSB*	Intersection	*Project Dwy - Riverside Dr*
Agency/Co.	*LLG Engineers*	Jurisdiction	*City of Los Angeles*
Date Performed	*5/7/2008*	Analysis Year	*Existing With Project*
Analysis Time Period	*1:00 PM*		

Project Description *1-053606-1/Westfield Fashion Square Project*

East/West Street: *Riverside Drive*	North/South Street: *Project Driveway (Tunnel)*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*789*	*114*	*364*	*827*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*789*	*114*	*364*	*827*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*1*	*2*	*0*
Configuration		*T*	*R*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*71*		*204*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*71*	*0*	*204*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*1*	*0*	*0*	*0*
Configuration	*L*		*R*			

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			
v (veh/h)		*364*	*71*		*204*			
C (m) (veh/h)		*761*	*31*		*611*			
v/c		*0.48*	*2.29*		*0.33*			
95% queue length		*2.61*	*8.23*		*1.46*			
Control Delay (s/veh)		*14.0*	*863.1*		*13.8*			
LOS		*B*	*F*		*B*			
Approach Delay (s/veh)	--	--	*233.1*					
Approach LOS	--	--	*F*					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*FSB*	Intersection	*Project Dwy - Riverside Dr*
Agency/Co.	*LLG Engineers*	Jurisdiction	*City of Los Angeles*
Date Performed	*5/7/2008*	Analysis Year	*Existing With Project*
Analysis Time Period	*2:00 PM*		

Project Description *1-053606-1/Westfield Fashion Square Project*

East/West Street: *Riverside Drive* | North/South Street: *Project Driveway (Tunnel)*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*853*	*114*	*364*	*813*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*853*	*114*	*364*	*813*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*1*	*2*	*0*
Configuration		*T*	*R*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*65*		*188*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*65*	*0*	*188*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*1*	*0*	*0*	*0*
Configuration	*L*		*R*			

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			
v (veh/h)		*364*	*65*		*188*			
C (m) (veh/h)		*720*	*27*		*582*			
v/c		*0.51*	*2.41*		*0.32*			
95% queue length		*2.88*	*7.85*		*1.39*			
Control Delay (s/veh)		*15.0*	*949.7*		*14.1*			
LOS		*B*	*F*		*B*			
Approach Delay (s/veh)	--	--	*254.5*					
Approach LOS	--	--	*F*					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*FSB*	Intersection	*Project Dwy - Riverside Dr*
Agency/Co.	*LLG Engineers*	Jurisdiction	*City of Los Angeles*
Date Performed	*5/7/2008*	Analysis Year	*Existing With Project*
Analysis Time Period	*3:00 PM*		

Project Description *1-053606-1/Westfield Fashion Square Project*

East/West Street: *Riverside Drive* | North/South Street: *Project Driveway (Tunnel)*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*852*	*114*	*364*	*1086*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*852*	*114*	*364*	*1086*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*1*	*2*	*0*
Configuration		*T*	*R*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*67*		*196*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*67*	*0*	*196*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*1*	*0*	*0*	*0*
Configuration	*L*		*R*			

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			
v (veh/h)		*364*	*67*		*196*			
C (m) (veh/h)		*721*	*22*		*582*			
v/c		*0.50*	*3.05*		*0.34*			
95% queue length		*2.87*	*8.56*		*1.48*			
Control Delay (s/veh)		*15.0*	*1289*		*14.3*			
LOS		*B*	*F*		*B*			
Approach Delay (s/veh)	--	--	*339.1*					
Approach LOS	--	--	*F*					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*FSB*	Intersection	*Project Dwy - Riverside Dr*
Agency/Co.	*LLG Engineers*	Jurisdiction	*City of Los Angeles*
Date Performed	*5/7/2008*	Analysis Year	*Existing With Project*
Analysis Time Period	*4:00 PM*		

Project Description *1-053606-1/Westfield Fashion Square Project*

East/West Street: *Riverside Drive* | North/South Street: *Project Driveway (Tunnel)*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*869*	*114*	*364*	*1061*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*869*	*114*	*364*	*1061*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*1*	*2*	*0*
Configuration		*T*	*R*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*59*		*174*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*59*	*0*	*174*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*1*	*0*	*0*	*0*
Configuration	*L*		*R*			

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			
v (veh/h)		*364*	*59*		*174*			
C (m) (veh/h)		*711*	*21*		*576*			
v/c		*0.51*	*2.81*		*0.30*			
95% queue length		*2.95*	*7.64*		*1.27*			
Control Delay (s/veh)		*15.3*	*1202*		*13.9*			
LOS		*C*	*F*		*B*			
Approach Delay (s/veh)	--	--	*314.8*					
Approach LOS	--	--	*F*					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*FSB*	Intersection	*Project Dwy - Riverside Dr*
Agency/Co.	*LLG Engineers*	Jurisdiction	*City of Los Angeles*
Date Performed	*5/7/2008*	Analysis Year	*Existing With Project*
Analysis Time Period	*5:00 PM*		

Project Description *1-053606-1/Westfield Fashion Square Project*

East/West Street: *Riverside Drive*	North/South Street: *Project Driveway (Tunnel)*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*850*	*114*	*364*	*1176*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*850*	*114*	*364*	*1176*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*1*	*2*	*0*
Configuration		*T*	*R*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*65*		*188*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*65*	*0*	*188*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*1*	*0*	*0*	*0*
Configuration	*L*		*R*			

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			
v (veh/h)		*364*	*65*		*188*			
C (m) (veh/h)		*722*	*20*		*583*			
v/c		*0.50*	*3.25*		*0.32*			
95% queue length		*2.87*	*8.49*		*1.39*			
Control Delay (s/veh)		*14.9*	*1412*		*14.1*			
LOS		*B*	*F*		*B*			
Approach Delay (s/veh)	--	--	*373.2*					
Approach LOS	--	--	*F*					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*FSB*	Intersection	*Project Dwy - Riverside Dr*
Agency/Co.	*LLG Engineers*	Jurisdiction	*City of Los Angeles*
Date Performed	*5/7/2008*	Analysis Year	*Existing With Project*
Analysis Time Period	*6:00 PM*		

Project Description *1-053606-1/Westfield Fashion Square Project*

East/West Street: *Riverside Drive*	North/South Street: *Project Driveway (Tunnel)*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*757*	*114*	*364*	*1117*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*757*	*114*	*364*	*1117*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*1*	*2*	*0*
Configuration		*T*	*R*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*65*		*189*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*65*	*0*	*189*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*1*	*0*	*0*	*0*
Configuration	*L*		*R*			

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			
v (veh/h)		*364*	*65*		*189*			
C (m) (veh/h)		*783*	*27*		*625*			
v/c		*0.46*	*2.41*		*0.30*			
95% queue length		*2.49*	*7.85*		*1.27*			
Control Delay (s/veh)		*13.5*	*949.7*		*13.2*			
LOS		*B*	*F*		*B*			
Approach Delay (s/veh)	--	--	*252.9*					
Approach LOS	--	--	*F*					

APPENDIX F

24-HOUR MACHINE COUNTS

ACCUTEK
21114 TRIGGER LANE
DIAMOND BAR, CA 91765
PHONE (909) 595-6199

Site Code : 110135550101
Start Date: 11/16/2005
File I.D. : 35551101NS
Page : 1

Street name :Ranchito Ave. n/o Riverside Drive

Begin	<------ NB ------>				<------ SB ------>				<------Combined------>				Wednesday
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		
12:00 11/16	1		12		1		10		2		22		
12:15	0		11		1		6		1		17		
12:30	1		16		0		8		1		24		
12:45	2	4	8	47	0	2	6	30	2	6	14	77	
01:00	0		16		0		9		0		25		
01:15	1		7		1		16		2		23		
01:30	1		13		1		13		2		26		
01:45	1	3	6	42	0	2	9	47	1	5	15	89	
02:00	0		18		0		19		0		37		
02:15	0		14		0		9		0		23		
02:30	1		15		1		12		2		27		
02:45	1	2	23	70	0	1	11	51	1	3	34	121	
03:00	0		12		0		12		0		24		
03:15	1		18		1		13		2		31		
03:30	1		15		0		12		1		27		
03:45	0	2	24	69	2	3	19	56	2	5	43	125	
04:00	0		9		1		13		1		22		
04:15	2		15		1		10		3		25		
04:30	0		14		2		6		2		20		
04:45	2	4	12	50	0	4	6	35	2	8	18	85	
05:00	2		14		3		9		5		23		
05:15	0		22		0		10		0		32		
05:30	1		22		0		12		1		34		
05:45	1	4	16	74	1	4	12	43	2	8	28	117	
06:00	4		15		4		10		8		25		
06:15	0		14		3		5		3		19		
06:30	1		18		6		17		7		35		
06:45	2	7	17	64	9	22	6	38	11	29	23	102	
07:00	4		14		20		7		24		21		
07:15	6		15		30		7		36		22		
07:30	4		18		31		7		35		25		
07:45	8	22	18	65	28	109	10	31	36	131	28	96	
08:00	6		10		30		2		36		12		
08:15	8		11		19		9		27		20		
08:30	3		13		17		3		20		16		
08:45	7	24	5	39	23	89	3	17	30	113	8	56	
09:00	6		10		13		9		19		19		
09:15	5		7		6		4		11		11		
09:30	7		5		11		2		18		7		
09:45	8	26	8	30	11	41	2	17	19	67	10	47	
10:00	5		8		11		6		16		14		
10:15	14		5		15		3		29		8		
10:30	10		4		13		2		23		6		
10:45	9	38	4	21	7	46	2	13	16	84	6	34	
11:00	9		3		11		3		20		6		
11:15	13		2		16		0		29		2		
11:30	8		3		7		0		15		3		
11:45	13	43	2	10	10	44	0	3	23	87	2	13	
Totals	179		581		367		381		546		962		
Day Totals		760				748				1508			
Split %	32.7%		60.4%		67.2%		39.6%						
Peak Hour	11:00		05:15		07:15		01:15		07:15		03:00		
Volume	43		75		119		57		143		125		
P.H.F.	.82		.85		.95		.75		.99		.72		

ACCUTEK
21114 TRIGGER LANE
DIAMOND BAR, CA 91765
PHONE (909) 595-6199

Site Code : 140235550101
Start Date: 11/16/2005
File I.D. : 35551402NS
Page : 1

Street name :Matillija Ave. n/o Riverside Drive

Begin	<------ NB ------>				<------ SB ------>				<------Combined------>				Wednesday
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		
12:00 11/16	0		9		0		11		0		20		
12:15	0		13		0		2		0		15		
12:30	0		6		0		7		0		13		
12:45	0	*	6	34	0	*	1	21	0	*	7	55	
01:00	0		8		0		4		0		12		
01:15	0		9		0		5		0		14		
01:30	0		6		0		5		0		11		
01:45	0	*	12	35	0	*	6	20	0	*	18	55	
02:00	0		11		0		7		0		18		
02:15	0		7		1		4		1		11		
02:30	0		6		0		9		0		15		
02:45	0	*	7	31	1	2	2	22	1	2	9	53	
03:00	0		8		0		4		0		12		
03:15	0		10		0		17		0		27		
03:30	0		11		0		12		0		23		
03:45	0	*	20	49	1	1	11	44	1	1	31	93	
04:00	0		10		0		5		0		15		
04:15	0		13		1		3		1		16		
04:30	0		10		0		5		0		15		
04:45	0	*	5	38	0	1	4	17	0	1	9	55	
05:00	0		17		0		1		0		18		
05:15	0		11		2		6		2		17		
05:30	0		3		0		3		0		6		
05:45	0	*	11	42	2	4	6	16	2	4	17	58	
06:00	2		14		2		6		4		20		
06:15	0		6		2		3		2		9		
06:30	1		11		2		3		3		14		
06:45	0	3	9	40	6	12	4	16	6	15	13	56	
07:00	0		7		3		9		3		16		
07:15	3		3		11		5		14		8		
07:30	3		7		28		2		31		9		
07:45	8	14	4	21	15	57	0	16	23	71	4	37	
08:00	3		4		9		1		12		5		
08:15	4		3		9		1		13		4		
08:30	3		2		3		0		6		2		
08:45	2	12	4	13	6	27	1	3	8	39	5	16	
09:00	2		1		5		0		7		1		
09:15	6		3		6		2		12		5		
09:30	6		0		8		0		14		0		
09:45	4	18	7	11	7	26	1	3	11	44	8	14	
10:00	3		3		7		3		10		6		
10:15	4		2		4		0		8		2		
10:30	4		3		3		0		7		3		
10:45	7	18	1	9	4	18	1	4	11	36	2	13	
11:00	5		1		5		1		10		2		
11:15	3		1		3		1		6		2		
11:30	14		0		7		1		21		1		
11:45	6	28	0	2	4	19	1	4	10	47	1	6	
Totals	93		325		167		186		260		511		
Day Totals		418				353				771			
Split %	35.7%		63.6%		64.2%		36.4%						
Peak Hour	10:45		03:30		07:15		03:15		07:15		03:15		
Volume	29		54		63		45		80		96		
P.H.F.	.51		.67		.56		.66		.64		.77		