# APPENDIX K

## SUPPLEMENTAL TRAFFIC INFORMATION FOR PROJECT AND ALTERNATIVES

## AVERAGE TRIP LENGTH CALCULATIONS
## TRAFFIC COUNT CONFIRMATIONS
## ALTERNATIVES ANALYSIS

# APPENDIX K

# APPENDIX K-1
# AVERAGE TRIP LENGTH CALCULATIONS

**Westfield Fashion Square Market Area Zip Codes**

| # | Zip Code | | % | | Distance to Project (mi) | Roundtrip | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 90046 | West Hollywood adjacent | 1 | | 7 | 14 | | 14 | | 0.14 | | |
| 2 | 90049 | Brentwood/Brentwood Heights | 1 | | 11.7 | 23.4 | | 23.4 | | 0.234 | | |
| 3 | 90068 | Hollywood - Southeast of Universal City | 1 | | 7.1 | 14.2 | | 14.2 | | 0.142 | | |
| 4 | 90077 | North of Bel Air along Beverly Glen | 2 | | 12.7 | 25.4 | | 50.8 | | 0.508 | | |
| 5 | 90210 | Beverly Hills | 1 | | 6.6 | 13.2 | | 13.2 | | 0.132 | | |
| 6 | 91316 | Encino - near Woodley Ave. Park | 8 | | 6.2 | 12.4 | | 99.2 | | 0.992 | | |
| 7 | 91356 | Tarzana | 2 | | 8.3 | 16.6 | | 33.2 | | 0.332 | | |
| 8 | 91401 | Van Nuys - near Victory & Van Nuys Blvd. | 2 | | 1.9 | 3.8 | | 7.6 | | 0.076 | | |
| 9 | 91403 | Sherman Oaks, southeast of the 405 & 101 | 8 | | 2.9 | 5.8 | | 46.4 | | 0.464 | | |
| 10 | 91405 | Van Nuys - just north of 91401 | 2 | | 3.9 | 7.8 | | 15.6 | | 0.156 | | |
| 11 | 91406 | Van Nuys - Van Nuys airport area | 1 | | 5.3 | 10.6 | | 10.6 | | 0.106 | | |
| 12 | 91411 | Van Nuys - southwest of Van Nuys Blvd. & Victory | 2 | | 2.8 | 5.6 | | 11.2 | | 0.112 | | |
| 13 | 91423 | Sherman Oaks- south of the 101 | 8 | | 1.3 | 2.6 | | 20.8 | | 0.208 | | |
| 14 | 91436 | Sherman Oaks - Ventura Blvd. area | 9 | | 4.4 | 8.8 | | 79.2 | | 0.792 | | |
| 15 | 91505 | Burbank / Magnolia Park | 2 | | 7.5 | 15 | | 30 | | 0.3 | | |
| 16 | 91506 | Burbank - west of 91506 | 3 | | 8.1 | 16.2 | | 48.6 | | 0.486 | | |
| 17 | 91521 | Burbank - Disney area | 3 | | 6.9 | 13.8 | | 41.4 | | 0.414 | | |
| 18 | 91522 | Burbank - east of 91521, where Barham turns into Olive | 2 | | 6.2 | 12.4 | | 24.8 | | 0.248 | | |
| 19 | 91523 | Burbank - north of the 134 / NBC area | 3 | | 6.1 | 12.2 | | 36.6 | | 0.366 | | |
| 20 | 91601 | North Hollywood - Vineland/Chandler | 5 | | 5.1 | 10.2 | | 51 | | 0.51 | | |
| 21 | 91602 | North Hollywood - Lankershim/134 | 5 | | 4.5 | 9 | | 45 | | 0.45 | | |
| 22 | 91604 | Studio City- Laurel Canyon/Ventura Blvd. | 8 | | 3.9 | 7.8 | | 62.4 | | 0.624 | | |
| 23 | 91605 | North Hollywood - south of Roscoe, east of the 170 | 5 | | 6 | 12 | | 60 | | 0.6 | | |
| 24 | 91606 | North Hollywood - Lankershim/Victory Blvd. | 5 | | 5.4 | 10.8 | | 54 | | 0.54 | | |
| 25 | 91607 | Valley Village | 8 | | 2.6 | 5.2 | | 41.6 | | 0.416 | | |
| 26 | 91608 | Universal City | 3 | | 5.9 | 11.8 | | 35.4 | | 0.354 | | |
| | | **TOTAL** | **100** | **AVG** | 5.7807692 | 11.56154 | **W. AVG** | 9.702 | **W. AVG** | 9.702 | **check** | 9.702 |
| | | | | | | | one-way | 4.851 | one-way | 4.851 | | 4.851 |

# APPENDIX K

## APPENDIX K-2
## TRAFFIC COUNT CONFIRMATION

# MEMORANDUM

| | | | |
|---|---|---|---|
| To: | Dwight Steinert<br>Planning Associates, Inc. | Date: | August 14, 2008 |
| From: | David S. Shender, P.E.<br>Francesca S. Bravo<br>Linscott, Law & Greenspan, Engineers | LLG Ref: | 1-053606-1 |
| Subject: | Westfield Fashion Square Expansion Project – Traffic Count Comparison | | |

This memorandum outlines our review of the traffic count data utilized in the traffic study and provides a summary of the results of the traffic count comparison conducted for the proposed Westfield Fashion Square Expansion Project.

Summary of Traffic Study Count Data

LLG Engineers prepared a revised traffic impact study (dated August 5, 2008) associated with the proposed Westfield Fashion Square Expansion Project. Manual traffic counts were conducted at the 17 study intersections during the weekday morning and afternoon commuter periods (7:00 to 10:00 AM and 3:00 to 6:00 PM) in November 2005 while local schools are in session. The traffic count data were then increased at a rate of 2.0 percent (2.0%) per year to reflect year 2007 existing conditions.

Summary of 2007 Count Data

Subsequent traffic counts at the 17 study intersections were conducted in November 2007 to determine if the original traffic counts used in the revised traffic impact study are reasonably consistent with the 2007 data and therefore remain appropriate for use in the traffic study. As shown in Table A, the 2007 traffic counts (as aggregated over the 17 study intersections) were 6.6 percent lower during the AM peak hour and 0.5 percent lower during the PM peak hour as compared to the adjusted 2005 traffic counts used in the traffic study. These differences are within the normal variations of peak hour traffic that can typically be expected on a day-to-day basis (i.e., variation of 10% or more can typically be anticipated). No substantial changes in the traffic volumes were observed and thus no new traffic counts or adjustments to the original counts were necessary.

In conclusion, the 2005 adjusted traffic counts are reasonably consistent with the 2007 counts, and fall within a reasonable range of variability. As such, the adjusted 2005 traffic counts used for the traffic study provided a reasonable representation of traffic volumes in the study area.

Please feel free to contact us with any questions or comments.

Attachment

cc: Jonathan Krausche, Westfield Corporation
Ed Casey, Weston Benshoof Rochefort Rubalcava & MacCuish, LLP

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Table A
COMPARISON OF 2005 TRAFFIC STUDY AND 2007 TRAFFIC COUNTS
Westfield Fashion Square Expansion Project

| PEAK HOUR | [1] 2007 TRAFFIC VOLUMES | [2] 2007 TRAFFIC COUNTS | [2] - [1] VOLUME DIFFERENCE | PERCENT DIFFERENCE |
|---|---|---|---|---|
| AM | 59,846 | 55,905 | (3,941) | -6.6% |
| PM | 64,192 | 63,856 | (336) | -0.5% |

[1] Traffic counts taken at the 17 study intersections in November 2005 and increased by 2% per year to reflect year 2007 conditions.
[2] Traffic counts taken at the 17 study intersections in November 2007.

# APPENDIX K

# APPENDIX K-3
# ALTERNATIVES ANALYSIS

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# MEMORANDUM

| | | | |
|---|---|---|---|
| To: | Dwight Steinert<br>Planning Associates, Inc. | Date: | August 14, 2008 |
| From: | David S. Shender, P.E.<br>Francesca S. Bravo<br>Linscott, Law & Greenspan, Engineers | LLG Ref: | 1-053606-1 |
| Subject: | Westfield Fashion Square Expansion Project – Project Alternatives Review | | |

This memorandum has been prepared to summarize the project alternatives review conducted for the proposed Westfield Fashion Square Expansion Project. In accordance with CEQA Guidelines, each alternative is evaluated to determine whether the overall environmental impacts would be less, similar, or greater than the corresponding impacts of the project. The following alternatives to the proposed Westfield Fashion Square Expansion Project were evaluated:

A. No Project Alternative

B. Existing Entitlement Alternative

C. Reduced Project 1 Alternative (Without Tunnel Access and Subterranean Parking)

D. Reduced Project 2 Alternative (Without Tunnel Access and Subterranean Parking and With Matilija Avenue Closure at Riverside Drive)

E. Alternate Site Plan 1 Alternative (Without Tunnel Access and Subterranean Parking)

F. Alternate Site Plan 2 Alternative (With Pedestrian Mall Entrance)

G. Open Air Promenade Alternative (Without Tunnel Access and Subterranean Parking)

Each of these alternatives are described and evaluated in the sections that follow. Detailed weekday trip generation forecasts for all of the project alternatives are contained in ***Appendix A***. Level of Service and impact analyses were prepared for all study locations for Alternatives E and G to account for the alternative site access schemes for the proposed project. Copies of all supporting impact analyses for the project alternatives are also contained in ***Appendix B***.

- ***Alternative A: No Project***

The Alternative A project description represents a no project, no development alternative. Alternative A project involves no development and the continued operation of the site (i.e., existing conditions or the status quo). The existing Westfield Fashion Square will continue to operate. The vehicular access associated with the Alternative A project will be consistent with the access currently provided for the site. As there is no change of use proposed under this alternative, no new trip generation is forecast.

- ***Alternative B: Existing Entitlement***

Under Alternative B, the remaining of approximately 108,000 square feet of gross leasable floor area associated with the center's existing entitlement will be developed. The Alternative B project will include the construction of 108,000 square feet of commercial retail/restaurant space on two floors as an extension at the south end of the existing mall, east of the Bloomingdale's building. As part of the Alternative B project, two levels of parking would be added to the existing grade plus two-level southern parking structure on Hazeltine Avenue. In addition, a new grade plus three-level parking structure would be constructed located east of the Macy's building. The vehicular access associated with the Alternative B project will be consistent with the existing access scheme currently provided for the site.

Weekday Conditions

The weekday trip generation forecast for Alternative B is summarized in ***Table A-1***. As presented in *Table A-1*, Alternative B is expected to generate a net increase of 37 vehicle trips (23 inbound trips and 14 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, Alternative B is expected to generate a net increase of 189 vehicle trips (91 inbound trips and 98 outbound trips). Over a 24-hour period, Alternative B project is forecast to generate a net increase of 1,974 daily trip ends during a typical weekday (987 inbound trips and 987 outbound trips).

A qualitative review was conducted to determine if the Alternative B project would likely result in an increase in project impacts when compared to the proposed project. During the weekday conditions, Alternative B project is expected to generate 58 fewer vehicle trips than the proposed project during the AM peak hour. During the PM peak hour, Alternative B project is expected to generate 287 fewer vehicle trips than the proposed project. Over a 24-hour period, Alternative B project is forecast to generate 2,990 fewer daily trip ends during a typical weekday. Based on this comparison, it is determined that the Alternative B project would likely result in an overall decrease in traffic impacts during the weekday conditions when compared to the proposed project.

Weekend Conditions

The Saturday trip generation forecast for Alternative B is summarized in ***Table A-2***. As presented in *Table A-2*, Alternative B is expected to generate a net increase of 250 vehicle trips (131 inbound trips and 119 outbound trips) during the Saturday mid-day peak hour. Over a 24-hour period, Alternative 2 is forecast to generate a net increase of 2,488 daily trip ends during a typical Saturday (1,244 inbound trips and 1,244 outbound trips).

A qualitative review was conducted to determine if the Alternative B project would likely result in an increase in project impacts when compared to the proposed project. During the weekend conditions, Alternative B project is expected to generate 382 fewer vehicle trips than the proposed project during the Saturday mid-day peak hour. Over a 24-hour period, the Alternative B project is forecast to generate 3,764 fewer daily trip ends during a typical weekday. Based on this comparison, it is determined

that the Alternative B project would likely result in an overall decrease in traffic impacts during the Saturday mid-day peak hour when compared to the proposed project.

- ***Alternative C: Reduced Project 1***

Under Alternative C, a reduced project alternative of 235,000 square feet of gross leasable floor area is proposed. The Alternative C project will include the construction of 235,000 square feet of commercial retail/restaurant space on two levels as an extension at the south end of the existing mall between the Bloomingdale's and Macy's buildings. A new grade plus five parking structure will be constructed extending east past the edge of the Macy's building. It should be noted that this alternative would require the demolition of the existing two-level Macy's parking structure to accommodate the new grade plus five parking structure. As part of the Alternative C project, vehicular access to the site will be provided via four project driveways: two existing driveways on Hazeltine Avenue, one existing driveway on Woodman Avenue, and one new driveway on Riverside Drive at Matilija Avenue (i.e., no tunnel access and subterranean parking). It is anticipated that the Alternative C project would be completed by year 2012.

Weekday Conditions

The weekday trip generation forecast for Alternative C is summarized in ***Table B-1***. As presented in *Table B-1*, Alternative C is expected to generate a net increase of 79 vehicle trips (49 inbound trips and 30 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, Alternative C is expected to generate a net increase of 402 vehicle trips (193 inbound trips and 209 outbound trips). Over a 24-hour period, Alternative C project is forecast to generate a net increase of 4,198 daily trip ends during a typical weekday (2,099 inbound trips and 2,099 outbound trips).

A qualitative review was conducted to determine if the Alternative C project would likely result in an increase in project impacts when compared to the proposed project. During the weekday conditions, the Alternative C project is expected to generate 16 fewer vehicle trips than the proposed project during the AM peak hour. During the PM peak hour, the Alternative C project is expected to generate 74 fewer vehicle trips than the proposed project. Over a 24-hour period, the Alternative C project is forecast to generate 766 fewer daily trip ends during a typical weekday. Based on this comparison, it is determined that the Alternative C project would likely result in an overall decrease in traffic impacts during the weekday conditions when compared to the proposed project.

Weekend Conditions

The Saturday trip generation forecast for Alternative C is summarized in ***Table B-2***. As presented in *Table B-2*, Alternative C is expected to generate a net increase of 534 vehicle trips (278 inbound trips and 256 outbound trips) during the Saturday mid-day peak hour. Over a 24-hour period, Alternative C is forecast to generate a net increase of 5,288 daily trip ends during a typical Saturday (2,644 inbound trips and 2,644 outbound trips).

A qualitative review was conducted to determine if the Alternative C project would likely result in an increase in project impacts when compared to the proposed project. During the weekend conditions, Alternative C project is expected to generate 98 fewer vehicle trips than the proposed project during the Saturday mid-day peak hour. Over a 24-hour period, the Alternative C project is forecast to generate 964 fewer daily trip ends during a typical weekday. Based on this comparison, it is determined that the Alternative C project would likely result in an overall decrease in traffic impacts during the Saturday mid-day peak hour when compared to the proposed project.

It should be noted that although the Alternative C project is anticipated to result in an overall decrease in traffic impacts when compared to the proposed project, the contribution by the project to the City of Los Angeles' Adaptive Traffic Control System installation at seven study intersections as well as the redesignation of the southbound Woodman Avenue right-turn only lane to an optional through/right-turn lane at the Woodman Avenue/Riverside Drive intersection will be implemented as part of the Alternative C project.

- ***Alternative D: Reduced Project 2 (With Matilija Avenue Closure at Riverside Drive)***

Under Alternative D, a reduced project alternative of 235,000 square feet of gross leasable floor area is proposed. The Alternative D project will include the construction of 235,000 square feet of commercial retail/restaurant space on two levels as an extension at the south end of the existing mall between the Bloomingdale's and Macy's buildings. A new grade plus five parking structure will be constructed extending east past the edge of the Macy's building. It should be noted that this alternative would retain the existing two-level Macy's parking structure. As part of the Alternative D project, vehicular access to the site will be provided via four project driveways: two existing driveways on Hazeltine Avenue, one existing driveway on Woodman Avenue, and one new driveway on Riverside Drive at Matilija Avenue (i.e., no tunnel access and subterranean parking). In addition, as part of the Alternative D project, it is proposed that Matilija Avenue be closed for vehicular traffic at Riverside Drive in conjunction with the new main access improvements to be constructed for the center opposite Riverside Drive. It is anticipated that the Alternative D project would be completed by year 2012.

Weekday Conditions

The weekday trip generation forecast for Alternative D is summarized in ***Table C-1***. As presented in *Table C-1*, Alternative D is expected to generate a net increase of 79 vehicle trips (49 inbound trips and 30 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, Alternative D is expected to generate a net increase of 402 vehicle trips (193 inbound trips and 209 outbound trips). Over a 24-hour period, Alternative D project is forecast to generate a net increase of 4,198 daily trip ends during a typical weekday (2,099 inbound trips and 2,099 outbound trips).

A qualitative review was conducted to determine if the Alternative D project would likely result in an increase in project impacts when compared to the proposed project. During the weekday conditions, the Alternative D project is expected to generate 16 fewer vehicle trips than the proposed project during the AM peak hour. During the PM peak hour, the Alternative D project is expected to generate 74 fewer vehicle trips than the proposed project. Over a 24-hour period, the Alternative D project is forecast to generate 766 fewer daily trip ends during a typical weekday. Based on this comparison, it is determined that the Alternative D project would likely result in an overall decrease in traffic impacts during the weekday conditions when compared to the proposed project.

Weekend Conditions

The Saturday trip generation forecast for Alternative D is summarized in ***Table C-2***. As presented in *Table C-2*, Alternative D is expected to generate a net increase of 534 vehicle trips (278 inbound trips and 256 outbound trips) during the Saturday mid-day peak hour. Over a 24-hour period, Alternative D is forecast to generate a net increase of 5,288 daily trip ends during a typical Saturday (2,644 inbound trips and 2,644 outbound trips).

A qualitative review was conducted to determine if the Alternative D project would likely result in an increase in project impacts when compared to the proposed project. During the weekend conditions, Alternative D project is expected to generate 98 fewer vehicle trips than the proposed project during the Saturday mid-day peak hour. Over a 24-hour period, the Alternative D project is forecast to generate 964 fewer daily trip ends during a typical weekday. Based on this comparison, it is determined that the Alternative D project would likely result in an overall decrease in traffic impacts during the Saturday mid-day peak hour when compared to the proposed project.

It should be noted that although the Alternative D project is anticipated to result in an overall decrease in traffic impacts when compared to the proposed project, the contribution by the project to the City of Los Angeles' Adaptive Traffic Control System installation at seven study intersections as well as the redesignation of the southbound Woodman Avenue right-turn only lane to an optional through/right-turn lane at the Woodman Avenue/Riverside Drive intersection will be implemented as part of the Alternative D project.

- ***Alternative E: Alternate Site Plan 1 (Without Tunnel Access and Subterranean Parking)***

The Alternative E project will include the construction of 280,000 square feet of commercial retail/restaurant space on two levels over one level of rooftop parking located south of the existing main mall. A new grade plus five parking structure will be constructed extending east past the edge of the Macy's building. In addition, a new east grade plus three-level parking structure along Woodman Avenue would be constructed. It should be noted that this alternative would require the demolition of the existing Macy's parking structure as well as the existing three-level parking

structure south of the main mall to accommodate the new parking structures. As part of the Alternative E project, vehicular access to the site will be provided via four project driveways: two existing driveways on Hazeltine Avenue, one existing driveway on Woodman Avenue, and one new driveway on Riverside Drive at Matilija Avenue (i.e., no tunnel access and subterranean parking). It is anticipated that the Alternative E project would be completed by year 2012.

Weekday Conditions

The weekday trip generation forecast for Alternative E is summarized in ***Table D-1***. As presented in *Table D-1*, Alternative E would result in the same number of trips as the proposed project during the weekday conditions. Alternative E 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, Alternative E is expected to generate a net increase of 476 vehicle trips (229 inbound trips and 247 outbound trips). Over a 24-hour period, Alternative E 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).

In order to determine the operating conditions of the street system in the year 2012 with the Alternative E project, traffic associated with the Alternative E project was assigned to the local roadway system based on an updated trip distribution and assignment characteristics without the proposed tunnel access on Riverside Drive. The updated project traffic volume distribution percentages during AM and PM peak hours at the 17 study intersections are illustrated in ***Figure A***. The forecast Alternative E project traffic volumes at the study intersections for the AM and PM peak hours are displayed in ***Figures B-1 and B-2***, respectively.

As shown in ***Table D-2***, application of the City of Los Angeles' threshold criteria to the "With Alternative E Project" scenario indicates that six of the 17 study intersections are anticipated to be significantly impacted by the Alternative E project during the AM and PM peak hours. Incremental but not significant impacts are noted at the remaining 11 study intersections due to the Alternative E project. The future with Alternative E project (existing, ambient growth, related projects and Alternative E project) traffic volumes at the study intersections during the AM and PM peak hours are illustrated in ***Figures C-1 and C-2***, respectively.

The six study intersections forecast to be significantly impacted by the Alternative E project are intersections forecast to be significantly impacted by the proposed project. The traffic mitigation measures recommended for the proposed project (i.e., the contribution by the project to the City of Los Angeles' Adaptive Traffic Control System installation as well as the redesignation of the southbound Woodman Avenue right-turn only lane to an optional through/right-turn lane at the Woodman Avenue/Riverside Drive intersection) are anticipated to reduce the traffic impacts associated with the Alternative E project to less than significant levels at the six impacted study intersections.

Weekend Conditions

The weekend trip generation forecast for Alternative E is summarized in ***Table D-3***. As presented in *Table D-3*, Alternative E would result in the same number of trips as the proposed project during the weekend conditions. As presented in *Table D-3*, Alternative E 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, Alternative E 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).

In order to determine the operating conditions of the street system in the year 2012 with the Alternative E project, traffic associated with the Alternative E project was assigned to the local roadway system based on an updated trip distribution and assignment characteristics without the proposed tunnel access on Riverside Drive. The forecast Alternative E project traffic volumes at the six study intersections for the Saturday mid-day peak hour are displayed in ***Figure D***.

As shown in ***Table D-4***, application of the City of Los Angeles' threshold criteria to the "With Alternative E Project" scenario indicates that four of the six study intersections are anticipated to be significantly impacted by the Alternative E project during the Saturday mid-day peak hour. Incremental but not significant impacts are noted at the remaining two study intersections due to the Alternative E project. The future with Alternative E project (existing, ambient growth, related projects and Alternative E project) traffic volumes at the six study intersections during the Saturday mid-day peak hour are illustrated in ***Figure E***.

The four study intersections forecast to be significantly impacted by the Alternative E project are intersections forecast to be significantly impacted by the proposed project during the Saturday mid-day peak hour. The traffic mitigation measures recommended for the proposed project (i.e., the contribution by the project to the City of Los Angeles' Adaptive Traffic Control System installation as well as the redesignation of the southbound Woodman Avenue right-turn only lane to an optional through/right-turn lane at the Woodman Avenue/Riverside Drive intersection) are anticipated to reduce the traffic impacts associated with the Alternative E project during the Saturday mid-day peak hour to less than significant levels at the four impacted study intersections.

- ***Alternative F: Alternate Site Plan 2 (With Pedestrian Mall Entrance)***

Under Alternative F, it is proposed that a public pedestrian mall entrance be provided on Riverside Drive. This new mall entrance on Riverside Drive would be located west of the Macy's building and would provide additional landscape plaza improvements to enhance pedestrian activation at the new entrance. This alternative would consist of the construction of 280,000 square feet of gross leasable floor area on two levels over one level of rooftop parking located south of the existing main mall. A new grade plus five parking structure would be constructed south of the existing Macy's parking structure. In addition, a new east grade plus three-level parking structure along Woodman Avenue would be constructed. It should be noted

that this alternative does not include subterranean parking and would require the demolition of the existing Macy's parking structure as well as the existing three-level parking structure south of the main mall to accommodate the new parking structures. The vehicular access associated with the Alternative F project will be consistent with the proposed site access scheme provided for the site. It is anticipated that the Alternative F project would be completed by year 2012.

Weekday Conditions

The weekday trip generation forecast for Alternative F is summarized in ***Table E-1***. As presented in *Table E-1*, Alternative F would result in the same number of trips as the proposed project during the weekday conditions. Alternative F 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, Alternative F is expected to generate a net increase of 476 vehicle trips (229 inbound trips and 247 outbound trips). Over a 24-hour period, Alternative F 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).

A qualitative review was conducted to determine if the Alternative F project would likely result in an increase in project impacts when compared to the proposed project. The Alternative F project would result in the same number of trips as the proposed project. Based on this comparison, and since the vehicular access associated with the Alternative F project will be consistent with the proposed site access scheme provided for the site, it is determined that the Alternative F project would result in impacts to the same intersections as the proposed project during the AM and PM peak hours. As such, the contribution by the project to the City of Los Angeles' Adaptive Traffic Control System installation at seven study intersections as well as the redesignation of the southbound Woodman Avenue right-turn only lane to an optional through/right-turn lane at the Woodman Avenue/Riverside Drive intersection will be implemented as part of the Alternative F project.

Weekend Conditions

The weekend trip generation forecast for Alternative F is summarized in ***Table E-2***. As presented in *Table E-2*, Alternative F would result in the same number of trips as the proposed project during the weekend conditions. As presented in *Table E-2*, Alternative F 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, Alternative F 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).

A qualitative review was conducted to determine if the Alternative F project would likely result in an increase in project impacts when compared to the proposed project. The Alternative F project would result in the same number of trips as the proposed project. Based on this comparison, it is determined that the Alternative F project would result in impacts to the same intersections as the proposed project during the Saturday mid-day peak hour. As such, the contribution by the project to the City of

Los Angeles' Adaptive Traffic Control System installation at seven study intersections as well as the redesignation of the southbound Woodman Avenue right-turn only lane to an optional through/right-turn lane at the Woodman Avenue/Riverside Drive intersection will be implemented as part of the Alternative F project.

- ***Alternative G: Open Air Promenade Alternative (Without Tunnel Access and Subterranean Parking)***

The Alternative G project will include the construction of 190,000 square feet of commercial retail/restaurant space in a series of single-story structures to be located along the southern edge of the existing mall. A portion of the new commercial retail space will be constructed as an extension to the existing mall building and the remainder will be constructed on the bottom floor of the existing southern parking structure. A portion of the lower two-levels of the Bloomingdale's parking structure, and the entire footprint of the existing three-level south parking structure would be modified and converted to single-story retail space. A new circulation route to be accessed from the existing northerly driveway on Hazeltine Avenue will be provided between the new retail in the main mall building and the southern parking structure to provide an open air environment/promenade area. In addition, a new grade plus six parking structure would be constructed south of the existing Macy's parking structure. As part of the Alternative G project, vehicular access to the site will be provided via four project driveways: two existing driveways on Hazeltine Avenue, one existing driveway on Woodman Avenue, and one new driveway on Riverside Drive at Matilija Avenue (i.e., no tunnel access and subterranean parking). It is anticipated that the Alternative G project would be completed by year 2011.

Weekday Conditions

The weekday trip generation forecast for Alternative G is summarized in ***Table F-1***. As presented in *Table F-1*, Alternative G is expected to generate a net increase of 61 vehicle trips (37 inbound trips and 24 outbound trips) during the AM peak hour. During the PM peak hour, Alternative G is expected to generate a net increase of 311 vehicle trips (149 inbound trips and 162 outbound trips). Over a 24-hour period, Alternative G project is forecast to generate a net increase of 3,246 daily trip ends during a typical weekday (1,623 inbound trips and 1,623 outbound trips).

In order to determine the operating conditions of the street system in the year 2011 with the Alternative G project, traffic associated with the Alternative G project was assigned to the local roadway system based on an updated trip distribution and assignment characteristics without the proposed tunnel access on Riverside Drive. The updated project traffic volume distribution percentages during AM and PM peak hours at the 17 study intersections are illustrated in ***Figure F***. The forecast Alternative G project traffic volumes at the study intersections for the AM and PM peak hours are displayed in ***Figures G-1 and G-2***, respectively.

As shown in ***Table F-2***, application of the City of Los Angeles' threshold criteria to the "With Alternative G Project" scenario indicates that two of the 17 study

intersections are anticipated to be significantly impacted by the Alternative G project during the AM and PM peak hours. Incremental but not significant impacts are noted at the remaining 15 study intersections due to the Alternative G project. The future with Alternative G project (existing, ambient growth, related projects and Alternative G project) traffic volumes at the study intersections during the AM and PM peak hours are illustrated in ***Figures H-1 and H-2***, respectively.

The two study intersections forecast to be significantly impacted by the Alternative G project are intersections forecast to be significantly impacted by the proposed project. The traffic mitigation measures recommended for the proposed project at these two impacted study intersections are anticipated to reduce the traffic impacts associated with the Alternative G project to less than significant levels.

Weekend Conditions

The weekend trip generation forecast for Alternative 4A is summarized in ***Table F-3***. As presented in *Table F-3*, Alternative G is expected to generate a net increase of 413 vehicle trips (215 inbound trips and 198 outbound trips) during the Saturday mid-day peak hour. Over a 24-hour period, Alternative G is forecast to generate a net increase of 4,092 daily trip ends during a typical Saturday (2,046 inbound trips and 2,046 outbound trips).

In order to determine the operating conditions of the street system in the year 2011 with the Alternative G project, traffic associated with the Alternative G project was assigned to the local roadway system based on an updated trip distribution and assignment characteristics without the proposed tunnel access on Riverside Drive. The forecast Alternative G project traffic volumes at the six study intersections for the Saturday mid-day peak hour are displayed in ***Figure I***.

As shown in ***Table F-4***, application of the City of Los Angeles' threshold criteria to the "With Alternative G Project" scenario indicates that three of the six study intersections are anticipated to be significantly impacted by the Alternative G project during the Saturday mid-day peak hour. Incremental but not significant impacts are noted at the remaining three study intersections due to the Alternative G project. The future with Alternative G project (existing, ambient growth, related projects and Alternative G project) traffic volumes at the six study intersections during the Saturday mid-day peak hour are illustrated in ***Figure J***.

The three study intersections forecast to be significantly impacted by the Alternative G project are intersections forecast to be significantly impacted by the proposed project during the Saturday mid-day peak hour. The traffic mitigation measures recommended for the proposed project at these three impacted study intersections are anticipated to reduce the traffic impacts associated with the Alternative G project during the Saturday mid-day peak hour to less than significant levels.

It should be noted that although the Alternative G project is anticipated to result in an overall decrease in traffic impacts when compared to the proposed project, the contribution by the project to the City of Los Angeles' Adaptive Traffic Control

System installation at seven study intersections as well as the redesignation of the southbound Woodman Avenue right-turn only lane to an optional through/right-turn lane at the Woodman Avenue/Riverside Drive intersection will be implemented as part of the Alternative G project.

Please feel free to contact us with any questions or comments.

Attachments

cc: Jonathan Krausche, Westfield Corporation
Ed Casey, Weston Benshoof Rochefort Rubalcava & MacCuish, LLP
File

# APPENDIX A

## PROJECT ALTERNATIVES TRIP GENERATION TABLES

## ALTERNATIVES E AND G
## LEVEL OF SERVICE TABLES
## PROJECT TRAFFIC VOLUME FIGURES

## Table A-1
## ALTERNATIVE B WEEKDAY PROJECT 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 |
|---|---|---|---|---|---|---|---|---|
| **Proposed** | | | | | | | | |
| Shopping Center | 975,000 GLSF | 29,840 | 375 | 239 | 614 | 1,351 | 1,463 | 2,814 |
| Less 10% Pass-by [4] | | (2,984) | (38) | (24) | (62) | (135) | (146) | (281) |
| Subtotal Proposed | | 26,856 | 337 | 215 | 552 | 1,216 | 1,317 | 2,533 |
| **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 Existing | | 24,882 | 314 | 201 | 515 | 1,125 | 1,219 | 2,344 |
| **NET CHANGE** | **108,000 GLSF** | **1,974** | **23** | **14** | **37** | **91** | **98** | **189** |

[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.

## Table A-2
## ALTERNATIVE B 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 | 975,000 GLSF | 38,790 | 1,978 | 1,825 | 3,803 |
| Less 10% Pass-by [4] | | (3,879) | (198) | (183) | (381) |
| Subtotal Proposed | | 34,911 | 1,780 | 1,642 | 3,422 |
| **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 Existing | | 32,423 | 1,649 | 1,523 | 3,172 |
| **NET CHANGE** | **108,000 GLSF** | **2,488** | **131** | **119** | **250** |

[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.

## Table B-1
## ALTERNATIVE C 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 | 1,102,000 GLSF | 32,312 | 403 | 257 | 660 | 1,464 | 1,587 | 3,051 |
| Less 10% Pass-by [4] | | (3,231) | (40) | (26) | (66) | (146) | (159) | (305) |
| Subtotal Proposed | | 29,081 | 363 | 231 | 594 | 1,318 | 1,428 | 2,746 |
| **Existing** | | | | | | | | |
| Shopping Center | 867,000 GLSF | 27,648 | 349 | 223 | 572 | 1,250 | 1,354 | 2,604 |
| Less 10% Pass-by [4] | | (2,765) | (35) | (22) | (57) | (125) | (135) | (260) |
| Subtotal Existing | | 24,883 | 314 | 201 | 515 | 1,125 | 1,219 | 2,344 |
| **NET CHANGE** | **235,000 GLSF** | **4,198** | **49** | **30** | **79** | **193** | **209** | **402** |

[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.

## Table B-2
## ALTERNATIVE C 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 | 1,102,000 GLSF | 41,901 | 2,141 | 1,977 | 4,118 |
| Less 10% Pass-by [4] | | (4,190) | (214) | (198) | (412) |
| Subtotal Proposed | | 37,711 | 1,927 | 1,779 | 3,706 |
| **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 Existing | | 32,423 | 1,649 | 1,523 | 3,172 |
| | | | | | |
| **NET CHANGE** | **235,000 GLSF** | **5,288** | **278** | **256** | **534** |

[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.

## Table C-1
## ALTERNATIVE D 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 | 1,102,000 GLSF | 32,312 | 403 | 257 | 660 | 1,464 | 1,587 | 3,051 |
| Less 10% Pass-by [4] | | (3,231) | (40) | (26) | (66) | (146) | (159) | (305) |
| Subtotal Proposed | | 29,081 | 363 | 231 | 594 | 1,318 | 1,428 | 2,746 |
| **Existing** | | | | | | | | |
| Shopping Center | 867,000 GLSF | 27,648 | 349 | 223 | 572 | 1,250 | 1,354 | 2,604 |
| Less 10% Pass-by [4] | | (2,765) | (35) | (22) | (57) | (125) | (135) | (260) |
| Subtotal Existing | | 24,883 | 314 | 201 | 515 | 1,125 | 1,219 | 2,344 |
| | | | | | | | | |
| **NET CHANGE** | **235,000 GLSF** | **4,198** | **49** | **30** | **79** | **193** | **209** | **402** |

[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.

## Table C-2
## ALTERNATIVE D 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 | 1,102,000 GLSF | 41,901 | 2,141 | 1,977 | 4,118 |
| Less 10% Pass-by [4] | | (4,190) | (214) | (198) | (412) |
| Subtotal Proposed | | 37,711 | 1,927 | 1,779 | 3,706 |
| **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 Existing | | 32,423 | 1,649 | 1,523 | 3,172 |
| | | | | | |
| **NET CHANGE** | **235,000 GLSF** | **5,288** | **278** | **256** | **534** |

[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.

## Table D-1
## ALTERNATIVE E 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 Proposed | | 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 Existing | | 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.

Table D-2
ALTERNATIVE E PROJECT WEEKDAY 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/ ALT E PROJECT V/C | LOS | CHANGE V/C [(4)-(3)] | SIGNIF. IMPACT [b] | [5] YEAR 2012 W/ ALT E MITIGATION V/C | LOS | CHANGE V/C [(5)-(3)] | MITI-GATED |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Van Nuys Boulevard/ | AM | 0.687 | B | 0.762 | C | 0.802 | D | 0.808 | D | 0.006 | NO | 0.778 | C | -0.024 | --- |
| | Riverside Drive | 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/ | AM | 0.655 | B | 0.698 | B | 0.721 | C | 0.722 | C | 0.001 | NO | 0.722 | C | 0.001 | --- |
| | US-101 Freeway Westbound Ramps | 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/ | AM | 0.793 | C | 0.850 | D | 0.877 | D | 0.878 | D | 0.001 | NO | 0.878 | D | 0.001 | --- |
| | US-101 Freeway Eastbound Ramps | PM | 0.955 | E | 1.027 | F | 1.063 | F | 1.068 | F | 0.005 | NO | 1.068 | F | 0.005 | --- |
| 4 | Tyrone Avenue/ | AM | 0.539 | A | 0.600 | A | 0.622 | B | 0.622 | B | 0.000 | NO | 0.592 | A | -0.030 | --- |
| | Moorpark Street | 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/ | AM | 0.613 | B | 0.651 | B | 0.717 | C | 0.718 | C | 0.001 | NO | 0.718 | C | 0.001 | --- |
| | Ventura Boulevard | PM | 0.738 | C | 0.789 | C | 0.863 | D | 0.873 | D | 0.010 | NO | 0.873 | D | 0.010 | --- |
| 6 | Hazeltine Avenue/ | AM | 0.701 | C | 0.748 | C | 0.766 | C | 0.770 | C | 0.004 | NO | 0.770 | C | 0.004 | --- |
| | Magnolia Boulevard | PM | 0.814 | D | 0.872 | D | 0.884 | D | 0.900 | D | 0.016 | NO | 0.900 | D | 0.016 | --- |
| 7 | Hazeltine Avenue/ | AM | 0.778 | C | 0.863 | D | 0.882 | D | 0.891 | D | 0.009 | NO | 0.861 | D | -0.021 | --- |
| | Riverside Drive | PM | 0.718 | C | 0.797 | C | 0.819 | D | 0.850 | D | 0.031 | YES | 0.820 | D | 0.001 | YES |
| 8 | Hazeltine Avenue/ | AM | 0.361 | A | 0.404 | A | 0.412 | A | 0.414 | A | 0.002 | NO | 0.384 | A | -0.028 | --- |
| | Fashion Square Lane | PM | 0.515 | A | 0.573 | A | 0.580 | A | 0.638 | B | 0.058 | NO | 0.608 | B | 0.028 | --- |
| 9 | Hazeltine Avenue/ | AM | 0.709 | C | 0.757 | C | 0.779 | C | 0.780 | C | 0.001 | NO | 0.780 | C | 0.001 | --- |
| | Moorpark Street | PM | 0.739 | C | 0.790 | C | 0.824 | D | 0.829 | D | 0.005 | NO | 0.829 | D | 0.005 | --- |
| 10 | Hazeltine Avenue/ | AM | 0.797 | C | 0.853 | D | 0.907 | E | 0.908 | E | 0.001 | NO | 0.908 | E | 0.001 | --- |
| | Ventura Boulevard | PM | 0.644 | B | 0.685 | B | 0.755 | C | 0.761 | C | 0.006 | NO | 0.761 | C | 0.006 | --- |

**Table D-2 (Continued)**
**ALTERNATIVE E PROJECT WEEKDAY 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/ ALT E PROJECT V/C | LOS | CHANGE V/C [(4)-(3)] | SIGNIF. IMPACT [b] | [5] YEAR 2012 W/ ALT E MITIGATION V/C | LOS | CHANGE V/C [(5)-(3)] | MITI-GATED |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11 | Woodman Avenue/ | AM | 0.857 | D | 0.919 | E | 0.927 | E | 0.929 | E | 0.002 | NO | 0.929 | E | 0.002 | --- |
| | Magnolia Boulevard | PM | 0.780 | C | 0.835 | D | 0.847 | D | 0.849 | D | 0.002 | NO | 0.849 | D | 0.002 | --- |
| 12 | Woodman Avenue/ | AM | 0.959 | E | 1.061 | F | 1.107 | F | 1.117 | F | 0.010 | YES | 1.016 | F | -0.091 | YES |
| | Riverside Drive | 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/ | AM | 0.743 | C | 0.824 | D | 0.841 | D | 0.847 | D | 0.006 | NO | 0.817 | D | -0.024 | --- |
| | US-101 Freeway Westbound Ramps | 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/ | AM | 0.654 | B | 0.696 | B | 0.720 | C | 0.725 | C | 0.005 | NO | 0.725 | C | 0.005 | --- |
| | US-101 Freeway Eastbound Ramps | PM | 0.648 | B | 0.690 | B | 0.700 | B | 0.731 | C | 0.031 | NO | 0.731 | C | 0.031 | --- |
| 15 | Woodman Avenue/ | AM | 0.850 | D | 0.942 | E | 0.991 | E | 0.993 | E | 0.002 | NO | 0.963 | E | -0.028 | --- |
| | Moorpark Street | 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/ | AM | 0.717 | C | 0.766 | C | 0.826 | D | 0.829 | D | 0.003 | NO | 0.829 | D | 0.003 | --- |
| | Ventura Boulevard | 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 | AM | 0.518 | A | 0.570 | A | 0.585 | A | 0.471 | A | -0.114 | NO | 0.471 | A | -0.114 | --- |
| | Riverside Drive [a] | PM | 0.555 | A | 0.610 | B | 0.628 | B | 0.689 | B | 0.061 | NO | 0.689 | B | 0.061 | --- |

[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] 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 |

## Table D-3
## ALTERNATIVE E 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 Proposed | | 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 Existing | | 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.

**Table D-4**
**ALTERNATIVE E PROJECT 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/ ALT E PROJECT V/C | LOS | CHANGE V/C [(4)-(3)] | SIGNIF. IMPACT [b] | [5] YEAR 2012 W/ ALT E 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 | 0.851 | D | 0.056 | YES | 0.750 | C | -0.045 | YES |
| 8 | Hazeltine Avenue/ Fashion Square Lane | Saturday Mid-day | 0.636 | B | 0.707 | C | 0.719 | C | 0.774 | C | 0.055 | YES | 0.744 | C | 0.025 | 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 | 0.663 | B | 0.116 | NO | 0.663 | B | 0.116 | --- |

[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] 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 |

## Table E-1
## ALTERNATIVE F 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 Proposed | | 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 Existing | | 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.

## Table E-2
## ALTERNATIVE F 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 Proposed | | 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 Existing | | 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.

## Table F-1
## ALTERNATIVE G 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 | 1,057,000 GLSF | 31,448 | 393 | 251 | 644 | 1,425 | 1,543 | 2,968 |
| Less 10% Pass-by [4] | | (3,145) | (39) | (25) | (64) | (143) | (154) | (297) |
| Subtotal Proposed | | 28,303 | 354 | 226 | 580 | 1,282 | 1,389 | 2,671 |
| **Existing** | | | | | | | | |
| Shopping Center | 867,000 GLSF | 27,648 | 349 | 223 | 572 | 1,250 | 1,354 | 2,604 |
| Less 10% Pass-by [4] | | (2,765) | (35) | (22) | (57) | (125) | (135) | (260) |
| Subtotal Existing | | 24,883 | 314 | 201 | 515 | 1,125 | 1,219 | 2,344 |
| **NET CHANGE** | **190,000 GLSF** | **3,420** | **40** | **25** | **65** | **157** | **170** | **327** |

[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.

Table F-2
ALTERNATIVE G PROJECT WEEKDAY 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 2011 W/ AMBIENT GROWTH V/C | LOS | [3] YEAR 2011 W/ RELATED PROJECTS V/C | LOS | [4] YEAR 2011 W/ ALT G PROJECT V/C | LOS | CHANGE V/C [(4)-(3)] | SIGNIF. IMPACT [b] | [5] YEAR 2011 W/ ALT G MITIGATION V/C | LOS | CHANGE V/C [(5)-(3)] | MITI-GATED |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Van Nuys Boulevard/ | AM | 0.687 | B | 0.747 | C | 0.787 | C | 0.791 | C | 0.004 | NO | 0.761 | C | -0.026 | --- |
| | Riverside Drive | PM | 0.770 | C | 0.837 | D | 0.876 | D | 0.895 | D | 0.019 | NO | 0.865 | D | -0.011 | --- |
| 2 | Van Nuys Boulevard/ | AM | 0.655 | B | 0.683 | B | 0.707 | C | 0.707 | C | 0.000 | NO | 0.707 | C | 0.000 | --- |
| | US-101 Freeway Westbound Ramps | PM | 0.787 | C | 0.826 | D | 0.864 | D | 0.867 | D | 0.003 | NO | 0.867 | D | 0.003 | --- |
| 3 | Van Nuys Boulevard/ | AM | 0.793 | C | 0.832 | D | 0.860 | D | 0.860 | D | 0.000 | NO | 0.860 | D | 0.000 | --- |
| | US-101 Freeway Eastbound Ramps | PM | 0.955 | E | 1.007 | F | 1.043 | F | 1.046 | F | 0.003 | NO | 1.046 | F | 0.003 | --- |
| 4 | Tyrone Avenue/ | AM | 0.539 | A | 0.588 | A | 0.610 | B | 0.610 | B | 0.000 | NO | 0.580 | A | -0.030 | --- |
| | Moorpark Street | PM | 0.862 | D | 0.936 | E | 0.964 | E | 0.972 | E | 0.008 | NO | 0.942 | E | -0.022 | --- |
| 5 | Tyrone Avenue-Beverly Glen Boulevard/ | AM | 0.613 | B | 0.638 | B | 0.703 | C | 0.704 | C | 0.001 | NO | 0.704 | C | 0.001 | --- |
| | Ventura Boulevard | PM | 0.738 | C | 0.773 | C | 0.847 | D | 0.854 | D | 0.007 | NO | 0.854 | D | 0.007 | --- |
| 6 | Hazeltine Avenue/ | AM | 0.701 | C | 0.733 | C | 0.751 | C | 0.754 | C | 0.003 | NO | 0.754 | C | 0.003 | --- |
| | Magnolia Boulevard | PM | 0.814 | D | 0.854 | D | 0.866 | D | 0.879 | D | 0.013 | NO | 0.879 | D | 0.013 | --- |
| 7 | Hazeltine Avenue/ | AM | 0.778 | C | 0.846 | D | 0.865 | D | 0.872 | D | 0.007 | NO | 0.842 | D | -0.023 | --- |
| | Riverside Drive | PM | 0.718 | C | 0.781 | C | 0.803 | D | 0.822 | D | 0.019 | NO | 0.792 | C | -0.011 | --- |
| 8 | Hazeltine Avenue/ | AM | 0.361 | A | 0.396 | A | 0.404 | A | 0.405 | A | 0.001 | NO | 0.375 | A | -0.029 | --- |
| | Fashion Square Lane | PM | 0.515 | A | 0.562 | A | 0.568 | A | 0.608 | B | 0.040 | NO | 0.578 | A | 0.010 | --- |
| 9 | Hazeltine Avenue/ | AM | 0.709 | C | 0.741 | C | 0.764 | C | 0.765 | C | 0.001 | NO | 0.765 | C | 0.001 | --- |
| | Moorpark Street | PM | 0.739 | C | 0.774 | C | 0.808 | D | 0.812 | D | 0.004 | NO | 0.812 | D | 0.004 | --- |
| 10 | Hazeltine Avenue/ | AM | 0.797 | C | 0.836 | D | 0.889 | D | 0.890 | D | 0.001 | NO | 0.890 | D | 0.001 | --- |
| | Ventura Boulevard | PM | 0.644 | B | 0.671 | B | 0.741 | C | 0.745 | C | 0.004 | NO | 0.745 | C | 0.004 | --- |

**Table F-2 (Continued)**
**ALTERNATIVE G PROJECT WEEKDAY 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 2011 W/ AMBIENT GROWTH V/C | LOS | [3] YEAR 2011 W/ RELATED PROJECTS V/C | LOS | [4] YEAR 2011 W/ ALT G PROJECT V/C | LOS | CHANGE V/C [(4)-(3)] | SIGNIF. IMPACT [b] | [5] YEAR 2011 W/ ALT G MITIGATION V/C | LOS | CHANGE V/C [(5)-(3)] | MITI-GATED |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11 | Woodman Avenue/ | AM | 0.857 | D | 0.901 | E | 0.908 | E | 0.909 | E | 0.001 | NO | 0.909 | E | 0.001 | --- |
| | Magnolia Boulevard | PM | 0.780 | C | 0.818 | D | 0.830 | D | 0.832 | D | 0.002 | NO | 0.832 | D | 0.002 | --- |
| 12 | Woodman Avenue/ | AM | 0.959 | E | 1.041 | F | 1.086 | F | 1.093 | F | 0.007 | NO | 0.997 | E | -0.089 | --- |
| | Riverside Drive | PM | 0.880 | D | 0.956 | E | 0.984 | E | 1.006 | F | 0.022 | YES | 0.963 | E | -0.021 | YES |
| 13 | Woodman Avenue/ | AM | 0.743 | C | 0.808 | D | 0.825 | D | 0.829 | D | 0.004 | NO | 0.799 | C | -0.026 | --- |
| | US-101 Freeway Westbound Ramps | PM | 0.733 | C | 0.797 | C | 0.803 | D | 0.827 | D | 0.024 | YES | 0.797 | C | -0.006 | YES |
| 14 | Woodman Avenue/ | AM | 0.654 | B | 0.681 | B | 0.706 | C | 0.710 | C | 0.004 | NO | 0.710 | C | 0.004 | --- |
| | US-101 Freeway Eastbound Ramps | PM | 0.648 | B | 0.676 | B | 0.686 | B | 0.707 | C | 0.021 | NO | 0.707 | C | 0.021 | --- |
| 15 | Woodman Avenue/ | AM | 0.850 | D | 0.923 | E | 0.972 | E | 0.973 | E | 0.001 | NO | 0.943 | E | -0.029 | --- |
| | Moorpark Street | PM | 0.867 | D | 0.942 | E | 0.986 | E | 0.995 | E | 0.009 | NO | 0.965 | E | -0.021 | --- |
| 16 | Woodman Avenue/ | AM | 0.717 | C | 0.750 | C | 0.810 | D | 0.812 | D | 0.002 | NO | 0.812 | D | 0.002 | --- |
| | Ventura Boulevard | PM | 0.640 | B | 0.667 | B | 0.727 | C | 0.737 | C | 0.010 | NO | 0.737 | C | 0.010 | --- |
| 17 | Project Driveway-Matilija Avenue | AM | 0.518 | A | 0.559 | A | 0.574 | A | 0.459 | A | -0.115 | NO | 0.459 | A | -0.115 | --- |
| | Riverside Drive [a] | PM | 0.555 | A | 0.599 | A | 0.617 | B | 0.658 | B | 0.041 | NO | 0.658 | B | 0.041 | --- |

[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] 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 |

## Table F-3
## ALTERNATIVE G 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 | 1,057,000 GLSF | 40,816 | 2,084 | 1,924 | 4,008 |
| Less 10% Pass-by [4] | | (4,082) | (208) | (192) | (400) |
| Subtotal Proposed | | 36,734 | 1,876 | 1,732 | 3,608 |
| **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 Existing | | 32,423 | 1,649 | 1,523 | 3,172 |
| | | | | | |
| **NET CHANGE** | **190,000 GLSF** | **4,311** | **227** | **209** | **436** |

[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.

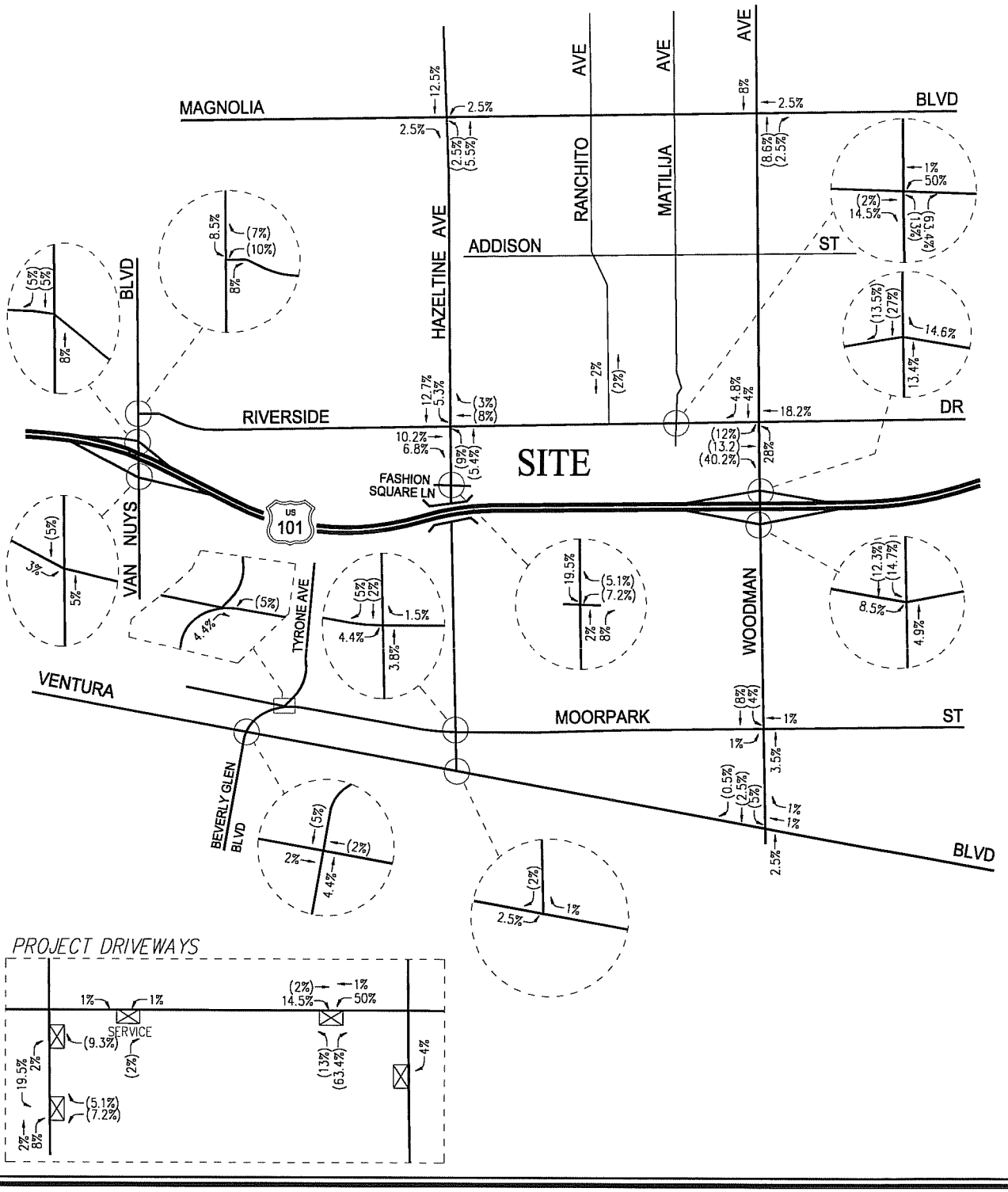
**Table F-4**
**ALTERNATIVE G PROJECT SUMMARY OF VOLUME TO CAPACITY RATIOS**
**AND LEVELS OF SERVICE**
**WEEKEND PEAK HOUR**

| NO. | INTERSECTION | PEAK HOUR | [1] YEAR 2007 EXISTING V/C | [1] LOS | [2] YEAR 2011 W/ AMBIENT GROWTH V/C | [2] LOS | [3] YEAR 2011 W/ RELATED PROJECTS V/C | [3] LOS | [4] YEAR 2011 W/ ALT G PROJECT V/C | [4] LOS | [4] CHANGE V/C [(4)-(3)] | [4] SIGNIF. IMPACT [b] | [5] YEAR 2011 W/ ALT G MITIGATION V/C | [5] LOS | [5] CHANGE V/C [(5)-(3)] | [5] MITI-GATED |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7 | Hazeltine Avenue/ Riverside Drive | Saturday Mid-day | 0.684 | B | 0.745 | C | 0.780 | C | 0.819 | D | 0.039 | YES | 0.789 | C | 0.009 | YES |
| 8 | Hazeltine Avenue/ Fashion Square Lane | Saturday Mid-day | 0.636 | B | 0.693 | B | 0.704 | C | 0.736 | C | 0.032 | NO | 0.706 | C | 0.002 | --- |
| 12 | Woodman Avenue/ Riverside Drive | Saturday Mid-day | 0.874 | D | 0.949 | E | 1.005 | F | 1.049 | F | 0.044 | YES | 0.959 | E | -0.046 | YES |
| 13 | Woodman Avenue/ US-101 Freeway Westbound Ramps | Saturday Mid-day | 0.757 | C | 0.823 | D | 0.839 | D | 0.869 | D | 0.030 | YES | 0.839 | D | 0.000 | YES |
| 14 | Woodman Avenue/ US-101 Freeway Eastbound Ramps | Saturday Mid-day | 0.590 | A | 0.613 | B | 0.631 | B | 0.661 | B | 0.030 | NO | 0.661 | B | 0.030 | --- |
| 17 | Project Driveway-Matilija Avenue Riverside Drive [a] | Saturday Mid-day | 0.472 | A | 0.509 | A | 0.537 | A | 0.622 | B | 0.085 | NO | 0.622 | B | 0.085 | --- |

[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] 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 |



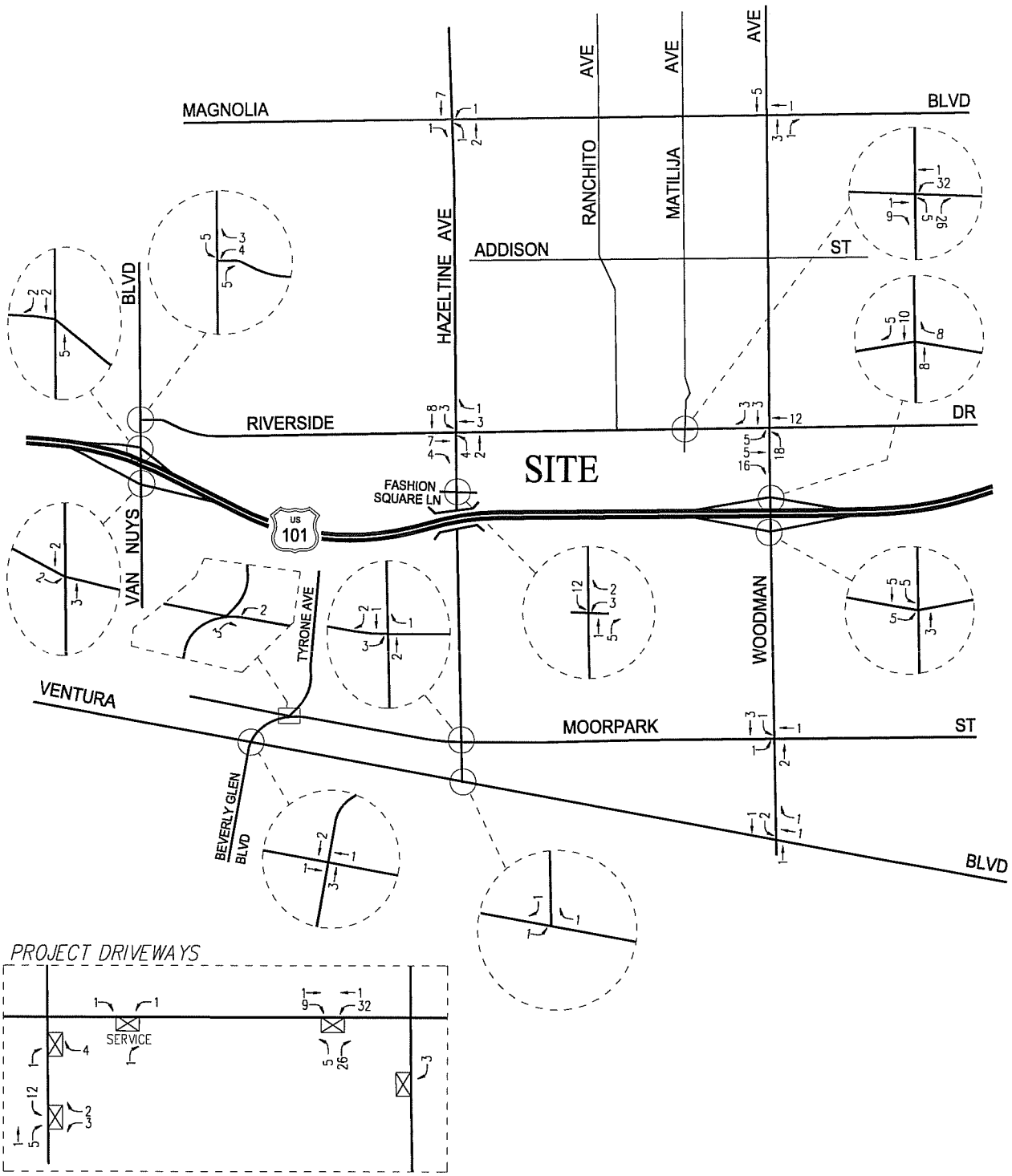

XX = INBOUND PERCENTAGES
(XX) = OUTBOUND PERCENTAGES

NOT TO SCALE

# FIGURE A
# PROJECT TRIP DISTRIBUTION
## ALTERNATIVE E PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

WESTFIELD FASHION SQUARE EXPANSION PROJECT



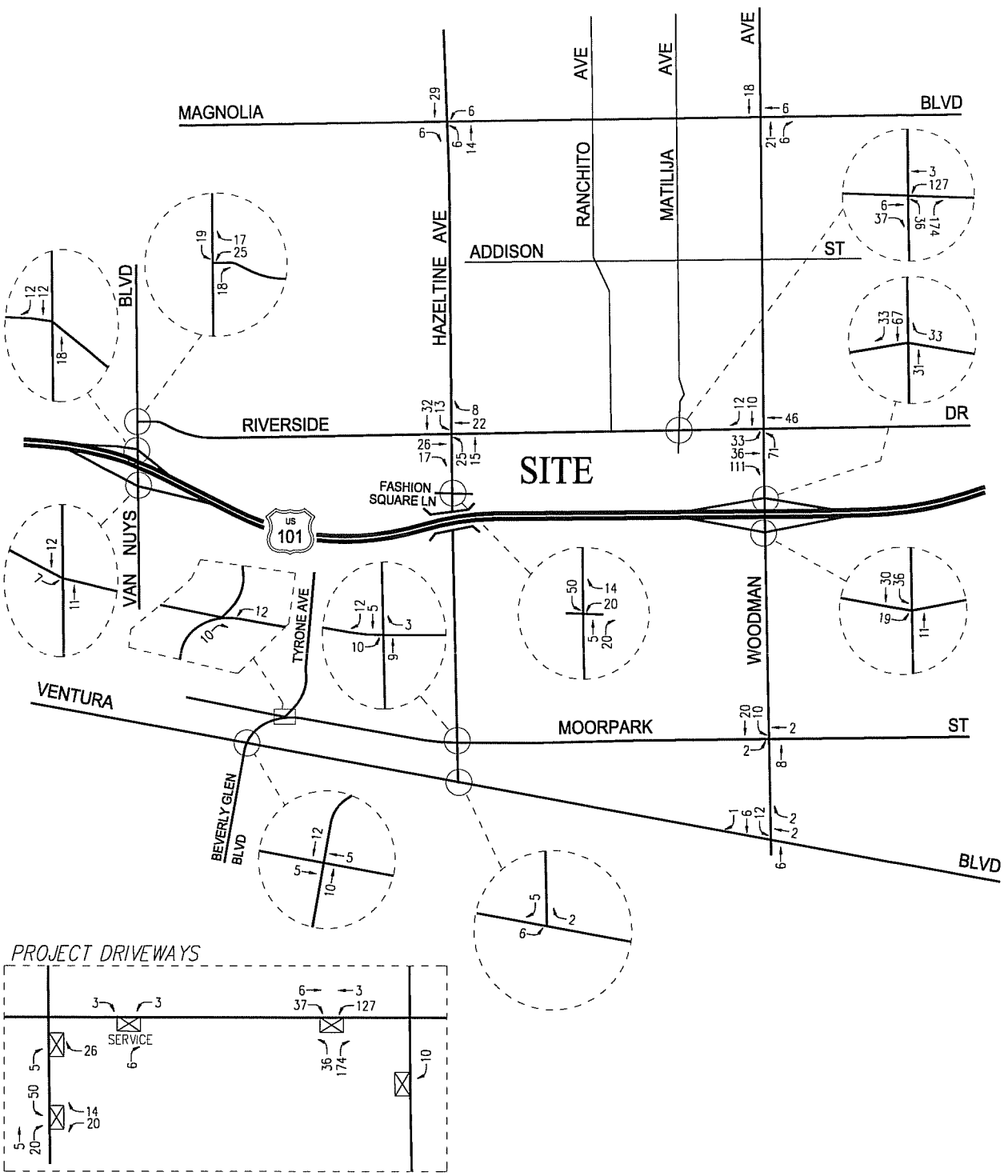

N

NOT TO SCALE

# FIGURE B-1
# PROJECT TRAFFIC VOLUMES
## WEEKDAY AM PEAK HOUR
## ALTERNATIVE E PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

WESTFIELD FASHION SQUARE EXPANSION PROJECT




NOT TO SCALE

# FIGURE B-2
# PROJECT TRAFFIC VOLUMES
## WEEKDAY PM PEAK HOUR
## ALTERNATIVE E PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

WESTFIELD FASHION SQUARE EXPANSION PROJECT

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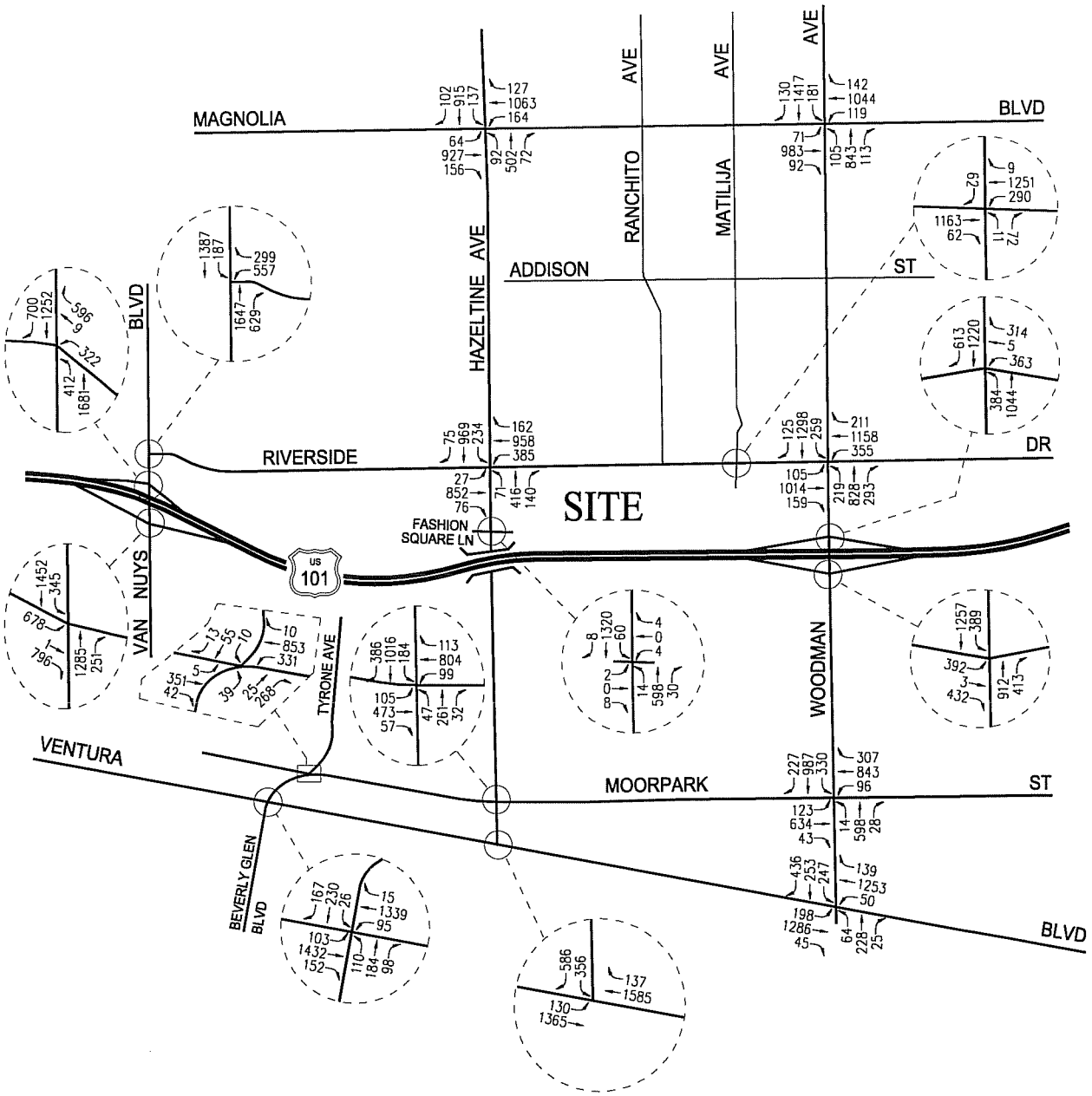
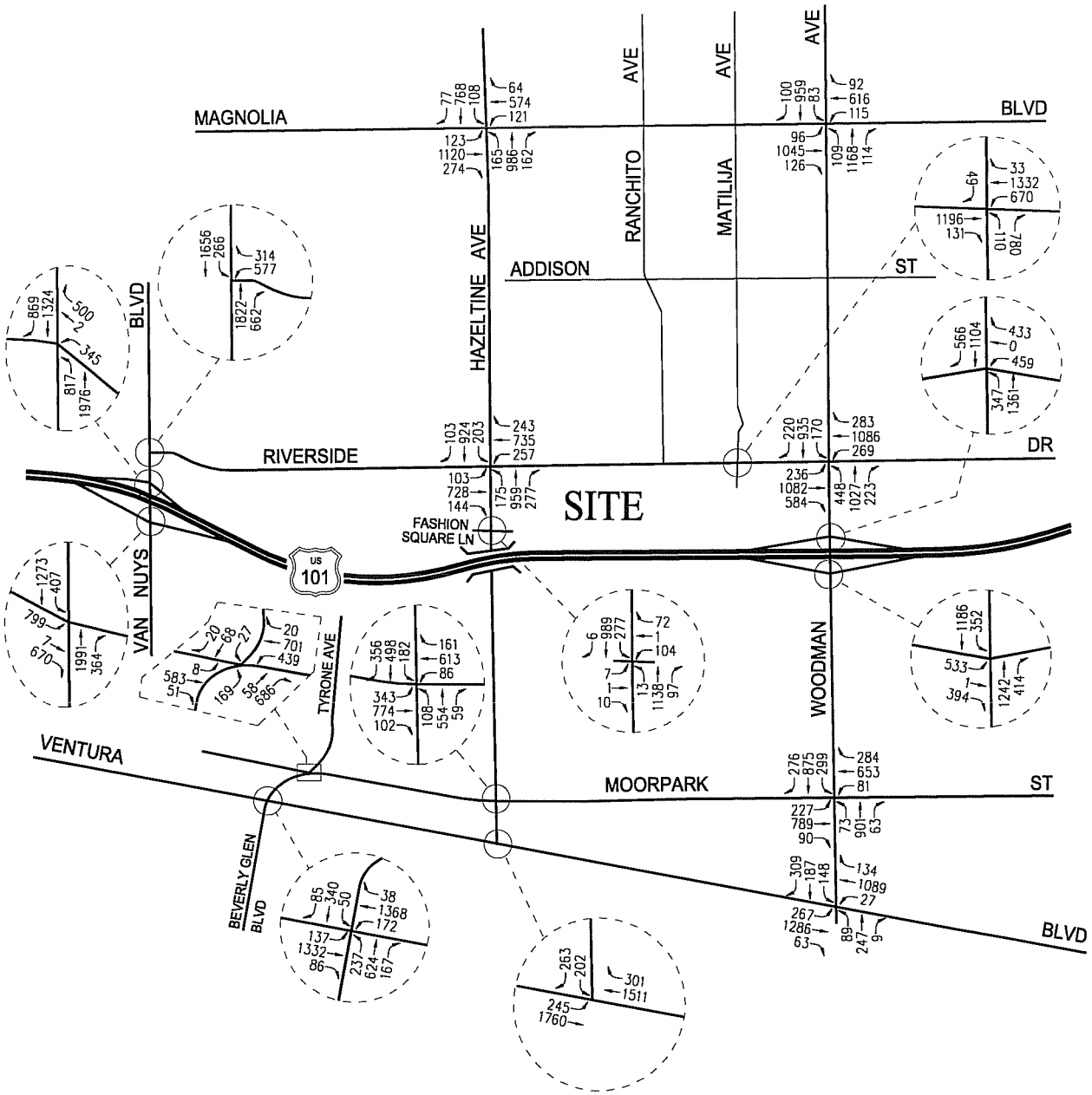



NOT TO SCALE

# FIGURE C-1
# FUTURE WITH PROJECT TRAFFIC VOLUMES
## WEEKDAY AM PEAK HOUR
## ALTERNATIVE E PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

WESTFIELD FASHION SQUARE EXPANSION PROJECT

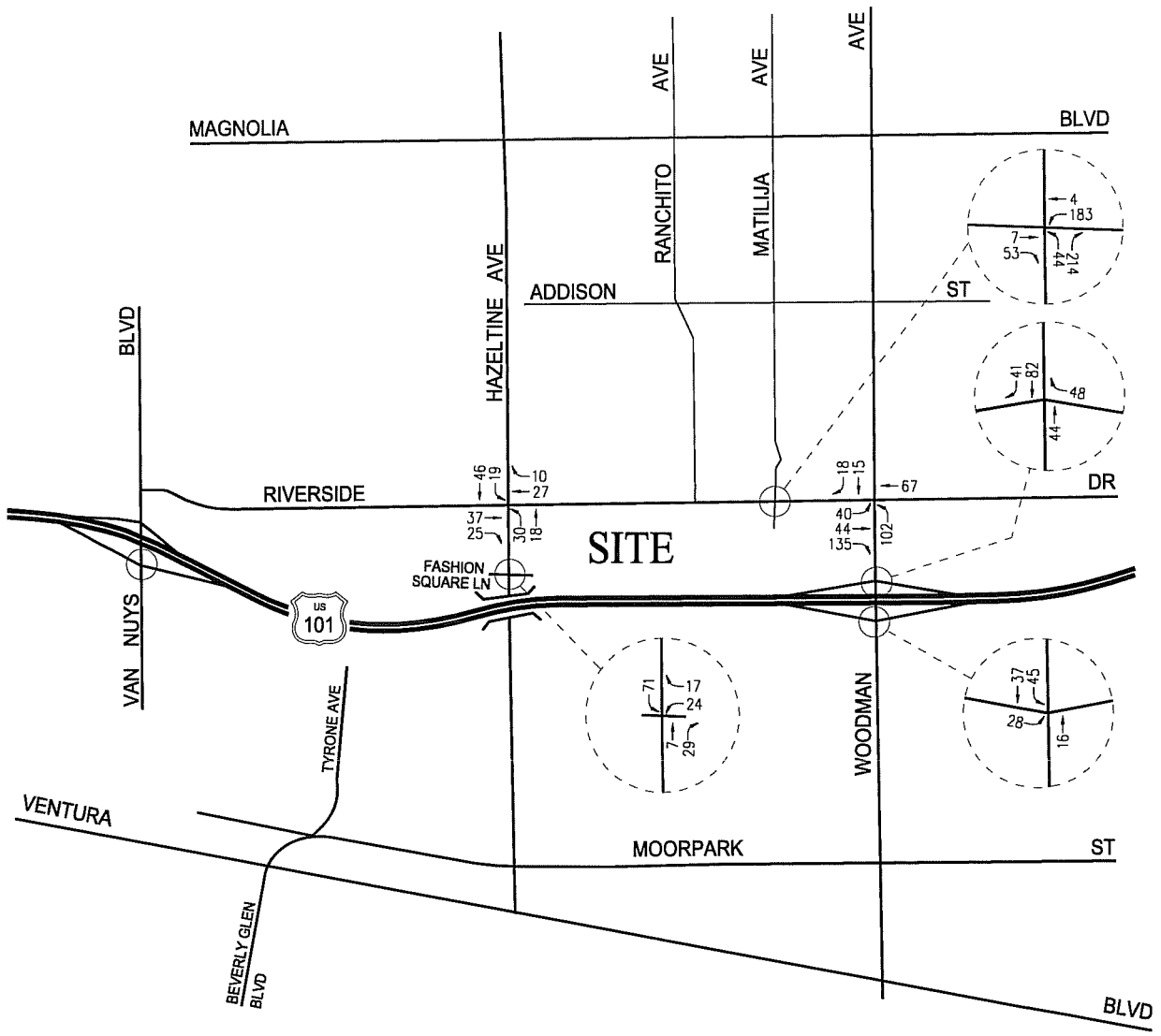



NOT TO SCALE

# FIGURE C-2
# FUTURE WITH PROJECT TRAFFIC VOLUMES
## WEEKDAY PM PEAK HOUR
## ALTERNATIVE E PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

WESTFIELD FASHION SQUARE EXPANSION PROJECT




NOT TO SCALE

# FIGURE D
# PROJECT TRAFFIC VOLUMES
## SATURDAY MID-DAY PEAK HOUR
## ALTERNATIVE E PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

WESTFIELD FASHION SQUARE EXPANSION PROJECT

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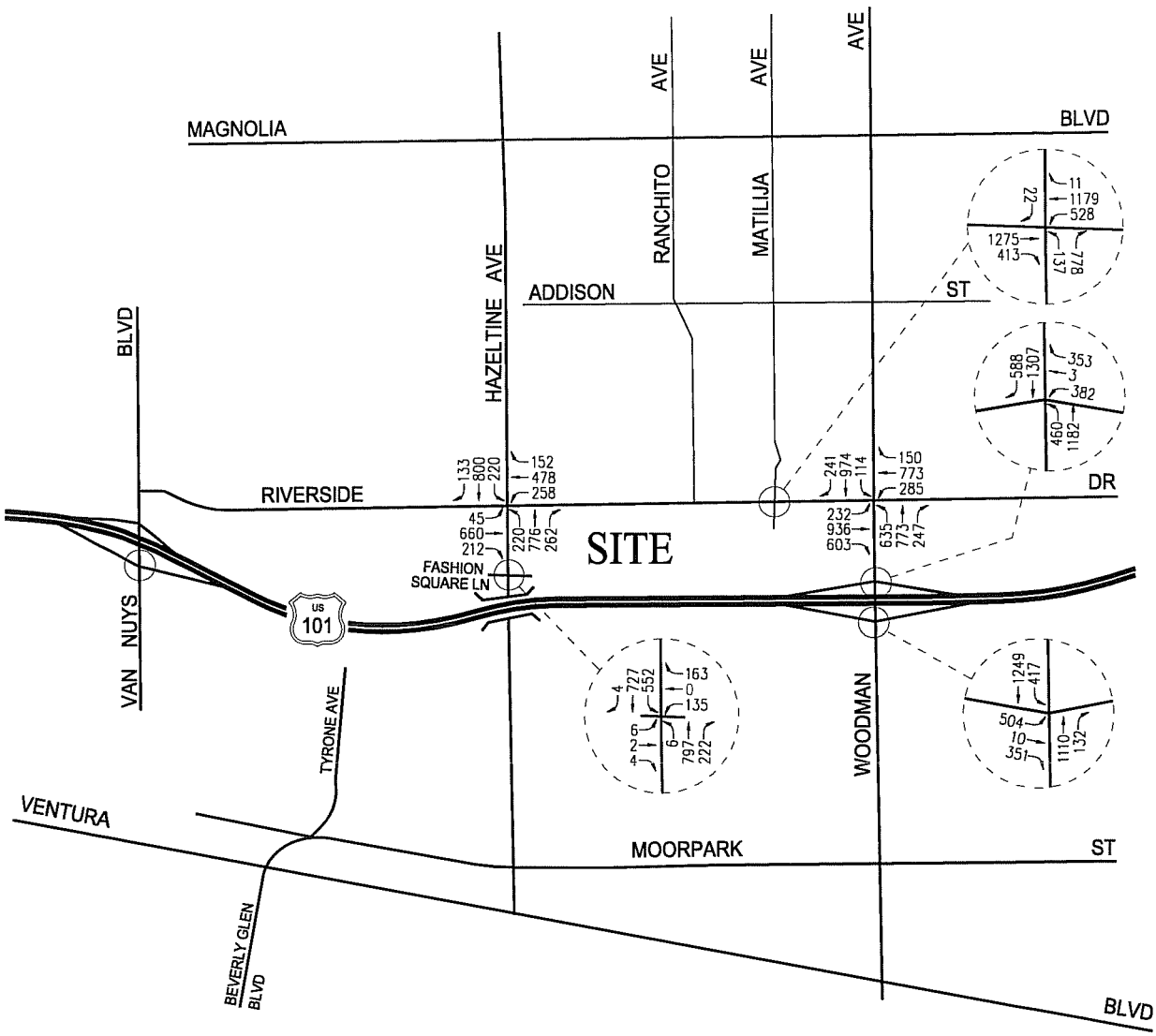
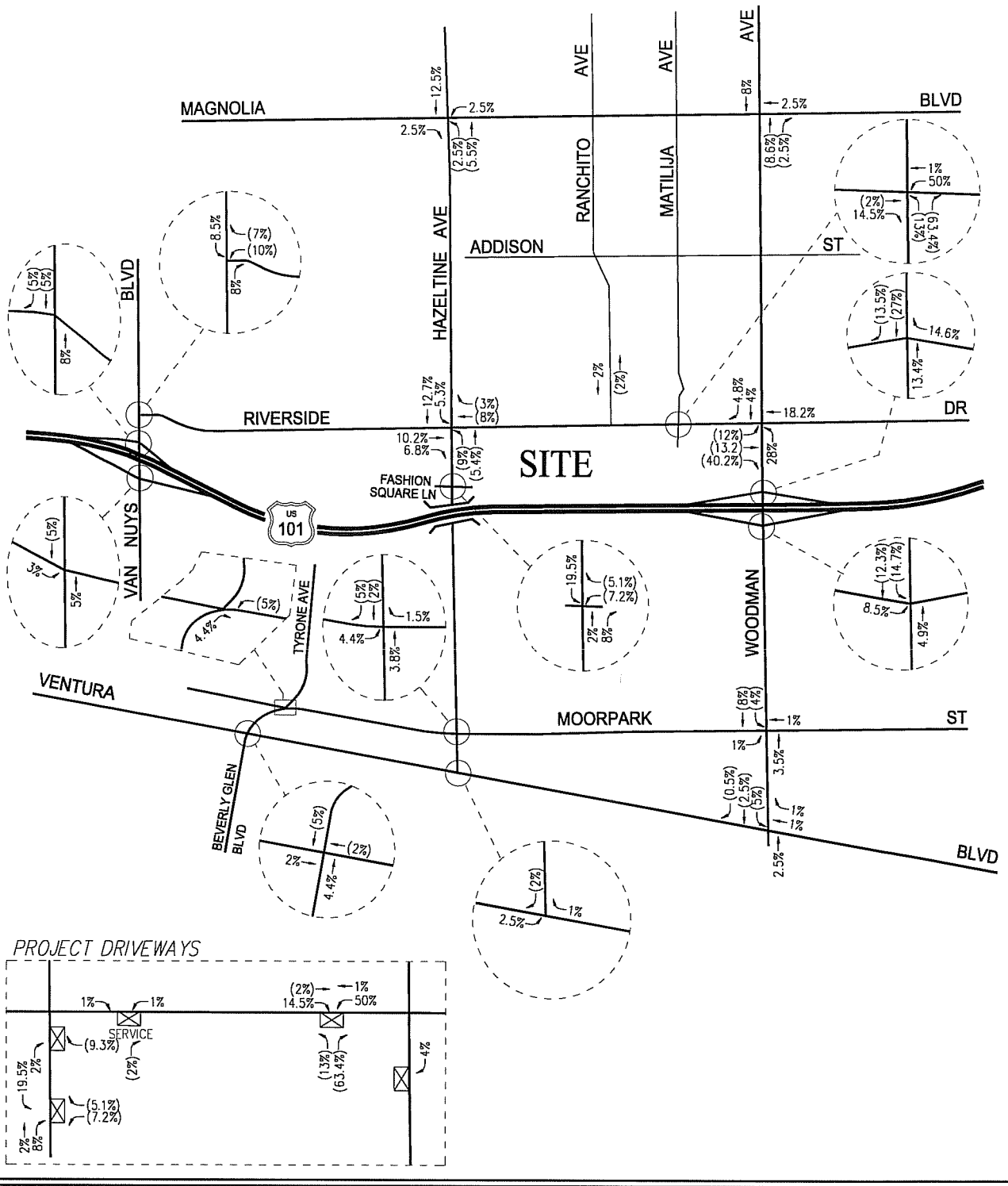



NOT TO SCALE

# FIGURE E
# FUTURE WITH PROJECT TRAFFIC VOLUMES
## SATURDAY MID-DAY PEAK HOUR
## ALTERNATIVE E PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

WESTFIELD FASHION SQUARE EXPANSION PROJECT

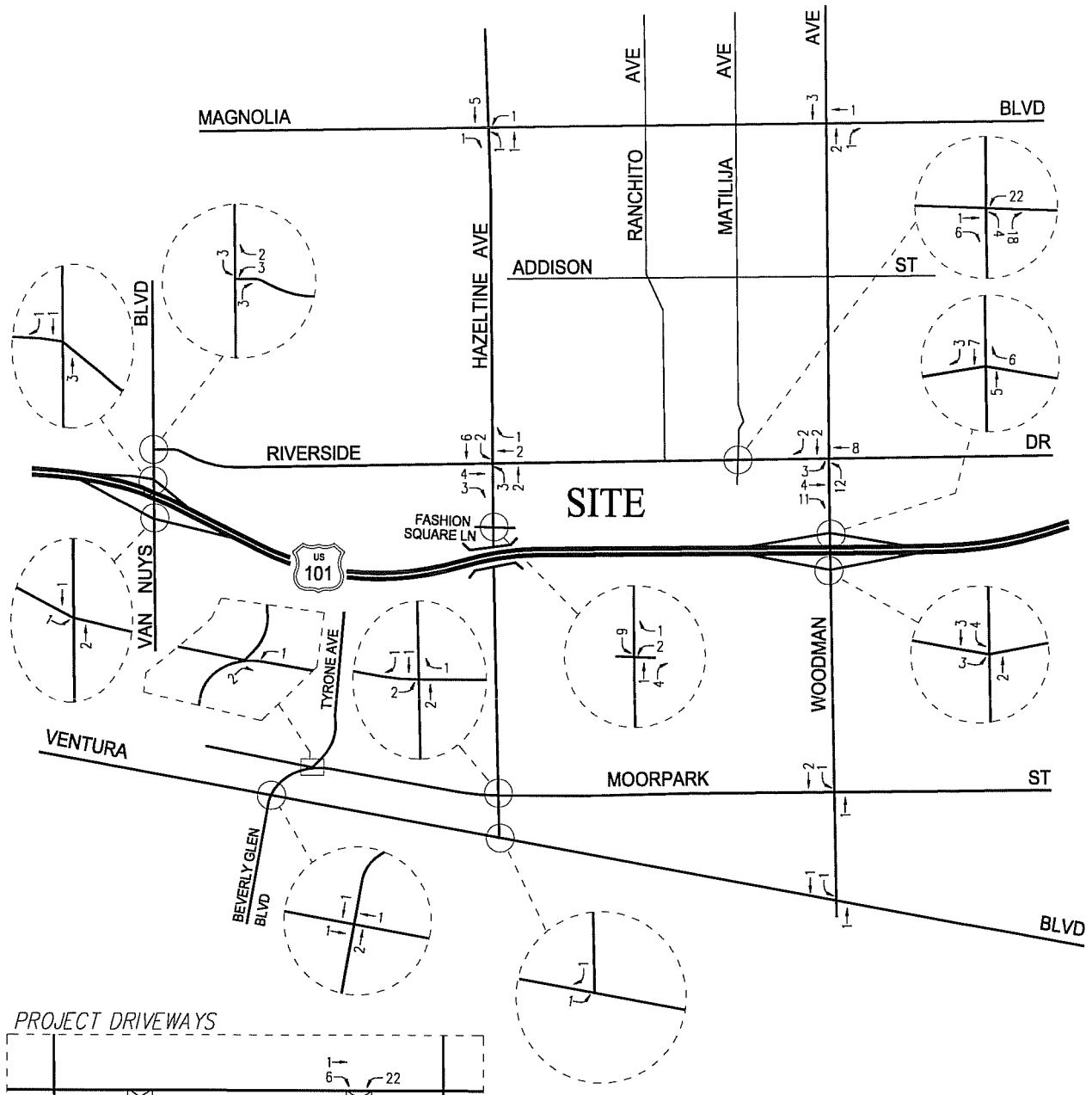



XX = INBOUND PERCENTAGES
(XX) = OUTBOUND PERCENTAGES

NOT TO SCALE

# FIGURE F
# PROJECT TRIP DISTRIBUTION
## ALTERNATIVE G PROJECT
## WESTFIELD FASHION SQUARE EXPANSION PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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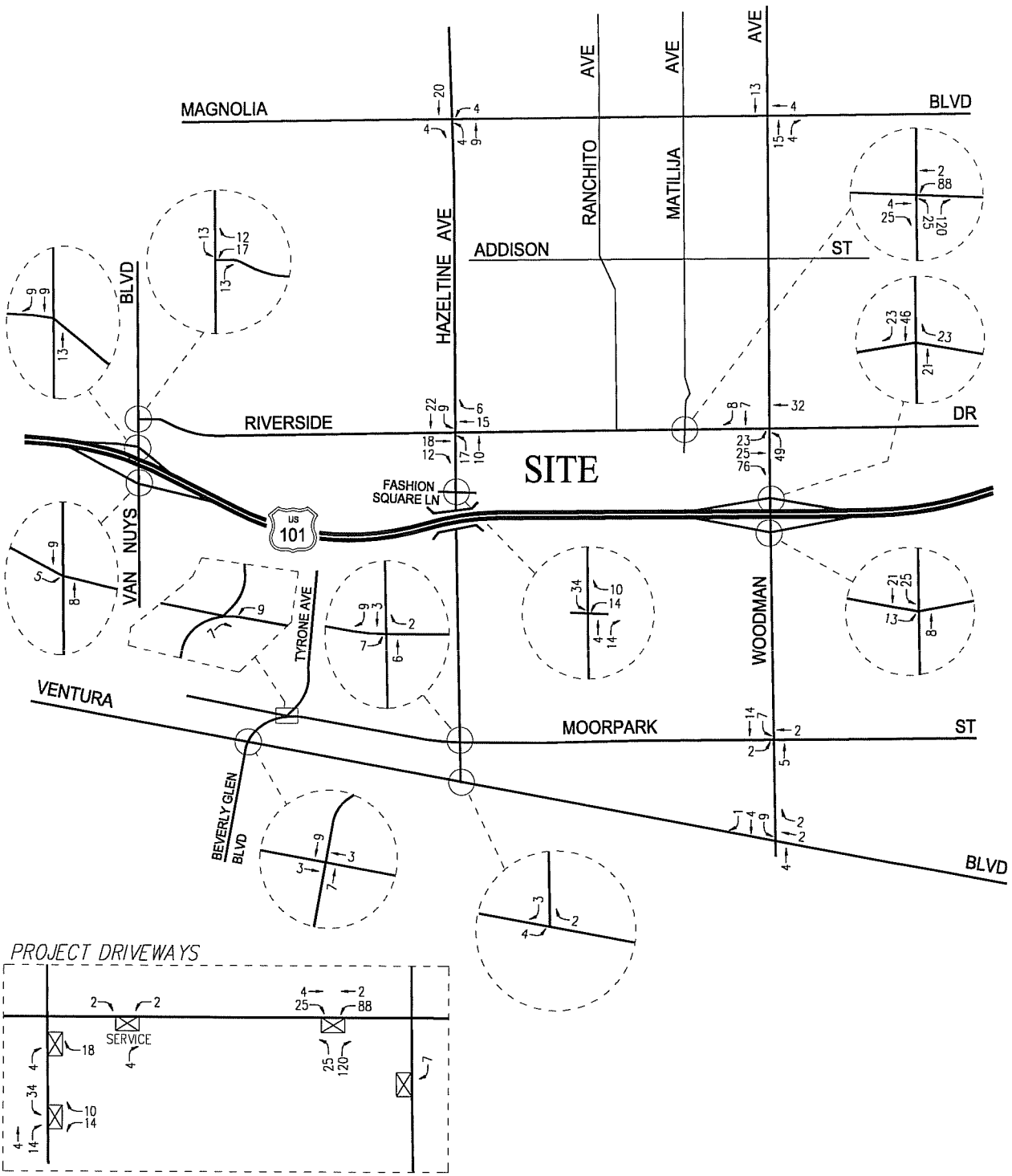
NOT TO SCALE

# FIGURE G-1
# PROJECT TRAFFIC VOLUMES
## WEEKDAY AM PEAK HOUR
## ALTERNATIVE G PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

WESTFIELD FASHION SQUARE EXPANSION PROJECT




N

NOT TO SCALE

# FIGURE G-2
# PROJECT TRAFFIC VOLUMES
## WEEKDAY PM PEAK HOUR
## ALTERNATIVE G PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

WESTFIELD FASHION SQUARE EXPANSION PROJECT

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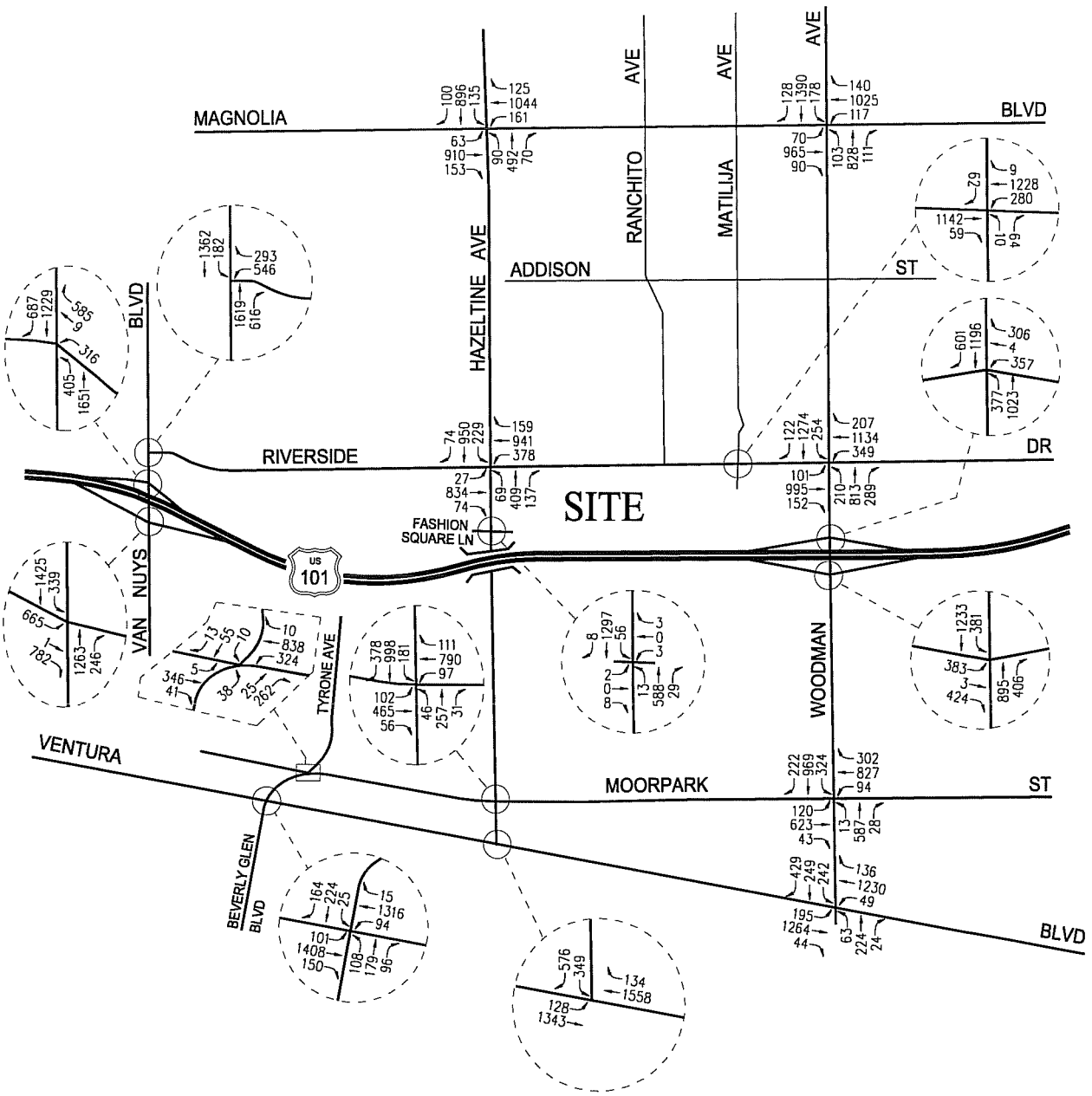
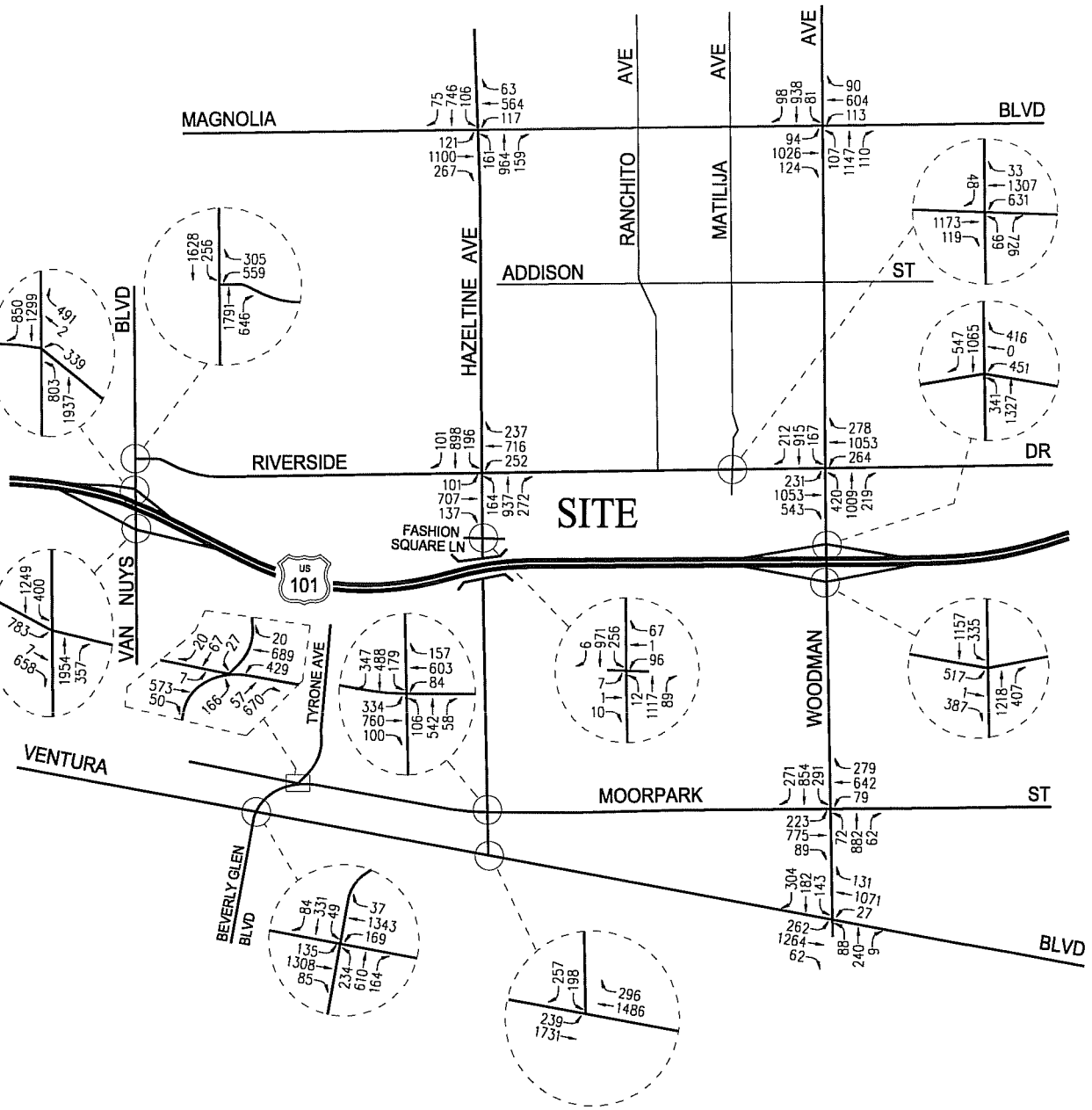



NOT TO SCALE

# FIGURE H-1
# FUTURE WITH PROJECT TRAFFIC VOLUMES
## WEEKDAY AM PEAK HOUR
## ALTERNATIVE G PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

WESTFIELD FASHION SQUARE EXPANSION PROJECT




NOT TO SCALE

# FIGURE H-2
# FUTURE WITH PROJECT TRAFFIC VOLUMES
## WEEKDAY PM PEAK HOUR
## ALTERNATIVE G PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

WESTFIELD FASHION SQUARE EXPANSION PROJECT

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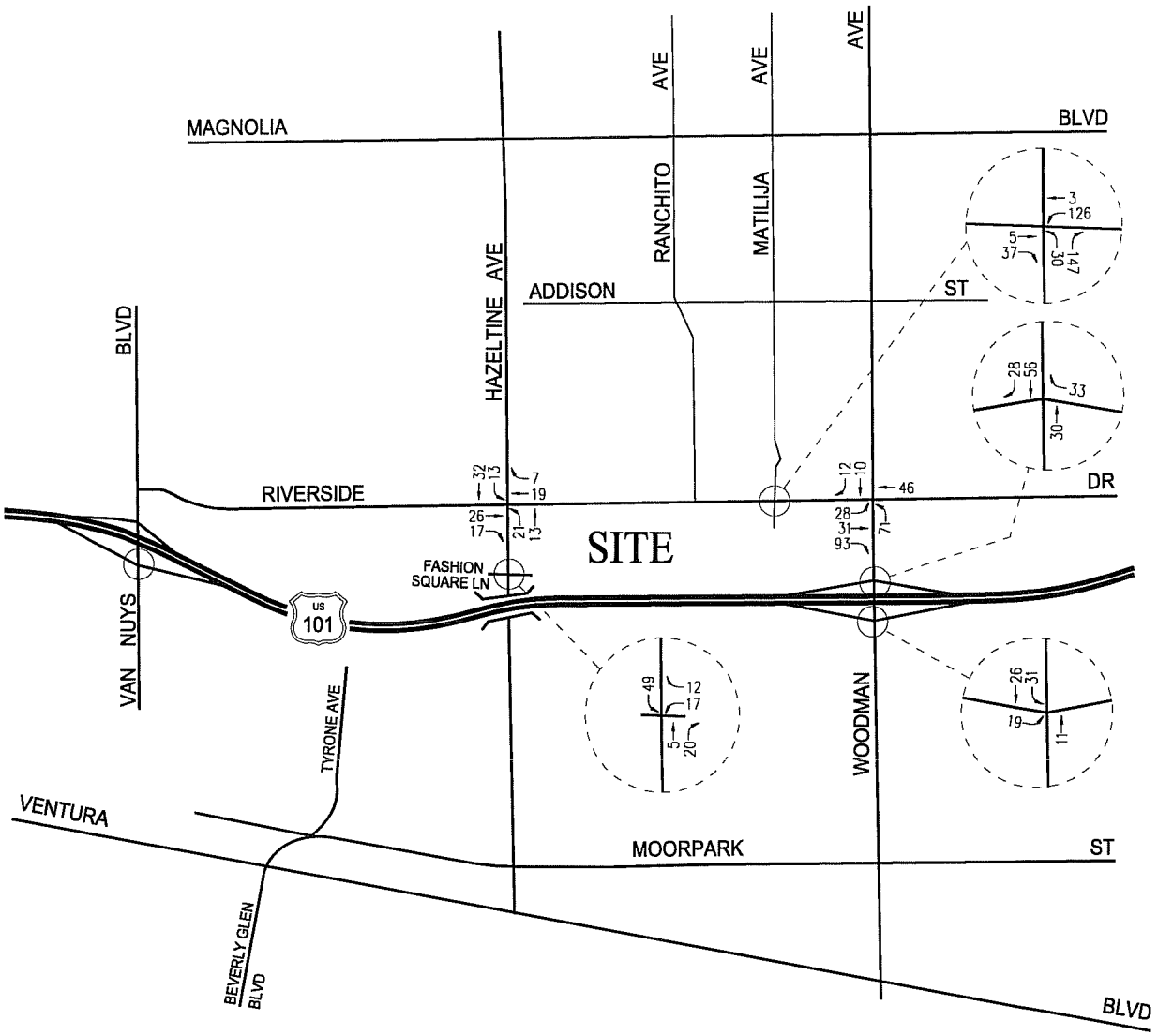
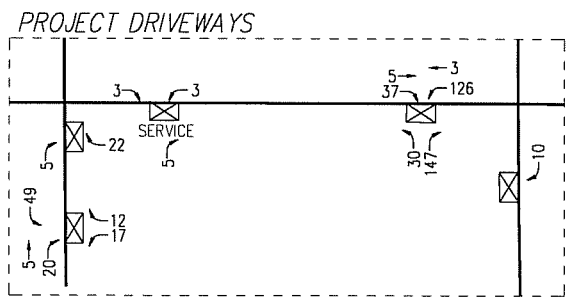


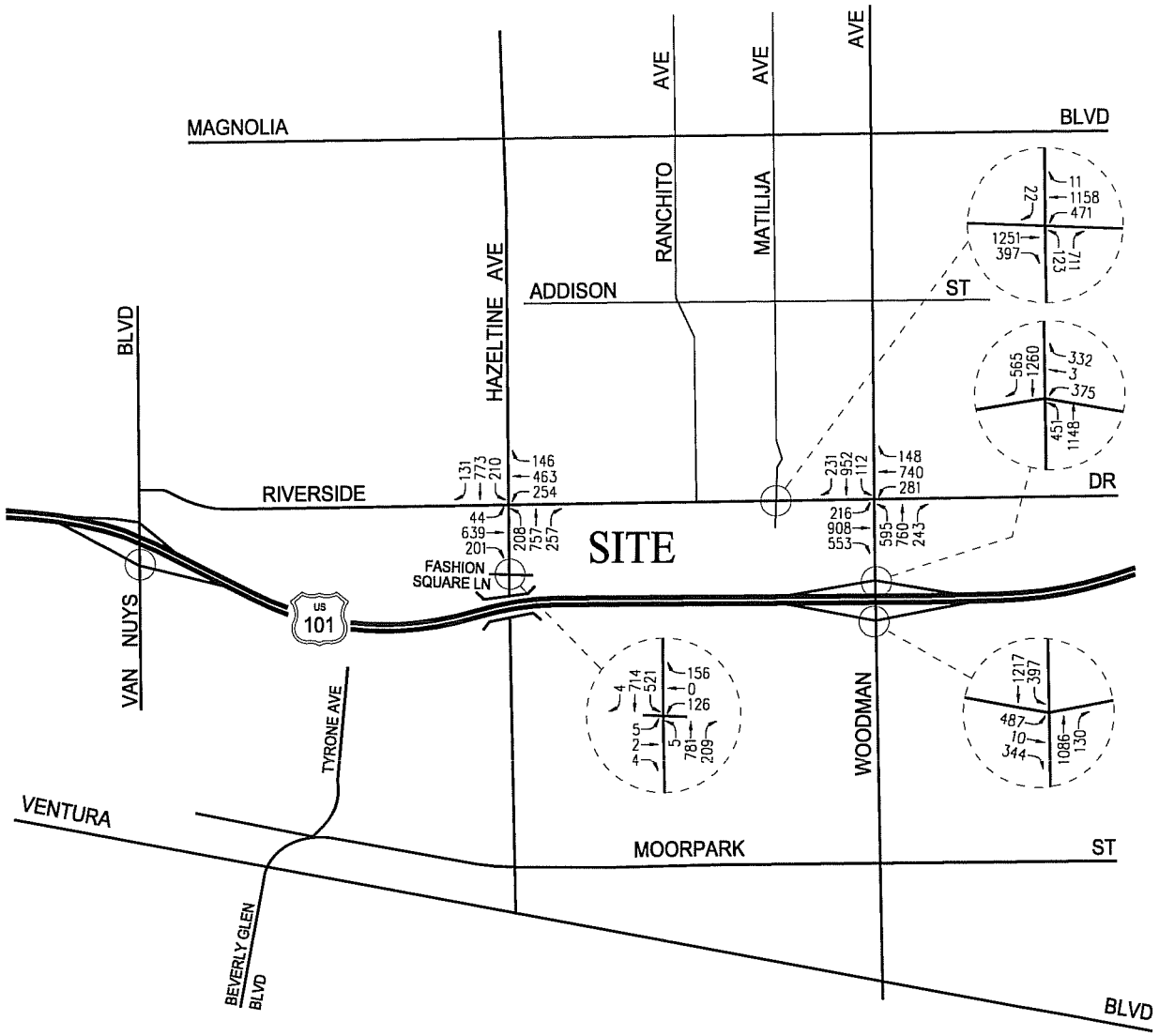

N

NOT TO SCALE

# FIGURE I
# PROJECT TRAFFIC VOLUMES
## SATURDAY MID-DAY PEAK HOUR
## ALTERNATIVE G PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

WESTFIELD FASHION SQUARE EXPANSION PROJECT




N

NOT TO SCALE

# FIGURE J
# FUTURE WITH PROJECT TRAFFIC VOLUMES
## SATURDAY MID-DAY PEAK HOUR
## ALTERNATIVE G PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

WESTFIELD FASHION SQUARE EXPANSION PROJECT

# APPENDIX B

## CMA DATA WORKSHEETS

## ALTERNATIVES E AND G
## WEEKDAY AM & PM PEAK HOURS
## WEEKEND MID-DAY PEAK HOUR

# APPENDIX B-1

## ALTERNATIVE E CMA DATA WORKSHEETS

## WEEKDAY AM & PM PEAK HOURS
## WEEKEND MID-DAY PEAK HOUR

**LINSCOTT, LAW & GREENSPAN, ENGINEERS**
*236 N. Chester Avenue, 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: 08/07/2008
Date of Count: 2007
Projection Year: 2012

**ALTERNATIVE E PROJECT**

| | 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: 08/07/2008
Date of Count: 2007
Projection Year: 2012

**ALTERNATIVE E PROJECT**

| | 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.*
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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: 08/06/2008
Date of Count: 2007
Projection Year: 2012

**ALTERNATIVE E PROJECT**

| | 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.*
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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: 08/06/2008
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Projection Year: 2012

**ALTERNATIVE E PROJECT**

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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.*
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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: 08/06/2008
Date of Count: 2007
Projection Year: 2012

**ALTERNATIVE E PROJECT**

| | 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

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

Peak Hour: PM
Annual Growth: 2.00%

Date: 08/06/2008
Date of Count: 2007
Projection Year: 2012

**ALTERNATIVE E PROJECT**

| | 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: 08/06/2008
Date of Count: 2007
Projection Year: 2012

**ALTERNATIVE E PROJECT**

| | 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: 08/06/2008
Date of Count: 2007
Projection Year: 2012

**ALTERNATIVE E PROJECT**

| | 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.*
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*[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: 08/07/2008
Date of Count: 2007
Projection Year: 2012

**ALTERNATIVE E PROJECT**

| | 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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*626.796.2322 Fax 626.792.0941*

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: PM
Annual Growth: 2.00%

Date: 08/07/2008
Date of Count: 2007
Projection Year: 2012

**ALTERNATIVE E PROJECT**

| | 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: 08/07/2008
Date of Count: 2007
Projection Year: 2012

**ALTERNATIVE E PROJECT**

| | 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.*
*[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: 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: 08/07/2008
Date of Count: 2007
Projection Year: 2012

**ALTERNATIVE E PROJECT**

| | 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: 08/07/2008
Date of Count: 2007
Projection Year: 2012

**ALTERNATIVE E PROJECT**

| | 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 | 4 | 71 | 1 | 71 | 0 | 71 | 1 | 71 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| NB Thru | 363 | 2 | 181 | 36 | 399 | 2 | 200 | 15 | 414 | 2 | 207 | 2 | 416 | 2 | 208 | 0 | 416 | 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 | 3 | 234 | 1 | 234 | 0 | 234 | 1 | 234 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| SB Thru | 860 | 1 | 463 | 86 | 946 | 1 | 510 | 15 | 961 | 1 | 518 | 8 | 969 | 1 | 522 | 0 | 969 | 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 | 7 | 852 | 1 | 464 | 0 | 852 | 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 | - | 4 | 76 | 0 | - | 0 | 76 | 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 | 6 | 958 | 2 | 479 | 0 | 958 | 2 | 479 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Right | 138 | 1 | 138 | 14 | 152 | 1 | 152 | 6 | 158 | 1 | 158 | 4 | 162 | 1 | 162 | 0 | 162 | 1 | 162 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| Crit. Volumes: | | N-S: | 525 | | | N-S: | 577 | | | N-S: | 586 | | | N-S: | 594 | | | N-S: | 594 |
| | | E-W: | 747 | | | E-W: | 822 | | | E-W: | 843 | | | E-W: | 848 | | | E-W: | 848 |
| | | SUM: | 1272 | | | SUM: | 1399 | | | SUM: | 1429 | | | SUM: | 1442 | | | SUM: | 1442 |
| No. of Phases: | | | 2 | | | | 2 | | | | 2 | | | | 2 | | | | 2 |
| Volume / Capacity: | | [1] | 0.778 | | | [1] | 0.863 | | | [1] | 0.882 | | | [1] | 0.891 | | | [2] | 0.861 |
| 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: 08/07/2008
Date of Count: 2007
Projection Year: 2012

**ALTERNATIVE E PROJECT**

| | 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 | 25 | 175 | 1 | 175 | 0 | 175 | 1 | 175 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| NB Thru | 844 | 2 | 422 | 84 | 929 | 2 | 464 | 15 | 944 | 2 | 472 | 15 | 959 | 2 | 479 | 0 | 959 | 2 | 479 |
| 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 | 13 | 203 | 1 | 203 | 0 | 203 | 1 | 203 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| SB Thru | 795 | 1 | 444 | 79 | 874 | 1 | 488 | 18 | 892 | 1 | 497 | 32 | 924 | 1 | 513 | 0 | 924 | 1 | 513 |
| Comb. T-R | | 1 | 444 | | | 1 | 488 | | | 1 | 497 | | | 1 | 513 | | | 1 | 513 |
| 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 | 26 | 728 | 1 | 436 | 0 | 728 | 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 | - | 17 | 144 | 0 | - | 0 | 144 | 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 | 55 | 735 | 2 | 368 | 0 | 735 | 2 | 368 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Right | 179 | 1 | 179 | 18 | 197 | 1 | 197 | 5 | 202 | 1 | 202 | 41 | 243 | 1 | 243 | 0 | 243 | 1 | 243 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| Crit. Volumes: | | N-S: | 591 | | | N-S: | 650 | | | N-S: | 662 | | | N-S: | 688 | | | N-S: | 688 |
| | | E-W: | 592 | | | E-W: | 651 | | | E-W: | 671 | | | E-W: | 692 | | | E-W: | 692 |
| | | SUM: | 1182 | | | SUM: | 1301 | | | SUM: | 1333 | | | SUM: | 1381 | | | SUM: | 1381 |
| No. of Phases: | | | 2 | | | | 2 | | | | 2 | | | | 2 | | | | 2 |
| Volume / Capacity: | | [1] | 0.718 | | | [1] | 0.797 | | | [1] | 0.819 | | | [1] | 0.850 | | | [2] | 0.820 |
| 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: 08/07/2008
Date of Count: 2007
Projection Year: 2012

**ALTERNATIVE E PROJECT**

| | 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 | 12 | 60 | 1 | 60 | 0 | 60 | 1 | 60 |
| 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: 08/07/2008
Date of Count: 2007
Projection Year: 2012

**ALTERNATIVE E PROJECT**

| | 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 | 50 | 277 | 1 | 277 | 0 | 277 | 1 | 277 |
| 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: | 894 | | | N-S: | 894 |
| | | E-W: | 86 | | | E-W: | 95 | | | E-W: | 95 | | | E-W: | 115 | | | E-W: | 115 |
| | | SUM: | 834 | | | SUM: | 917 | | | SUM: | 926 | | | SUM: | 1009 | | | SUM: | 1009 |
| No. of Phases: | | | 3 | | | | 3 | | | | 3 | | | | 3 | | | | 3 |
| Volume / Capacity: | | [1] | 0.515 | | | [1] | 0.573 | | | [1] | 0.580 | | | [1] | 0.638 | | | [2] | 0.608 |
| 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] 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: 08/06/2008
Date of Count: 2007
Projection Year: 2012

**ALTERNATIVE E PROJECT**

| | 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: 08/06/2008
Date of Count: 2007
Projection Year: 2012

**ALTERNATIVE E PROJECT**

| | 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.*
*[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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*626.796.2322 Fax 626.792.0941*

CRITICAL MOVEMENT ANALYSIS

Hazeltine Avenue @ Ventura Boulevard

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

Peak Hour: AM
Annual Growth: 2.0%

Date: 08/06/2008
Date of Count: 2007
Projection Year: 2012

**ALTERNATIVE E PROJECT**

| | 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.*
*[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: 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: 08/06/2008
Date of Count: 2007
Projection Year: 2012

**ALTERNATIVE E PROJECT**

| | 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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*[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

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: 08/06/2008
Date of Count: 2007
Projection Year: 2012

**ALTERNATIVE E PROJECT**

| | 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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*Right turns on red from excl. lanes = 50% of overlapping left turn.*
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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: 08/06/2008
Date of Count: 2007
Projection Year: 2012

**ALTERNATIVE E PROJECT**

| | 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.*
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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: 08/06/2008
Date of Count: 2007
Projection Year: 2012

**ALTERNATIVE E PROJECT**

| | 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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*626.796.2322 Fax 626.792.0941*

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: 08/06/2008
Date of Count: 2007
Projection Year: 2012

**ALTERNATIVE E PROJECT**

| | 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: 08/06/2008
Date of Count: 2007
Projection Year: 2012

**ALTERNATIVE E PROJECT**

| | 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: 08/06/2008
Date of Count: 2007
Projection Year: 2012

**ALTERNATIVE E PROJECT**

| | 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.*
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*[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: 08/06/2008
Date of Count: 2007
Projection Year: 2012

**ALTERNATIVE E PROJECT**

| | 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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*236 N. Chester Avenue, Suite 200, Pasadena CA 91106*
*626.796.2322 Fax 626.792.0941*

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: 08/06/2008
Date of Count: 2007
Projection Year: 2012

**ALTERNATIVE E PROJECT**

| | 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.*
*[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 @ 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: 08/06/2008
Date of Count: 2007
Projection Year: 2012

**ALTERNATIVE E PROJECT**

| | 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.*
*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 @ 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: 08/06/2008
Date of Count: 2007
Projection Year: 2012

**ALTERNATIVE E PROJECT**

| | 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.*
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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: 08/06/2008
Date of Count: 2007
Projection Year: 2012

**ALTERNATIVE E PROJECT**

| | 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:
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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: 08/06/2008
Date of Count: 2007
Projection Year: 2012

**ALTERNATIVE E PROJECT**

| | 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.*
*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

Fashion Square Project Driveway-Matilija Avenue @ Riverside Drive

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

Peak Hour: AM
Annual Growth: 2.0%

Date: 08/06/2008
Date of Count: 2007
Projection Year: 2012

**ALTERNATIVE E PROJECT**

| | 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 | - | 11 | 11 | 1 | 11 | 0 | 11 | 1 | 11 |
| 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 | - | 72 | 72 | 2 | 40 | 0 | 72 | 2 | 40 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| SB Left | 35 | 0 | - | 4 | 39 | 0 | - | 0 | 39 | 0 | - | -39 | -0 | 0 | - | 0 | -0 | 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 | - | 36 | 62 | 1 | 62 | 0 | 62 | 1 | 62 |
| 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 | 1 | 1163 | 2 | 581 | 0 | 1163 | 2 | 581 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Right | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 62 | 62 | 1 | 62 | 0 | 62 | 1 | 62 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| WB Left | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 290 | 290 | 2 | 160 | 0 | 290 | 2 | 160 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Thru | 1103 | 1 | 556 | 110 | 1214 | 1 | 611 | 36 | 1250 | 1 | 629 | 1 | 1251 | 1 | 630 | 0 | 1251 | 1 | 630 |
| Comb. T-R | | 1 | 556 | | | 1 | 611 | | | 1 | 629 | | | 1 | 630 | | | 1 | 630 |
| 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: | 73 | | | N-S: | 73 |
| | | E-W: | 562 | | | E-W: | 618 | | | E-W: | 636 | | | E-W: | 741 | | | E-W: | 741 |
| | | SUM: | 621 | | | SUM: | 684 | | | SUM: | 702 | | | SUM: | 814 | | | SUM: | 814 |
| No. of Phases: | | | U | | | | U | | | | U | | | | 3 | | | | 3 |
| Volume / Capacity: | | | 0.518 | | | | 0.570 | | | | 0.585 | | | *[1], [2]* | 0.471 | | | *[1], [2]* | 0.471 |
| 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

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

Peak Hour: PM
Annual Growth: 2.00%

Date: 08/06/2008
Date of Count: 2007
Projection Year: 2012

**ALTERNATIVE E PROJECT**

| | 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 | - | 110 | 110 | 1 | 110 | 0 | 110 | 1 | 110 |
| 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 | - | 780 | 780 | 2 | 429 | 0 | 780 | 2 | 429 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| SB Left | 27 | 0 | - | 3 | 30 | 0 | - | 0 | 30 | 0 | - | -30 | -0 | 0 | - | 0 | -0 | 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 | - | 28 | 49 | 1 | 49 | 0 | 49 | 1 | 49 |
| Comb. L-T-R - | | 1 | | | | 1 | | | | 1 | | | | 0 | | | | 0 | |
| EB Left | 21 | 1 | 21 | 2 | 23 | 1 | 23 | 0 | 23 | 1 | 23 | -23 | -0 | 0 | - | 0 | -0 | 0 | - |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Thru | 1046 | 2 | 523 | 105 | 1151 | 2 | 575 | 39 | 1190 | 2 | 595 | 6 | 1196 | 2 | 598 | 0 | 1196 | 2 | 598 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Right | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 131 | 131 | 1 | 131 | 0 | 131 | 1 | 131 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| WB Left | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 670 | 670 | 2 | 369 | 0 | 670 | 2 | 369 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Thru | 1168 | 1 | 599 | 117 | 1285 | 1 | 659 | 44 | 1329 | 1 | 681 | 3 | 1332 | 1 | 682 | 0 | 1332 | 1 | 682 |
| Comb. T-R | | 1 | 599 | | | 1 | 659 | | | 1 | 681 | | | 1 | 682 | | | 1 | 682 |
| 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: | 158 | | | N-S: | 158 |
| | | E-W: | 620 | | | E-W: | 682 | | | E-W: | 704 | | | E-W: | 966 | | | E-W: | 966 |
| | | SUM: | 666 | | | SUM: | 732 | | | SUM: | 754 | | | SUM: | 1125 | | | SUM: | 1125 |
| No. of Phases: | | | U | | | | U | | | | U | | | | 3 | | | | 3 |
| Volume / Capacity: | | | 0.555 | | | | 0.610 | | | | 0.628 | | | *[1], [2]* | 0.689 | | | *[1], [2]* | 0.689 |
| 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, 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.*
*[3] Northbound right turn has an overlapping phase with the westbound left-turn movement.*
*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: 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: 08/07/2008
Date of Count: 2007
Projection Year: 2012

**ALTERNATIVE E PROJECT - WEEKEND ANALYSIS**

| | 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 | 30 | 220 | 1 | 220 | 0 | 220 | 1 | 220 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| NB Thru | 668 | 2 | 334 | 67 | 735 | 2 | 367 | 23 | 758 | 2 | 379 | 18 | 776 | 2 | 388 | 0 | 776 | 2 | 388 |
| 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 | 19 | 220 | 1 | 220 | 0 | 220 | 1 | 220 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| SB Thru | 662 | 1 | 391 | 66 | 728 | 1 | 430 | 26 | 754 | 1 | 444 | 46 | 800 | 1 | 467 | 0 | 800 | 1 | 467 |
| Comb. T-R | | 1 | 391 | | | 1 | 430 | | | 1 | 444 | | | 1 | 467 | | | 1 | 467 |
| 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 | 37 | 660 | 1 | 436 | 0 | 660 | 2 | 330 |
| Comb. T-R | | 1 | 345 | | | 1 | 379 | | | 1 | 405 | | | 1 | 436 | | | 0 | - |
| EB Right | 170 | 0 | - | 17 | 187 | 0 | - | 0 | 187 | 0 | - | 25 | 212 | 0 | - | 0 | 212 | 1 | 212 |
| 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 | 42 | 478 | 2 | 239 | 0 | 478 | 2 | 239 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Right | 111 | 1 | 111 | 11 | 122 | 1 | 122 | 5 | 127 | 1 | 127 | 25 | 152 | 1 | 152 | 0 | 152 | 1 | 152 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| Crit. Volumes: | | N-S: | 564 | | | N-S: | 620 | | | N-S: | 634 | | | N-S: | 687 | | | N-S: | 687 |
| | | E-W: | 568 | | | E-W: | 624 | | | E-W: | 663 | | | E-W: | 694 | | | E-W: | 588 |
| | | SUM: | 1132 | | | SUM: | 1245 | | | SUM: | 1297 | | | SUM: | 1381 | | | SUM: | 1275 |
| No. of Phases: | | | 2 | | | | 2 | | | | 2 | | | | 2 | | | | 2 |
| Volume / Capacity: | | [1] | 0.684 | | | [1] | 0.760 | | | [1] | 0.795 | | | [1] | 0.851 | | | [2] | 0.750 |
| Level of Service: | | | B | | | | C | | | | C | | | | 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.*
*Note: Pass-by reductions not applied to this intersection per LADOT standards.*

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CRITICAL MOVEMENT ANALYSIS

Hazeltine Avenue @ Fashion Square Lane

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

Peak Hour: Saturday Mid-Day
Annual Growth: 2.0%

Date: 08/07/2008
Date of Count: 2007
Projection Year: 2012

**ALTERNATIVE E PROJECT - WEEKEND ANALYSIS**

| | 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 | 71 | 552 | 1 | 552 | 0 | 552 | 1 | 552 |
| 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: | 1061 | | | N-S: | 1061 |
| | | E-W: | 138 | | | E-W: | 152 | | | E-W: | 152 | | | E-W: | 142 | | | E-W: | 142 |
| | | SUM: | 1007 | | | SUM: | 1107 | | | SUM: | 1124 | | | SUM: | 1203 | | | SUM: | 1203 |
| No. of Phases: | | | 3 | | | | 3 | | | | 3 | | | | 3 | | | | 3 |
| Volume / Capacity: | | [1] | 0.636 | | | [1] | 0.707 | | | [1] | 0.719 | | | [1] | 0.774 | | | [2] | 0.744 |
| 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: 08/06/2008
Date of Count: 2007
Projection Year: 2012

**ALTERNATIVE E PROJECT - WEEKEND ANALYSIS**

| | 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: 08/06/2008
Date of Count: 2007
Projection Year: 2012

**ALTERNATIVE E PROJECT - WEEKEND ANALYSIS**

| | 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

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

Peak Hour: Saturday Mid-Day
Annual Growth: 2.0%

Date: 08/06/2008
Date of Count: 2007
Projection Year: 2012

**ALTERNATIVE E PROJECT - WEEKEND ANALYSIS**

| | 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

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

Peak Hour: Saturday Mid-Day
Annual Growth: 2.0%

Date: 08/06/2008
Date of Count: 2007
Projection Year: 2012

**ALTERNATIVE E PROJECT - WEEKEND ANALYSIS**

| | 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 | - | 137 | 137 | 1 | 137 | 0 | 137 | 1 | 137 |
| 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 | - | 778 | 778 | 2 | 428 | 0 | 778 | 2 | 428 |
| 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 | - | 3 | 22 | 1 | 22 | 0 | 22 | 1 | 22 |
| 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 | 7 | 1275 | 2 | 638 | 0 | 1275 | 2 | 638 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Right | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 413 | 413 | 1 | 413 | 0 | 413 | 1 | 413 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| WB Left | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 528 | 528 | 2 | 290 | 0 | 528 | 2 | 290 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Thru | 1013 | 1 | 512 | 101 | 1114 | 1 | 563 | 61 | 1175 | 1 | 593 | 4 | 1179 | 1 | 595 | 0 | 1179 | 1 | 595 |
| Comb. T-R | | 1 | 512 | | | 1 | 563 | | | 1 | 593 | | | 1 | 595 | | | 1 | 595 |
| 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: | 159 | | | N-S: | 159 |
| | | E-W: | 546 | | | E-W: | 601 | | | E-W: | 634 | | | E-W: | 928 | | | E-W: | 928 |
| | | SUM: | 566 | | | SUM: | 623 | | | SUM: | 656 | | | SUM: | 1087 | | | SUM: | 1087 |
| No. of Phases: | | | U | | | | U | | | | U | | | | 3 | | | | 3 |
| Volume / Capacity: | | | 0.472 | | | | 0.519 | | | | 0.547 | | | *[1], [2]* | 0.663 | | | *[1], [2]* | 0.663 |
| 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.*

# APPENDIX B-2

## ALTERNATIVE G CMA DATA WORKSHEETS

## WEEKDAY AM & PM PEAK HOURS
## WEEKEND MID-DAY PEAK HOUR

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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: 08/07/2008
Date of Count: 2007
Projection Year: 2011

**ALTERNATIVE G PROJECT**

| | 2007 EXIST. TRAFFIC | | | 2011 W/ AMBIENT GROWTH | | | | 2011 W/ OTHER PROJECTS | | | | 2011 W/ PROPOSED PROJECT | | | | 2011 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 | 113 | 1523 | 2 | 704 | 96 | 1619 | 2 | 744 | 0 | 1619 | 2 | 745 | 0 | 1619 | 2 | 745 |
| Comb. T-R | | 1 | 652 | | | 1 | 704 | | | 1 | 744 | | | 1 | 745 | | | 1 | 745 |
| NB Right | 546 | 0 | - | 44 | 590 | 0 | - | 23 | 613 | 0 | - | 3 | 616 | 0 | - | 0 | 616 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| SB Left | 158 | 1 | 158 | 13 | 171 | 1 | 171 | 8 | 179 | 1 | 179 | 3 | 182 | 1 | 182 | 0 | 182 | 1 | 182 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| SB Thru | 1227 | 3 | 409 | 98 | 1325 | 3 | 442 | 37 | 1362 | 3 | 454 | 0 | 1362 | 3 | 454 | 0 | 1362 | 3 | 454 |
| 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 | 39 | 527 | 2 | 290 | 16 | 543 | 2 | 299 | 3 | 546 | 2 | 300 | 0 | 546 | 2 | 300 |
| 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 | 21 | 277 | 1 | 277 | 11 | 288 | 1 | 288 | 5 | 293 | 1 | 293 | 0 | 293 | 1 | 293 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| Crit. Volumes: | | N-S: | 810 | | | N-S: | 875 | | | N-S: | 923 | | | N-S: | 927 | | | N-S: | 927 |
| | | E-W: | 268 | | | E-W: | 290 | | | E-W: | 299 | | | E-W: | 300 | | | E-W: | 300 |
| | | SUM: | 1078 | | | SUM: | 1165 | | | SUM: | 1221 | | | SUM: | 1227 | | | SUM: | 1227 |
| No. of Phases: | | | 3 | | | | 3 | | | | 3 | | | | 3 | | | | 3 |
| Volume / Capacity: | | [1] | 0.687 | | | [1] | 0.747 | | | [1] | 0.787 | | | [1] | 0.791 | | | [2] | 0.761 |
| 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.*

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

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: 08/07/2008
Date of Count: 2007
Projection Year: 2011

**ALTERNATIVE G PROJECT**

| | 2007 EXIST. TRAFFIC | | | 2011 W/ AMBIENT GROWTH | | | | 2011 W/ OTHER PROJECTS | | | | 2011 W/ PROPOSED PROJECT | | | | 2011 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 | 127 | 1720 | 2 | 776 | 71 | 1791 | 2 | 808 | 0 | 1791 | 2 | 812 | 0 | 1791 | 2 | 812 |
| Comb. T-R | | 1 | 719 | | | 1 | 776 | | | 1 | 808 | | | 1 | 812 | | | 1 | 812 |
| NB Right | 564 | 0 | - | 45 | 609 | 0 | - | 24 | 633 | 0 | - | 13 | 646 | 0 | - | 0 | 646 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| SB Left | 216 | 1 | 216 | 17 | 234 | 1 | 234 | 9 | 243 | 1 | 243 | 13 | 256 | 1 | 256 | 0 | 256 | 1 | 256 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| SB Thru | 1431 | 3 | 477 | 114 | 1546 | 3 | 515 | 82 | 1628 | 3 | 543 | 0 | 1628 | 3 | 543 | 0 | 1628 | 3 | 543 |
| 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 | 38 | 513 | 2 | 282 | 29 | 542 | 2 | 298 | 17 | 559 | 2 | 308 | 0 | 559 | 2 | 308 |
| 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 | 19 | 253 | 1 | 253 | 7 | 260 | 1 | 260 | 45 | 305 | 1 | 305 | 0 | 305 | 1 | 305 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| Crit. Volumes: | | N-S: | 935 | | | N-S: | 1010 | | | N-S: | 1050 | | | N-S: | 1068 | | | N-S: | 1068 |
| | | E-W: | 261 | | | E-W: | 282 | | | E-W: | 298 | | | E-W: | 308 | | | E-W: | 308 |
| | | SUM: | 1196 | | | SUM: | 1292 | | | SUM: | 1349 | | | SUM: | 1375 | | | SUM: | 1375 |
| No. of Phases: | | | 3 | | | | 3 | | | | 3 | | | | 3 | | | | 3 |
| Volume / Capacity: | | [1] | 0.770 | | | [1] | 0.837 | | | [1] | 0.876 | | | [1] | 0.895 | | | [2] | 0.865 |
| 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.*
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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: 08/07/2008
Date of Count: 2007
Projection Year: 2011

**ALTERNATIVE G PROJECT**

| | 2007 EXIST. TRAFFIC | | | 2011 W/ AMBIENT GROWTH | | | | 2011 W/ OTHER PROJECTS | | | | 2011 W/ PROPOSED PROJECT | | | | 2011 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 | 28 | 382 | 2 | 210 | 23 | 405 | 2 | 223 | 0 | 405 | 2 | 223 | 0 | 405 | 2 | 223 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| NB Thru | 1423 | 3 | 474 | 114 | 1537 | 3 | 512 | 111 | 1648 | 3 | 549 | 3 | 1651 | 3 | 550 | 0 | 1651 | 3 | 550 |
| 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 | 87 | 1180 | 2 | 496 | 48 | 1228 | 2 | 512 | 1 | 1229 | 2 | 513 | 0 | 1229 | 2 | 513 |
| Comb. T-R | | 1 | 459 | | | 1 | 496 | | | 1 | 512 | | | 1 | 513 | | | 1 | 513 |
| SB Right | 630 | 1 | 347 | 50 | 681 | 1 | 374 | 5 | 686 | 1 | 377 | 1 | 687 | 1 | 378 | 0 | 687 | 1 | 378 |
| 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 | 23 | 314 | 1 | 173 | 2 | 316 | 1 | 174 | 0 | 316 | 1 | 174 | 0 | 316 | 1 | 174 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Thru | 8 | 0 | 380 | 1 | 9 | 0 | 410 | 0 | 9 | 0 | 415 | 0 | 9 | 0 | 415 | 0 | 9 | 0 | 415 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Right | 535 | 1 | 294 | 43 | 577 | 1 | 318 | 8 | 585 | 1 | 322 | 0 | 585 | 1 | 322 | 0 | 585 | 1 | 322 |
| Comb. L-T-R - | | 1 | | | | 1 | | | | 1 | | | | 1 | | | | 1 | |
| Crit. Volumes: | | N-S: | 653 | | | N-S: | 706 | | | N-S: | 735 | | | N-S: | 736 | | | N-S: | 736 |
| | | E-W: | 380 | | | E-W: | 410 | | | E-W: | 415 | | | E-W: | 415 | | | E-W: | 415 |
| | | SUM: | 1033 | | | SUM: | 1116 | | | SUM: | 1150 | | | SUM: | 1150 | | | SUM: | 1150 |
| No. of Phases: | | | 3 | | | | 3 | | | | 3 | | | | 3 | | | | 3 |
| Volume / Capacity: | | [1] | 0.655 | | | [2] | 0.683 | | | [2] | 0.707 | | | [2] | 0.707 | | | [2] | 0.707 |
| 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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*[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: 08/07/2008
Date of Count: 2007
Projection Year: 2011

**ALTERNATIVE G PROJECT**

| | 2007 EXIST. TRAFFIC | | | 2011 W/ AMBIENT GROWTH | | | | 2011 W/ OTHER PROJECTS | | | | 2011 W/ PROPOSED PROJECT | | | | 2011 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 | 58 | 782 | 2 | 430 | 21 | 803 | 2 | 442 | 0 | 803 | 2 | 442 | 0 | 803 | 2 | 442 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| NB Thru | 1698 | 3 | 566 | 136 | 1834 | 3 | 611 | 90 | 1924 | 3 | 641 | 13 | 1937 | 3 | 646 | 0 | 1937 | 3 | 646 |
| 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 | 88 | 1189 | 2 | 521 | 101 | 1290 | 2 | 556 | 9 | 1299 | 2 | 561 | 0 | 1299 | 2 | 561 |
| Comb. T-R | | 1 | 483 | | | 1 | 521 | | | 1 | 556 | | | 1 | 561 | | | 1 | 561 |
| SB Right | 770 | 1 | 423 | 62 | 831 | 1 | 457 | 10 | 841 | 1 | 463 | 9 | 850 | 1 | 468 | 0 | 850 | 1 | 468 |
| 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 | 24 | 328 | 1 | 180 | 11 | 339 | 1 | 186 | 0 | 339 | 1 | 186 | 0 | 339 | 1 | 186 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Thru | 2 | 0 | 341 | 0 | 2 | 0 | 368 | 0 | 2 | 0 | 376 | 0 | 2 | 0 | 376 | 0 | 2 | 0 | 376 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Right | 449 | 1 | 247 | 36 | 485 | 1 | 267 | 6 | 491 | 1 | 270 | 0 | 491 | 1 | 270 | 0 | 491 | 1 | 270 |
| Comb. L-T-R - | | 1 | | | | 1 | | | | 1 | | | | 1 | | | | 1 | |
| Crit. Volumes: | | N-S: | 881 | | | N-S: | 951 | | | N-S: | 998 | | | N-S: | 1002 | | | N-S: | 1002 |
| | | E-W: | 341 | | | E-W: | 368 | | | E-W: | 376 | | | E-W: | 376 | | | E-W: | 376 |
| | | SUM: | 1222 | | | SUM: | 1319 | | | SUM: | 1374 | | | SUM: | 1378 | | | SUM: | 1378 |
| No. of Phases: | | | 3 | | | | 3 | | | | 3 | | | | 3 | | | | 3 |
| Volume / Capacity: | | [1] | 0.787 | | | [2] | 0.826 | | | [2] | 0.864 | | | [2] | 0.867 | | | [2] | 0.867 |
| 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.*
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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: 08/07/2008
Date of Count: 2007
Projection Year: 2011

**ALTERNATIVE G PROJECT**

| | 2007 EXIST. TRAFFIC | | | 2011 W/ AMBIENT GROWTH | | | | 2011 W/ OTHER PROJECTS | | | | 2011 W/ PROPOSED PROJECT | | | | 2011 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 | 84 | 1134 | 3 | 344 | 127 | 1261 | 3 | 377 | 2 | 1263 | 3 | 377 | 0 | 1263 | 3 | 377 |
| Comb. T-R | | 1 | 318 | | | 1 | 344 | | | 1 | 377 | | | 1 | 377 | | | 1 | 377 |
| NB Right | 223 | 0 | - | 18 | 240 | 0 | - | 6 | 246 | 0 | - | 0 | 246 | 0 | - | 0 | 246 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| SB Left | 310 | 1 | 310 | 25 | 335 | 1 | 335 | 4 | 339 | 1 | 339 | 0 | 339 | 1 | 339 | 0 | 339 | 1 | 339 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| SB Thru | 1276 | 2 | 638 | 102 | 1378 | 2 | 689 | 46 | 1424 | 2 | 712 | 1 | 1425 | 2 | 713 | 0 | 1425 | 2 | 713 |
| 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 | 49 | 656 | 1 | 361 | 8 | 664 | 1 | 365 | 1 | 665 | 1 | 366 | 0 | 665 | 1 | 366 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Thru | 1 | 0 | 592 | 0 | 1 | 0 | 639 | 0 | 1 | 0 | 652 | 0 | 1 | 0 | 652 | 0 | 1 | 0 | 652 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Right | 706 | 1 | 388 | 56 | 763 | 1 | 419 | 19 | 782 | 1 | 430 | 0 | 782 | 1 | 430 | 0 | 782 | 1 | 430 |
| 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: | 689 | | | N-S: | 716 | | | N-S: | 716 | | | N-S: | 716 |
| | | E-W: | 592 | | | E-W: | 639 | | | E-W: | 652 | | | E-W: | 652 | | | E-W: | 652 |
| | | SUM: | 1230 | | | SUM: | 1329 | | | SUM: | 1367 | | | SUM: | 1368 | | | SUM: | 1368 |
| No. of Phases: | | | 3 | | | | 3 | | | | 3 | | | | 3 | | | | 3 |
| Volume / Capacity: | | [1] | 0.793 | | | [2] | 0.832 | | | [2] | 0.860 | | | [2] | 0.860 | | | [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, 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

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

Peak Hour: PM
Annual Growth: 2.00%

Date: 08/07/2008
Date of Count: 2007
Projection Year: 2011

**ALTERNATIVE G PROJECT**

| | 2007 EXIST. TRAFFIC | | | 2011 W/ AMBIENT GROWTH | | | | 2011 W/ OTHER PROJECTS | | | | 2011 W/ PROPOSED PROJECT | | | | 2011 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 | 137 | 1843 | 3 | 548 | 103 | 1946 | 3 | 576 | 8 | 1954 | 3 | 578 | 0 | 1954 | 3 | 578 |
| Comb. T-R | | 1 | 507 | | | 1 | 548 | | | 1 | 576 | | | 1 | 578 | | | 1 | 578 |
| NB Right | 322 | 0 | - | 26 | 348 | 0 | - | 9 | 357 | 0 | - | 0 | 357 | 0 | - | 0 | 357 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| SB Left | 362 | 1 | 362 | 29 | 391 | 1 | 391 | 9 | 400 | 1 | 400 | 0 | 400 | 1 | 400 | 0 | 400 | 1 | 400 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| SB Thru | 1054 | 2 | 527 | 84 | 1138 | 2 | 569 | 102 | 1240 | 2 | 620 | 9 | 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 | 713 | 1 | 392 | 57 | 771 | 1 | 424 | 7 | 778 | 1 | 428 | 5 | 783 | 1 | 430 | 0 | 783 | 1 | 430 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Thru | 6 | 0 | 591 | 0 | 7 | 0 | 639 | 0 | 7 | 0 | 653 | 0 | 7 | 0 | 655 | 0 | 7 | 0 | 655 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Right | 587 | 1 | 323 | 47 | 633 | 1 | 348 | 25 | 658 | 1 | 362 | 0 | 658 | 1 | 362 | 0 | 658 | 1 | 362 |
| 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: | 939 | | | N-S: | 976 | | | N-S: | 978 | | | N-S: | 978 |
| | | E-W: | 591 | | | E-W: | 639 | | | E-W: | 653 | | | E-W: | 655 | | | E-W: | 655 |
| | | SUM: | 1460 | | | SUM: | 1577 | | | SUM: | 1629 | | | SUM: | 1633 | | | SUM: | 1633 |
| No. of Phases: | | | 3 | | | | 3 | | | | 3 | | | | 3 | | | | 3 |
| Volume / Capacity: | | [1] | 0.955 | | | [2] | 1.007 | | | [2] | 1.043 | | | [2] | 1.046 | | | [2] | 1.046 |
| 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: 08/07/2008
Date of Count: 2007
Projection Year: 2011

**ALTERNATIVE G PROJECT**

| | 2007 EXIST. TRAFFIC | | | 2011 W/ AMBIENT GROWTH | | | | 2011 W/ OTHER PROJECTS | | | | 2011 W/ PROPOSED PROJECT | | | | 2011 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 | 37 | 0 | - | 1 | 38 | 0 | - | 0 | 38 | 0 | - | 0 | 38 | 0 | - |
| Comb. L-T | | 1 | 40 | | | 1 | 43 | | | 1 | 63 | | | 1 | 63 | | | 1 | 63 |
| NB Thru | 5 | 0 | - | 0 | 6 | 0 | - | 19 | 25 | 0 | - | 0 | 25 | 0 | - | 0 | 25 | 0 | - |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| NB Right | 239 | 1 | 239 | 19 | 258 | 1 | 258 | 2 | 260 | 1 | 260 | 2 | 262 | 1 | 262 | 0 | 262 | 1 | 262 |
| 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 | 55 | 20 | 55 | 0 | 78 | 0 | 55 | 0 | 78 | 0 | 55 | 0 | 78 |
| 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 | 23 | 307 | 1 | 307 | 39 | 346 | 1 | 346 | 0 | 346 | 1 | 346 | 0 | 346 | 1 | 346 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Right | 37 | 1 | 37 | 3 | 40 | 1 | 40 | 1 | 41 | 1 | 41 | 0 | 41 | 1 | 41 | 0 | 41 | 1 | 41 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| WB Left | 297 | 1 | 297 | 24 | 321 | 1 | 321 | 2 | 323 | 1 | 323 | 1 | 324 | 1 | 324 | 0 | 324 | 1 | 324 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Thru | 759 | 0 | - | 61 | 820 | 0 | - | 18 | 838 | 0 | - | 0 | 838 | 0 | - | 0 | 838 | 0 | - |
| Comb. T-R | | 1 | 766 | | | 1 | 828 | | | 1 | 848 | | | 1 | 848 | | | 1 | 848 |
| 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: | 107 | | | N-S: | 116 | | | N-S: | 116 | | | N-S: | 116 |
| | | E-W: | 770 | | | E-W: | 831 | | | E-W: | 853 | | | E-W: | 853 | | | E-W: | 853 |
| | | SUM: | 868 | | | SUM: | 938 | | | SUM: | 969 | | | SUM: | 969 | | | SUM: | 969 |
| No. of Phases: | | | 3 | | | | 3 | | | | 3 | | | | 3 | | | | 3 |
| Volume / Capacity: | | [1] | 0.539 | | | [1] | 0.588 | | | [1] | 0.610 | | | [1] | 0.610 | | | [2] | 0.580 |
| 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: 08/07/2008
Date of Count: 2007
Projection Year: 2011

**ALTERNATIVE G PROJECT**

| | 2007 EXIST. TRAFFIC | | | 2011 W/ AMBIENT GROWTH | | | | 2011 W/ OTHER PROJECTS | | | | 2011 W/ PROPOSED PROJECT | | | | 2011 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 | - | 12 | 164 | 0 | - | 2 | 166 | 0 | - | 0 | 166 | 0 | - | 0 | 166 | 0 | - |
| Comb. L-T | | 1 | 186 | | | 1 | 201 | | | 1 | 223 | | | 1 | 223 | | | 1 | 223 |
| NB Thru | 34 | 0 | - | 3 | 37 | 0 | - | 20 | 57 | 0 | - | 0 | 57 | 0 | - | 0 | 57 | 0 | - |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| NB Right | 612 | 1 | 612 | 49 | 660 | 1 | 660 | 3 | 663 | 1 | 663 | 7 | 670 | 1 | 670 | 0 | 670 | 1 | 670 |
| 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 | 3 | 38 | 0 | 81 | 29 | 67 | 0 | 114 | 0 | 67 | 0 | 114 | 0 | 67 | 0 | 114 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| SB Right | 17 | 0 | - | 1 | 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 | 4 | 1 | 4 | 3 | 7 | 1 | 7 | 0 | 7 | 1 | 7 | 0 | 7 | 1 | 7 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Thru | 500 | 1 | 500 | 40 | 540 | 1 | 540 | 33 | 573 | 1 | 573 | 0 | 573 | 1 | 573 | 0 | 573 | 1 | 573 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Right | 45 | 1 | 45 | 4 | 48 | 1 | 48 | 2 | 50 | 1 | 50 | 0 | 50 | 1 | 50 | 0 | 50 | 1 | 50 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| WB Left | 386 | 1 | 386 | 31 | 417 | 1 | 417 | 3 | 420 | 1 | 420 | 9 | 429 | 1 | 429 | 0 | 429 | 1 | 429 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Thru | 607 | 0 | - | 49 | 656 | 0 | - | 33 | 689 | 0 | - | 0 | 689 | 0 | - | 0 | 689 | 0 | - |
| Comb. T-R | | 1 | 624 | | | 1 | 674 | | | 1 | 709 | | | 1 | 709 | | | 1 | 709 |
| WB Right | 17 | 0 | - | 1 | 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: | 477 | | | N-S: | 480 | | | N-S: | 483 | | | N-S: | 483 |
| | | E-W: | 886 | | | E-W: | 957 | | | E-W: | 993 | | | E-W: | 1002 | | | E-W: | 1002 |
| | | SUM: | 1328 | | | SUM: | 1434 | | | SUM: | 1473 | | | SUM: | 1485 | | | SUM: | 1485 |
| No. of Phases: | | | 3 | | | | 3 | | | | 3 | | | | 3 | | | | 3 |
| Volume / Capacity: | | [1] | 0.862 | | | [1] | 0.936 | | | [1] | 0.964 | | | [1] | 0.972 | | | [2] | 0.942 |
| 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: 08/07/2008
Date of Count: 2007
Projection Year: 2011

**ALTERNATIVE G PROJECT**

| | 2007 EXIST. TRAFFIC | | | 2011 W/ AMBIENT GROWTH | | | | 2011 W/ OTHER PROJECTS | | | | 2011 W/ PROPOSED PROJECT | | | | 2011 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 | 7 | 94 | 1 | 94 | 14 | 108 | 1 | 108 | 0 | 108 | 1 | 108 | 0 | 108 | 1 | 108 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| NB Thru | 163 | 1 | 117 | 13 | 176 | 1 | 126 | 1 | 177 | 1 | 137 | 2 | 179 | 1 | 138 | 0 | 179 | 1 | 138 |
| Comb. T-R | | 1 | 117 | | | 1 | 126 | | | 1 | 137 | | | 1 | 138 | | | 1 | 138 |
| NB Right | 71 | 0 | - | 6 | 76 | 0 | - | 20 | 96 | 0 | - | 0 | 96 | 0 | - | 0 | 96 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| SB Left | 11 | 1 | 11 | 1 | 12 | 1 | 12 | 13 | 25 | 1 | 25 | 0 | 25 | 1 | 25 | 0 | 25 | 1 | 25 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| SB Thru | 206 | 1 | 206 | 16 | 222 | 1 | 222 | 1 | 223 | 1 | 223 | 1 | 224 | 1 | 224 | 0 | 224 | 1 | 224 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| SB Right | 144 | 1 | 144 | 11 | 155 | 1 | 155 | 9 | 164 | 1 | 164 | 0 | 164 | 1 | 164 | 0 | 164 | 1 | 164 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| EB Left | 79 | 1 | 79 | 6 | 85 | 1 | 85 | 16 | 101 | 1 | 101 | 0 | 101 | 1 | 101 | 0 | 101 | 1 | 101 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Thru | 1194 | 1 | 656 | 96 | 1289 | 1 | 709 | 118 | 1407 | 1 | 779 | 1 | 1408 | 1 | 779 | 0 | 1408 | 1 | 779 |
| Comb. T-R | | 1 | 656 | | | 1 | 709 | | | 1 | 779 | | | 1 | 779 | | | 1 | 779 |
| EB Right | 119 | 0 | - | 9 | 128 | 0 | - | 22 | 150 | 0 | - | 0 | 150 | 0 | - | 0 | 150 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| WB Left | 75 | 1 | 75 | 6 | 81 | 1 | 81 | 13 | 94 | 1 | 94 | 0 | 94 | 1 | 94 | 0 | 94 | 1 | 94 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Thru | 1146 | 1 | 578 | 92 | 1238 | 1 | 624 | 77 | 1315 | 1 | 665 | 1 | 1316 | 1 | 665 | 0 | 1316 | 1 | 665 |
| Comb. T-R | | 1 | 578 | | | 1 | 624 | | | 1 | 665 | | | 1 | 665 | | | 1 | 665 |
| 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: | 317 | | | N-S: | 332 | | | N-S: | 333 | | | N-S: | 333 |
| | | E-W: | 731 | | | E-W: | 790 | | | E-W: | 873 | | | E-W: | 873 | | | E-W: | 873 |
| | | SUM: | 1024 | | | SUM: | 1106 | | | SUM: | 1204 | | | SUM: | 1206 | | | SUM: | 1206 |
| No. of Phases: | | | 2 | | | | 2 | | | | 2 | | | | 2 | | | | 2 |
| Volume / Capacity: | | [1] | 0.613 | | | [2] | 0.638 | | | [2] | 0.703 | | | [2] | 0.704 | | | | 0.704 |
| 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.*
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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: 08/07/2008
Date of Count: 2007
Projection Year: 2011

**ALTERNATIVE G PROJECT**

| | 2007 EXIST. TRAFFIC | | | 2011 W/ AMBIENT GROWTH | | | | 2011 W/ OTHER PROJECTS | | | | 2011 W/ PROPOSED PROJECT | | | | 2011 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 | 15 | 206 | 1 | 206 | 28 | 234 | 1 | 234 | 0 | 234 | 1 | 234 | 0 | 234 | 1 | 234 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| NB Thru | 557 | 1 | 347 | 45 | 602 | 1 | 375 | 1 | 603 | 1 | 384 | 7 | 610 | 1 | 387 | 0 | 610 | 1 | 387 |
| Comb. T-R | | 1 | 347 | | | 1 | 375 | | | 1 | 384 | | | 1 | 387 | | | 1 | 387 |
| NB Right | 137 | 0 | - | 11 | 148 | 0 | - | 16 | 164 | 0 | - | 0 | 164 | 0 | - | 0 | 164 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| SB Left | 36 | 1 | 36 | 3 | 39 | 1 | 39 | 10 | 49 | 1 | 49 | 0 | 49 | 1 | 49 | 0 | 49 | 1 | 49 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| SB Thru | 297 | 1 | 297 | 24 | 321 | 1 | 321 | 1 | 322 | 1 | 322 | 9 | 331 | 1 | 331 | 0 | 331 | 1 | 331 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| SB Right | 56 | 1 | 56 | 4 | 61 | 1 | 61 | 23 | 84 | 1 | 84 | 0 | 84 | 1 | 84 | 0 | 84 | 1 | 84 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| EB Left | 109 | 1 | 109 | 9 | 118 | 1 | 118 | 17 | 135 | 1 | 135 | 0 | 135 | 1 | 135 | 0 | 135 | 1 | 135 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Thru | 1099 | 1 | 579 | 88 | 1187 | 1 | 625 | 118 | 1305 | 1 | 695 | 3 | 1308 | 1 | 697 | 0 | 1308 | 1 | 697 |
| Comb. T-R | | 1 | 579 | | | 1 | 625 | | | 1 | 695 | | | 1 | 697 | | | 1 | 697 |
| EB Right | 58 | 0 | - | 5 | 63 | 0 | - | 22 | 85 | 0 | - | 0 | 85 | 0 | - | 0 | 85 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| WB Left | 146 | 1 | 146 | 12 | 157 | 1 | 157 | 12 | 169 | 1 | 169 | 0 | 169 | 1 | 169 | 0 | 169 | 1 | 169 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Thru | 1124 | 1 | 576 | 90 | 1214 | 1 | 622 | 126 | 1340 | 1 | 689 | 3 | 1343 | 1 | 690 | 0 | 1343 | 1 | 690 |
| Comb. T-R | | 1 | 576 | | | 1 | 622 | | | 1 | 689 | | | 1 | 690 | | | 1 | 690 |
| WB Right | 28 | 0 | - | 2 | 30 | 0 | - | 7 | 37 | 0 | - | 0 | 37 | 0 | - | 0 | 37 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| Crit. Volumes: | | N-S: | 488 | | | N-S: | 527 | | | N-S: | 556 | | | N-S: | 565 | | | N-S: | 565 |
| | | E-W: | 724 | | | E-W: | 782 | | | E-W: | 864 | | | E-W: | 866 | | | E-W: | 866 |
| | | SUM: | 1212 | | | SUM: | 1309 | | | SUM: | 1420 | | | SUM: | 1431 | | | SUM: | 1431 |
| No. of Phases: | | | 2 | | | | 2 | | | | 2 | | | | 2 | | | | 2 |
| Volume / Capacity: | | [1] | 0.738 | | | [2] | 0.773 | | | [2] | 0.847 | | | [2] | 0.854 | | | | 0.854 |
| 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.*

**LINSCOTT, LAW & GREENSPAN, ENGINEERS**
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*626.796.2322 Fax 626.792.0941*

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: 08/07/2008
Date of Count: 2007
Projection Year: 2011

**ALTERNATIVE G PROJECT**

| | 2007 EXIST. TRAFFIC | | | 2011 W/ AMBIENT GROWTH | | | | 2011 W/ OTHER PROJECTS | | | | 2011 W/ PROPOSED PROJECT | | | | 2011 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 | 6 | 84 | 1 | 84 | 5 | 89 | 1 | 89 | 1 | 90 | 1 | 90 | 0 | 90 | 1 | 90 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| NB Thru | 441 | 1 | 252 | 35 | 476 | 1 | 272 | 14 | 490 | 1 | 280 | 2 | 492 | 1 | 281 | 0 | 492 | 1 | 281 |
| Comb. T-R | | 1 | 252 | | | 1 | 272 | | | 1 | 280 | | | 1 | 281 | | | 1 | 281 |
| NB Right | 62 | 0 | - | 5 | 67 | 0 | - | 3 | 70 | 0 | - | 0 | 70 | 0 | - | 0 | 70 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| SB Left | 126 | 1 | 126 | 10 | 136 | 1 | 136 | -1 | 135 | 1 | 135 | 0 | 135 | 1 | 135 | 0 | 135 | 1 | 135 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| SB Thru | 813 | 1 | 453 | 65 | 878 | 1 | 489 | 13 | 891 | 1 | 496 | 5 | 896 | 1 | 498 | 0 | 896 | 1 | 498 |
| Comb. T-R | | 1 | 453 | | | 1 | 489 | | | 1 | 496 | | | 1 | 498 | | | 1 | 498 |
| SB Right | 93 | 0 | - | 7 | 100 | 0 | - | 0 | 100 | 0 | - | 0 | 100 | 0 | - | 0 | 100 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| EB Left | 57 | 1 | 57 | 5 | 62 | 1 | 62 | 1 | 63 | 1 | 63 | 0 | 63 | 1 | 63 | 0 | 63 | 1 | 63 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Thru | 822 | 1 | 479 | 66 | 887 | 1 | 517 | 23 | 910 | 1 | 531 | 0 | 910 | 1 | 532 | 0 | 910 | 1 | 532 |
| Comb. T-R | | 1 | 479 | | | 1 | 517 | | | 1 | 531 | | | 1 | 532 | | | 1 | 532 |
| EB Right | 136 | 0 | - | 11 | 147 | 0 | - | 5 | 152 | 0 | - | 1 | 153 | 0 | - | 0 | 153 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| WB Left | 147 | 1 | 147 | 12 | 158 | 1 | 158 | 2 | 160 | 1 | 160 | 1 | 161 | 1 | 161 | 0 | 161 | 1 | 161 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Thru | 964 | 1 | 541 | 77 | 1041 | 1 | 584 | 3 | 1044 | 1 | 585 | 0 | 1044 | 1 | 585 | 0 | 1044 | 1 | 585 |
| Comb. T-R | | 1 | 541 | | | 1 | 584 | | | 1 | 585 | | | 1 | 585 | | | 1 | 585 |
| WB Right | 118 | 0 | - | 9 | 127 | 0 | - | -2 | 125 | 0 | - | 0 | 125 | 0 | - | 0 | 125 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| Crit. Volumes: | | N-S: | 531 | | | N-S: | 573 | | | N-S: | 585 | | | N-S: | 588 | | | N-S: | 588 |
| | | E-W: | 626 | | | E-W: | 676 | | | E-W: | 692 | | | E-W: | 693 | | | E-W: | 693 |
| | | SUM: | 1156 | | | SUM: | 1249 | | | SUM: | 1276 | | | SUM: | 1281 | | | SUM: | 1281 |
| No. of Phases: | | | 2 | | | | 2 | | | | 2 | | | | 2 | | | | 2 |
| Volume / Capacity: | | [1] | 0.701 | | | [2] | 0.733 | | | [2] | 0.751 | | | [2] | 0.754 | | | [2] | 0.754 |
| 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 @ 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: 08/07/2008
Date of Count: 2007
Projection Year: 2011

**ALTERNATIVE G PROJECT**

| | 2007 EXIST. TRAFFIC | | | 2011 W/ AMBIENT GROWTH | | | | 2011 W/ OTHER PROJECTS | | | | 2011 W/ PROPOSED PROJECT | | | | 2011 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 | 11 | 152 | 1 | 152 | 5 | 157 | 1 | 157 | 4 | 161 | 1 | 161 | 0 | 161 | 1 | 161 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| NB Thru | 858 | 1 | 502 | 69 | 927 | 1 | 543 | 12 | 939 | 1 | 549 | 26 | 964 | 1 | 562 | 0 | 964 | 1 | 562 |
| Comb. T-R | | 1 | 502 | | | 1 | 543 | | | 1 | 549 | | | 1 | 562 | | | 1 | 562 |
| NB Right | 147 | 0 | - | 12 | 158 | 0 | - | 1 | 159 | 0 | - | 0 | 159 | 0 | - | 0 | 159 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| SB Left | 99 | 1 | 99 | 8 | 107 | 1 | 107 | -1 | 106 | 1 | 106 | 0 | 106 | 1 | 106 | 0 | 106 | 1 | 106 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| SB Thru | 657 | 1 | 363 | 53 | 710 | 1 | 392 | 16 | 726 | 1 | 400 | 20 | 746 | 1 | 410 | 0 | 746 | 1 | 410 |
| Comb. T-R | | 1 | 363 | | | 1 | 392 | | | 1 | 400 | | | 1 | 410 | | | 1 | 410 |
| SB Right | 69 | 0 | - | 5 | 74 | 0 | - | 1 | 75 | 0 | - | 0 | 75 | 0 | - | 0 | 75 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| EB Left | 111 | 1 | 111 | 9 | 120 | 1 | 120 | 1 | 121 | 1 | 121 | 0 | 121 | 1 | 121 | 0 | 121 | 1 | 121 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Thru | 1006 | 1 | 622 | 80 | 1086 | 1 | 672 | 14 | 1100 | 1 | 682 | 0 | 1100 | 1 | 684 | 0 | 1100 | 1 | 684 |
| Comb. T-R | | 1 | 622 | | | 1 | 672 | | | 1 | 682 | | | 1 | 684 | | | 1 | 684 |
| EB Right | 239 | 0 | - | 19 | 258 | 0 | - | 5 | 263 | 0 | - | 4 | 267 | 0 | - | 0 | 267 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| WB Left | 102 | 1 | 102 | 8 | 110 | 1 | 110 | 3 | 113 | 1 | 113 | 4 | 117 | 1 | 117 | 0 | 117 | 1 | 117 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Thru | 512 | 1 | 285 | 41 | 553 | 1 | 308 | 11 | 564 | 1 | 313 | 0 | 564 | 1 | 313 | 0 | 564 | 1 | 313 |
| Comb. T-R | | 1 | 285 | | | 1 | 308 | | | 1 | 313 | | | 1 | 313 | | | 1 | 313 |
| WB Right | 59 | 0 | - | 5 | 64 | 0 | - | -1 | 63 | 0 | - | 0 | 63 | 0 | - | 0 | 63 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| Crit. Volumes: | | N-S: | 601 | | | N-S: | 649 | | | N-S: | 655 | | | N-S: | 667 | | | N-S: | 667 |
| | | E-W: | 724 | | | E-W: | 782 | | | E-W: | 795 | | | E-W: | 801 | | | E-W: | 801 |
| | | SUM: | 1325 | | | SUM: | 1432 | | | SUM: | 1450 | | | SUM: | 1468 | | | SUM: | 1468 |
| No. of Phases: | | | 2 | | | | 2 | | | | 2 | | | | 2 | | | | 2 |
| Volume / Capacity: | | [1] | 0.814 | | | [2] | 0.854 | | | [2] | 0.866 | | | [2] | 0.879 | | | [2] | 0.879 |
| 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: 08/07/2008
Date of Count: 2007
Projection Year: 2011

**ALTERNATIVE G PROJECT**

| | 2007 EXIST. TRAFFIC | | | 2011 W/ AMBIENT GROWTH | | | | 2011 W/ OTHER PROJECTS | | | | 2011 W/ PROPOSED PROJECT | | | | 2011 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 | 5 | 66 | 1 | 66 | 0 | 66 | 1 | 66 | 3 | 69 | 1 | 69 | 0 | 69 | 1 | 69 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| NB Thru | 363 | 2 | 181 | 29 | 392 | 2 | 196 | 15 | 407 | 2 | 203 | 2 | 409 | 2 | 204 | 0 | 409 | 2 | 204 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| NB Right | 121 | 1 | 121 | 10 | 130 | 1 | 130 | 7 | 137 | 1 | 137 | 0 | 137 | 1 | 137 | 0 | 137 | 1 | 137 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| SB Left | 205 | 1 | 205 | 16 | 221 | 1 | 221 | 6 | 227 | 1 | 227 | 2 | 229 | 1 | 229 | 0 | 229 | 1 | 229 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| SB Thru | 860 | 1 | 463 | 69 | 929 | 1 | 500 | 15 | 944 | 1 | 509 | 6 | 950 | 1 | 512 | 0 | 950 | 1 | 512 |
| Comb. T-R | | 1 | 463 | | | 1 | 500 | | | 1 | 509 | | | 1 | 512 | | | 1 | 512 |
| SB Right | 67 | 0 | - | 5 | 72 | 0 | - | 2 | 74 | 0 | - | 0 | 74 | 0 | - | 0 | 74 | 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 | 59 | 800 | 1 | 435 | 30 | 830 | 1 | 450 | 4 | 834 | 1 | 454 | 0 | 834 | 1 | 454 |
| Comb. T-R | | 1 | 403 | | | 1 | 435 | | | 1 | 450 | | | 1 | 454 | | | 1 | 454 |
| EB Right | 66 | 0 | - | 5 | 71 | 0 | - | 0 | 71 | 0 | - | 3 | 74 | 0 | - | 0 | 74 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| WB Left | 344 | 1 | 344 | 28 | 372 | 1 | 372 | 6 | 378 | 1 | 378 | 0 | 378 | 1 | 378 | 0 | 378 | 1 | 378 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Thru | 844 | 2 | 422 | 68 | 912 | 2 | 456 | 24 | 936 | 2 | 468 | 5 | 941 | 2 | 470 | 0 | 941 | 2 | 470 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Right | 138 | 1 | 138 | 11 | 149 | 1 | 149 | 6 | 155 | 1 | 155 | 4 | 159 | 1 | 159 | 0 | 159 | 1 | 159 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| Crit. Volumes: | | N-S: | 525 | | | N-S: | 567 | | | N-S: | 575 | | | N-S: | 581 | | | N-S: | 581 |
| | | E-W: | 747 | | | E-W: | 807 | | | E-W: | 828 | | | E-W: | 832 | | | E-W: | 832 |
| | | SUM: | 1272 | | | SUM: | 1374 | | | SUM: | 1403 | | | SUM: | 1413 | | | SUM: | 1413 |
| No. of Phases: | | | 2 | | | | 2 | | | | 2 | | | | 2 | | | | 2 |
| Volume / Capacity: | | [1] | 0.778 | | | [1] | 0.846 | | | [1] | 0.865 | | | [1] | 0.872 | | | [2] | 0.842 |
| 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: 08/07/2008
Date of Count: 2007
Projection Year: 2011

**ALTERNATIVE G PROJECT**

| | 2007 EXIST. TRAFFIC | | | 2011 W/ AMBIENT GROWTH | | | | 2011 W/ OTHER PROJECTS | | | | 2011 W/ PROPOSED PROJECT | | | | 2011 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 | 11 | 147 | 1 | 147 | 0 | 147 | 1 | 147 | 17 | 164 | 1 | 164 | 0 | 164 | 1 | 164 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| NB Thru | 844 | 2 | 422 | 68 | 912 | 2 | 456 | 15 | 927 | 2 | 464 | 10 | 937 | 2 | 469 | 0 | 937 | 2 | 469 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| NB Right | 249 | 1 | 249 | 20 | 268 | 1 | 268 | 4 | 272 | 1 | 272 | 0 | 272 | 1 | 272 | 0 | 272 | 1 | 272 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| SB Left | 168 | 1 | 168 | 13 | 182 | 1 | 182 | 5 | 187 | 1 | 187 | 9 | 196 | 1 | 196 | 0 | 196 | 1 | 196 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| SB Thru | 795 | 1 | 444 | 64 | 858 | 1 | 479 | 18 | 876 | 1 | 489 | 22 | 898 | 1 | 500 | 0 | 898 | 1 | 500 |
| Comb. T-R | | 1 | 444 | | | 1 | 479 | | | 1 | 489 | | | 1 | 500 | | | 1 | 500 |
| SB Right | 93 | 0 | - | 7 | 100 | 0 | - | 1 | 101 | 0 | - | 0 | 101 | 0 | - | 0 | 101 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| EB Left | 92 | 1 | 92 | 7 | 99 | 1 | 99 | 2 | 101 | 1 | 101 | 0 | 101 | 1 | 101 | 0 | 101 | 1 | 101 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Thru | 610 | 1 | 363 | 49 | 659 | 1 | 392 | 30 | 689 | 1 | 407 | 18 | 707 | 1 | 422 | 0 | 707 | 1 | 422 |
| Comb. T-R | | 1 | 363 | | | 1 | 392 | | | 1 | 407 | | | 1 | 422 | | | 1 | 422 |
| EB Right | 115 | 0 | - | 9 | 125 | 0 | - | 0 | 125 | 0 | - | 12 | 137 | 0 | - | 0 | 137 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| WB Left | 229 | 1 | 229 | 18 | 247 | 1 | 247 | 5 | 252 | 1 | 252 | 0 | 252 | 1 | 252 | 0 | 252 | 1 | 252 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Thru | 587 | 2 | 293 | 47 | 633 | 2 | 317 | 35 | 668 | 2 | 334 | 48 | 716 | 2 | 358 | 0 | 716 | 2 | 358 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Right | 179 | 1 | 179 | 14 | 193 | 1 | 193 | 5 | 198 | 1 | 198 | 39 | 237 | 1 | 237 | 0 | 237 | 1 | 237 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| Crit. Volumes: | | N-S: | 591 | | | N-S: | 638 | | | N-S: | 650 | | | N-S: | 664 | | | N-S: | 664 |
| | | E-W: | 592 | | | E-W: | 639 | | | E-W: | 659 | | | E-W: | 674 | | | E-W: | 674 |
| | | SUM: | 1182 | | | SUM: | 1277 | | | SUM: | 1310 | | | SUM: | 1339 | | | SUM: | 1339 |
| No. of Phases: | | | 2 | | | | 2 | | | | 2 | | | | 2 | | | | 2 |
| Volume / Capacity: | | [1] | 0.718 | | | [1] | 0.781 | | | [1] | 0.803 | | | [1] | 0.822 | | | [2] | 0.792 |
| Level of Service: | | | C | | | | 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.*
*Note: Pass-by reductions not applied to this intersection per LADOT standards.*

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

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: 08/07/2008
Date of Count: 2007
Projection Year: 2011

**ALTERNATIVE G PROJECT**

| | 2007 EXIST. TRAFFIC | | | 2011 W/ AMBIENT GROWTH | | | | 2011 W/ OTHER PROJECTS | | | | 2011 W/ PROPOSED PROJECT | | | | 2011 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 | 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 | 523 | 1 | 273 | 42 | 565 | 1 | 295 | 22 | 587 | 1 | 306 | 1 | 588 | 1 | 308 | 0 | 588 | 1 | 308 |
| Comb. T-R | | 1 | 273 | | | 1 | 295 | | | 1 | 306 | | | 1 | 308 | | | 1 | 308 |
| NB Right | 23 | 0 | - | 2 | 25 | 0 | - | 0 | 25 | 0 | - | 4 | 29 | 0 | - | 0 | 29 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| SB Left | 44 | 1 | 44 | 3 | 47 | 1 | 47 | 0 | 47 | 1 | 47 | 9 | 56 | 1 | 56 | 0 | 56 | 1 | 56 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| SB Thru | 1180 | 1 | 594 | 94 | 1275 | 1 | 641 | 22 | 1297 | 1 | 652 | 0 | 1297 | 1 | 652 | 0 | 1297 | 1 | 652 |
| Comb. T-R | | 1 | 594 | | | 1 | 641 | | | 1 | 652 | | | 1 | 652 | | | 1 | 652 |
| 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 | 2 | 3 | 1 | 3 | 0 | 3 | 1 | 3 |
| 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 | - | 1 | 3 | 1 | 3 | 0 | 3 | 1 | 3 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| Crit. Volumes: | | N-S: | 606 | | | N-S: | 655 | | | N-S: | 666 | | | N-S: | 666 | | | N-S: | 666 |
| | | E-W: | 8 | | | E-W: | 9 | | | E-W: | 9 | | | E-W: | 11 | | | E-W: | 11 |
| | | SUM: | 615 | | | SUM: | 664 | | | SUM: | 675 | | | SUM: | 677 | | | SUM: | 677 |
| No. of Phases: | | | 3 | | | | 3 | | | | 3 | | | | 3 | | | | 3 |
| Volume / Capacity: | | [1] | 0.361 | | | [1] | 0.396 | | | [1] | 0.404 | | | [1] | 0.405 | | | [2] | 0.375 |
| 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: 08/07/2008
Date of Count: 2007
Projection Year: 2011

**ALTERNATIVE G PROJECT**

| | 2007 EXIST. TRAFFIC | | | 2011 W/ AMBIENT GROWTH | | | | 2011 W/ OTHER PROJECTS | | | | 2011 W/ PROPOSED PROJECT | | | | 2011 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 | 12 | 1 | 12 | 0 | 12 | 1 | 12 | 0 | 12 | 1 | 12 | 0 | 12 | 1 | 12 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| NB Thru | 1013 | 1 | 541 | 81 | 1094 | 1 | 585 | 19 | 1113 | 1 | 594 | 4 | 1117 | 1 | 603 | 0 | 1117 | 1 | 603 |
| Comb. T-R | | 1 | 541 | | | 1 | 585 | | | 1 | 594 | | | 1 | 603 | | | 1 | 603 |
| NB Right | 70 | 0 | - | 6 | 75 | 0 | - | 0 | 75 | 0 | - | 14 | 89 | 0 | - | 0 | 89 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| SB Left | 206 | 1 | 206 | 16 | 222 | 1 | 222 | 0 | 222 | 1 | 222 | 34 | 256 | 1 | 256 | 0 | 256 | 1 | 256 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| SB Thru | 878 | 1 | 441 | 70 | 948 | 1 | 477 | 23 | 971 | 1 | 488 | 0 | 971 | 1 | 488 | 0 | 971 | 1 | 488 |
| Comb. T-R | | 1 | 441 | | | 1 | 477 | | | 1 | 488 | | | 1 | 488 | | | 1 | 488 |
| SB Right | 5 | 0 | - | 0 | 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 | 0 | 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 | 6 | 82 | 1 | 82 | 0 | 82 | 1 | 82 | 14 | 96 | 1 | 96 | 0 | 96 | 1 | 96 |
| 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 | 58 | | | 1 | 58 | | | 0 | - | | | 0 | - |
| WB Right | 53 | 0 | - | 4 | 57 | 0 | - | 0 | 57 | 0 | - | 10 | 67 | 1 | 67 | 0 | 67 | 1 | 67 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| Crit. Volumes: | | N-S: | 747 | | | N-S: | 807 | | | N-S: | 817 | | | N-S: | 860 | | | N-S: | 860 |
| | | E-W: | 86 | | | E-W: | 93 | | | E-W: | 93 | | | E-W: | 107 | | | E-W: | 107 |
| | | SUM: | 834 | | | SUM: | 900 | | | SUM: | 910 | | | SUM: | 967 | | | SUM: | 967 |
| No. of Phases: | | | 3 | | | | 3 | | | | 3 | | | | 3 | | | | 3 |
| Volume / Capacity: | | [1] | 0.515 | | | [1] | 0.562 | | | [1] | 0.568 | | | [1] | 0.608 | | | [2] | 0.578 |
| 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.*
*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: 08/07/2008
Date of Count: 2007
Projection Year: 2011

**ALTERNATIVE G PROJECT**

| | 2007 EXIST. TRAFFIC | | | 2011 W/ AMBIENT GROWTH | | | | 2011 W/ OTHER PROJECTS | | | | 2011 W/ PROPOSED PROJECT | | | | 2011 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 | 3 | 46 | 1 | 46 | 0 | 46 | 1 | 46 | 0 | 46 | 1 | 46 | 0 | 46 | 1 | 46 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| NB Thru | 215 | 1 | 121 | 17 | 233 | 1 | 130 | 22 | 255 | 1 | 143 | 2 | 257 | 1 | 144 | 0 | 257 | 1 | 144 |
| Comb. T-R | | 1 | 121 | | | 1 | 130 | | | 1 | 143 | | | 1 | 144 | | | 1 | 144 |
| NB Right | 26 | 0 | - | 2 | 28 | 0 | - | 3 | 31 | 0 | - | 0 | 31 | 0 | - | 0 | 31 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| SB Left | 167 | 1 | 167 | 13 | 181 | 1 | 181 | 0 | 181 | 1 | 181 | 0 | 181 | 1 | 181 | 0 | 181 | 1 | 181 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| SB Thru | 904 | 1 | 627 | 72 | 976 | 1 | 677 | 21 | 997 | 1 | 687 | 1 | 998 | 1 | 688 | 0 | 998 | 1 | 688 |
| Comb. T-R | | 1 | 627 | | | 1 | 677 | | | 1 | 687 | | | 1 | 688 | | | 1 | 688 |
| SB Right | 349 | 0 | - | 28 | 377 | 0 | - | 0 | 377 | 0 | - | 1 | 378 | 0 | - | 0 | 378 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| EB Left | 93 | 1 | 93 | 7 | 100 | 1 | 100 | 0 | 100 | 1 | 100 | 2 | 102 | 1 | 102 | 0 | 102 | 1 | 102 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Thru | 392 | 1 | 392 | 31 | 423 | 1 | 423 | 42 | 465 | 1 | 465 | 0 | 465 | 1 | 465 | 0 | 465 | 1 | 465 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Right | 52 | 1 | 52 | 4 | 56 | 1 | 56 | 0 | 56 | 1 | 56 | 0 | 56 | 1 | 56 | 0 | 56 | 1 | 56 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| WB Left | 86 | 1 | 86 | 7 | 93 | 1 | 93 | 4 | 97 | 1 | 97 | 0 | 97 | 1 | 97 | 0 | 97 | 1 | 97 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Thru | 711 | 1 | 407 | 57 | 768 | 1 | 439 | 22 | 790 | 1 | 450 | 0 | 790 | 1 | 451 | 0 | 790 | 1 | 451 |
| Comb. T-R | | 1 | 407 | | | 1 | 439 | | | 1 | 450 | | | 1 | 451 | | | 1 | 451 |
| WB Right | 102 | 0 | - | 8 | 110 | 0 | - | 0 | 110 | 0 | - | 1 | 111 | 0 | - | 0 | 111 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| Crit. Volumes: | | N-S: | 669 | | | N-S: | 723 | | | N-S: | 733 | | | N-S: | 734 | | | N-S: | 734 |
| | | E-W: | 499 | | | E-W: | 539 | | | E-W: | 563 | | | E-W: | 563 | | | E-W: | 563 |
| | | SUM: | 1168 | | | SUM: | 1262 | | | SUM: | 1296 | | | SUM: | 1297 | | | SUM: | 1297 |
| No. of Phases: | | | 2 | | | | 2 | | | | 2 | | | | 2 | | | | 2 |
| Volume / Capacity: | | [1] | 0.709 | | | [2] | 0.741 | | | [2] | 0.764 | | | [2] | 0.765 | | | [2] | 0.765 |
| 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: 08/07/2008
Date of Count: 2007
Projection Year: 2011

**ALTERNATIVE G PROJECT**

| | 2007 EXIST. TRAFFIC | | | 2011 W/ AMBIENT GROWTH | | | | 2011 W/ OTHER PROJECTS | | | | 2011 W/ PROPOSED PROJECT | | | | 2011 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 | 8 | 106 | 1 | 106 | 0 | 106 | 1 | 106 | 0 | 106 | 1 | 106 | 0 | 106 | 1 | 106 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| NB Thru | 479 | 1 | 266 | 38 | 518 | 1 | 287 | 18 | 536 | 1 | 297 | 6 | 542 | 1 | 300 | 0 | 542 | 1 | 300 |
| Comb. T-R | | 1 | 266 | | | 1 | 287 | | | 1 | 297 | | | 1 | 300 | | | 1 | 300 |
| NB Right | 52 | 0 | - | 4 | 56 | 0 | - | 2 | 58 | 0 | - | 0 | 58 | 0 | - | 0 | 58 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| SB Left | 165 | 1 | 165 | 13 | 179 | 1 | 179 | 0 | 179 | 1 | 179 | 0 | 179 | 1 | 179 | 0 | 179 | 1 | 179 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| SB Thru | 430 | 1 | 371 | 34 | 464 | 1 | 401 | 21 | 485 | 1 | 411 | 3 | 488 | 1 | 417 | 0 | 488 | 1 | 417 |
| Comb. T-R | | 1 | 371 | | | 1 | 401 | | | 1 | 411 | | | 1 | 417 | | | 1 | 417 |
| SB Right | 313 | 0 | - | 25 | 338 | 0 | - | 0 | 338 | 0 | - | 9 | 347 | 0 | - | 0 | 347 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| EB Left | 303 | 1 | 303 | 24 | 327 | 1 | 327 | 0 | 327 | 1 | 327 | 7 | 334 | 1 | 334 | 0 | 334 | 1 | 334 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Thru | 669 | 1 | 669 | 53 | 722 | 1 | 722 | 38 | 760 | 1 | 760 | 0 | 760 | 1 | 760 | 0 | 760 | 1 | 760 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Right | 93 | 1 | 93 | 7 | 100 | 1 | 100 | 0 | 100 | 1 | 100 | 0 | 100 | 1 | 100 | 0 | 100 | 1 | 100 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| WB Left | 76 | 1 | 76 | 6 | 82 | 1 | 82 | 2 | 84 | 1 | 84 | 0 | 84 | 1 | 84 | 0 | 84 | 1 | 84 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Thru | 523 | 1 | 333 | 42 | 565 | 1 | 360 | 38 | 603 | 1 | 379 | 0 | 603 | 1 | 380 | 0 | 603 | 1 | 380 |
| Comb. T-R | | 1 | 333 | | | 1 | 360 | | | 1 | 379 | | | 1 | 380 | | | 1 | 380 |
| WB Right | 144 | 0 | - | 11 | 155 | 0 | - | 0 | 155 | 0 | - | 2 | 157 | 0 | - | 0 | 157 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| Crit. Volumes: | | N-S: | 469 | | | N-S: | 507 | | | N-S: | 517 | | | N-S: | 523 | | | N-S: | 523 |
| | | E-W: | 745 | | | E-W: | 804 | | | E-W: | 844 | | | E-W: | 844 | | | E-W: | 844 |
| | | SUM: | 1214 | | | SUM: | 1311 | | | SUM: | 1361 | | | SUM: | 1367 | | | SUM: | 1367 |
| No. of Phases: | | | 2 | | | | 2 | | | | 2 | | | | 2 | | | | 2 |
| Volume / Capacity: | | [1] | 0.739 | | | [2] | 0.774 | | | [2] | 0.808 | | | [2] | 0.812 | | | [2] | 0.812 |
| 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.*
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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: 08/07/2008
Date of Count: 2007
Projection Year: 2011

**ALTERNATIVE G PROJECT**

| | 2007 EXIST. TRAFFIC | | | 2011 W/ AMBIENT GROWTH | | | | 2011 W/ OTHER PROJECTS | | | | 2011 W/ PROPOSED PROJECT | | | | 2011 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 | 26 | 348 | 2 | 192 | 1 | 349 | 2 | 192 | 0 | 349 | 2 | 192 | 0 | 349 | 2 | 192 |
| 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 | 41 | 554 | 1 | 554 | 21 | 575 | 1 | 575 | 1 | 576 | 1 | 576 | 0 | 576 | 1 | 576 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| EB Left | 96 | 1 | 96 | 8 | 103 | 1 | 103 | 24 | 127 | 1 | 127 | 1 | 128 | 1 | 128 | 0 | 128 | 1 | 128 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Thru | 1101 | 2 | 551 | 88 | 1189 | 2 | 595 | 154 | 1343 | 2 | 672 | 0 | 1343 | 2 | 672 | 0 | 1343 | 2 | 672 |
| 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 | 108 | 1465 | 1 | 799 | 93 | 1558 | 1 | 846 | 0 | 1558 | 1 | 846 | 0 | 1558 | 1 | 846 |
| Comb. T-R | | 1 | 739 | | | 1 | 799 | | | 1 | 846 | | | 1 | 846 | | | 1 | 846 |
| WB Right | 123 | 0 | - | 10 | 133 | 0 | - | 1 | 134 | 0 | - | 0 | 134 | 0 | - | 0 | 134 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| Crit. Volumes: | | N-S: | 465 | | | N-S: | 502 | | | N-S: | 511 | | | N-S: | 512 | | | N-S: | 512 |
| | | E-W: | 835 | | | E-W: | 902 | | | E-W: | 973 | | | E-W: | 974 | | | E-W: | 974 |
| | | SUM: | 1300 | | | SUM: | 1404 | | | SUM: | 1484 | | | SUM: | 1486 | | | SUM: | 1486 |
| No. of Phases: | | | 2 | | | | 2 | | | | 2 | | | | 2 | | | | 2 |
| Volume / Capacity: | | [1] | 0.797 | | | [2] | 0.836 | | | [2] | 0.889 | | | [2] | 0.890 | | | [2] | 0.890 |
| 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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*626.796.2322 Fax 626.792.0941*

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: 08/07/2008
Date of Count: 2007
Projection Year: 2011

**ALTERNATIVE G PROJECT**

| | 2007 EXIST. TRAFFIC | | | 2011 W/ AMBIENT GROWTH | | | | 2011 W/ OTHER PROJECTS | | | | 2011 W/ PROPOSED PROJECT | | | | 2011 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 | 14 | 195 | 2 | 107 | 3 | 198 | 2 | 109 | 0 | 198 | 2 | 109 | 0 | 198 | 2 | 109 |
| 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 | 17 | 234 | 1 | 234 | 20 | 254 | 1 | 254 | 3 | 257 | 1 | 257 | 0 | 257 | 1 | 257 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| EB Left | 203 | 1 | 203 | 16 | 219 | 1 | 219 | 16 | 235 | 1 | 235 | 4 | 239 | 1 | 239 | 0 | 239 | 1 | 239 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Thru | 1474 | 2 | 737 | 118 | 1592 | 2 | 796 | 139 | 1731 | 2 | 865 | 0 | 1731 | 2 | 865 | 0 | 1731 | 2 | 865 |
| 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 | 99 | 1335 | 1 | 813 | 151 | 1486 | 1 | 890 | 0 | 1486 | 1 | 891 | 0 | 1486 | 1 | 891 |
| Comb. T-R | | 1 | 753 | | | 1 | 813 | | | 1 | 890 | | | 1 | 891 | | | 1 | 891 |
| WB Right | 269 | 0 | - | 22 | 291 | 0 | - | 3 | 294 | 0 | - | 2 | 296 | 0 | - | 0 | 296 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| Crit. Volumes: | | N-S: | 115 | | | N-S: | 124 | | | N-S: | 136 | | | N-S: | 137 | | | N-S: | 137 |
| | | E-W: | 956 | | | E-W: | 1032 | | | E-W: | 1125 | | | E-W: | 1130 | | | E-W: | 1130 |
| | | SUM: | 1071 | | | SUM: | 1156 | | | SUM: | 1261 | | | SUM: | 1267 | | | SUM: | 1267 |
| No. of Phases: | | | 2 | | | | 2 | | | | 2 | | | | 2 | | | | 2 |
| Volume / Capacity: | | [1] | 0.644 | | | [2] | 0.671 | | | [2] | 0.741 | | | [2] | 0.745 | | | [2] | 0.745 |
| 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

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: 08/07/2008
Date of Count: 2007
Projection Year: 2011

**ALTERNATIVE G PROJECT**

| | 2007 EXIST. TRAFFIC | | | 2011 W/ AMBIENT GROWTH | | | | 2011 W/ OTHER PROJECTS | | | | 2011 W/ PROPOSED PROJECT | | | | 2011 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 | 8 | 103 | 1 | 103 | 0 | 103 | 1 | 103 | 0 | 103 | 1 | 103 | 0 | 103 | 1 | 103 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| NB Thru | 740 | 1 | 421 | 59 | 800 | 1 | 455 | 28 | 828 | 1 | 469 | 0 | 828 | 1 | 469 | 0 | 828 | 1 | 469 |
| Comb. T-R | | 1 | 421 | | | 1 | 455 | | | 1 | 469 | | | 1 | 469 | | | 1 | 469 |
| NB Right | 102 | 0 | - | 8 | 110 | 0 | - | 0 | 110 | 0 | - | 1 | 111 | 0 | - | 0 | 111 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| SB Left | 165 | 1 | 165 | 13 | 179 | 1 | 179 | -1 | 178 | 1 | 178 | 0 | 178 | 1 | 178 | 0 | 178 | 1 | 178 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| SB Thru | 1265 | 1 | 692 | 101 | 1366 | 1 | 747 | 21 | 1387 | 1 | 757 | 3 | 1390 | 1 | 759 | 0 | 1390 | 1 | 759 |
| Comb. T-R | | 1 | 692 | | | 1 | 747 | | | 1 | 757 | | | 1 | 759 | | | 1 | 759 |
| SB Right | 119 | 0 | - | 9 | 128 | 0 | - | 0 | 128 | 0 | - | 0 | 128 | 0 | - | 0 | 128 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| EB Left | 64 | 1 | 64 | 5 | 70 | 1 | 70 | 0 | 70 | 1 | 70 | 0 | 70 | 1 | 70 | 0 | 70 | 1 | 70 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Thru | 872 | 1 | 477 | 70 | 941 | 1 | 516 | 24 | 965 | 1 | 528 | 0 | 965 | 1 | 528 | 0 | 965 | 1 | 528 |
| Comb. T-R | | 1 | 477 | | | 1 | 516 | | | 1 | 528 | | | 1 | 528 | | | 1 | 528 |
| EB Right | 83 | 0 | - | 7 | 90 | 0 | - | 0 | 90 | 0 | - | 0 | 90 | 0 | - | 0 | 90 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| WB Left | 107 | 1 | 107 | 9 | 116 | 1 | 116 | 1 | 117 | 1 | 117 | 0 | 117 | 1 | 117 | 0 | 117 | 1 | 117 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Thru | 945 | 1 | 538 | 76 | 1021 | 1 | 581 | 3 | 1024 | 1 | 582 | 1 | 1025 | 1 | 582 | 0 | 1025 | 1 | 582 |
| Comb. T-R | | 1 | 538 | | | 1 | 581 | | | 1 | 582 | | | 1 | 582 | | | 1 | 582 |
| WB Right | 131 | 0 | - | 10 | 142 | 0 | - | -2 | 140 | 0 | - | 0 | 140 | 0 | - | 0 | 140 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| Crit. Volumes: | | N-S: | 787 | | | N-S: | 850 | | | N-S: | 861 | | | N-S: | 862 | | | N-S: | 862 |
| | | E-W: | 603 | | | E-W: | 651 | | | E-W: | 651 | | | E-W: | 652 | | | E-W: | 652 |
| | | SUM: | 1390 | | | SUM: | 1501 | | | SUM: | 1512 | | | SUM: | 1514 | | | SUM: | 1514 |
| No. of Phases: | | | 2 | | | | 2 | | | | 2 | | | | 2 | | | | 2 |
| Volume / Capacity: | | [1] | 0.857 | | | [2] | 0.901 | | | [2] | 0.908 | | | [2] | 0.909 | | | [2] | 0.909 |
| 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 ratios reflect additional 0.03 reduction due to the future citywide ATSAC/ATCS system installation.*

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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: 08/07/2008
Date of Count: 2007
Projection Year: 2011

**ALTERNATIVE G PROJECT**

| | 2007 EXIST. TRAFFIC | | | 2011 W/ AMBIENT GROWTH | | | | 2011 W/ OTHER PROJECTS | | | | 2011 W/ PROPOSED PROJECT | | | | 2011 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 | 8 | 107 | 1 | 107 | 0 | 107 | 1 | 107 | 0 | 107 | 1 | 107 | 0 | 107 | 1 | 107 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| NB Thru | 1042 | 1 | 570 | 83 | 1125 | 1 | 616 | 22 | 1147 | 1 | 627 | 0 | 1147 | 1 | 629 | 0 | 1147 | 1 | 629 |
| Comb. T-R | | 1 | 570 | | | 1 | 616 | | | 1 | 627 | | | 1 | 629 | | | 1 | 629 |
| NB Right | 98 | 0 | - | 8 | 106 | 0 | - | 0 | 106 | 0 | - | 4 | 110 | 0 | - | 0 | 110 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| SB Left | 76 | 1 | 76 | 6 | 82 | 1 | 82 | -1 | 81 | 1 | 81 | 0 | 81 | 1 | 81 | 0 | 81 | 1 | 81 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| SB Thru | 834 | 1 | 462 | 67 | 901 | 1 | 499 | 24 | 925 | 1 | 511 | 13 | 938 | 1 | 518 | 0 | 938 | 1 | 518 |
| Comb. T-R | | 1 | 462 | | | 1 | 499 | | | 1 | 511 | | | 1 | 518 | | | 1 | 518 |
| SB Right | 90 | 0 | - | 7 | 98 | 0 | - | 0 | 98 | 0 | - | 0 | 98 | 0 | - | 0 | 98 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| EB Left | 87 | 1 | 87 | 7 | 94 | 1 | 94 | 0 | 94 | 1 | 94 | 0 | 94 | 1 | 94 | 0 | 94 | 1 | 94 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Thru | 937 | 1 | 526 | 75 | 1012 | 1 | 568 | 14 | 1026 | 1 | 575 | 0 | 1026 | 1 | 575 | 0 | 1026 | 1 | 575 |
| Comb. T-R | | 1 | 526 | | | 1 | 568 | | | 1 | 575 | | | 1 | 575 | | | 1 | 575 |
| EB Right | 114 | 0 | - | 9 | 124 | 0 | - | 0 | 124 | 0 | - | 0 | 124 | 0 | - | 0 | 124 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| WB Left | 104 | 1 | 104 | 8 | 112 | 1 | 112 | 1 | 113 | 1 | 113 | 0 | 113 | 1 | 113 | 0 | 113 | 1 | 113 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Thru | 545 | 1 | 315 | 44 | 589 | 1 | 340 | 11 | 600 | 1 | 345 | 4 | 604 | 1 | 347 | 0 | 604 | 1 | 347 |
| Comb. T-R | | 1 | 315 | | | 1 | 340 | | | 1 | 345 | | | 1 | 347 | | | 1 | 347 |
| WB Right | 84 | 0 | - | 7 | 91 | 0 | - | -1 | 90 | 0 | - | 0 | 90 | 0 | - | 0 | 90 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| Crit. Volumes: | | N-S: | 646 | | | N-S: | 698 | | | N-S: | 708 | | | N-S: | 710 | | | N-S: | 710 |
| | | E-W: | 630 | | | E-W: | 680 | | | E-W: | 688 | | | E-W: | 688 | | | E-W: | 688 |
| | | SUM: | 1276 | | | SUM: | 1378 | | | SUM: | 1396 | | | SUM: | 1398 | | | SUM: | 1398 |
| No. of Phases: | | | 2 | | | | 2 | | | | 2 | | | | 2 | | | | 2 |
| Volume / Capacity: | | [1] | 0.780 | | | [2] | 0.818 | | | [2] | 0.830 | | | [2] | 0.832 | | | [2] | 0.832 |
| 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.*
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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: 07/22/2008
Date of Count: 2007
Projection Year: 2011

**ALTERNATIVE G PROJECT**

| | 2007 EXIST. TRAFFIC | | | 2011 W/ AMBIENT GROWTH | | | | 2011 W/ OTHER PROJECTS | | | | 2011 W/ PROPOSED PROJECT | | | | 2011 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 | 15 | 198 | 2 | 109 | 0 | 198 | 2 | 109 | 12 | 210 | 2 | 115 | 0 | 210 | 2 | 115 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| NB Thru | 734 | 2 | 367 | 59 | 793 | 2 | 396 | 20 | 813 | 2 | 406 | 0 | 813 | 2 | 406 | 0 | 813 | 2 | 406 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| NB Right [2] | 219 | 1 | 219 | 18 | 237 | 1 | 237 | 52 | 289 | 1 | 289 | 0 | 289 | 1 | 289 | 0 | 289 | 1 | 289 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| SB Left | 229 | 1 | 229 | 18 | 247 | 1 | 247 | 7 | 254 | 1 | 254 | 0 | 254 | 1 | 254 | 0 | 254 | 1 | 254 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| SB Thru | 1165 | 2 | 582 | 93 | 1258 | 2 | 629 | 14 | 1272 | 2 | 636 | 2 | 1274 | 2 | 637 | 0 | 1274 | 2 | 465 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 1 | 465 |
| SB Right [2] | 111 | 1 | 111 | 9 | 120 | 1 | 120 | 0 | 120 | 1 | 120 | 2 | 122 | 1 | 122 | 0 | 122 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| EB Left | 95 | 1 | 95 | 8 | 102 | 1 | 102 | 1 | 103 | 1 | 103 | -2 | 101 | 1 | 101 | 0 | 101 | 1 | 101 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Thru | 880 | 2 | 440 | 70 | 950 | 2 | 475 | 41 | 991 | 2 | 496 | 4 | 995 | 2 | 498 | 0 | 995 | 2 | 498 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Right | 116 | 1 | 116 | 9 | 126 | 1 | 126 | 1 | 127 | 1 | 127 | 25 | 152 | 1 | 152 | 0 | 152 | 1 | 152 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| WB Left | 291 | 1 | 291 | 23 | 314 | 1 | 314 | 35 | 349 | 1 | 349 | 0 | 349 | 1 | 349 | 0 | 349 | 1 | 349 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Thru | 1010 | 2 | 505 | 81 | 1091 | 2 | 545 | 35 | 1126 | 2 | 563 | 8 | 1134 | 2 | 567 | 0 | 1134 | 2 | 567 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Right | 185 | 1 | 185 | 15 | 200 | 1 | 200 | 7 | 207 | 1 | 207 | 0 | 207 | 1 | 207 | 0 | 207 | 1 | 207 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| Crit. Volumes: | | N-S: | 683 | | | N-S: | 738 | | | N-S: | 745 | | | N-S: | 752 | | | N-S: | 661 |
| | | E-W: | 731 | | | E-W: | 790 | | | E-W: | 845 | | | E-W: | 847 | | | E-W: | 847 |
| | | SUM: | 1414 | | | SUM: | 1527 | | | SUM: | 1590 | | | SUM: | 1599 | | | SUM: | 1508 |
| No. of Phases: | | | 4 | | | | 4 | | | | 4 | | | | 4 | | | | 4 |
| Volume / Capacity: | | [1] | 0.959 | | | [1] | 1.041 | | | [1] | 1.086 | | | [1] | 1.093 | | | [3] | 0.997 |
| Level of Service: | | | E | | | | F | | | | 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 @ 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: 07/22/2008
Date of Count: 2007
Projection Year: 2011

**ALTERNATIVE G PROJECT**

| | 2007 EXIST. TRAFFIC | | | 2011 W/ AMBIENT GROWTH | | | | 2011 W/ OTHER PROJECTS | | | | 2011 W/ PROPOSED PROJECT | | | | 2011 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 | 27 | 370 | 2 | 203 | 1 | 371 | 2 | 204 | 49 | 420 | 2 | 231 | 0 | 420 | 2 | 231 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| NB Thru | 917 | 2 | 459 | 73 | 991 | 2 | 495 | 18 | 1009 | 2 | 504 | 0 | 1009 | 2 | 504 | 0 | 1009 | 2 | 504 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| NB Right [2] | 197 | 1 | 197 | 16 | 212 | 1 | 212 | 7 | 219 | 1 | 219 | 0 | 219 | 1 | 219 | 0 | 219 | 1 | 219 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| SB Left | 150 | 1 | 150 | 12 | 162 | 1 | 162 | 5 | 167 | 1 | 167 | 0 | 167 | 1 | 167 | 0 | 167 | 1 | 167 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| SB Thru | 823 | 2 | 411 | 66 | 888 | 2 | 444 | 20 | 908 | 2 | 454 | 7 | 915 | 2 | 458 | 0 | 915 | 2 | 376 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 1 | 376 |
| SB Right [2] | 188 | 1 | 188 | 15 | 203 | 1 | 203 | 1 | 204 | 1 | 204 | 8 | 212 | 1 | 212 | 0 | 212 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| EB Left | 213 | 1 | 213 | 17 | 230 | 1 | 230 | 1 | 231 | 1 | 231 | 0 | 231 | 1 | 231 | 0 | 231 | 1 | 231 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Thru | 916 | 2 | 458 | 73 | 990 | 2 | 495 | 38 | 1028 | 2 | 514 | 25 | 1053 | 2 | 526 | 0 | 1053 | 2 | 526 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Right | 257 | 1 | 257 | 21 | 277 | 1 | 277 | 1 | 278 | 1 | 278 | 265 | 543 | 1 | 543 | 0 | 543 | 1 | 543 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| WB Left | 239 | 1 | 239 | 19 | 258 | 1 | 258 | 6 | 264 | 1 | 264 | 0 | 264 | 1 | 264 | 0 | 264 | 1 | 264 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Thru | 907 | 2 | 453 | 73 | 979 | 2 | 490 | 42 | 1021 | 2 | 511 | 32 | 1053 | 2 | 527 | 0 | 1053 | 2 | 527 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Right | 254 | 1 | 254 | 20 | 274 | 1 | 274 | 4 | 278 | 1 | 278 | 0 | 278 | 1 | 278 | 0 | 278 | 1 | 278 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| Crit. Volumes: | | N-S: | 608 | | | N-S: | 657 | | | N-S: | 671 | | | N-S: | 688 | | | N-S: | 671 |
| | | E-W: | 697 | | | E-W: | 753 | | | E-W: | 778 | | | E-W: | 791 | | | E-W: | 791 |
| | | SUM: | 1306 | | | SUM: | 1410 | | | SUM: | 1449 | | | SUM: | 1479 | | | SUM: | 1462 |
| No. of Phases: | | | 4 | | | | 4 | | | | 4 | | | | 4 | | | | 4 |
| Volume / Capacity: | | [1] | 0.880 | | | [1] | 0.956 | | | [1] | 0.984 | | | [1] | 1.006 | | | [3] | 0.963 |
| Level of Service: | | | D | | | | E | | | | E | | | | 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: 08/07/2008
Date of Count: 2007
Projection Year: 2011

**ALTERNATIVE G PROJECT**

| | 2007 EXIST. TRAFFIC | | | 2011 W/ AMBIENT GROWTH | | | | 2011 W/ OTHER PROJECTS | | | | 2011 W/ PROPOSED PROJECT | | | | 2011 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 | 28 | 376 | 1 | 376 | 1 | 377 | 1 | 377 | 0 | 377 | 1 | 377 | 0 | 377 | 1 | 377 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| NB Thru | 890 | 3 | 297 | 71 | 961 | 3 | 320 | 57 | 1018 | 3 | 339 | 5 | 1023 | 3 | 341 | 0 | 1023 | 3 | 341 |
| 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 | 85 | 1147 | 4 | 287 | 42 | 1189 | 4 | 297 | 7 | 1196 | 4 | 299 | 0 | 1196 | 4 | 299 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| SB Right | 545 | 1 | 545 | 44 | 589 | 1 | 589 | 9 | 598 | 1 | 598 | 3 | 601 | 1 | 601 | 0 | 601 | 1 | 601 |
| 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 | 25 | 339 | 1 | 187 | 18 | 357 | 1 | 196 | 0 | 357 | 1 | 196 | 0 | 357 | 1 | 196 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Thru | 4 | 0 | 265 | 0 | 4 | 0 | 286 | 0 | 4 | 0 | 300 | 0 | 4 | 0 | 303 | 0 | 4 | 0 | 303 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Right | 265 | 1 | 146 | 21 | 286 | 1 | 158 | 14 | 300 | 1 | 165 | 6 | 306 | 1 | 169 | 0 | 306 | 1 | 169 |
| Comb. L-T-R - | | 1 | | | | 1 | | | | 1 | | | | 1 | | | | 1 | |
| Crit. Volumes: | | N-S: | 893 | | | N-S: | 965 | | | N-S: | 975 | | | N-S: | 978 | | | N-S: | 978 |
| | | E-W: | 265 | | | E-W: | 286 | | | E-W: | 300 | | | E-W: | 303 | | | E-W: | 303 |
| | | SUM: | 1158 | | | SUM: | 1251 | | | SUM: | 1275 | | | SUM: | 1281 | | | SUM: | 1281 |
| No. of Phases: | | | 3 | | | | 3 | | | | 3 | | | | 3 | | | | 3 |
| Volume / Capacity: | | [1] | 0.743 | | | [1] | 0.808 | | | [1] | 0.825 | | | [1] | 0.829 | | | [2] | 0.799 |
| Level of Service: | | | C | | | | D | | | | 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

Woodman Avenue @ Ventura Freeway Westbound Ramps

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

Peak Hour: PM
Annual Growth: 2.00%

Date: 08/07/2008
Date of Count: 2007
Projection Year: 2011

**ALTERNATIVE G PROJECT**

| | 2007 EXIST. TRAFFIC | | | 2011 W/ AMBIENT GROWTH | | | | 2011 W/ OTHER PROJECTS | | | | 2011 W/ PROPOSED PROJECT | | | | 2011 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 | 25 | 339 | 1 | 339 | 2 | 341 | 1 | 341 | 0 | 341 | 1 | 341 | 0 | 341 | 1 | 341 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| NB Thru | 1186 | 3 | 395 | 95 | 1280 | 3 | 427 | 26 | 1306 | 3 | 435 | 21 | 1327 | 3 | 442 | 0 | 1327 | 3 | 442 |
| 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 | 73 | 991 | 4 | 248 | 28 | 1019 | 4 | 255 | 46 | 1065 | 4 | 266 | 0 | 1065 | 4 | 266 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| SB Right | 486 | 1 | 486 | 39 | 525 | 1 | 525 | -1 | 524 | 1 | 524 | 23 | 547 | 1 | 547 | 0 | 547 | 1 | 547 |
| 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 | 32 | 435 | 1 | 239 | 16 | 451 | 1 | 248 | 0 | 451 | 1 | 248 | 0 | 451 | 1 | 248 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Thru | 0 | 0 | 344 | 0 | 0 | 0 | 372 | 0 | 0 | 0 | 380 | 0 | 0 | 0 | 390 | 0 | 0 | 0 | 390 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Right | 363 | 1 | 200 | 29 | 392 | 1 | 216 | 1 | 393 | 1 | 216 | 23 | 416 | 1 | 229 | 0 | 416 | 1 | 229 |
| Comb. L-T-R - | | 1 | | | | 1 | | | | 1 | | | | 1 | | | | 1 | |
| Crit. Volumes: | | N-S: | 800 | | | N-S: | 864 | | | N-S: | 865 | | | N-S: | 888 | | | N-S: | 888 |
| | | E-W: | 344 | | | E-W: | 372 | | | E-W: | 380 | | | E-W: | 390 | | | E-W: | 390 |
| | | SUM: | 1144 | | | SUM: | 1236 | | | SUM: | 1244 | | | SUM: | 1278 | | | SUM: | 1278 |
| No. of Phases: | | | 3 | | | | 3 | | | | 3 | | | | 3 | | | | 3 |
| Volume / Capacity: | | [1] | 0.733 | | | [1] | 0.797 | | | [1] | 0.803 | | | [1] | 0.827 | | | [2] | 0.797 |
| Level of Service: | | | C | | | | 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

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: 08/07/2008
Date of Count: 2007
Projection Year: 2011

**ALTERNATIVE G PROJECT**

| | 2007 EXIST. TRAFFIC | | | 2011 W/ AMBIENT GROWTH | | | | 2011 W/ OTHER PROJECTS | | | | 2011 W/ PROPOSED PROJECT | | | | 2011 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 | 63 | 849 | 3 | 283 | 44 | 893 | 3 | 298 | 2 | 895 | 3 | 298 | 0 | 895 | 3 | 298 |
| Comb. T-R | | 1 | 359 | | | 1 | 388 | | | 1 | 406 | | | 1 | 406 | | | 1 | 406 |
| NB Right | 359 | 0 | - | 29 | 388 | 0 | - | 18 | 406 | 0 | - | 0 | 406 | 0 | - | 0 | 406 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| SB Left | 340 | 1 | 340 | 27 | 367 | 1 | 367 | 10 | 377 | 1 | 377 | 4 | 381 | 1 | 381 | 0 | 381 | 1 | 381 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| SB Thru | 1093 | 2 | 547 | 87 | 1180 | 2 | 590 | 50 | 1230 | 2 | 615 | 3 | 1233 | 2 | 617 | 0 | 1233 | 2 | 617 |
| 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 | 27 | 366 | 1 | 201 | 14 | 380 | 1 | 209 | 3 | 383 | 1 | 211 | 0 | 383 | 1 | 211 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Thru | 3 | 0 | 332 | 0 | 3 | 0 | 359 | 0 | 3 | 0 | 365 | 0 | 3 | 0 | 367 | 0 | 3 | 0 | 367 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Right | 392 | 1 | 216 | 31 | 423 | 1 | 233 | 1 | 424 | 1 | 233 | 0 | 424 | 1 | 233 | 0 | 424 | 1 | 233 |
| 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: | 755 | | | N-S: | 783 | | | N-S: | 787 | | | N-S: | 787 |
| | | E-W: | 332 | | | E-W: | 359 | | | E-W: | 365 | | | E-W: | 367 | | | E-W: | 367 |
| | | SUM: | 1031 | | | SUM: | 1113 | | | SUM: | 1148 | | | SUM: | 1154 | | | SUM: | 1154 |
| No. of Phases: | | | 3 | | | | 3 | | | | 3 | | | | 3 | | | | 3 |
| Volume / Capacity: | | [1] | 0.654 | | | [2] | 0.681 | | | [2] | 0.706 | | | [2] | 0.710 | | | [2] | 0.710 |
| 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: 08/07/2008
Date of Count: 2007
Projection Year: 2011

**ALTERNATIVE G PROJECT**

| | 2007 EXIST. TRAFFIC | | | 2011 W/ AMBIENT GROWTH | | | | 2011 W/ OTHER PROJECTS | | | | 2011 W/ PROPOSED PROJECT | | | | 2011 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 | 88 | 1182 | 3 | 394 | 28 | 1210 | 3 | 403 | 8 | 1218 | 3 | 406 | 0 | 1218 | 3 | 406 |
| Comb. T-R | | 1 | 365 | | | 1 | 394 | | | 1 | 407 | | | 1 | 407 | | | 1 | 407 |
| NB Right | 364 | 0 | - | 29 | 393 | 0 | - | 14 | 407 | 0 | - | 0 | 407 | 0 | - | 0 | 407 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| SB Left | 287 | 1 | 287 | 23 | 310 | 1 | 310 | 0 | 310 | 1 | 310 | 25 | 335 | 1 | 335 | 0 | 335 | 1 | 335 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| SB Thru | 1010 | 2 | 505 | 81 | 1091 | 2 | 545 | 45 | 1136 | 2 | 568 | 21 | 1157 | 2 | 578 | 0 | 1157 | 2 | 578 |
| 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 | 37 | 504 | 1 | 277 | 0 | 504 | 1 | 277 | 13 | 517 | 1 | 285 | 0 | 517 | 1 | 285 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Thru | 1 | 0 | 372 | 0 | 1 | 0 | 401 | 0 | 1 | 0 | 402 | 0 | 1 | 0 | 408 | 0 | 1 | 0 | 408 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Right | 357 | 1 | 196 | 29 | 385 | 1 | 212 | 2 | 387 | 1 | 213 | 0 | 387 | 1 | 213 | 0 | 387 | 1 | 213 |
| 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: | 704 | | | N-S: | 717 | | | N-S: | 742 | | | N-S: | 742 |
| | | E-W: | 372 | | | E-W: | 401 | | | E-W: | 402 | | | E-W: | 408 | | | E-W: | 408 |
| | | SUM: | 1023 | | | SUM: | 1105 | | | SUM: | 1119 | | | SUM: | 1150 | | | SUM: | 1150 |
| No. of Phases: | | | 3 | | | | 3 | | | | 3 | | | | 3 | | | | 3 |
| Volume / Capacity: | | [1] | 0.648 | | | [2] | 0.676 | | | [2] | 0.686 | | | [2] | 0.707 | | | [2] | 0.707 |
| 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.*
*[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.*

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

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: 08/07/2008
Date of Count: 2007
Projection Year: 2011

**ALTERNATIVE G PROJECT**

| | 2007 EXIST. TRAFFIC | | | 2011 W/ AMBIENT GROWTH | | | | 2011 W/ OTHER PROJECTS | | | | 2011 W/ PROPOSED PROJECT | | | | 2011 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 | 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 | 490 | 2 | 245 | 39 | 529 | 2 | 265 | 57 | 586 | 2 | 293 | 1 | 587 | 2 | 294 | 0 | 587 | 2 | 294 |
| 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 | 24 | 321 | 1 | 321 | 2 | 323 | 1 | 323 | 1 | 324 | 1 | 324 | 0 | 324 | 1 | 324 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| SB Thru | 851 | 1 | 528 | 68 | 919 | 1 | 571 | 48 | 967 | 1 | 595 | 2 | 969 | 1 | 596 | 0 | 969 | 1 | 596 |
| Comb. T-R | | 1 | 528 | | | 1 | 571 | | | 1 | 595 | | | 1 | 596 | | | 1 | 596 |
| SB Right | 206 | 0 | - | 16 | 222 | 0 | - | 0 | 222 | 0 | - | 0 | 222 | 0 | - | 0 | 222 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| EB Left | 111 | 1 | 111 | 9 | 120 | 1 | 120 | 0 | 120 | 1 | 120 | 0 | 120 | 1 | 120 | 0 | 120 | 1 | 120 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Thru | 551 | 1 | 551 | 44 | 595 | 1 | 595 | 28 | 623 | 1 | 623 | 0 | 623 | 1 | 623 | 0 | 623 | 1 | 623 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Right | 40 | 1 | 40 | 3 | 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 | 7 | 92 | 1 | 92 | 2 | 94 | 1 | 94 | 0 | 94 | 1 | 94 | 0 | 94 | 1 | 94 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Thru | 726 | 1 | 726 | 58 | 784 | 1 | 784 | 43 | 827 | 1 | 827 | 0 | 827 | 1 | 827 | 0 | 827 | 1 | 827 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Right | 276 | 1 | 276 | 22 | 298 | 1 | 298 | 4 | 302 | 1 | 302 | 0 | 302 | 1 | 302 | 0 | 302 | 1 | 302 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| Crit. Volumes: | | N-S: | 542 | | | N-S: | 586 | | | N-S: | 616 | | | N-S: | 618 | | | N-S: | 618 |
| | | E-W: | 837 | | | E-W: | 904 | | | E-W: | 947 | | | E-W: | 947 | | | E-W: | 947 |
| | | SUM: | 1380 | | | SUM: | 1490 | | | SUM: | 1563 | | | SUM: | 1565 | | | SUM: | 1565 |
| No. of Phases: | | | 2 | | | | 2 | | | | 2 | | | | 2 | | | | 2 |
| Volume / Capacity: | | [1] | 0.850 | | | [1] | 0.923 | | | [1] | 0.972 | | | [1] | 0.973 | | | [2] | 0.943 |
| Level of Service: | | | D | | | | E | | | | E | | | | E | | | | E |

Assumptions:

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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: 08/07/2008
Date of Count: 2007
Projection Year: 2011

**ALTERNATIVE G PROJECT**

| | 2007 EXIST. TRAFFIC | | | 2011 W/ AMBIENT GROWTH | | | | 2011 W/ OTHER PROJECTS | | | | 2011 W/ PROPOSED PROJECT | | | | 2011 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 | 5 | 72 | 1 | 72 | 0 | 72 | 1 | 72 | 0 | 72 | 1 | 72 | 0 | 72 | 1 | 72 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| NB Thru | 772 | 2 | 386 | 62 | 833 | 2 | 417 | 44 | 877 | 2 | 439 | 5 | 882 | 2 | 441 | 0 | 882 | 2 | 441 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| NB Right | 55 | 1 | 55 | 4 | 60 | 1 | 60 | 2 | 62 | 1 | 62 | 0 | 62 | 1 | 62 | 0 | 62 | 1 | 62 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| SB Left | 263 | 1 | 263 | 21 | 284 | 1 | 284 | 0 | 284 | 1 | 284 | 7 | 291 | 1 | 291 | 0 | 291 | 1 | 291 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| SB Thru | 734 | 1 | 492 | 59 | 793 | 1 | 532 | 47 | 840 | 1 | 555 | 14 | 854 | 1 | 562 | 0 | 854 | 1 | 562 |
| Comb. T-R | | 1 | 492 | | | 1 | 532 | | | 1 | 555 | | | 1 | 562 | | | 1 | 562 |
| SB Right | 251 | 0 | - | 20 | 271 | 0 | - | 0 | 271 | 0 | - | 0 | 271 | 0 | - | 0 | 271 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| EB Left | 205 | 1 | 205 | 16 | 221 | 1 | 221 | 0 | 221 | 1 | 221 | 2 | 223 | 1 | 223 | 0 | 223 | 1 | 223 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Thru | 685 | 1 | 685 | 55 | 740 | 1 | 740 | 35 | 775 | 1 | 775 | 0 | 775 | 1 | 775 | 0 | 775 | 1 | 775 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Right | 82 | 1 | 82 | 7 | 89 | 1 | 89 | 0 | 89 | 1 | 89 | 0 | 89 | 1 | 89 | 0 | 89 | 1 | 89 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| WB Left | 71 | 1 | 71 | 6 | 76 | 1 | 76 | 3 | 79 | 1 | 79 | 0 | 79 | 1 | 79 | 0 | 79 | 1 | 79 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Thru | 551 | 1 | 551 | 44 | 595 | 1 | 595 | 45 | 640 | 1 | 640 | 2 | 642 | 1 | 642 | 0 | 642 | 1 | 642 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Right | 258 | 1 | 258 | 21 | 279 | 1 | 279 | 0 | 279 | 1 | 279 | 0 | 279 | 1 | 279 | 0 | 279 | 1 | 279 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| Crit. Volumes: | | N-S: | 649 | | | N-S: | 701 | | | N-S: | 723 | | | N-S: | 732 | | | N-S: | 732 |
| | | E-W: | 756 | | | E-W: | 817 | | | E-W: | 862 | | | E-W: | 866 | | | E-W: | 866 |
| | | SUM: | 1405 | | | SUM: | 1517 | | | SUM: | 1584 | | | SUM: | 1598 | | | SUM: | 1598 |
| No. of Phases: | | | 2 | | | | 2 | | | | 2 | | | | 2 | | | | 2 |
| Volume / Capacity: | | [1] | 0.867 | | | [1] | 0.942 | | | [1] | 0.986 | | | [1] | 0.995 | | | [2] | 0.965 |
| Level of Service: | | | D | | | | E | | | | E | | | | E | | | | E |

Assumptions:

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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: 08/07/2008
Date of Count: 2007
Projection Year: 2011

**ALTERNATIVE G PROJECT**

| | 2007 EXIST. TRAFFIC | | | 2011 W/ AMBIENT GROWTH | | | | 2011 W/ OTHER PROJECTS | | | | 2011 W/ PROPOSED PROJECT | | | | 2011 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 | 4 | 55 | 1 | 55 | 8 | 63 | 1 | 63 | 0 | 63 | 1 | 63 | 0 | 63 | 1 | 63 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| NB Thru | 201 | 0 | - | 16 | 217 | 0 | - | 6 | 223 | 0 | - | 1 | 224 | 0 | - | 0 | 224 | 0 | - |
| Comb. T-R | | 1 | 219 | | | 1 | 237 | | | 1 | 247 | | | 1 | 248 | | | 1 | 248 |
| NB Right | 19 | 0 | - | 1 | 20 | 0 | - | 4 | 24 | 0 | - | 0 | 24 | 0 | - | 0 | 24 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| SB Left | 216 | 1 | 216 | 17 | 234 | 1 | 234 | 7 | 241 | 1 | 241 | 1 | 242 | 1 | 242 | 0 | 242 | 1 | 242 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| SB Thru | 225 | 1 | 225 | 18 | 243 | 1 | 243 | 5 | 248 | 1 | 248 | 1 | 249 | 1 | 249 | 0 | 249 | 1 | 249 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| SB Right | 362 | 1 | 362 | 29 | 391 | 1 | 391 | 38 | 429 | 1 | 429 | 0 | 429 | 1 | 429 | 0 | 429 | 1 | 429 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| EB Left | 142 | 1 | 142 | 11 | 154 | 1 | 154 | 41 | 195 | 1 | 195 | 0 | 195 | 1 | 195 | 0 | 195 | 1 | 195 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Thru | 1082 | 1 | 554 | 87 | 1168 | 1 | 598 | 96 | 1264 | 1 | 654 | 0 | 1264 | 1 | 654 | 0 | 1264 | 1 | 654 |
| Comb. T-R | | 1 | 554 | | | 1 | 598 | | | 1 | 654 | | | 1 | 654 | | | 1 | 654 |
| EB Right | 26 | 0 | - | 2 | 28 | 0 | - | 16 | 44 | 0 | - | 0 | 44 | 0 | - | 0 | 44 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| WB Left | 45 | 1 | 45 | 4 | 48 | 1 | 48 | 1 | 49 | 1 | 49 | 0 | 49 | 1 | 49 | 0 | 49 | 1 | 49 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Thru | 1091 | 1 | 603 | 87 | 1178 | 1 | 651 | 52 | 1230 | 1 | 683 | 0 | 1230 | 1 | 683 | 0 | 1230 | 1 | 683 |
| Comb. T-R | | 1 | 603 | | | 1 | 651 | | | 1 | 683 | | | 1 | 683 | | | 1 | 683 |
| WB Right | 114 | 0 | - | 9 | 124 | 0 | - | 12 | 136 | 0 | - | 0 | 136 | 0 | - | 0 | 136 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| Crit. Volumes: | | N-S: | 436 | | | N-S: | 471 | | | N-S: | 488 | | | N-S: | 490 | | | N-S: | 490 |
| | | E-W: | 745 | | | E-W: | 805 | | | E-W: | 878 | | | E-W: | 878 | | | E-W: | 878 |
| | | SUM: | 1181 | | | SUM: | 1275 | | | SUM: | 1365 | | | SUM: | 1367 | | | SUM: | 1367 |
| No. of Phases: | | | 2 | | | | 2 | | | | 2 | | | | 2 | | | | 2 |
| Volume / Capacity: | | [1] | 0.717 | | | [2] | 0.750 | | | [2] | 0.810 | | | [2] | 0.812 | | | [2] | 0.812 |
| Level of Service: | | | C | | | | C | | | | D | | | | D | | | | D |

Assumptions:

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CRITICAL MOVEMENT ANALYSIS

Woodman Avenue @ Ventura Boulevard
Peak Hour: PM
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N-S St: Woodman Avenue
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Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA16
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**ALTERNATIVE G PROJECT**

| | 2007 EXIST. TRAFFIC | | | 2011 W/ AMBIENT GROWTH | | | | 2011 W/ OTHER PROJECTS | | | | 2011 W/ PROPOSED PROJECT | | | | 2011 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 | 5 | 64 | 1 | 64 | 24 | 88 | 1 | 88 | 0 | 88 | 1 | 88 | 0 | 88 | 1 | 88 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| NB Thru | 213 | 0 | - | 17 | 230 | 0 | - | 6 | 236 | 0 | - | 4 | 240 | 0 | - | 0 | 240 | 0 | - |
| Comb. T-R | | 1 | 219 | | | 1 | 237 | | | 1 | 245 | | | 1 | 249 | | | 1 | 249 |
| NB Right | 6 | 0 | - | 0 | 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 | 10 | 135 | 1 | 135 | -1 | 134 | 1 | 134 | 9 | 143 | 1 | 143 | 0 | 143 | 1 | 143 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| SB Thru | 161 | 1 | 161 | 13 | 174 | 1 | 174 | 4 | 178 | 1 | 178 | 4 | 182 | 1 | 182 | 0 | 182 | 1 | 182 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| SB Right | 237 | 1 | 237 | 19 | 256 | 1 | 256 | 47 | 303 | 1 | 303 | 1 | 304 | 1 | 304 | 0 | 304 | 1 | 304 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| EB Left | 206 | 1 | 206 | 16 | 222 | 1 | 222 | 40 | 262 | 1 | 262 | 0 | 262 | 1 | 262 | 0 | 262 | 1 | 262 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Thru | 1093 | 1 | 567 | 87 | 1180 | 1 | 612 | 84 | 1264 | 1 | 663 | 0 | 1264 | 1 | 663 | 0 | 1264 | 1 | 663 |
| Comb. T-R | | 1 | 567 | | | 1 | 612 | | | 1 | 663 | | | 1 | 663 | | | 1 | 663 |
| EB Right | 41 | 0 | - | 3 | 44 | 0 | - | 18 | 62 | 0 | - | 0 | 62 | 0 | - | 0 | 62 | 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 | 73 | 983 | 1 | 556 | 86 | 1069 | 1 | 599 | 2 | 1071 | 1 | 601 | 0 | 1071 | 1 | 601 |
| Comb. T-R | | 1 | 515 | | | 1 | 556 | | | 1 | 599 | | | 1 | 601 | | | 1 | 601 |
| WB Right | 120 | 0 | - | 10 | 129 | 0 | - | 0 | 129 | 0 | - | 2 | 131 | 0 | - | 0 | 131 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| Crit. Volumes: | | N-S: | 344 | | | N-S: | 372 | | | N-S: | 379 | | | N-S: | 392 | | | N-S: | 392 |
| | | E-W: | 721 | | | E-W: | 778 | | | E-W: | 861 | | | E-W: | 863 | | | E-W: | 863 |
| | | SUM: | 1065 | | | SUM: | 1150 | | | SUM: | 1240 | | | SUM: | 1255 | | | SUM: | 1255 |
| No. of Phases: | | | 2 | | | | 2 | | | | 2 | | | | 2 | | | | 2 |
| Volume / Capacity: | | [1] | 0.640 | | | [2] | 0.667 | | | [2] | 0.727 | | | [2] | 0.737 | | | [2] | 0.737 |
| 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

Fashion Square Project Driveway-Matilija Avenue @ Riverside Drive

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

Peak Hour: AM
Annual Growth: 2.0%

Date: 08/07/2008
Date of Count: 2007
Projection Year: 2011

**ALTERNATIVE G PROJECT**

| | 2007 EXIST. TRAFFIC | | | 2011 W/ AMBIENT GROWTH | | | | 2011 W/ OTHER PROJECTS | | | | 2011 W/ PROPOSED PROJECT | | | | 2011 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 | - | 10 | 10 | 1 | 10 | 0 | 10 | 1 | 10 |
| 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 | - | 64 | 64 | 2 | 35 | 0 | 64 | 2 | 35 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| SB Left | 35 | 0 | - | 3 | 38 | 0 | - | 0 | 38 | 0 | - | -38 | 0 | 0 | - | 0 | 0 | 0 | - |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| SB Thru | 0 | 0 | 59 | 0 | 0 | 0 | 64 | 0 | 0 | 0 | 64 | 0 | 0 | 0 | - | 0 | 0 | 0 | - |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| SB Right | 24 | 0 | - | 2 | 26 | 0 | - | 0 | 26 | 0 | - | 36 | 62 | 1 | 62 | 0 | 62 | 1 | 62 |
| Comb. L-T-R - | | 1 | | | | 1 | | | | 1 | | | | 0 | | | | 0 | |
| EB Left | 6 | 1 | 6 | 0 | 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 | 81 | 1098 | 2 | 549 | 43 | 1141 | 2 | 571 | 1 | 1142 | 2 | 571 | 0 | 1142 | 2 | 571 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Right | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 59 | 59 | 1 | 59 | 0 | 59 | 1 | 59 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| WB Left | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 280 | 280 | 2 | 154 | 0 | 280 | 2 | 154 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Thru | 1103 | 1 | 556 | 88 | 1192 | 1 | 600 | 36 | 1228 | 1 | 618 | 0 | 1228 | 1 | 618 | 0 | 1228 | 1 | 618 |
| Comb. T-R | | 1 | 556 | | | 1 | 600 | | | 1 | 618 | | | 1 | 618 | | | 1 | 618 |
| 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: | 64 | | | N-S: | 64 | | | N-S: | 72 | | | N-S: | 72 |
| | | E-W: | 562 | | | E-W: | 607 | | | E-W: | 625 | | | E-W: | 725 | | | E-W: | 725 |
| | | SUM: | 621 | | | SUM: | 671 | | | SUM: | 689 | | | SUM: | 797 | | | SUM: | 797 |
| No. of Phases: | | | U | | | | U | | | | U | | | | 3 | | | | 3 |
| Volume / Capacity: | | | 0.518 | | | | 0.559 | | | | 0.574 | | | *[1], [2]* | 0.459 | | | *[1], [2]* | 0.459 |
| 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.*
*[3] Northbound right turn has an overlapping phase with the westbound left-turn movement.*
*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: 08/07/2008
Date of Count: 2007
Projection Year: 2011

**ALTERNATIVE G PROJECT**

| | 2007 EXIST. TRAFFIC | | | 2011 W/ AMBIENT GROWTH | | | | 2011 W/ OTHER PROJECTS | | | | 2011 W/ PROPOSED PROJECT | | | | 2011 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 | - | 99 | 99 | 1 | 99 | 0 | 99 | 1 | 99 |
| 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 | - | 726 | 726 | 2 | 399 | 0 | 726 | 2 | 399 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| SB Left | 27 | 0 | - | 2 | 29 | 0 | - | 0 | 29 | 0 | - | -29 | 0 | 0 | - | 0 | 0 | 0 | - |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| SB Thru | 0 | 0 | 46 | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 49 | 0 | 0 | 0 | - | 0 | 0 | 0 | - |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| SB Right | 19 | 0 | - | 1 | 20 | 0 | - | 0 | 20 | 0 | - | 28 | 48 | 1 | 48 | 0 | 48 | 1 | 48 |
| Comb. L-T-R - | | 1 | | | | 1 | | | | 1 | | | | 0 | | | | 0 | |
| EB Left | 21 | 1 | 21 | 2 | 22 | 1 | 22 | 0 | 22 | 1 | 22 | -22 | 0 | 0 | - | 0 | 0 | 0 | - |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Thru | 1046 | 2 | 523 | 84 | 1130 | 2 | 565 | 39 | 1169 | 2 | 584 | 4 | 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 | - | 119 | 119 | 1 | 119 | 0 | 119 | 1 | 119 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| WB Left | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 631 | 631 | 2 | 347 | 0 | 631 | 2 | 347 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Thru | 1168 | 1 | 599 | 93 | 1261 | 1 | 647 | 44 | 1305 | 1 | 669 | 2 | 1307 | 1 | 670 | 0 | 1307 | 1 | 670 |
| Comb. T-R | | 1 | 599 | | | 1 | 647 | | | 1 | 669 | | | 1 | 670 | | | 1 | 670 |
| WB Right | 30 | 0 | - | 2 | 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: | 49 | | | N-S: | 49 | | | N-S: | 147 | | | N-S: | 147 |
| | | E-W: | 620 | | | E-W: | 669 | | | E-W: | 691 | | | E-W: | 934 | | | E-W: | 934 |
| | | SUM: | 666 | | | SUM: | 719 | | | SUM: | 741 | | | SUM: | 1080 | | | SUM: | 1080 |
| No. of Phases: | | | U | | | | U | | | | U | | | | 3 | | | | 3 |
| Volume / Capacity: | | | 0.555 | | | | 0.599 | | | | 0.617 | | | *[1], [2]* | 0.658 | | | *[1], [2]* | 0.658 |
| Level of Service: | | | A | | | | A | | | | 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, 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.*
*[3] Northbound right turn has an overlapping phase with the westbound left-turn movement.*
*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: 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: 08/07/2008
Date of Count: 2007
Projection Year: 2011

**ALTERNATIVE G PROJECT - WEEKEND ANALYSIS**

| | 2007 EXIST. TRAFFIC | | | 2011 W/ AMBIENT GROWTH | | | | 2011 W/ OTHER PROJECTS | | | | 2011 W/ PROPOSED PROJECT | | | | 2011 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 | 14 | 187 | 1 | 187 | 0 | 187 | 1 | 187 | 21 | 208 | 1 | 208 | 0 | 208 | 1 | 208 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| NB Thru | 668 | 2 | 334 | 53 | 721 | 2 | 361 | 23 | 744 | 2 | 372 | 13 | 757 | 2 | 379 | 0 | 757 | 2 | 379 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| NB Right | 229 | 1 | 229 | 18 | 247 | 1 | 247 | 10 | 257 | 1 | 257 | 0 | 257 | 1 | 257 | 0 | 257 | 1 | 257 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| SB Left | 178 | 1 | 178 | 14 | 192 | 1 | 192 | 5 | 197 | 1 | 197 | 13 | 210 | 1 | 210 | 0 | 210 | 1 | 210 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| SB Thru | 662 | 1 | 391 | 53 | 715 | 1 | 422 | 26 | 741 | 1 | 436 | 32 | 773 | 1 | 452 | 0 | 773 | 1 | 452 |
| Comb. T-R | | 1 | 391 | | | 1 | 422 | | | 1 | 436 | | | 1 | 452 | | | 1 | 452 |
| SB Right | 120 | 0 | - | 10 | 130 | 0 | - | 1 | 131 | 0 | - | 0 | 131 | 0 | - | 0 | 131 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| EB Left | 39 | 1 | 39 | 3 | 42 | 1 | 42 | 2 | 44 | 1 | 44 | 0 | 44 | 1 | 44 | 0 | 44 | 1 | 44 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Thru | 519 | 1 | 345 | 42 | 561 | 1 | 372 | 52 | 613 | 1 | 398 | 26 | 639 | 1 | 420 | 0 | 639 | 1 | 420 |
| Comb. T-R | | 1 | 345 | | | 1 | 372 | | | 1 | 398 | | | 1 | 420 | | | 1 | 420 |
| EB Right | 170 | 0 | - | 14 | 184 | 0 | - | 0 | 184 | 0 | - | 17 | 201 | 0 | - | 0 | 201 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| WB Left | 223 | 1 | 223 | 18 | 241 | 1 | 241 | 13 | 254 | 1 | 254 | 0 | 254 | 1 | 254 | 0 | 254 | 1 | 254 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Thru | 358 | 2 | 179 | 29 | 387 | 2 | 193 | 43 | 430 | 2 | 215 | 34 | 463 | 2 | 232 | 0 | 463 | 2 | 232 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Right | 111 | 1 | 111 | 9 | 120 | 1 | 120 | 5 | 125 | 1 | 125 | 22 | 146 | 1 | 146 | 0 | 146 | 1 | 146 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| Crit. Volumes: | | N-S: | 564 | | | N-S: | 609 | | | N-S: | 623 | | | N-S: | 660 | | | N-S: | 660 |
| | | E-W: | 568 | | | E-W: | 613 | | | E-W: | 652 | | | E-W: | 673 | | | E-W: | 673 |
| | | SUM: | 1132 | | | SUM: | 1222 | | | SUM: | 1275 | | | SUM: | 1333 | | | SUM: | 1333 |
| No. of Phases: | | | 2 | | | | 2 | | | | 2 | | | | 2 | | | | 2 |
| Volume / Capacity: | | [1] | 0.684 | | | [1] | 0.745 | | | [1] | 0.780 | | | [1] | 0.819 | | | [2] | 0.789 |
| Level of Service: | | | B | | | | C | | | | C | | | | 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.*
*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: 08/07/2008
Date of Count: 2007
Projection Year: 2011

**ALTERNATIVE G PROJECT - WEEKEND ANALYSIS**

| | 2007 EXIST. TRAFFIC | | | 2011 W/ AMBIENT GROWTH | | | | 2011 W/ OTHER PROJECTS | | | | 2011 W/ PROPOSED PROJECT | | | | 2011 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 | 0 | 5 | 1 | 5 | 0 | 5 | 1 | 5 | 0 | 5 | 1 | 5 | 0 | 5 | 1 | 5 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| NB Thru | 688 | 1 | 432 | 55 | 743 | 1 | 466 | 33 | 776 | 1 | 483 | 5 | 781 | 1 | 495 | 0 | 781 | 1 | 495 |
| Comb. T-R | | 1 | 432 | | | 1 | 466 | | | 1 | 483 | | | 1 | 495 | | | 1 | 495 |
| NB Right | 175 | 0 | - | 14 | 189 | 0 | - | 0 | 189 | 0 | - | 20 | 209 | 0 | - | 0 | 209 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| SB Left | 437 | 1 | 437 | 35 | 472 | 1 | 472 | 0 | 472 | 1 | 472 | 49 | 521 | 1 | 521 | 0 | 521 | 1 | 521 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| SB Thru | 625 | 1 | 315 | 50 | 675 | 1 | 340 | 39 | 714 | 1 | 359 | 0 | 714 | 1 | 359 | 0 | 714 | 1 | 359 |
| Comb. T-R | | 1 | 315 | | | 1 | 340 | | | 1 | 359 | | | 1 | 359 | | | 1 | 359 |
| 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 | 0 | 5 | 1 | 5 | 0 | 5 | 1 | 5 | 0 | 5 | 1 | 5 | 0 | 5 | 1 | 5 |
| 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 | 6 | | | 1 | 6 | | | 1 | 6 | | | 1 | 6 |
| 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 | 8 | 109 | 1 | 109 | 0 | 109 | 1 | 109 | 17 | 126 | 1 | 126 | 0 | 126 | 1 | 126 |
| 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 | 144 | | | 1 | 144 | | | 0 | - | | | 0 | - |
| WB Right | 133 | 0 | - | 11 | 144 | 0 | - | 0 | 144 | 0 | - | 12 | 156 | 1 | 156 | 0 | 156 | 1 | 156 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| Crit. Volumes: | | N-S: | 869 | | | N-S: | 938 | | | N-S: | 954 | | | N-S: | 1016 | | | N-S: | 1016 |
| | | E-W: | 138 | | | E-W: | 149 | | | E-W: | 149 | | | E-W: | 133 | | | E-W: | 133 |
| | | SUM: | 1007 | | | SUM: | 1087 | | | SUM: | 1104 | | | SUM: | 1149 | | | SUM: | 1149 |
| No. of Phases: | | | 3 | | | | 3 | | | | 3 | | | | 3 | | | | 3 |
| Volume / Capacity: | | [1] | 0.636 | | | [1] | 0.693 | | | [1] | 0.704 | | | [1] | 0.736 | | | [2] | 0.706 |
| 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 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: 07/22/2008
Date of Count: 2007
Projection Year: 2011

**ALTERNATIVE G PROJECT - WEEKEND ANALYSIS**

| | 2007 EXIST. TRAFFIC | | | 2011 W/ AMBIENT GROWTH | | | | 2011 W/ OTHER PROJECTS | | | | 2011 W/ PROPOSED PROJECT | | | | 2011 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 | 39 | 523 | 2 | 287 | 1 | 524 | 2 | 288 | 71 | 595 | 2 | 327 | 0 | 595 | 2 | 327 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| NB Thru | 674 | 2 | 337 | 54 | 728 | 2 | 364 | 32 | 760 | 2 | 380 | 0 | 760 | 2 | 380 | 0 | 760 | 2 | 380 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| NB Right [2] | 209 | 1 | 209 | 17 | 226 | 1 | 226 | 17 | 243 | 1 | 243 | 0 | 243 | 1 | 243 | 0 | 243 | 1 | 243 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| SB Left | 99 | 1 | 99 | 8 | 107 | 1 | 107 | 5 | 112 | 1 | 112 | 0 | 112 | 1 | 112 | 0 | 112 | 1 | 112 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| SB Thru | 842 | 2 | 421 | 67 | 909 | 2 | 455 | 33 | 942 | 2 | 471 | 10 | 952 | 2 | 476 | 0 | 952 | 2 | 394 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 1 | 394 |
| SB Right [2] | 200 | 1 | 200 | 16 | 216 | 1 | 216 | 3 | 219 | 1 | 219 | 12 | 231 | 1 | 231 | 0 | 231 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| EB Left | 197 | 1 | 197 | 16 | 213 | 1 | 213 | 4 | 217 | 1 | 217 | -1 | 216 | 1 | 216 | 0 | 216 | 1 | 216 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Thru | 753 | 2 | 377 | 60 | 813 | 2 | 407 | 64 | 877 | 2 | 439 | 31 | 908 | 2 | 454 | 0 | 908 | 2 | 454 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Right | 389 | 1 | 389 | 31 | 420 | 1 | 420 | 1 | 421 | 1 | 421 | 132 | 553 | 1 | 553 | 0 | 553 | 1 | 553 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| WB Left | 234 | 1 | 234 | 19 | 253 | 1 | 253 | 28 | 281 | 1 | 281 | 0 | 281 | 1 | 281 | 0 | 281 | 1 | 281 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Thru | 591 | 2 | 296 | 47 | 638 | 2 | 319 | 56 | 694 | 2 | 347 | 46 | 740 | 2 | 370 | 0 | 740 | 2 | 370 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Right | 134 | 1 | 134 | 11 | 145 | 1 | 145 | 3 | 148 | 1 | 148 | 0 | 148 | 1 | 148 | 0 | 148 | 1 | 148 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| Crit. Volumes: | | N-S: | 687 | | | N-S: | 742 | | | N-S: | 759 | | | N-S: | 803 | | | N-S: | 722 |
| | | E-W: | 611 | | | E-W: | 659 | | | E-W: | 719 | | | E-W: | 735 | | | E-W: | 735 |
| | | SUM: | 1298 | | | SUM: | 1402 | | | SUM: | 1479 | | | SUM: | 1538 | | | SUM: | 1456 |
| No. of Phases: | | | 4 | | | | 4 | | | | 4 | | | | 4 | | | | 4 |
| Volume / Capacity: | | [1] | 0.874 | | | [1] | 0.949 | | | [1] | 1.005 | | | [1] | 1.049 | | | [3] | 0.959 |
| 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: 07/22/2008
Date of Count: 2007
Projection Year: 2011

**ALTERNATIVE G PROJECT - WEEKEND ANALYSIS**

| | 2007 EXIST. TRAFFIC | | | 2011 W/ AMBIENT GROWTH | | | | 2011 W/ OTHER PROJECTS | | | | 2011 W/ PROPOSED PROJECT | | | | 2011 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 | 33 | 449 | 1 | 449 | 2 | 451 | 1 | 451 | 0 | 451 | 1 | 451 | 0 | 451 | 1 | 451 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| NB Thru | 991 | 3 | 330 | 79 | 1070 | 3 | 357 | 48 | 1118 | 3 | 373 | 30 | 1148 | 3 | 383 | 0 | 1148 | 3 | 383 |
| 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 | 85 | 1147 | 4 | 287 | 57 | 1204 | 4 | 301 | 56 | 1260 | 4 | 315 | 0 | 1260 | 4 | 315 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| SB Right | 493 | 1 | 493 | 39 | 532 | 1 | 532 | 5 | 537 | 1 | 537 | 28 | 565 | 1 | 565 | 0 | 565 | 1 | 565 |
| 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 | 25 | 343 | 1 | 189 | 32 | 375 | 1 | 206 | 0 | 375 | 1 | 206 | 0 | 375 | 1 | 206 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Thru | 3 | 0 | 270 | 0 | 3 | 0 | 291 | 0 | 3 | 0 | 307 | 0 | 3 | 0 | 322 | 0 | 3 | 0 | 322 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Right | 275 | 1 | 151 | 22 | 297 | 1 | 163 | 2 | 299 | 1 | 164 | 33 | 332 | 1 | 183 | 0 | 332 | 1 | 183 |
| Comb. L-T-R - | | 1 | | | | 1 | | | | 1 | | | | 1 | | | | 1 | |
| Crit. Volumes: | | N-S: | 909 | | | N-S: | 982 | | | N-S: | 989 | | | N-S: | 1017 | | | N-S: | 1017 |
| | | E-W: | 270 | | | E-W: | 291 | | | E-W: | 307 | | | E-W: | 322 | | | E-W: | 322 |
| | | SUM: | 1179 | | | SUM: | 1273 | | | SUM: | 1295 | | | SUM: | 1338 | | | SUM: | 1338 |
| No. of Phases: | | | 3 | | | | 3 | | | | 3 | | | | 3 | | | | 3 |
| Volume / Capacity: | | [1] | 0.757 | | | [1] | 0.823 | | | [1] | 0.839 | | | [1] | 0.869 | | | [2] | 0.839 |
| 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: 08/07/2008
Date of Count: 2007
Projection Year: 2011

**ALTERNATIVE G PROJECT - WEEKEND ANALYSIS**

| | 2007 EXIST. TRAFFIC | | | 2011 W/ AMBIENT GROWTH | | | | 2011 W/ OTHER PROJECTS | | | | 2011 W/ PROPOSED PROJECT | | | | 2011 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 | 76 | 1027 | 3 | 283 | 48 | 1075 | 3 | 301 | 11 | 1086 | 3 | 304 | 0 | 1086 | 3 | 304 |
| Comb. T-R | | 1 | 262 | | | 1 | 283 | | | 1 | 301 | | | 1 | 304 | | | 1 | 304 |
| NB Right | 96 | 0 | - | 8 | 104 | 0 | - | 26 | 130 | 0 | - | 0 | 130 | 0 | - | 0 | 130 | 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| SB Left | 333 | 1 | 333 | 27 | 360 | 1 | 360 | 6 | 366 | 1 | 366 | 31 | 397 | 1 | 397 | 0 | 397 | 1 | 397 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| SB Thru | 1027 | 2 | 514 | 82 | 1109 | 2 | 555 | 82 | 1191 | 2 | 596 | 26 | 1217 | 2 | 609 | 0 | 1217 | 2 | 609 |
| 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 | 35 | 467 | 1 | 257 | 1 | 468 | 1 | 257 | 19 | 487 | 1 | 268 | 0 | 487 | 1 | 268 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Thru | 9 | 0 | 346 | 1 | 10 | 0 | 374 | 0 | 10 | 0 | 375 | 0 | 10 | 0 | 384 | 0 | 10 | 0 | 384 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Right | 317 | 1 | 174 | 25 | 342 | 1 | 188 | 2 | 344 | 1 | 189 | 0 | 344 | 1 | 189 | 0 | 344 | 1 | 189 |
| 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: | 642 | | | N-S: | 667 | | | N-S: | 701 | | | N-S: | 701 |
| | | E-W: | 346 | | | E-W: | 374 | | | E-W: | 375 | | | E-W: | 384 | | | E-W: | 384 |
| | | SUM: | 941 | | | SUM: | 1016 | | | SUM: | 1042 | | | SUM: | 1084 | | | SUM: | 1084 |
| No. of Phases: | | | 3 | | | | 3 | | | | 3 | | | | 3 | | | | 3 |
| Volume / Capacity: | | [1] | 0.590 | | | [2] | 0.613 | | | [2] | 0.631 | | | [2] | 0.661 | | | [2] | 0.661 |
| 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

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

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

Date: 08/07/2008
Date of Count: 2007
Projection Year: 2011

**ALTERNATIVE G PROJECT - WEEKEND ANALYSIS**

| | 2007 EXIST. TRAFFIC | | | 2011 W/ AMBIENT GROWTH | | | | 2011 W/ OTHER PROJECTS | | | | 2011 W/ PROPOSED PROJECT | | | | 2011 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 | - | 123 | 123 | 1 | 123 | 0 | 123 | 1 | 123 |
| 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 | - | 711 | 711 | 2 | 391 | 0 | 711 | 2 | 391 |
| 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 | - | 1 | 18 | 0 | - | 0 | 18 | 0 | - | 3 | 22 | 1 | 22 | 0 | 22 | 1 | 22 |
| 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 | 87 | 1179 | 2 | 590 | 67 | 1246 | 2 | 623 | 5 | 1251 | 2 | 626 | 0 | 1251 | 2 | 626 |
| Comb. T-R | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| EB Right | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 397 | 397 | 1 | 397 | 0 | 397 | 1 | 397 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| WB Left | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 471 | 471 | 2 | 259 | 0 | 471 | 2 | 259 |
| Comb. L-T | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - | | | 0 | - |
| WB Thru | 1013 | 1 | 512 | 81 | 1094 | 1 | 552 | 61 | 1155 | 1 | 583 | 3 | 1158 | 1 | 584 | 0 | 1158 | 1 | 584 |
| Comb. T-R | | 1 | 512 | | | 1 | 552 | | | 1 | 583 | | | 1 | 584 | | | 1 | 584 |
| 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: | 144 | | | N-S: | 144 |
| | | E-W: | 546 | | | E-W: | 590 | | | E-W: | 623 | | | E-W: | 885 | | | E-W: | 885 |
| | | SUM: | 566 | | | SUM: | 611 | | | SUM: | 645 | | | SUM: | 1029 | | | SUM: | 1029 |
| No. of Phases: | | | U | | | | U | | | | U | | | | 3 | | | | 3 |
| Volume / Capacity: | | | 0.472 | | | | 0.509 | | | | 0.537 | | | *[1], [2]* | 0.622 | | | *[1], [2]* | 0.622 |
| 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.*
*[3] Northbound right turn has an overlapping phase with the westbound left-turn movement.*
*Note: Pass-by reductions not applied to this intersection per LADOT standards.*