DRAFT
ENVIRONMENTAL IMPACT REPORT

FASHION SQUARE EXPANSION PROJECT
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APPENDICES
VOLUME II

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ENVIRONMENTAL SITE ASSESSMENT

Westfield Shopping Mall
Fashion Square
14006 Riverside Drive
Sherman Oaks, California

February, 2008

Prepared for:

Westfield Corporation Inc.
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TRG Project #7278

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PHASE I
ENVIRONMENTAL SITE ASSESSMENT

Westfield Shopping Mall -Fashion Square
14006 Riverside Drive
Sherman Oaks, California

1.0 EXECUTIVE SUMMARY

In December 2007, a Phase I Environmental Site Assessment (Phase I ESA), consistent with American Society for Testing Materials (ASTM) Standard E1527-05 and the U.S. Environmental Protection Agency Region 9 Standard 40 CFR Part 312 for All Appropriate Inquiries (AAIs), was performed for Westfield Shopping Mall - Fashion Square, a multi-tenant retail site located at14006 Riverside Drive in Sherman Oaks, California (the Property, see **Figure 1 – Site Location Map**). The Property consists of an enclosed shopping mall, a separate building housing various retail stores and a bank, two parking garages, and a large paved parking area. The Property is 35 +/- acres and is developed with approximately 974,245 square feet of building area (see **Figure 2A – Site Plot Plan**). The buildings are occupied by several different retail stores and restaurants (see **Figure 2B – Lease Plan – First Level** and **Figure 2C – Lease Plan – Levels 2 and 3**).

The subject Property is located along the south side of Riverside Drive between Woodman Avenue at the east and Hazeltine Avenue at the west. US Highway 101 (Ventura Freeway) runs east to west just south of the Property. Area landmarks include the Los Angeles River which runs along the south side of the 101 Freeway and the Notre Dame High School campus northeast of the Property. The base of the Santa Monica Mountains is about one half mile south of the Property. The immediate area surrounding the Property is mixed commercial and residential development.

Historic investigations of the Property reviewed by TRG included a Phase I Environmental Site Investigation by Hillman Environmental Group LLC (Hillman, 2002) and a Geotechnical Investigation

Report by Krazan & Associates (Krazan 2006 -see **Appendix D**). The Hillman Phase I concluded that Asbestos Containing Materials were identified in two tenant spaces (Radio Shack and Erik's Shoes) in the mall and it documented several drums of diesel stored outdoors without secondary containment. In the geotechnical report, no discolored soils or odors were noted in the 10 soil borings advanced in the Krazan investigation, and first groundwater was encountered at depths ranging from 34-44 feet below ground surface (ft bgs). The geotechnical work was carried out to determine the suitability of site soils for future mall expansions.

Based on historical research, the Property reconnaissance, and interviews performed during this investigation, one recognized environmental condition (REC) exists at the Property. According to a past environmental investigation of the Property (Hillman, 2002), approximately 450 square feet of friable asbestos ceiling materials were found in the Erik's Shoes shop. During this investigation, the previously tested asbestos containing material was again observed and is considered a REC, requiring proper management in-place and notification to the tenants of that shop. The asbestos containing floor tiles once found in the Radio Shack unit were not found during TRG's site visit, and were likely removed as a part of the remodel by the new tenant White House/Black Market.

Two off-Site and five on-Site areas of potential environmental concerns were identified by the Environmental Database Review. A 76- Tosco Service Station adjacent to the northeast of the Property at 13650 Riverside Drive is reported to have released significant quantities of hydrocarbons to the soil and groundwater. This service station is considered a potential off-Site REC to the Property because the extent of the impact to groundwater has not yet been defined. However, concerns regarding the 76-Tosco site are mitigated by the fact that the owners of 76 Station are actively investigating and remediating the impacts under the oversight of the Los Angeles Regional Water Quality Control Board (LARWQCB). Located adjacent to the north of the Property, a Former Chevron station was operated 14061 Riverside Dr.. Following the removal of three USTs and one waste oil tank in March 1986, soils beneath the excavation were found to be impacted by lead, benzene, toluene, ethylbenzene and

xylenes. Between 1986 and 1989, a total of nine groundwater monitoring wells were installed on the property. Two wells (WB-8 and WB-9), located at the southern most portion of the site, detected maximum concentrations of TPH-G at 330 ug/L and benzene at 92 ug/L. Testing was never performed for MTBE on any of the wells and there were no wells installed further to the south. A vapor extraction system consisting of two vapor extraction wells was installed and was operated from 1991 to 1992. An estimated 6,100 pounds of hydrocarbons were removed over this period of time. Following the subsurface remediation, TPH-G and benzene concentrations dropped to below laboratory detection limits in all 10 wells. Quarterly groundwater monitoring proceeded until 1994, when the case was given regulatory closure by the LARWQCB. The reported groundwater gradient showed flow to the south at a very slow rate. Although this site has been given regulatory closure, it is considered a potential environmental concern due to the fact that there was never any southerly delineation of the plume prior to the installation of the remediation system, MTBE was never tested for in any of the groundwater samples and the reported gradient is towards the south in the direction of the subject Property.

Five current tenants generate small quantities of hazardous waste as a part of their operations. The Ritz/Kitz Camera is a small quantity generator of hazardous wastes related to photo processing. The chemical use and storage area of this tenant's space appeared to be clean and small scale. Sephora, a cosmetic store, was also listed as a small quantity generator of hazardous waste (acetone and alcohols) but in very limited quantities. LensCrafters is a small quantity generator of organic solids hazardous wastes. The wastes are stored in a five gallon container and picked up for disposal on an as needed basis. No violations were found in the database review. As observed by TRG, Bloomingdale's is a generator of hazardous wastes from two categories (used grease from the restaurant and returned/damaged cosmetics). Both these wastes are stored in 55 gallon drums and picked up for off Site disposal or recycling , Macy's also generates a small amount of hazardous waste identical to the waste from Bloomingdale's. Their waste is stored in a 55 gallon drum and is picked for off-Site disposal/recycling. The five on-Site waste generators only produce small quantities of relatively

innocuous wastes, and the tenant waste handling areas observed by TRG appeared to be well maintained, thus they pose only a minor potential environmental concern to the property.

Cleaning chemicals used by the Property maintenance staff were observed in small quantities and were stored properly with no evidence of spills. Backup generators were also observed in walled open air area on the southern portion of the Property, with an associated above ground diesel tank located on concrete. According to mall staff, the diesel tank is double walled. Minor staining was observed near the diesel tank. One 55 gallon drum of oil was observed to be stored without secondary containment in the area of freight elevators. Provided that these fuels are handled using best management practices, they are not considered an issue of environmental concern at this time.

2.0 INTRODUCTION

2.1 Purpose

This study was designed to evaluate whether RECs are present at or in the vicinity of commercial Property located at 14006 Riverside Drive in the City of Sherman Oaks, County of Los Angeles, California (see **Figure 1 - Site Location Map**). This Phase I was performed according to ASTM Standard E1527-05 and U.S. Environmental Protection Agency Region 9 Standard 40 CFR Part 312 for All Appropriate Inquiries (AAIs).

2.2 Scope of Work

The scope of work conformed to the requirements of Phase I Environmental Site Assessments as specified by the ASTM Standard E1527-05 and included:

- A Property inspection by a qualified environmental assessor to observe and assess Property characteristics of potential environmental concern;

- Observation of adjacent properties and the Property vicinity by a qualified environmental assessor to identify and assess Property characteristics of potential concern;

- Review of regulatory agency files;

- Review of Property history/land use to identify potential uses that may have contributed to the presence of environmental concerns at the Property;

- Review of previous environmental investigations;

- An environmental lien search;

- Development of this report.

2.3 Involved Parties

Westfield Corporation, Inc. (the Client) contracted with The Reynolds Group (TRG) to conduct this Phase I Environmental Site Assessment. Mr. Peter Nyquist, attorney for Westfield Corporation, Inc. represented the Client in this matter. The purpose of this investigation was to determine what RECs may exist at the subject Property in order to secure financing for planned future mall expansions. Felix Gonzales, Operations Manager for Fashion Square, accompanied the Reynolds Group representatives on a tour of the Property and answered questions during this investigation. Keitha Mills, a General Manager for Westfield, and Jonathan Krausche, Development Manager for Westfield also responded to TRG questions during this Phase I investigation. The current legal owners of the subject Property is Sherman Oak Fashion Associates, LLC.

3.0 GENERAL PROPERTY CHARACTERISTICS

Figure 1 shows the Property location, **Figure 2A – Site Plot Plan** is a plot plan of the Property, **Figure 2B – Lease Plan – First Level** is a lease plan showing the first level of the shopping mall, **Figure 2C – Lease Plan – Levels 2 and 3** is a lease plan showing levels 2 and 3 of the shopping mall, **Figure 3** includes historical topographic maps of the area, and **Figure 4** consists of historical aerial photographs of the vicinity. Photographs of the Property and the adjacent properties taken by TRG in December 2007, are included in **Appendix A** of this report. The owner questionnaire responses are found in **Appendix B**. Historical Sanborn Insurance Maps and a City (telephone) Directory, which list past usages of the Property and surrounding sites, are found in **Appendix C**.

3.1 Location

The Property is situated in a mixed commercial and residential neighborhood of Sherman Oaks, California, along the south side of Riverside Drive between Woodman Avenue at the east and Hazeltine Avenue at the west. US Highway 101 (Ventura Freeway) runs east-west just south of the Property. Area landmarks include the Los Angeles River which runs along the south side of Interstate and Notre Dame High School, northeast of the Property. The base of the Santa Monica Mountains is about one half mile south of the Property.

3.2 Adjacent Properties

The immediate vicinity is dominated by commercial and residential uses. North of the Property is a residential neighborhood composed primarily of apartment buildings with an area of single family dwellings further north. Parcels along Riverside Drive, both west of Hazeltine Avenue and east of Woodman Avenue, are primarily commercial use. Notre Dame High School is at the northeast corner of Woodman Avenue and Riverside Drive and a Downey Savings office is found on the northwest

corner of this intersection. A 76 –Tosco Gasoline Service Station (LUST site) is found just south of Notre Dame High, adjacent to the northeast of the Property. South of the 76 Tosco Station , on Woodman Avenue are some small retail shops and an office building. West of the Property, at the southwest corner of the intersection of Riverside Drive and Hazeltine Avenue is a Sunkist office building (LUST site). A Trader Joes store is found at the at the northwest corner of Riverside and Hazeltine, and a Los Angeles Department of Water & Power facility at the northeast corner of this intersection. Located to the adjacent to the north west of the Property at 14061 Riverside Drive is a Former Chevron Service Station which is a closed Leaking Underground Storage Tank (LUST) case.

3.3 Property Description

The Property is developed with a shopping mall, two parking garages, a separate building that houses retail stores and a bank, and a large area of paved parking. The Property is 35 +/- acres and is developed with approximately 974,245 square feet of existing building area (see **Figure 2A – Site Plot Plan**). The rear of the shopping center runs along Riverside Drive with all of the pedestrian entrances to the mall along the south side of the building facing the parking areas. The main shopping mall building is located along Riverside Drive from Hazeltine Avenue toward the east. It is constructed of poured in place concrete with frame and stucco sections. Floors and decking are primarily made of steel beams and light weight concrete.

Based on files reviewed at the City of Los Angeles Department of Building and Safety, the subject Property was originally developed with the McKinley Home for Boys and an elementary school. The existing buildings were developed on the site between 1961 and 1996. The buildings have been in use as a shopping mall since they were constructed. The original mall consisted of a Bullocks store and several small retail outlets. The old Bullocks store is now the Macy's store. The original building did not extend all the way to Hazeltine Avenue. The current Bloomingdale's store and the other retail stores at that end of the mall were added during later remodeling of the mall. The shopping center was

expanded and remodeled in 1977, and it was converted into an enclosed mall in 1989. In the process of expansion and enclosure of the mall the pedestrian entrances were changed to the south side of the building. The shopping center was further remodeled in 1994 and 1996. The exterior of the building is a combination of painted concrete and painted stucco. Interior finishes include painted gypsum board walls and ceilings with 2' x 4' and 2' x 2' ceiling panels. Floors are covered with a combination of ceramic tile, wood flooring, terrazzo flooring, and some areas of vinyl flooring. In addition to the main mall building, there is a building at the east end of the center which is occupied by retail stores and a Bank of America branch.

The mall has approximately 185-190 retail tenants of various types including several restaurants (see **Figures 2B and 2C**). The anchor tenants are a Macy's store at the east end of the main building and a Bloomingdale's store at the west end of the main building.

Water and electrical services are provided to the Property by the Los Angeles Department of Water & Power, and sewer services are provided by the Los Angeles Department of Public Works. Floor drains noted throughout the shopping mall reportedly drain to the sanitary sewer. Three sumps for collection of subsurface water in storm events are reportedly located beneath the building and loading dock areas. The pumps are said to be pumped to the sewer, but have never been used according to Site personnel. Trash disposal services to the Property are provided by IEM and Crown Disposal Services Corp. Large trash compactors were observed in four locations, and some minor staining of the concrete was noted below the compactors.

4.0 ENVIRONMENTAL SETTING

4.1 Regional Physiographic and Geologic Conditions

The Property is located at approximately 640-650 feet above mean sea level on land that slopes at a

gentle rate downward to the south and southeast. The base of the Santa Monica Mountains is about one half mile south of the Property. The Santa Monica mountains rise rapidly to the south of Ventura Boulevard. The Property is located within the southern portion of the San Fernando Valley several miles northwest of the Civic Center area of the City of Los Angeles. The San Fernando Valley is a large valley surrounded by the Santa Monica Mountains on the south, the Simi Hills on the west, the Santa Susana and San Gabriel Mountains on the north, and the Verdugo Mountains on the east. The valley is drained by the Los Angeles River system. The Los Angeles River runs along the south side of the valley and is adjacent to the south side of the 101 Freeway south of the Property. Primary deposits in the valley are alluvial deposits of recent age and are classified as Yolo soils according to the General Soils Map of Los Angeles published by the United States Department of Agriculture, Natural Resource Conservation Service in December 1969. Bedrock deposits beneath the alluvial soils are Miocene age marine and nonmarine deposits.

4.2 Soil Conditions

The soils in the area of the Property are unconsolidated. Recent alluvium derived from rocks and deposits of various ages in the mountains surrounding the valley. The soils in the area are well drained and slope gently toward the east and southeast. Generally, the soil profile consists of loamy and silty sand with gravelly sand at lower depths. Runoff is slow to moderate and the hazard of erosion is minor. In a September 2006 a Geotechnical Engineering Investigation by Krazan & Associates, Inc. (see **Appendix D**) was undertaken and the Subject Property. This work involving advancing 10 soil borings to depths from 6 to 50 feet below ground surface to determine if the soils were geotechnically stable for future mall expansion activities. This work found that the soils consisted of five feet of fill underlain by alluvium consisting of clayey silt, sandy silt, silty clay, silty sand and sand. There were no odors or discoloration note in any of the Krazan soil boring logs.

4.3 Groundwater Conditions

Groundwater in the general vicinity of the Property tends to flow in a northeasterly direction. The accuracy of the groundwater direction may be influenced by seasons and local groundwater extraction or infusion. According to the Upper Los Angeles River Area Watermaster Groundwater Contour Map, depth to groundwater in the area of the Property measures approximately 40-50 feet below ground surface, although some shallower perched groundwater zones may be present. In their Geotechnical Engineering Investigation, Krazan & Associates discovered groundwater at 34 ft., 43.5 ft., and 44.5 ft. below ground surface in three soil borings (see **Appendix D**).

5.0 RESULTS OF INVESTIGATION

5.1 Property Inspection Observations

On December 28, 2007, representatives of The Reynolds Group conducted an inspection of the Property. Property photographs are included in **Appendix A**. The inspection was performed from the northwest corner of the Property in a counter clockwise direction. The subject Property is described in detail in section 3.3 of this report.

The shopping mall has approximately 185-190 tenants with a Macy's store as an anchor tenant at the east end of the main building and a Bloomingdale's store as an anchor tenant at the west end of the main building. Tenants in the building at the east end of the shopping center at the southwest corner of Woodman Avenue and Riverside Drive include a Ross Dress 4 Less, a Linens & Things store, K B Toy Works, and a Bank of America branch.

The two previously identified (Hillman, 2002) area of asbestos containing materials (ACM) were examined by TRG during the Site visit. The Radio Shack noted in the 2002 Phase I was no longer present. It has been replaced by a White House/Black Market clothing store, with the interior of the

unit extensively updated and remodeled. No evidence of the 50 square feet of 12 x 12 floor tiles containing ACM were noted during the site visit, although no asbestos sampling was undertaken The ACM ceiling material was observed to still be present in the Erik's Shoes back room. Some patching of the ceiling materials was noted. It is very important and an operations and maintenance manual (O & M Manual) for this ACM be implemented any time work is to be done in the ACM containing material. No other ACM observations were made on the Property and a full asbestos survey is beyond the scope of this Phase I.

The main building has two floors in the area between Macy's and Bloomingdale's with stairways, escalators & elevators for the use of shopping patrons. Macy's store has four floors and Bloomingdale's has three floors. In addition to the elevators for the shopping patrons, there are several freight elevators. A fifty five gallon drum of oil was observed in one of the equipment rooms for the freight elevators. No stains or other evidence of leaking were observed around the drum of oil. A representative of Kone Elevators indicated that the hydraulic oil used in the elevators did not contain PCB's.

The mall is heated by electric powered, roof mounted HVAC equipment. The common areas are heated and cooled by equipment owned and maintained by the mall and there are individually owned and operated HVAC units for each of the tenants. Electricity, drinking water and sewer services are provided by the city of Los Angeles through the Los Angeles Department of Water & Power and the Los Angeles Department of Public Works. Natural gas is provided by The Gas Company. Solid waste disposal is provided by IEM and Crown Disposal Services Corp. A representative of IEM who maintains the trash compactors, indicated that the hydraulic fluid in the compactors does not contain PCB's. Floor drains located throughout the mall drain to the sewer system. There are three sump pumps located in the mall. Two are located in a subterranean storage area and the third is located adjacent to one of the loading docks along Riverside Drive. In addition to the loading dock with the sump pump, there are additional loading docks along Riverside Drive and along the front of the mall facing the parking areas.

There are two emergency generators located in an equipment area across from the multi story parking garage along the front of the mall. Next to the generators is an above ground storage tank for diesel fuel to run the generator. According to Mall staff, this tank is double walled. Minor staining was observed on the concrete around the storage tank.

The only other chemicals stored on the site are cleaning fluids and other janitorial and maintenance supplies. Those supplies are stored on shelves in a locked house keeping storage room and a locked maintenance room.

The parking areas around the buildings and the loading dock areas are paved with asphalt and concrete which is in generally good condition. Borings were noted in the south central portion of the parking lot, in locations that correspond to those discussed in the Krazan, 2006 geotechnical report.

There are 12 pad mounted electrical transformers located along Riverside Drive and along the parking garage areas south of the building. The transformers (IS 2627-1-01 & 02 through IS 2627-6-01 & 02) are the property of the Los Angeles Department of Water & Power and they would be responsible for any maintenance on their transformers. A request has been sent to the LADWP regarding the possible presence of PCB's in the transformers. Several additional transformers are located within the shopping mall building. All of those transformers are "dry type" transformers and, as such, are not suspect of containing PCB's.

No pungent or noxious air emissions were noted during the Property inspection.

No standing water was observed at the subject Property.

No adverse environmental conditions were observed during the Property inspection.

5.2 Adjacent Property and Vicinity Observations

Adjacent properties are described in Section 3.2 of this report. Visually, no obvious issues of environmental concern were noted during the investigation as viewed from public right of ways Sixteen (16) sites within one mile of the Property are listed in the Environmental Data Resources (EDR) environmental disclosure report (see section 5.3 below and **Appendix E**). One site listed in the EDR report presents a potential environmental concern to the Property for reasons detailed in section 5.3 and 5.4 below.

5.3 Results of Regulatory Agency List Review and File Research

TRG retained Environmental Data Resources, Inc. (EDR), to provide a list of facilities within the Property vicinity that are currently under review, management, or notification by a regulatory agency as indicated in an "Environmental Disclosure Report." The full "Environmental Disclosure Report" is included in **Appendix E**. The following summarizes the surrounding sites identified in the agency databases by the EDR report as well as the results of regulatory agency files reviews. Depending on the database, and in compliance with ASTM Standard E1527, the search distance for each of the database reviewed is between 0.25 and 1.0 miles from the subject Property.

All sites located in the immediate vicinity of the Property found in the EDR environmental disclosure report and City Directory, are not issues of environmental concern to the subject Property for reasons detailed in section 5.3, except for the 76-Tosco Service Station located east of the Property at 13650 Riverside Drive, which is considered a potential environmental concern.

Subject Property:

The subject Property was listed on four (4) of the databases searched by EDR.

Sephora Stores, HAZNET, RCRA – SQG, FINDS: Sephora Stores is a small quantity generator of hazardous wastes. The wastes are stored in a five gallon container and are picked up for recycling or disposal on an as needed basis. No violations found.

Kits/Ritz Camera, RCRA-SQG, FINDS: Kits Camera has a one hour photo developing service that generates a small quantity of hazardous waste from the film developing process. Silver is recovered from the waste developing fluids and then those fluids are dumped into the sewer system. The recovered silver is picked up for recycling on an as needed basis. No violations were found in the database review and TRG noted that the film development chemical use area was clean and well maintained at Ritz Camera.

LensCrafters, HAZNET, EMI: LensCrafters is a small quantity generator of organic solids hazardous wastes. The wastes are stored in a five gallon container and picked up for disposal on an as needed basis. No violations were found in the database review.

Bloomingdale's is not included in the attached EDR list. However, Bloomingdale's is a generator of hazardous wastes from two categories as observed by TRG on the site visit. Bloomingdale's Manager Aaron showed TRG a 55 gallon of used grease from the restaurant which is picked up for recycling by Baker Industries on an as needed basis. According to Aaron, returned and damaged cosmetics and fragrances are also classified as hazardous waste. Those wastes are also stored in a 55 gallon drum and picked up for disposal by Smurfit Co. on an as needed basis

Macy's also generates a small amount of hazardous waste identical to the waste from

Bloomingdale's. Their waste is stored in a 55 gallon drum and is picked up by Clean Harbors Co., Inc. on an as needed basis. Information was provided by the onsite Manager Michele.

JP Mechanical, HAZNET: JP Mechanical is listed as a small quantity generator of waste oil and mixed oil hazardous waste at the subject Property. Reportedly, the wastes were stored in a five gallon container and picked up for recycling or disposal on an as needed basis. City Freehold was also listed on the HAZNET database as a small quantity generator of inorganic solids hazardous wastes. The wastes were stored in a five gallon container and are picked up for recycling or disposal on an as needed basis. Neither of these tenants were observed at the time of the site visit and neither historic telephone directories or a tenant report listed either of these businesses at the Property. According to Westfield staff, City Freehold may have been a prior owner or management company for the Property.

Surrounding Sites:

The United States Environmental Protection Agency (EPA), National Priority List (NPL): a listing of hazardous waste generators which are, or proposed to be, EPA-enforced Superfund sites. **No cases are identified** on the NPL, Proposed NPL or Delisted NPL databases within a one-mile search distance of the Property. Further, the subject Property is not listed as an NPL Recovery Site.

Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS): contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the CERCLA. CERCLIS contains sites which are either proposed to or on the NPL and sites which are in the screening and assessment phase for possible inclusion on the NPL. **No CERLIS cases** are identified within a ½-mile search distance of the subject Property.

Comprehensive Environmental Response, Compensation, and Liability Information System Source, No Further Action Planned (CERCLIS-NFRAP): As of February 1995, CERCLIS sites designated "No Further Remedial Action Planned" (NFRAP) have been removed from CERLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the need for the site to be placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration. **No CERCLIS-NFRAP** cases are identified within a 1/2 -mile search distance from the subject Property.

Corrective Action Report (CORRACTS): identifies hazardous waste handlers with Resource Conservation and Recovery Act (RCRA) corrective action activity. **No cases are identified** on the CORRACTS list within a one-mile search distance from the subject Property.

Resource Conservation and Recovery Act (RCRIS): is a database which includes selected information on sites that generate, store, treat, or dispose of hazardous waste as defined by the Act. The list is developed and maintained by the EPA. The purpose of this listing is to summarize registration information and does not imply that contamination has occurred on the property, but does identify potential sources of contamination.

Three (3) small quantity generator (SQG) sites are identified within 1/4 mile of the Property. They have been identified as:

Burbank Medical Clinic Inc., 13739 Riverside Drive, located adjacent to the north northeast of the site, is a small quantity generator with no violations found.

Former Chevron Station #9-1683, 14061 Riverside Drive located adjacent to the north northwest, former gasoline station site. Site is now closed. The former Chevron station is discussed in more

detail in the LUST section below.

High Tech Auto, located adjacent to the west of the Property at 4774 Woodman Avenue, is a small quantity generator with no violations found.

No violations have been reported at the 2 current RCRIS SQG sites and, thus, they are not likely an issue of environmental concern to the Property.

Emergency Response Notification System (ERNS): This listing is a database of incident notification information regarding incidents of reported releases of oil and hazardous substances. The search includes only the subject property/target property (TP). The subject property was not listed on the ERNS list.

Hazardous Material Incident Report System (HMIRS): contains information on reported hazardous material incidents (accidental releases or spills). The search includes only the subject property/target property (TP). The subject property is not listed on the HMIRS list.

Hist Cal-Sites: This database contains both known and potential hazardous substance sites. The source is the California Department of Toxic Substance Control. A review of the HIST Cal-Sites list, as provided by EDR revealed that there are no HIST Cal-sites within approximately 1 mile of the Property.

Cortese List: This older database, which is not currently updated by the State of California, identifies public drinking water wells with detectable levels of contamination, hazardous substance sites selected for remedial action, sites with known toxic material identified through the abandoned site assessment program, sites with USTs having a reportable release and all solid waste disposal facilities from which there is known migration. The source is the California Environmental

Protection Agency/Office of Emergency Information. A review of the Cortese list, as provided by EDR, revealed that there are four (4) Cortese sites within a half mile radius of the Property. All of these sites are also found in the LUST database and are discussed in the LUST section below. The Cortese sites include:

- The 76-Tosco Gasoline Service Station found on Woodman Avenue and Riverside Drive
- The former Chevron station at 14061 Riverside Drive adjacent to the north of the Property
- The Sunkist Growers site, adjacent to the west of the property and
- The Fashion Square Car Wash (LUST Site) located just south of the Ventura Freeway on Woodman Avenue

The former Chevron and Sunkist LUST cases are closed and the 76-Tosco and Fashion Square sites are still undergoing assessment/remediation. For a more detailed description of these site found near the Property, please see Section 5.3 below.

Proposition 65 (Notify 65): contains facility notifications about any release which could impact drinking water and thereby expose the public to a potential health risk. One case, the 76-Tosco Gasoline Service Station at Woodman and Riverside, is identified in the Notify 65 database within a one-mile search distance of the subject Property. This site is discussed in the LUST section below.

Toxic Pits: identifies sites suspected of containing hazardous substances where cleanup has not yset been completed. No Toxic Pit cases are identified within a one-mile search distance of the subject Property.

Waste Management Unit Database (WMUDS/SWAT): is composed of a number of databases and is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. No WMUDS/SWAT cases are identified within a ½-mile search distance of the subject Property.

SWRCY: is a listing of recycling facilities in California. A review of the SWRCY list, as provided by EDR, has revealed that there are no SWRCY sites within a half mile of the Property.

Leaking Underground Storage Tanks (LUST) list: This is a list that compiles the State Water Resources Control Board (SWRCB) and Regional Water Quality Control Board (RWQCB) identified facilities that have had unauthorized releases from underground storage tanks (USTs) and non-tank spills in the area. Four (4) LUST sites are listed within a ½-mile search distance from the subject Property.

- The 76 –Tosco Gasoline Service Station found on Woodman Avenue and Riverside Drive
- The former Chevron station at 14061 Riverside Drive adjacent to the north of the Propert
- The Sunkist Growers site, adjacent to the west of the property and
- The Fashion Square Car Wash (LUST Site) located just south of the Ventura Freeway on Woodman Avenue

The former Chevron and Sunkist LUST cases are closed and the 76-Tosco and Fashion Square sites are still undergoing assessment/remediation. For a more detailed description of these site found near the Property, please see Section 5.3 below.

Underground Storage Tanks (UST): is a list of active registered underground storage tanks. No sites within the ¼ mile search distance from the Property are listed with USTs.

California Bond Expenditure Plan (CA-BEP): Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated. No cases are identified within a one-mile search distance of the subject Property in the CA-BEP database.

California Facility Inventory Database (CA-FID UST): contains a historical listing of active and

inactive underground storage tank locations from the State Water Resource Control Board. One site is listed in the CA-FID database within ¼ mile from the Property.

Current occupant, 14061 Riverside Drive, (former Chevron Station) - see Section 5.3 for more details.

Hazardous Substance Storage Container Database (HIST UST): is a historical listing of UST sites provided by the State Water Resources Control Board. One site is listed in the HIST UST database within ¼ mile of the Property.
14061 Riverside Drive, (former Chevron Station) discussed further in Section 5.4 below.

Dry Cleaners is a database listing dry cleaning facilities that have EPA ID numbers. No dry cleaning business is reported to be operating within ¼ mile of the Property.

Spills, Leaks, Investigations and Cleanups (CA SLIC) is a database which includes sites that have experienced an unauthorized discharge. Other than UST sites discussed above, there are no SLIC cases listed within ½ mile of the Property.

Envirostor: EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. A review of the Envirostor list, as provided by EDR, revealed that there is one Envirostor site within approximately one mile of the Property. The site is Joy's Dry Cleaners at 13313 Moorpark Street. The site is located more than one half mile from the Property at a lower elevation and likely down gradient from the Property. Due its distance from the Property and the presence of the Los Angeles River between the sites, Joe Cleaners is not considered to be a issue of environmental concern to the Property.

US Brownfields: The EPA's listing of Brownfields properties addressed by Cooperative Agreement

Recipients and Brownfields properties addressed by Targeted Brownfields Assessments. No cases were identified on the Brownfields list within approximately ½ mile of the Property.

California Hazardous Material Incident Report System (CHMIRS): contains information on reported hazardous material incidents (accidental releases or spills). No cases were identified in the CHMIRS database within a one-mile search distance of the subject Property.

Solid Waste Information System (SWIS): The California Integrated Waste Management Board maintains an inventory of both open, as well as closed and inactive, solid waste disposal facilities and transfer stations pursuant to the Solid Waste Management and Resource recovery Act of 1972. No facilities were identified on the SWIS list within a ½-mile search distance of the subject Property.

RESPONSE: is a database that identifies confirmed release sites where DTSC is involved in remediation efforts. No cases are listed within approximately 1.0 mile of the Property.

EDR Manufactured Gas Plants: is a listed of plants that used coal to manufacture gas to be distributed used as fuel. No cases were found within 1.0 miles of the Property.

EDR Historical Auto Stations: is a historical listing of potential auto gas stations within 0.25 miles of the Property. No sites have been listed within 0.25 miles of the Property.

EDR Historical Cleaners: is a historical listing of businesses that may have included dry cleaning businesses. No sites were listed within 0.25 miles of the Property.

Indian Reservation Database: is a listing of Indian administered lands. No Indian Reservation sites are listed within one mile of the subject Property.

Orphaned Sites: Due to poor or inadequate address information, one site was not able to be mapped within the EDR database search and is identified as "Orphan" (see Orphan Summary on page 11 of the EDR Geocheck Report in **Appendix E**). The Orphan site is:

1X McKesson Drug Company: No address is given and the site was not observed in the vicinity of the Property.

Environmental Liens: A search of Title Records conducted by EDR revealed no evidence of any environmental liens currently existing against the Property. A copy of the Environmental Lien Report can be found in **Appendix C**.

5.4 Property History/Land Use Review

5.4.1 Aerial Photographs

Aerial photographs for the Property vicinity were provided by EDR and are included as **Figure 4** of this report. The photographs were reviewed in order to ascertain historical land uses that may have been responsible for the generation/or storage of potentially hazardous materials. Photographs were available for review for the years 1928, 1938, 1947, 1956, 1965, 1976, 1989, 1994, and 2002. The following is a brief summary of photograph observations:

1928

The Property is developed with the McKinley Home for Boys in the central area of the site, and there is a school at the northeast corner of the Property. The school is identified as the Woodman School in Sanborn Maps and old Topographic Maps. The western portion of the Property is undeveloped. The areas around the Property are all undeveloped with some agricultural usage visible. South of the Los Angeles River south of the Property the area shows scattered residential development.

1938

The subject Property is as it appeared in 1928. South of the Property the residential development has continued south of the river. North, northeast and east of the Property the area is still undeveloped. West of the Property the area is mostly undeveloped with buildings visible along the west side of Hazeltine Avenue north of the river. Those buildings are identified in Sanborn Maps as the Eunice Knight Saunders School.

1947

The Property remains as it was in 1928 and 1938. The area north of the Property is mostly undeveloped with some development beginning in the northwest quadrant of the intersection of Woodman Avenue and Riverside Drive. The initial development of Notre Dame High School is visible in the northeast portion of the intersection. East of the Property the area is undeveloped near Riverside Drive with some residential development farther south along Woodman Avenue. South of the Property the freeway has not been developed, but the residential development south of the river has continued with only a few scattered undeveloped areas. The areas west and northwest of the Property remain mostly undeveloped with the Saunders School west of Hazeltine Avenue and north of the river.

1956

The Property is still developed with the boy's home and the school as it was in earlier photographs. The area south of the Property and south of the river is almost fully developed with residential dwellings

1965

The boy's home and the school have been removed from the Property and the initial development of the existing shopping mall has been completed. The anchor tenant building

(Bullocks) at the east side of the main building has been built, and the retail store spaces west of the Bullocks location have also been completed. The western portion of the Site is used for parking, with only one smaller structure on the southwest corner of the property, which is no longer there. The areas north and south of the subject Property are in residential use, and the areas east of the Property appears to be in commercial use. The Saunders School west of the subject Property has been removed and that site is not developed.

1976

The subject Property is unchanged from the 1968 photograph. The area around the Property is also mostly unchanged except that the existing office building has been built west of the Property.

1989

The shopping mall on the subject Property has been expanded to its current size. The western portion of the mall is now covered, not open-air separate stores. The building on the southwest corner of the Property is now gone and has been replaced by the current parking structure on the southwestern portion of the property. The areas around the site are unchanged from 1976.

1994

There are no visible changes to the subject Property. The area around the Property has no significant changes from 1989.

2002

The subject Property and vicinity appears as they are today.

5.4.2 Topographic Maps

Historical topographic maps for the Property vicinity were provided by EDR and are included as **Figure 3** of this report. The reviewed maps dated 1900, 1901, 1902 showed the area around the site as undeveloped land with none of the surrounding roads. By 1926 Riverside Drive was located along the northern edge of the Property and Woodman Avenue was also in place.. Based upon these maps, there were originally two small hills on the eastern and western sides of the subject Property north of the river.

A Topographic Maps from 1953 showed the Mc Kinley Home for Boy's buildings and the Woodman Avenue School buildings on the subject Property. The area around the site was mostly developed, but the freeway south of the Property had not been built. To the west, the Saunders School was shown. On the 1966 topographic map, the school at the Property has been replaced with the original shopping center buildings. The school to the west is also absent. In 1966, the 101 freeway is seen for the first time. The 1972 topographic map 1972 also showed the original portion of the shopping mall in place and the existing office building west of the Property.

5.4.3 Sanborn Maps

Because the area around the site has been developed for an extended period, Sanborn Maps were available for several dates from 1955 through 1969 (see **Appendix C**). Those maps showed the Property developed with the McKinley Home for Boys in 1955 and 1960, with the Saunders Nursery School adjacent to the west. The 1960 map shows the Ventura Freeway adjacent south of the Property. Maps from 1963 through 1969 showed the initial portion of the shopping center on the Property with the Bullocks store as the anchor tenant. The eastern portion of the Property is not shown in the Sanborn Maps, nor are land uses adjacent to the east seen.

5.4.4 City Directory Search and Multi-Tenant Retail Facility Report

City directories and Tenant Reports were reviewed for the subject Property as provided by EDR and is attached in **Appendix C** and **Appendix E** The Property address first appears in the City Directory in 1985 as four different businesses. In 1990 it first appears as "Sherman Oaks Fashion Square""Los Angeles Joint Board Amalgamated Clothing Workers of America". Subsequent Property listings through 2006 are shown with listings of the mall tenants. Surrounding addresses on Hazeltine Avenue, Huston Street, La Maida Street, Murrieta Avenue, Peach Gove and Riverside show numerous individual names in the earlier listings indicating residential use. Occasionally in earlier listings and increasing beginning in 1970, area addresses include retail and contracting businesses including accounting, legal, gasoline stations, investment firms, travel agency and insurance services.

The Property address first appears in the Multi-Tenant Report in 1971 and identifies a number of retail shops and one restaurant. From 1971 to 2004, the report identifies various tenants which resided within the shopping center.

5.4.5 Agency Records Review

File review were conducted at the following agencies:

Building Department Records Review - A representative of TRG visited the Los Angeles Building Department on January 3, 2008, to request and review records for the subject Property. There were no records which indicated any recognized environmental concerns to the Property. Based on files reviewed at the City of Los Angeles Department of Building and Safety, the subject Property was originally developed with the McKinley Home for Boys and an elementary school. The existing buildings were developed on the site between 1961 and 1996. The buildings have been in use as a

shopping mall since they were constructed. The original mall consisted of a Bullocks store and several small retail outlets. The old Bullocks store is now the Macy's store. The original building did not extend all the way to Hazeltine Avenue. The current Bloomingdale's store and the other retail stores at that end of the mall were added during later remodeling of the mall. The shopping center was expanded and remodeled in 1977, and it was converted into an enclosed mall in 1989. In the process of expansion and enclosure of the mall the pedestrian entrances were changed to the south side of the building. The shopping center was further remodeled in 1994 and 1996.

Los Angeles City Fire Department – A representative of TRG visited the Los Angeles City Fire Department on January 3, 2008 to review files for one property. Findings of the review are:

> **76-Tosco Service Station, 13650 Riverside Drive** –This gasoline station is at the southeast corner of Riverside Drive and Woodman Avenue, adjacent to the east of the subject Property. A gasoline service station has been located at this address since approximately 1949. A leak was discovered and repaired in the dispenser lines in 1998. The LUST case for that leak was closed in 1999. Substantial contamination was discovered in the soil and groundwater in 2003 with the highest contamination reported to be east and west of the dispenser islands. Groundwater depth was reported to be 25-28 feet bgs with a gradient toward the southeast. A workplan for a further site assessment was prepared in 2004, but there was no indication in the file as to what work may have been done on the site. The file was transferred to the LARWQCB on January 4, 2007, and there were no further entries in the Fire Department file. The results of the LARWQCB file review are discussed below.

Los Angeles Region Water Quality Control Board – A representative of TRG visited the Los Angeles Regional Water Quality Control Board (LARWQCB) to review files for six addresses. Findings of the reviews are as follows:

> **76- Tosco Service Station, 13650 Riverside Drive -** This site, discussed above, is located adjacent to the east of the Property and currently operates three 10,000 gasoline USTs and one 12,000 diesel UST. In 1999, under the oversight of the Los Angeles City Fire Department, 76 tons of hydrocarbon-impacted soil were removed and transferred to a recycling facility. After this 1999 effort, the LAFD granted closure to the site. In 2003, elevated levels of TPH-G, TPH-D, benzene, MTBE and TBA were found in the groundwater

samples at concentrations above Maximum Contamination Levels (MCL) for drinking water. At this time, the case was reopened by the Los Angeles Regional Water Quality Control Board (LARWQCB).. Following preparation of a 2004 workplan, Two groundwater monitoring wells were installed on the 76-Tosco site. The maximum groundwater sample concentrations from 2007 were TPHG at 10,000 ug/L, TPH-D at 5,400 ug/L, benzene at 450 ug/L, toluene at 120 ug/L, ethylbenzene at 810 ug/L, xylenes at 800 ug/L, MTBE at 65 ug/L and TBA at 3,600 ug/L. These levels are also above MCL standards for drinking water. The groundwater gradient direction of this site is unknown and the lateral extent of the hydrocarbons plume has yet to be defined to the west. Groundwater gradient was reported by an earlier consultant to trend towards the east/ southeast following the Los Angeles River, however it is possible that the plume has migrated to the west beneath the subject Property.

Former Chevron Station, 14061 Riverside Drive - Located adjacent to the north of the Property, this site formerly operated as a Chevron Gasoline Station. Following the removal of three USTs and one waste oil tank in March 1986, soils beneath the excavation were found to be impacted by lead, benzene, toluene, ethylbenzene and xylenes. Between 1986 and 1989, a total of nine groundwater monitoring wells were installed on the property. Elevated concentrations of TPH-G (30,000 ug/L) and benzene (9,8000 ug/L-above the MCL) were detected in the monitoring wells. Free product hydrocarbons periodically existed in one of the onsite monitoring wells. Two wells (WB-8 and WB-9), located at the southern most portion of the site detected maximum concentrations of TPH-G at 330 ug/L and benzene at 92 ug/L. Testing was never performed for MTBE on any of the wells and there were no wells installed further to the south. A vapor extraction system consisting of two vapor extraction wells was installed and was operated from 1991 to 1992. An estimated 6,100 pounds of hydrocarbons were removed over this period of time. Following the subsurface remediation, TPH-G and benzene concentrations dropped to below laboratory detection limits in all 10 wells. Two soil borings were advanced to40 ft. bgs in the confined hydrocarbon impacted area in 1993. All 16 soil samples did not detect the presence of TPH-G or BTEX. Quarterly groundwater monitoring proceeded until 1994, when the case was given regulatory closure by the California Regional Water Quality Control Board (CRWQCB). The groundwater elevation data reveals that the gradient is slightly to the south. Although this site has been given regulatory closure, it is considered a potential environmental concern due to the fact that there was never any southerly delineation of the plume prior to the installation of the remediation system, MTBE was never tested for in any of the groundwater samples and the gradient is towards the south in the direction of the subject Property.

Sunkist Growers, 14130 Riverside Drive- This Site is located adjacent west of the subject Property and operates as Sunkist Growers. The property currently contains two 10,000 gallon USTs. In January 1996, Sunkist Growers reported a release of an estimated 1,100 gallons from the UST system. A Site Assessment was completed in April of 1996 in which

13 exploratory soil borings were advanced around the USTs and associated piping. Three of the borings were converted into groundwater monitoring wells. Elevated soil concentrations of TPH-G, benzene, toluene, ethylbenzene and xylenes were detected above the Los Angeles Fire Department Action Levels. Elevated groundwater concentrations of TPH and BTEX were found to have impacted the groundwater. The elevated concentrations were both above the MCL standards for drinking water. Monitoring wells E-10 and E-11, located on the eastern edge of the site. E-11 detected concentrations of TPH-G at 87 ug/L and benzene at 0.9 ug/L. MTBE was not tested for in any of the groundwater samples. Groundwater monitoring continued for another year, which saw site concentrations decrease. No remedial activities were performed at the site. The site was given "Underground Storage Tank Case Closure" in November 1996 by the LARWQCB. The groundwater gradient measured in three monitoring event between January 1996 and September 1996 showed a general trend towards the west, flowing away from the subject Property. Given this case has been given regulatory closure, and that groundwater has been shown to flow away from the subject property, it is not a recognized as an environmental concern.

Fashion Square Car Wash, 4625 Woodman Avenue- Located approximately one half mile southeast of the subject Property, just south of the Ventura Freeway, the Fashion Square Car Wash operates as a car wash facility with a body shop, a vehicle lubricating shop and has one dispenser island. There are five USTs associated with the dispenser island. Free product was reported at the site in 1988. Since 1995, a total of 21 groundwater monitoring wells have been installed at the site. Elevated maximum concentrations of TPH-G, benzene, toluene, ethylbenzene, xylenes and MTBE , above California MCLs have been detected in the wells. Free product hydrocarbons have been detected in 16 different with free product removal at the Site from the mid to late nineties. In March of 2000, the five original USTs replaced. At this time a soil vapor extraction system was installed. Currently, there are 20 active groundwater monitoring wells, seven of which contain various amounts free product. Since 1995, the groundwater gradient of the Site has consistently been to the east and northeast. As of the latest groundwater monitoring report done in October 2007, the lateral extent of the hydrocarbon plume has not yet been defined in the northeast, north and northwestern directions. Given that the direction of groundwater flow is to the northeast at this site towards the LA River and away from the subject Property, this site is not considered an environmental concern.

76 Station, 14478 Ventura Boulevard- This property is located approximately 1.0 mile southwest of the Site and operates as a gasoline station. This active gas station contains two 10,000 gallon USTs and one 550 gallon waste oil tank. In April 1988, hydrocarbon impacted soil was discovered during trenching activities. Three groundwater monitoring wells were installed in June 1988 to delineate the suspected plume. The three tanks were removed in 1990 and replaced with new tanks. Approximately 380 cubic yards of hydrocarbon impacted soils were removed from the excavation. In February 1991, four soil borings were advanced

on the property. Currently nine groundwater monitoring wells exist at the property. Maximum concentrations of TPH-G (68,000 ug/L), benzene (6,200 ug/L), toluene (210 ug/L), ethylbenzene (7,100 ug/L), and MTBE (50,000 ug/L have been detected in the groundwater since 1992. The groundwater plume has not been fully delineated. The northern most well, MW-5, has current detections of TPH-G and benzene. The overall groundwater gradient detected in monitoring events from 1992 to 2006 been consistently been to the north- northeast. Given the distance between this property and the Site and the fact that it is south of the Los Angeles River, this property is not recognized as an environmental concern.

Former Shell Service Station, 4404 Woodman Avenue- Located approximately three quarters of a mile southeast of the Site, this property operated as a gas station from around 1985 to early 2002. It is now a used car dealership. During a UST removal in 1987, petroleum hydrocarbons were discovered in the soil and groundwater. Between 1985 and 1987 a total of 14 groundwater monitoring wells were installed (B-1 to B-14) to define the extent of the petroleum hydrocarbons. Nine of the 14 wells contained free product and free product recovery was performed on a monthly to semi-monthly basis. No known remediation took place during this time. A quarterly groundwater monitoring schedule took place until 1998 in which the concentrations of hydrocarbons diminished. In 1998, the Los Angeles Regional Water Quality Control Board issued a No Further Action Letter for the original UST release. Following a divestment of the property by Shell, the case was re-opened following the removal of the three USTs and one waste oil tank in 2002. In 2003, two onsite and four offsite monitoring wells (MW-1 thru MW-6) were installed to further delineate the extent of the petroleum hydrocarbons, which are currently being monitored on a quarterly basis .The most recent maximum concentrations of petroleum hydrocarbons in 2007 are TPH-G at 4,400 ug/L, toluene at 0.54 ug/L, MTBE at 280 ug/L, TBA at 160,000 ug/L and DIPE at 340 ug/L. The concentrations of MTBE and TBA exceed Maximum Contamination Levels for drinking water. Historical and recent groundwater gradients show a flow towards the southwest. Given the fact that groundwater flow is in the opposite direction as the subject Property and that the northern extent of the Shell plume is south of the Los Angeles River, this site is not considered an environmental concern.

During the Agency File Review portion of this investigation, two potential environmental concerns were identified at the 76-Tosco Gasoline Station and the Former Chevron Station.. Due to the fact that these site are adjacent to the subject Property, and the extents of the groundwater impacts were not fully delineated in the direction of the Prooperty, they represents a potential off-Site Environmental Concerns.

5.5 Synopsis of Previous Environmental Investigations and Subsurface Investigations

A Phase I Environmental Site Assessment was completed by Hillman Environmental Group LLC of Long Beach, in October 2002. Hillman did not identify any recognized environmental concerns on the subject Property. Further, they did not identify any recognized environmental concerns in the surrounding area or in the EDR Database files that they felt would be a concern to the Property. Hillman identified Ritz Camera, Macy's and Bloomingdale's as generators of hazardous wastes. They found that the wastes were properly labeled and properly disposed on an as needed basis. The only concerns identified by Hillman were suspected asbestos containing materials in two of the tenant spaces that should be the subject of an O&M program. They also found 55 gallon drums of diesel fuel stored outside near the emergency generator that did not have a secondary containment area for protection against an accidental spill. Those drums of diesel fuel have been replaced with an above-ground diesel storage tank, which according to Westfield on-site staff is double walled.

To determine if the site's soils were suitable for future mall expansion into the south portion of the property, a geotechnical investigation was completed by Krazan and Associates, Inc. of Ontario, in September 2006 (see **Appendix D**). In this investigation 10 soil borings were advanced to total depths of 6 to 50 ft bgs. Groundwater was encountered in 3 borings at depths ranging from 34 to 44.5 ft bgs. Unconsolidated fill material was found in the first five feet of many borings, with alluvial sands, silt and clay noted in the native soils. Based on the results of their investigation, Krazan stated that site soils were suitable for future mall expansion, with some removal of unconsolidated fill material required.

5.6 Interviews

Mr. Felix Gonzales, Operations Manager for Westfield Fashion Square and Keitha Mills, General Manager for Westfield Fashion Square, accompanied TRG representatives on the site tour and

answered questions regarding the use of the site and the equipment on the site. Mr. Gonzales provided plot plans for the Property and provided names of contact people for the elevators and for the trash compactors to verify whether or not there are PCB's in the hydraulic oils used in those pieces of equipment. The tour included the janitorial storage rooms, the equipment rooms for all of the elevators and trash compactors, the sump pumps, and the emergency generator. Mr. Gonzales stated that the sump pumps and emergency generator were tested on a regular basis, and that they had not been needed for flooding or emergency power in the last three years since he had been the Operations Manager. Mr. Gonzalez and Ms. Mills noted that there was asbestos located in Erik's Shoes, one of the original stores from the mall. Mr. Jonathan Krausche, Development Manager completed the due diligence questions related to the Property's history and environmental status (see **Appendix B**).

6.0 CONCLUSIONS

TRG has performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E 1527 of the Westfield Shopping Mall - Fashion Square Property located at 14006 Riverside Drive, Sherman Oaks, California. This assessment has revealed one recognized environmental condition (REC) in connection with the Property and one potential off-site REC that may be an issue of concern to the Property. Asbestos located in Erik's Shoes is a REC and must be properly managed to minimize any environmental risk to property and human health. The 76 Gasoline Station located 0.5 miles southeast of the Property is under investigation to define the extent of a petroleum hydrocarbon plume beneath the site. Until the investigation of that case has been completed and the extent of the hydrocarbon plume has been delineated, it presents a potential REC to the Property.

7.0 LIMITATIONS

The conclusions and recommendations presented above are based upon the scope of work outlined in the above report. Evaluation of potential issues such as air quality, flood plain information, seismic conditions, mold, radon, lead-based paint, lead in drinking water and wetlands were not included in the scope of services. The Reynolds Group makes no warranties or guarantees as to the accuracy or completeness of information obtained from, or compiled by others. It is possible that information exists beyond the scope of this investigation. Additional information not found or available to The Reynolds Group at the time of report writing may result in a modification of the conclusions and recommendations presented. This report is not a legal opinion.

8.0 PROFESSIONAL CREDENTIALS

All work associated with this Environmental Site Assessment was performed by or under the direct supervision of Gwen Tellegen. Ms. Tellegen has worked in the environmental industry for more than 15 years and holds several credentials including California Registered Civil Engineer (No. C58670) and two Master of Science Degrees (Environmental Engineering and Biology) from the University of Southern California.

Robert Vanderstraeten has worked in the environmental industry for more than 14 years. Mr. Vanderstraeten has a bachelor's degree in geology and is a California Registered Environmental Assessor (No. 05364). He performs numerous Phase I Environmental Site Assessments each year.

THE REYNOLDS GROUP
a California corporation by:

Gwen Tellegen, P.E.
California Registered Civil Engineer #C58670

Robert Vanderstraeten, REA I #05364
Project Manager

9.0 REFERENCES

1. Thomas Guide, Los Angeles County Street Guide & Directory, 2003.

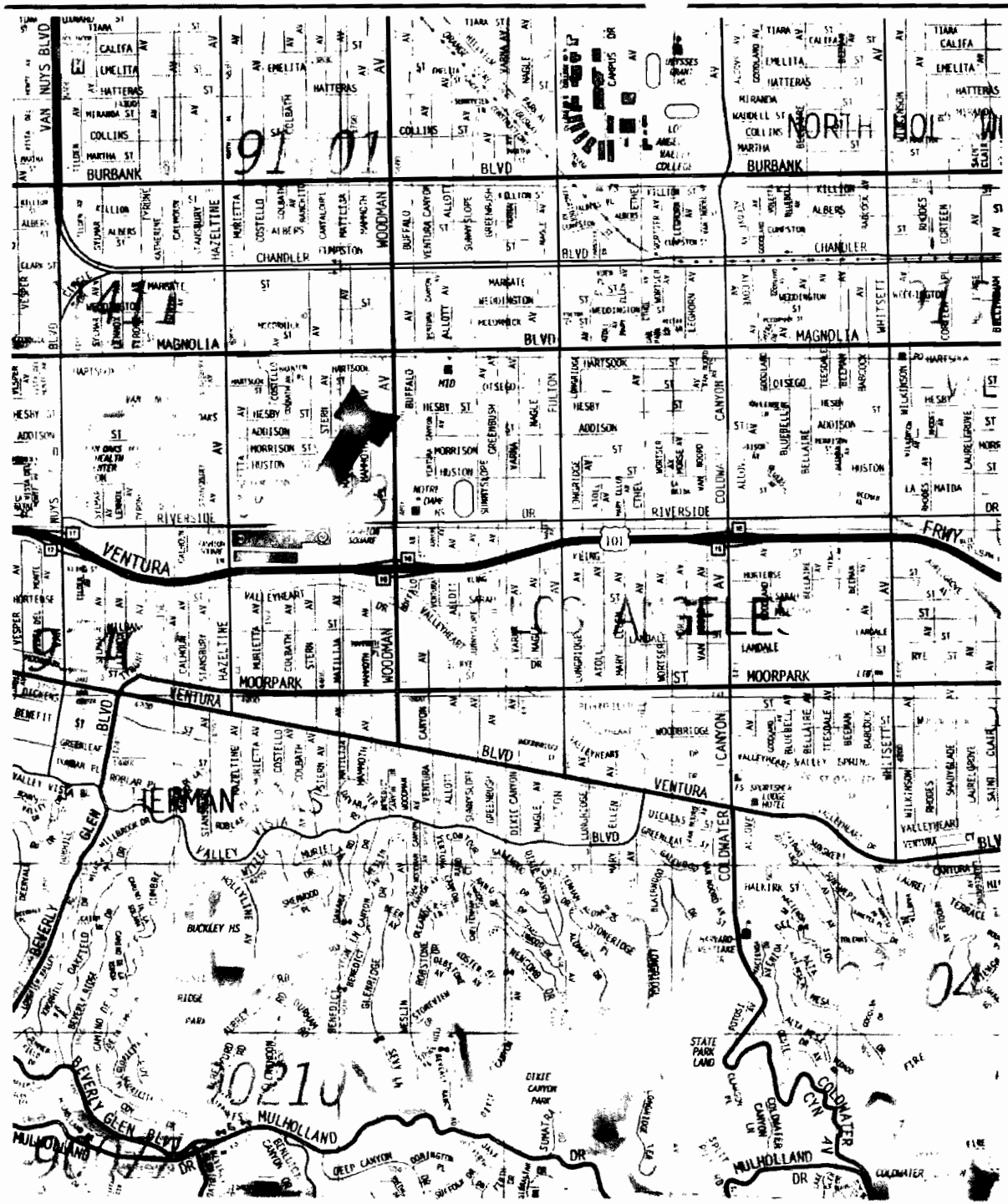
2. Environmental Data Resources, Inc., 440 Wheelers Farms Road, Millford, Connecticut 04616.

3. Los Angeles, California Building Department, 201 S. Figueroa Street, Los Angeles, California.

4. "Geotechnical Engineering Investigation Report" by Krazan & Associates, Inc., 4221 Brickell Street, Ontario, CA 91761

5. "Phase I Environmental Assessment" by Hillmann Environmental Group, LLC, 4510 East Pacific Highway, Suite 200, Long Beach, CA 90804

FIGURES



General Notes

N
W E
S

* ADAPTED FROM LOS ANGELES & ORANGE COUNTIES THOMAS GUIDE MAP 2006

Project Details

Name
Westfield Shopping Mall

Address
14,006 Riverside Dr.
Sherman Oaks, CA

Number
7278

Figure Details

SITE LOCATION MAP

Figure #
Figure 1

Revise Date
February 11, 2008

Scale

Company Information

Address
520 West 1st Street
Tustin, CA 92780

Telephone
(714) 730-5397

Fax
(714) 730-6476

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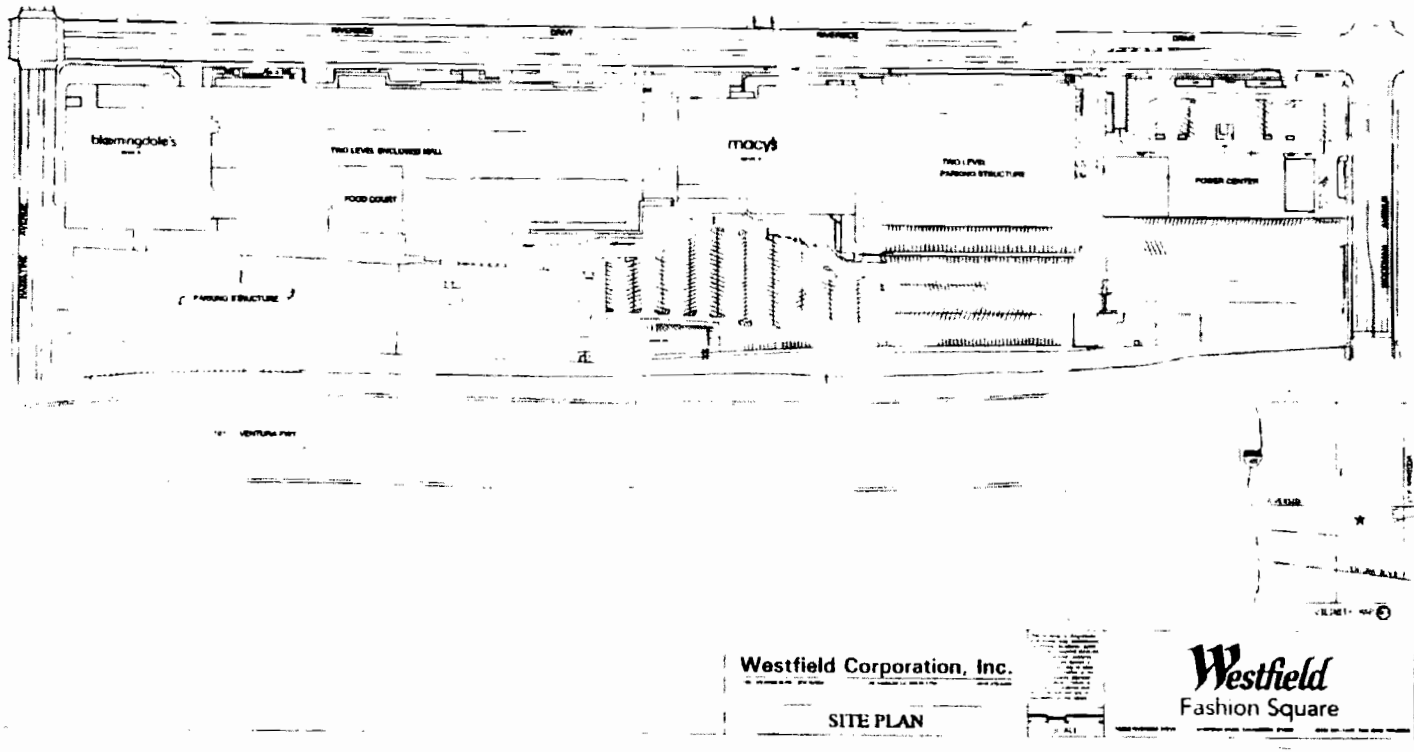


NORTH

Westfield Corporation, Inc.

SITE PLAN

Westfield
Fashion Square

S

General Note

Project Details

Name
Westfield Shopping Mall - Fashion Square

Address
14006 Riverside Drive
Sherman Oaks, CA

Number
7278

Figure Details

SITE PLOT PLAN

Figure #
Figure 2A

Revise Date
Feburary 2008

Not To Scale

Scale

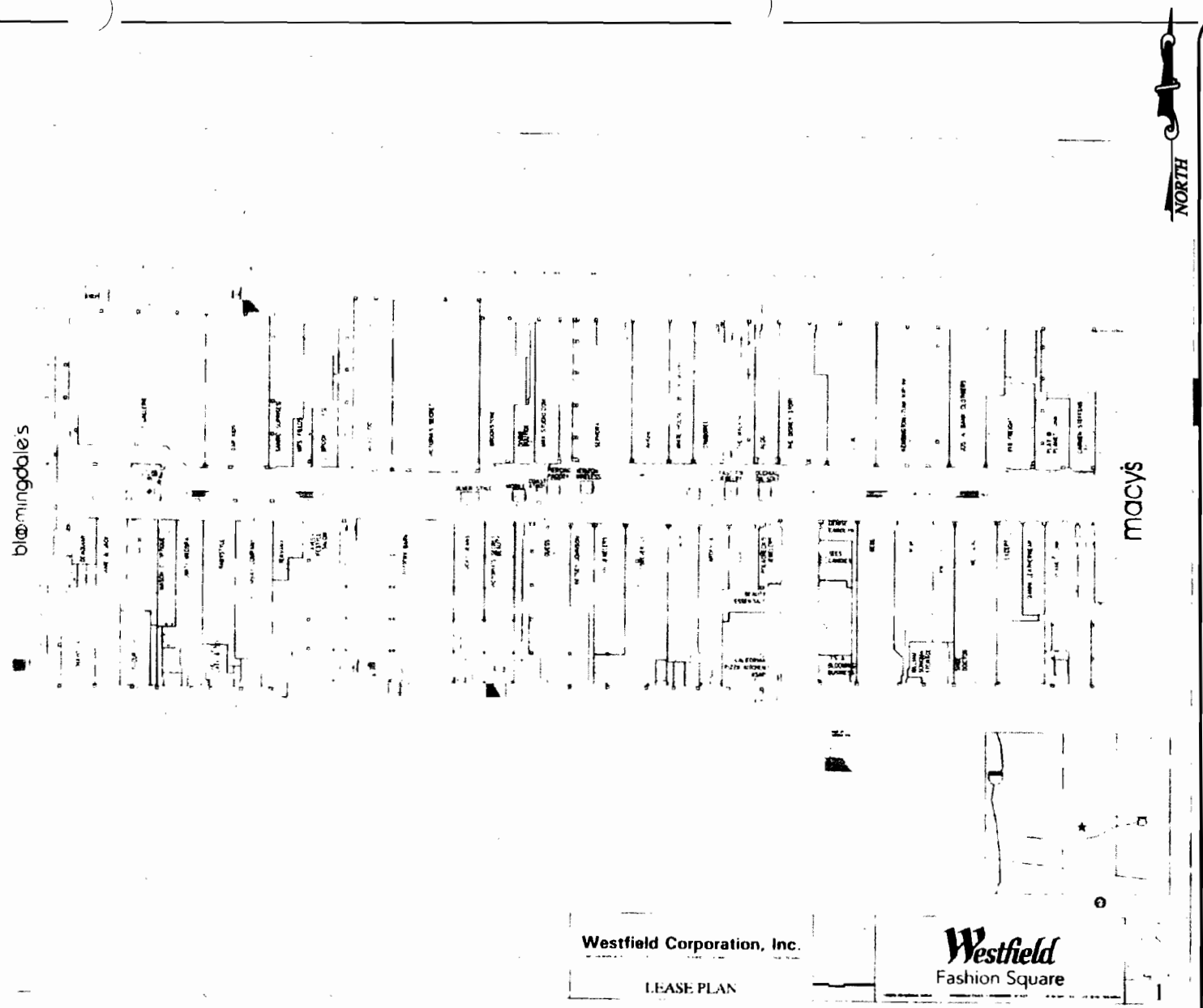
Company Information

Address
520 West 1st Street
Tustin, CA 92780

Telephone
(714) 730-5597

Fax
(714) 730-6476

THE REYNOLDS GROUP
ENVIRONMENTAL SERVICES



General Notes

Project Details

Name
Westfield Shopping Mall - Fashion Square

Address
14006 Riverside Drive
Sherman Oaks, CA

Number
7278

Figure Details

LEASE PLAN - FIRST LEVEL

Figure #
Figure 2B

Revise Date
Feburary 2008

Not To Scale

Scale

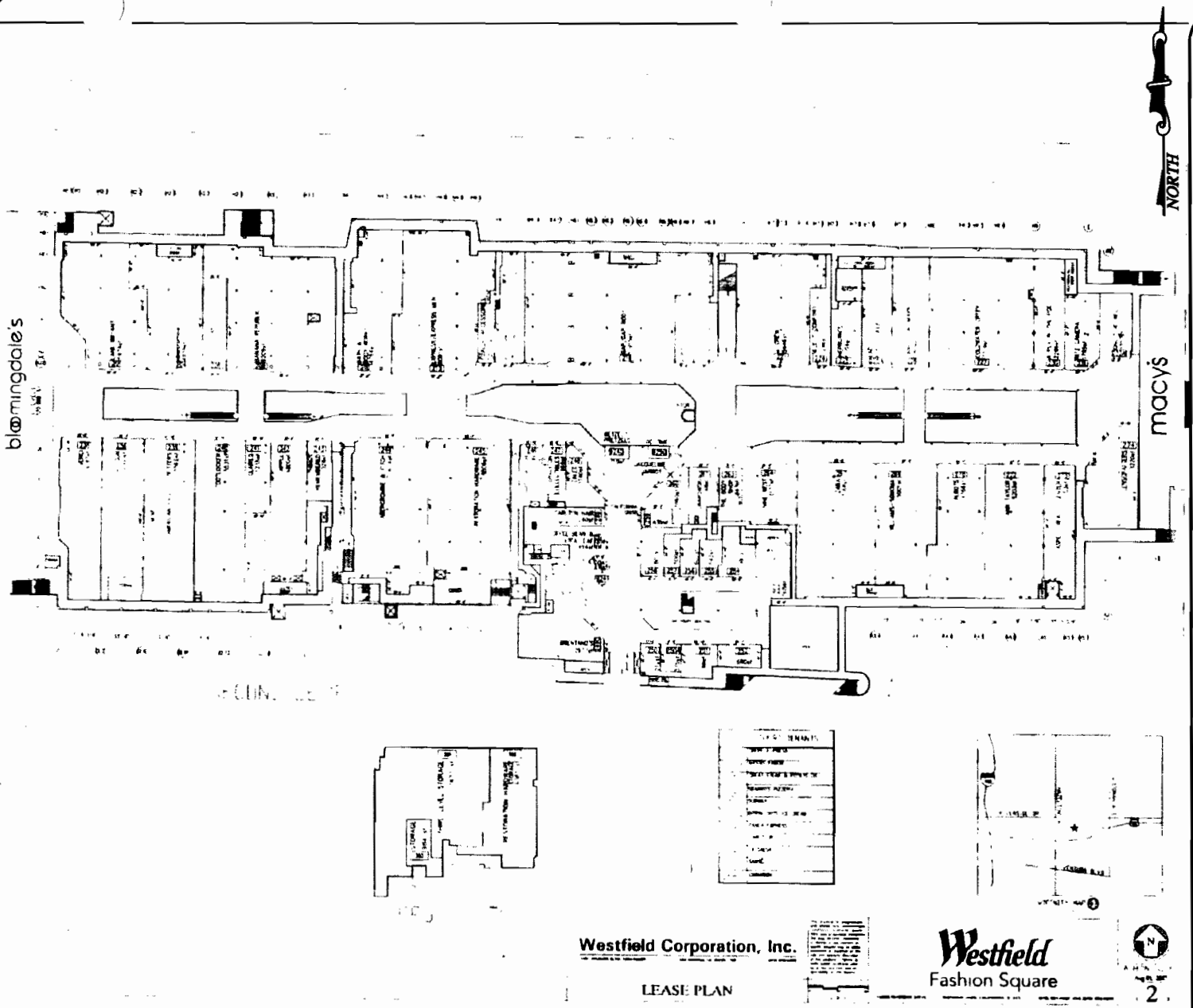
Company Information

Address
520 West 1st Street
Tustin, CA 92780

Telephone
(714) 730-5597

Fax
(714) 730-6476

THE REYNOLDS GROUP
ENVIRONMENTAL SERVICES



General Notes

Project Details

Name
Westfield Shopping Mall - Fashion Square

Address
14006 Riverside Drive
Sherman Oaks, CA

Number
7218

Figure Details

LEASE PLAN - LEVELS 2 AND 3

Figure #
Figure 2C

Revise Date
Feburary 2008

Not To Scale

Scale

Company Information

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520 West 1st Street
Tustin, CA 92780

Telephone
(714) 730-5397

Fax
(714) 730-6476

THE REYNOLDS GROUP
ENVIRONMENTAL SERVICES

Figure 3

EDR Historical Topographic Map Report

Westfield Shopping Center
14006 Riverside Drive
Sherman Oaks, CA 91423

Inquiry Number: 2096148.4

December 10, 2007

EDR® Environmental Data Resources Inc

The Standard in Environmental Risk Information

440 Wheelers Farms Rd
Milford, Connecticut 06461

Nationwide Customer Service

Telephone: 1-800-352-0050
Fax: 1-800-231-6802
Internet: www.edrnet.com

EDR Historical Topographic Map Report

Environmental Data Resources, Inc.s (EDR) Historical Topographic Map Report is designed to assist professionals in evaluating potential liability on a target property resulting from past activities. EDRs Historical Topographic Map Report includes a search of a collection of public and private color historical topographic maps, dating back to the early 1900s.

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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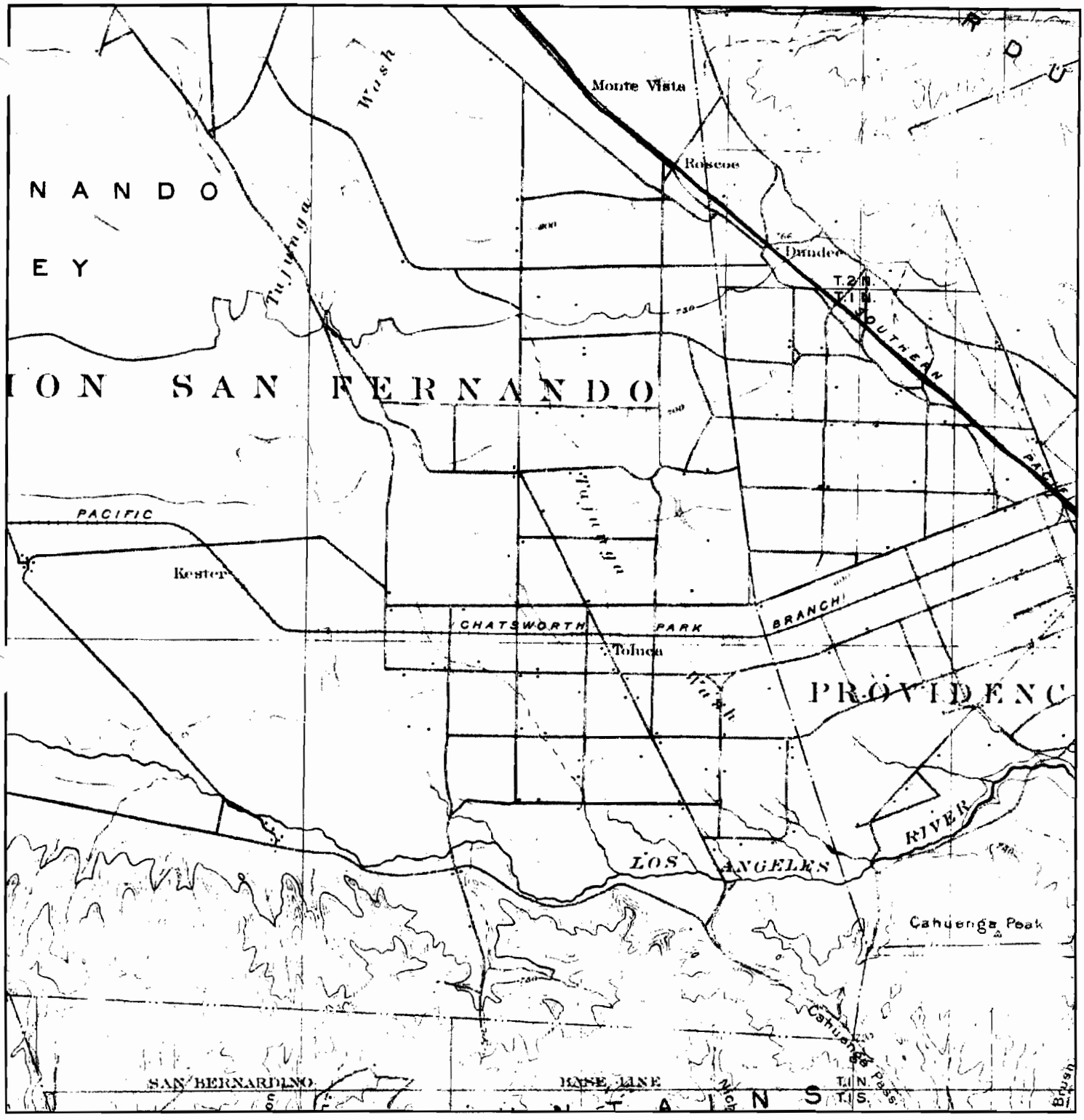
Historical Topographic Map



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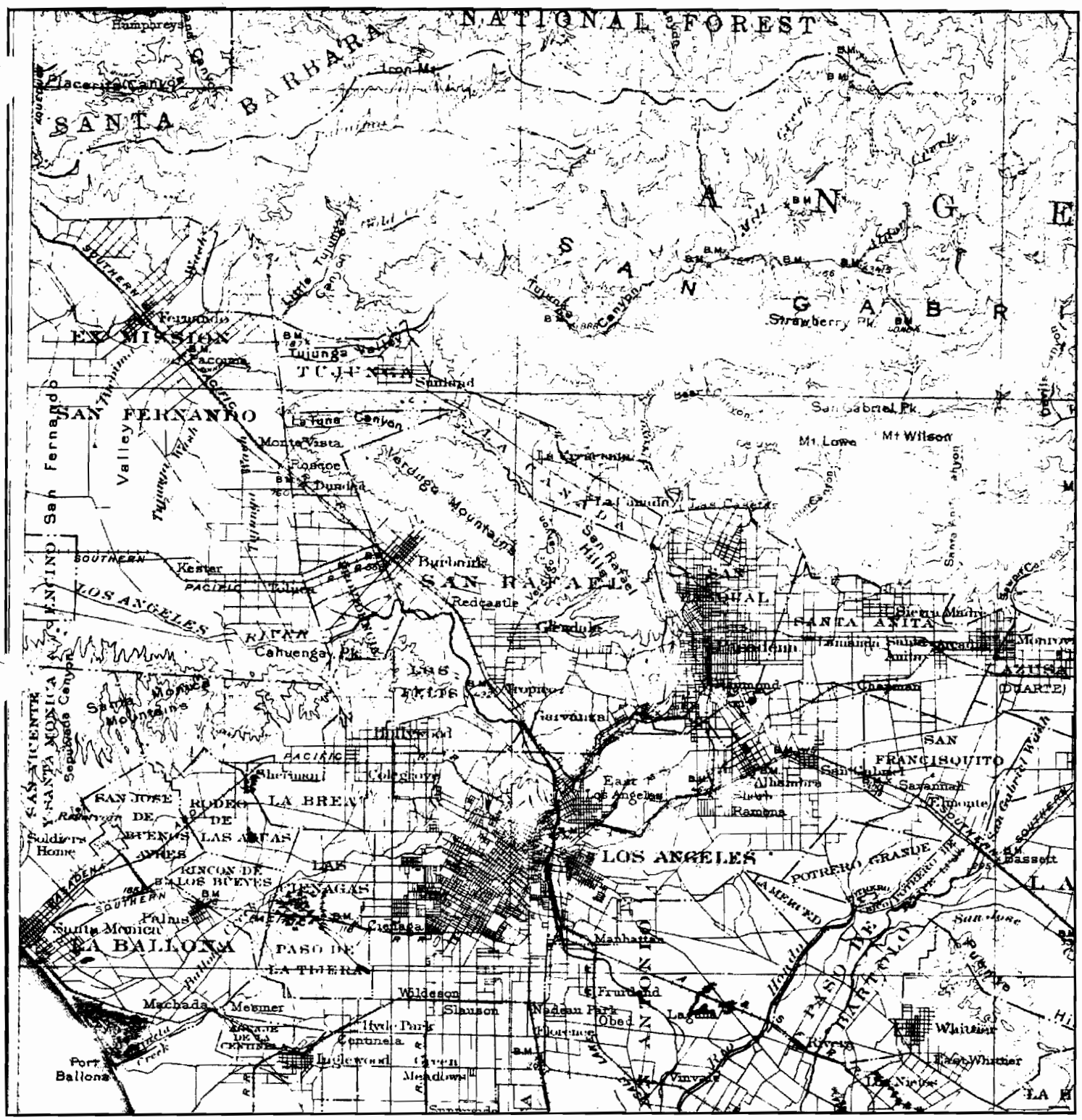
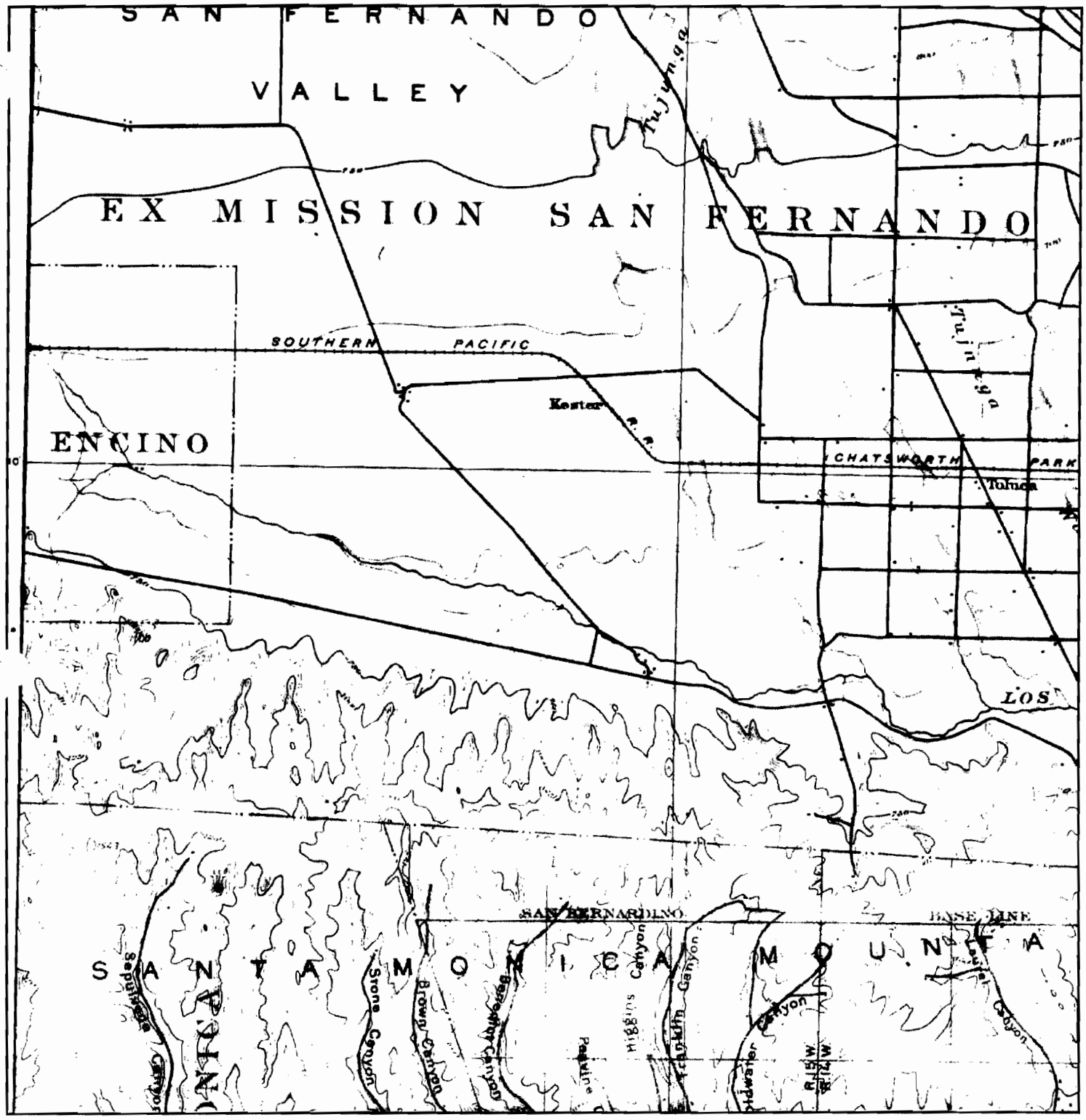
Historical Topographic Map



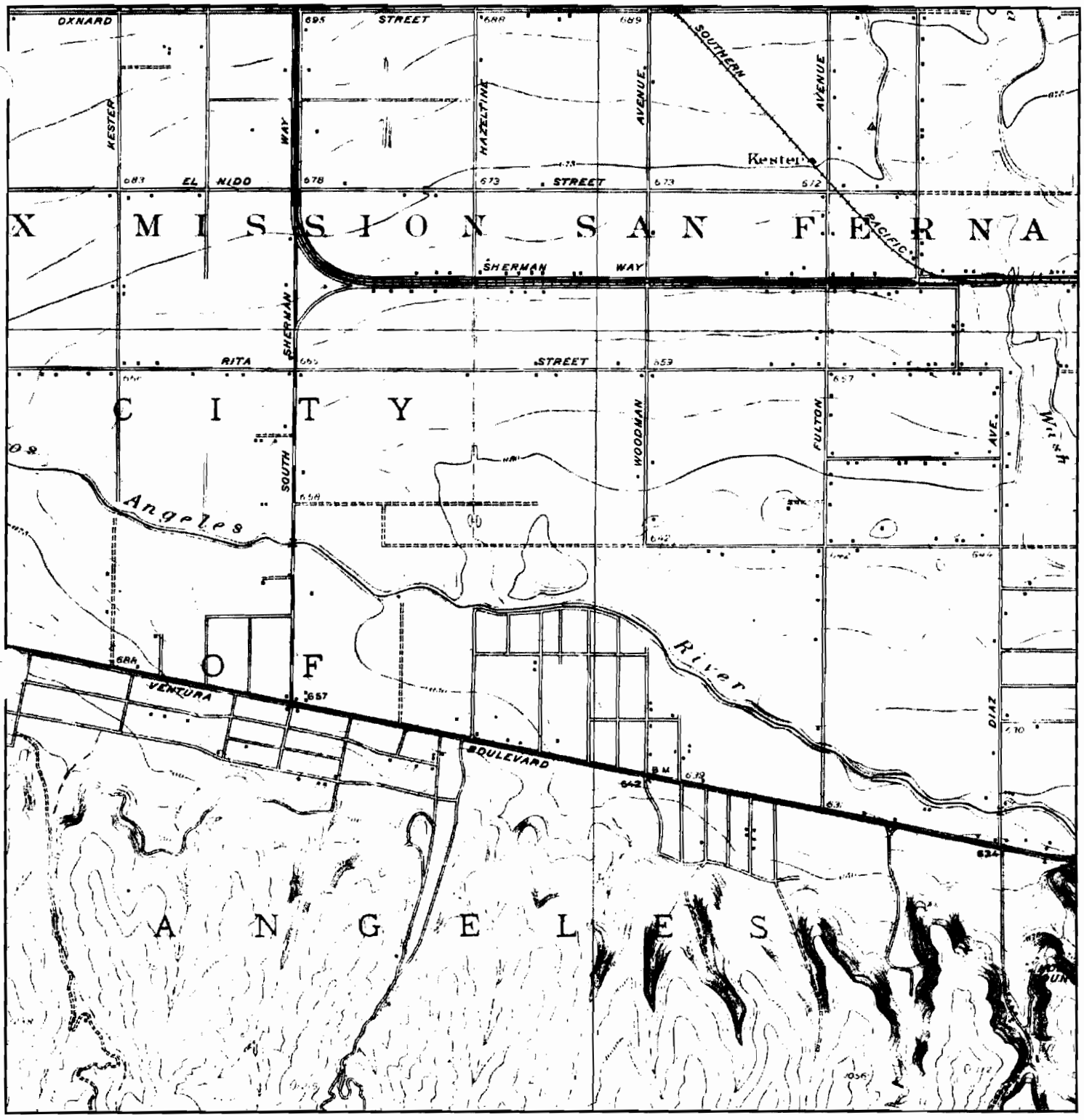
N	TARGET QUAD NAME: SOUTHERN CA SHEET 1 MAP YEAR: 1901 SERIES: 60 SCALE: 1:250000	SITE NAME: Westfield Shopping Center ADDRESS: 14006 Riverside Drive Sherman Oaks, CA 91423 LAT/LONG: 34.1568 / 118.436	CLIENT: The Reynolds Group CONTACT: Gwen Tellegen INQUIRY#: 2096148.4 RESEARCH DATE: 12/10/2007

Historical Topographic Map



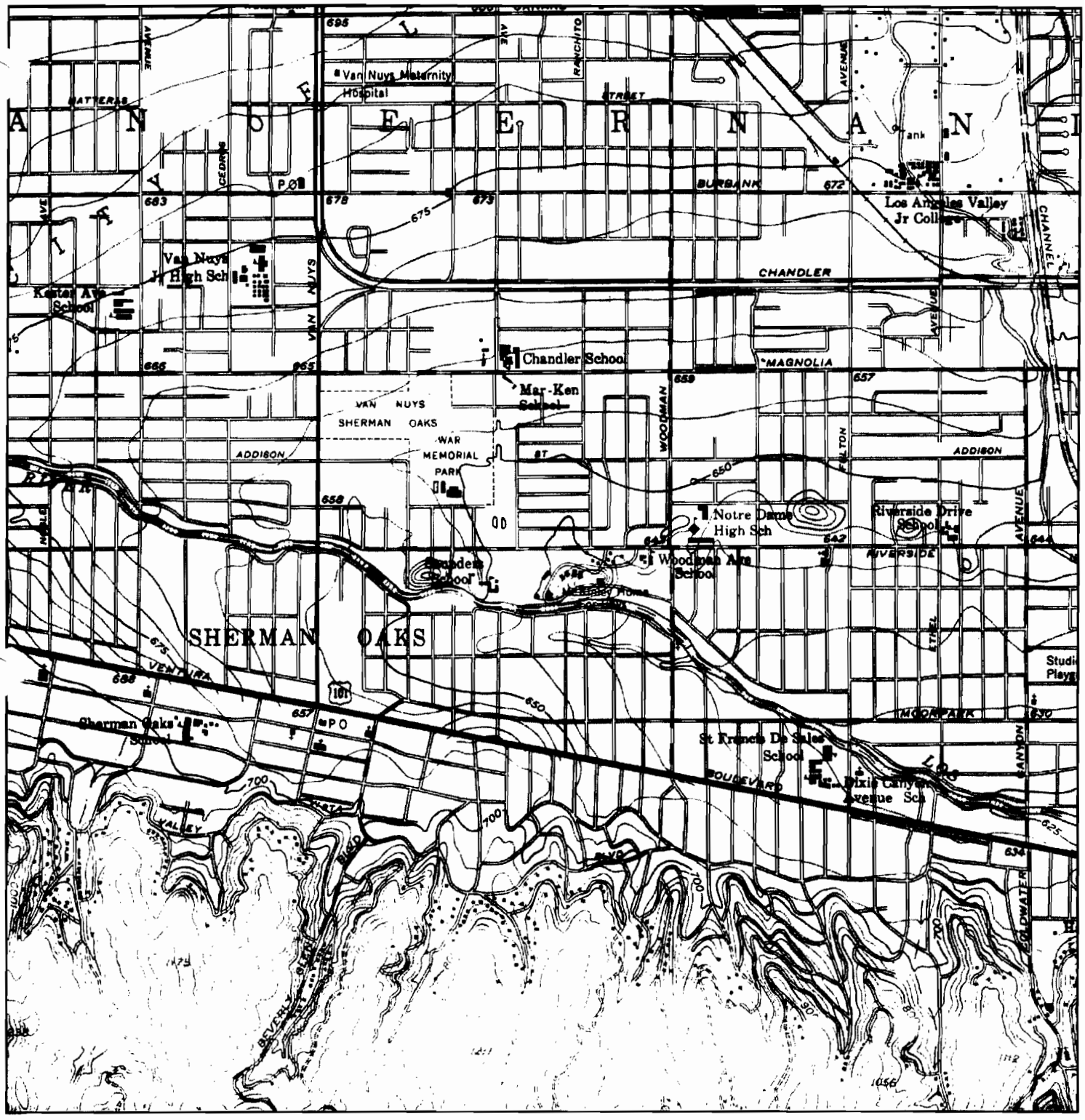
N	TARGET QUAD NAME: SANTA MONICA MAP YEAR: 1902 SERIES: 15 SCALE: 1:62500	SITE NAME: Westfield Shopping Center ADDRESS: 14006 Riverside Drive Sherman Oaks, CA 91423 LAT/LONG: 34.1568 / 118.436	CLIENT: The Reynolds Group CONTACT: Gwen Tellegen INQUIRY#: 2096148.4 RESEARCH DATE: 12/10/2007

Historical Topographic Map



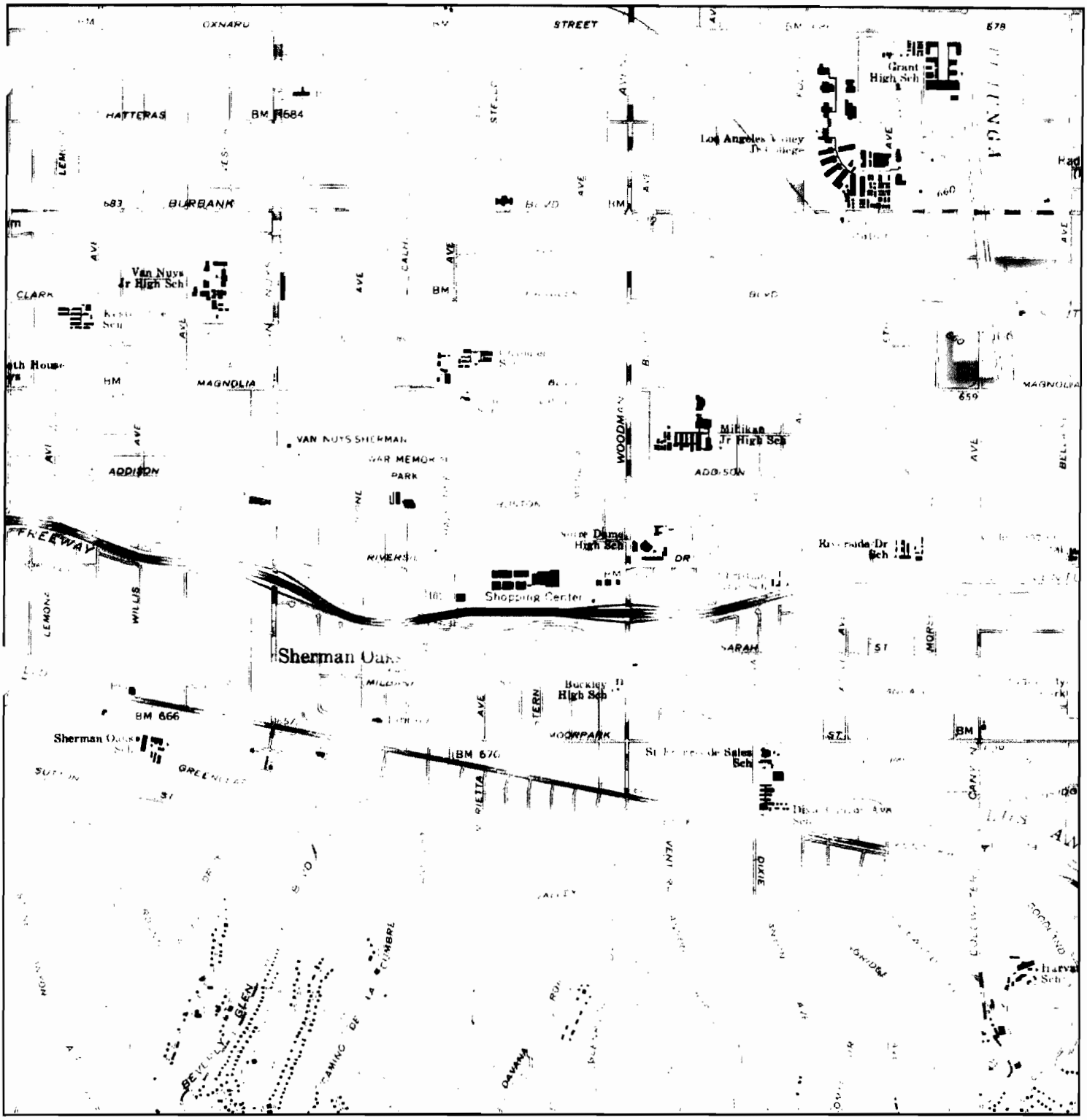
N	TARGET QUAD NAME: VAN NUYS MAP YEAR: 1926 SERIES: 6 SCALE: 1:24000	SITE NAME: Westfield Shopping Center ADDRESS: 14006 Riverside Drive Sherman Oaks, CA 91423 LAT/LONG: 34.1568 / 118.436	CLIENT: The Reynolds Group CONTACT: Gwen Tellegen INQUIRY#: 2096148.4 RESEARCH DATE: 12/10/2007

Historical Topographic Map



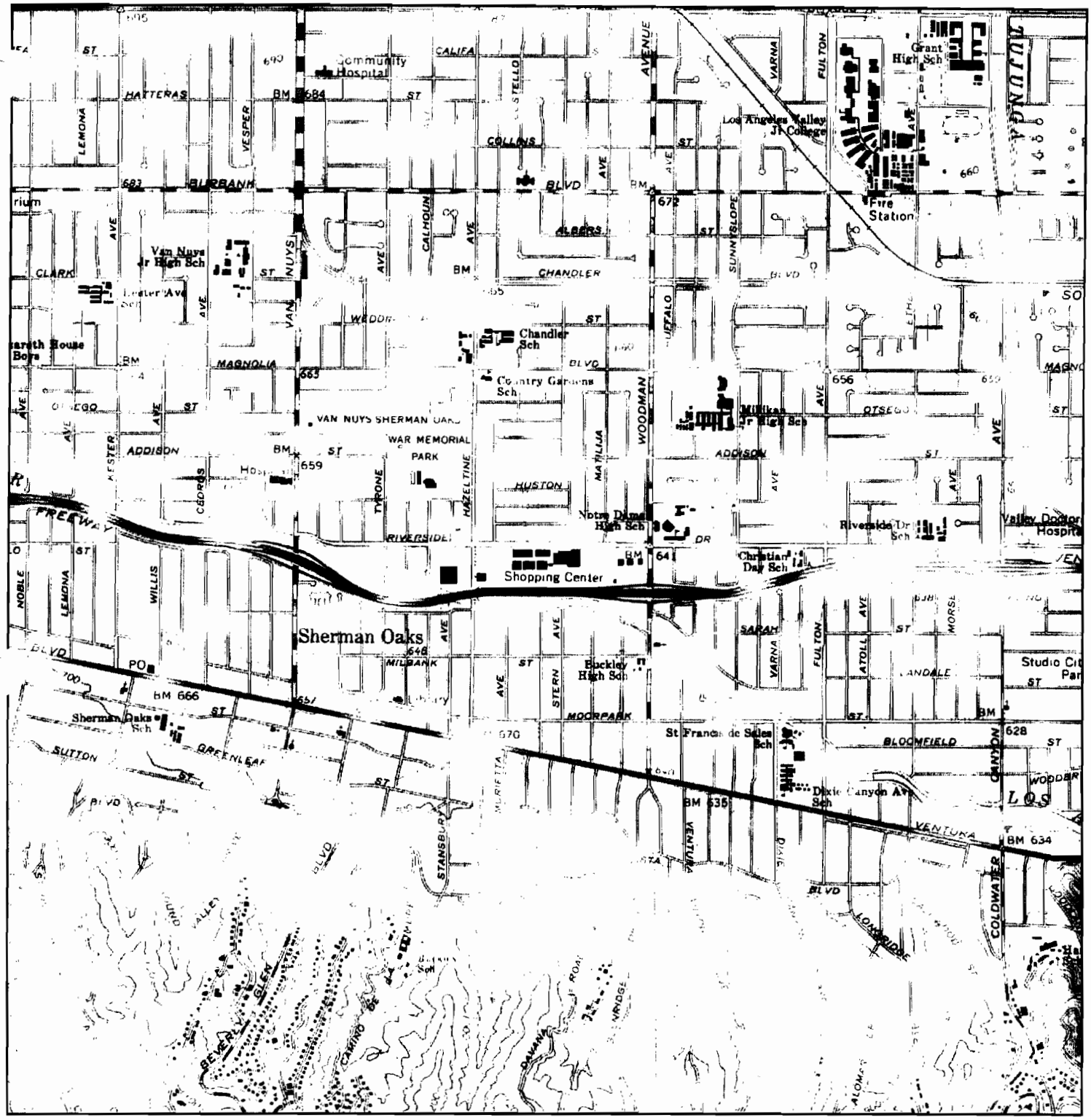
N	TARGET QUAD NAME: VAN NUYS MAP YEAR: 1953 SERIES: 7.5 SCALE: 1:24000	SITE NAME: Westfield Shopping Center ADDRESS: 14006 Riverside Drive Sherman Oaks, CA 91423 LAT/LONG: 34.1568 / 118.436	CLIENT: The Reynolds Group CONTACT: Gwen Tellegen INQUIRY#: 2096148.4 RESEARCH DATE: 12/10/2007

Historical Topographic Map



N	TARGET QUAD NAME: VAN NUYS MAP YEAR: 1966 SERIES: 7.5 SCALE: 1:24000	SITE NAME: Westfield Shopping Center ADDRESS: 14006 Riverside Drive Sherman Oaks, CA 91423 LAT/LONG: 34.1568 / 118.436	CLIENT: The Reynolds Group CONTACT: Gwen Tellegen INQUIRY#: 2096148.4 RESEARCH DATE: 12/10/2007

Historical Topographic Map



N	TARGET QUAD				
	NAME:	VAN NUYS	SITE NAME:	Westfield Shopping Center	CLIENT: The Reynolds Group
	MAP YEAR:	1972	ADDRESS:	14006 Riverside Drive	CONTACT: Gwen Tellegen
	PHOTOREVISED	FROM:1966		Sherman Oaks, CA 91423	INQUIRY#: 2096148.4
	SERIES:	7.5	LAT/LONG:	34.1568 / 118.436	RESEARCH DATE: 12/10/2007
	SCALE:	1:24000			

Figure 4

The EDR Aerial Photo Decade Package

Westfield Shopping Center
14006 Riverside Drive
Sherman Oaks, CA 91423

Inquiry Number: 2096148.5

December 11, 2007

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EDR Aerial Photo Decade Package

Environmental Data Resources, Inc. (EDR) Aerial Photo Decade Package is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDRs professional researchers provide digitally reproduced historical aerial photographs, and when available, provide one photo per decade.

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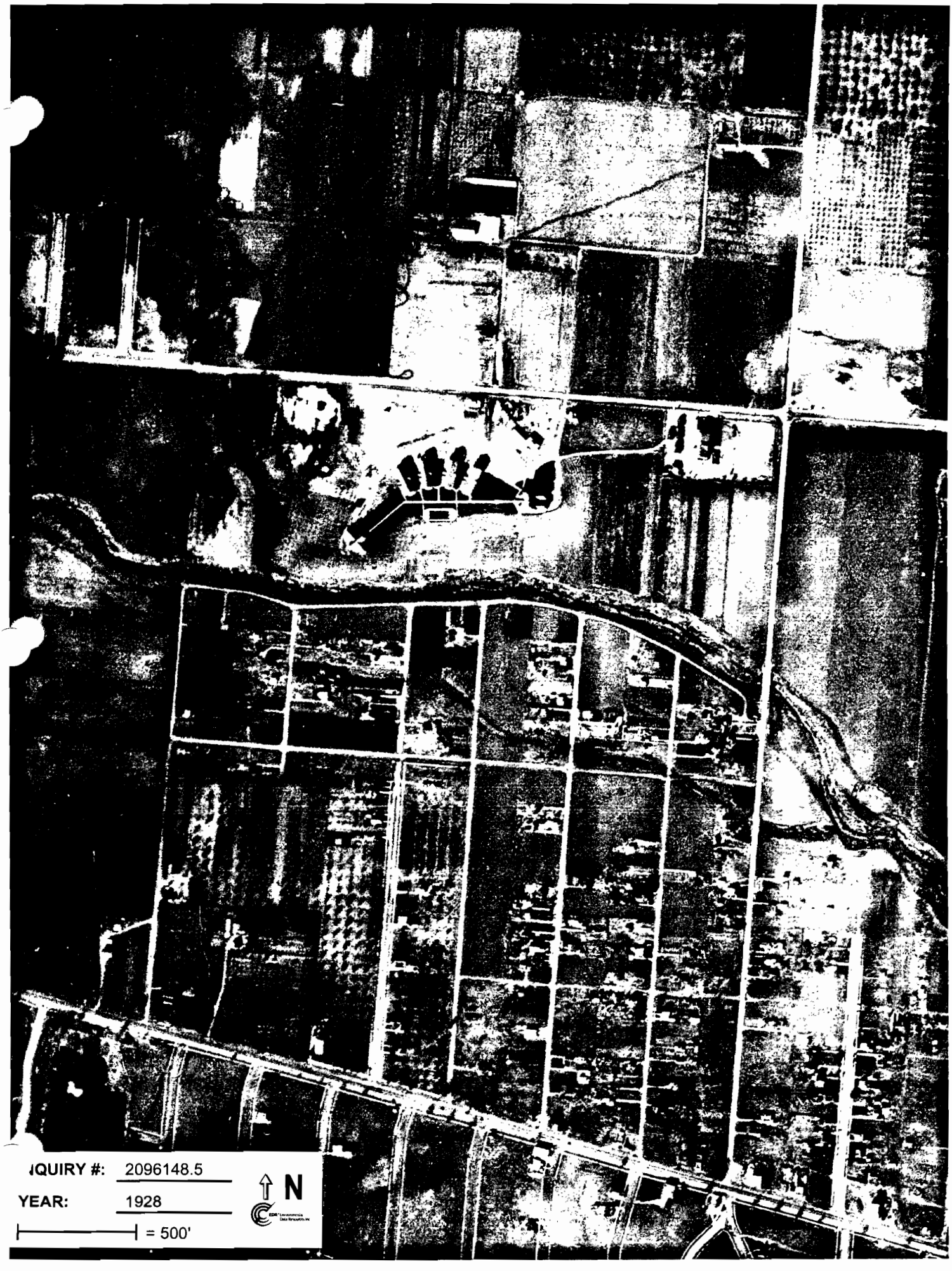
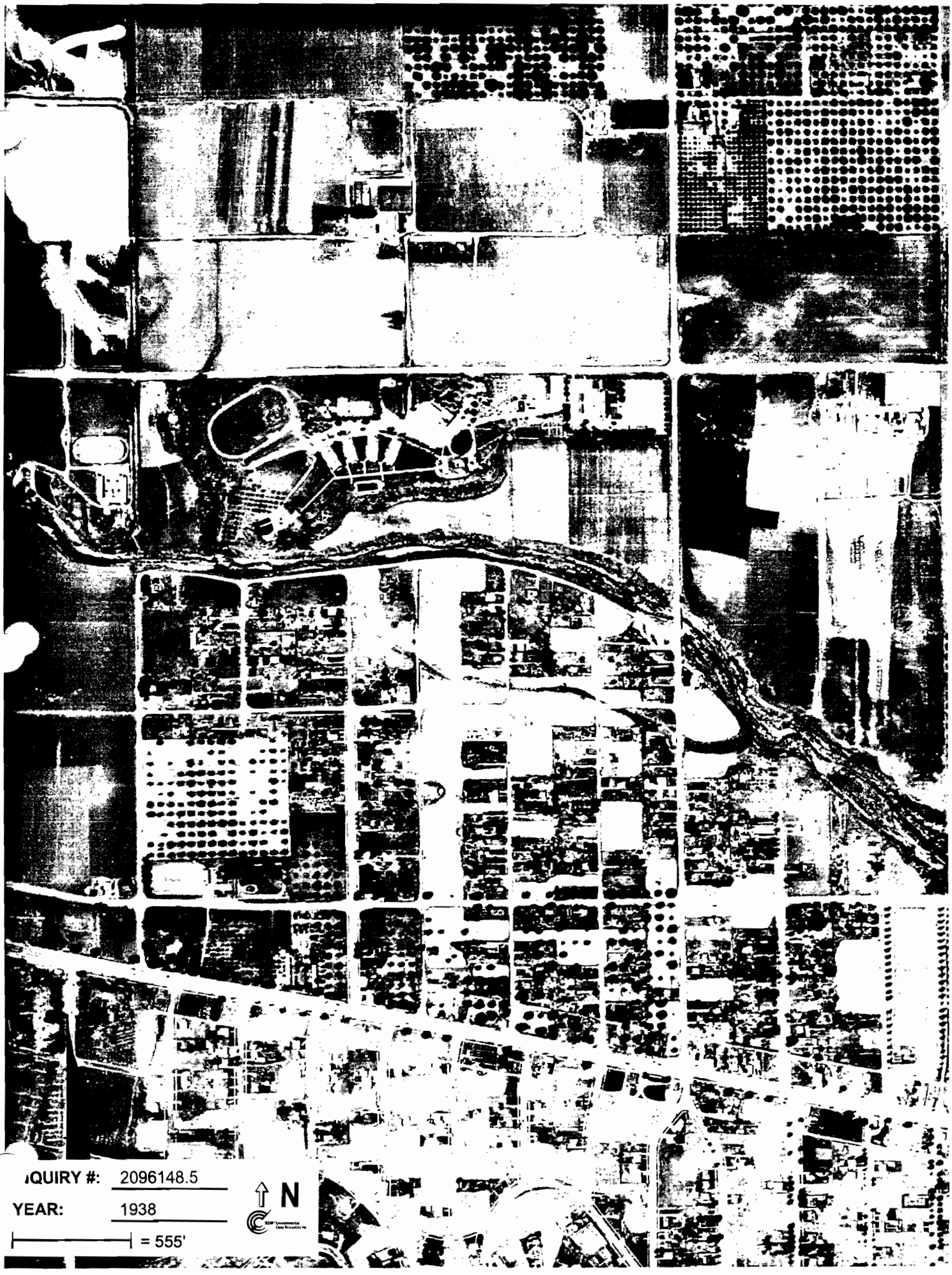
Date EDR Searched Historical Sources:
Aerial Photography December 11, 2007

Target Property:
14006 Riverside Drive
Sherman Oaks, CA 91423

Year	*Scale*	*Details*	*Source*
1928	Aerial Photograph. Scale: 1"=500'	Flight Year: 1928	Fairchild
1938	Aerial Photograph. Scale: 1"=555'	Flight Year: 1938	Laval
1947	Aerial Photograph. Scale: 1"=666'	Flight Year: 1947	Tubis
1956	Aerial Photograph. Scale: 1"=400'	Flight Year: 1956	Fairchild
1965	Aerial Photograph. Scale: 1"=666'	Flight Year: 1965	Fairchild
1976	Aerial Photograph. Scale: 1"=666'	Flight Year: 1976	Teledyne
1989	Aerial Photograph. Scale: 1"=666'	Flight Year: 1989	USGS
1994	Aerial Photograph. Scale: 1"=666'	Flight Year: 1994	USGS
2002	Aerial Photograph. Scale: 1"=666'	Flight Year: 2002	USGS


IQUIRY #: 2096148.5
YEAR: 1928
= 500'
N



QUIRY #: 2096148.5

YEAR: 1938

= 555'

N


QUIRY #: 2096148.5
YEAR: 1947
= 666'
N


IQUIRY #: 2096148.5
YEAR: 1956
= 400'
N

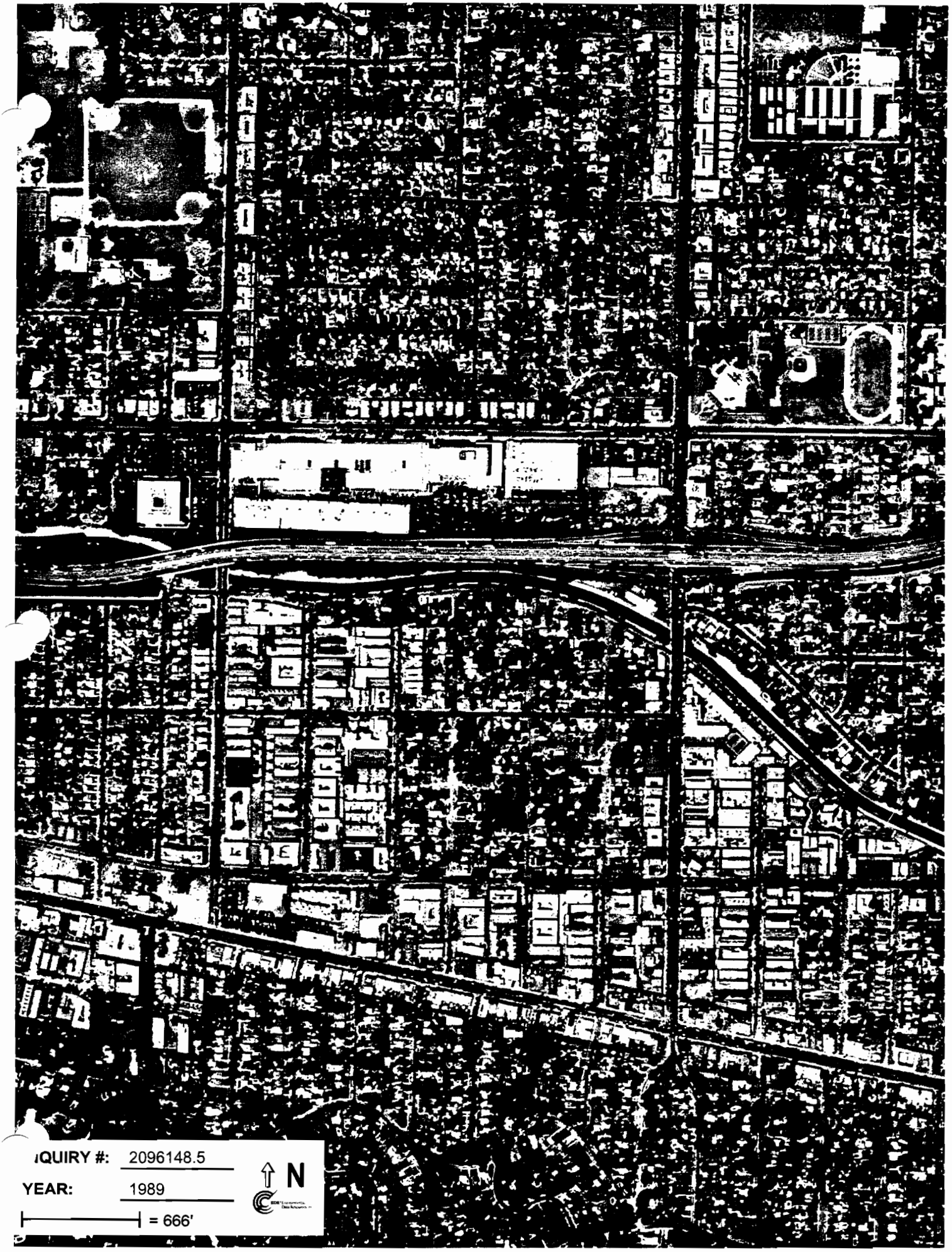

IQUIRY #: 2096148.5
YEAR: 1965
= 666'
N

IQUIRY #: 2096148.5

YEAR: 1976

= 666'

N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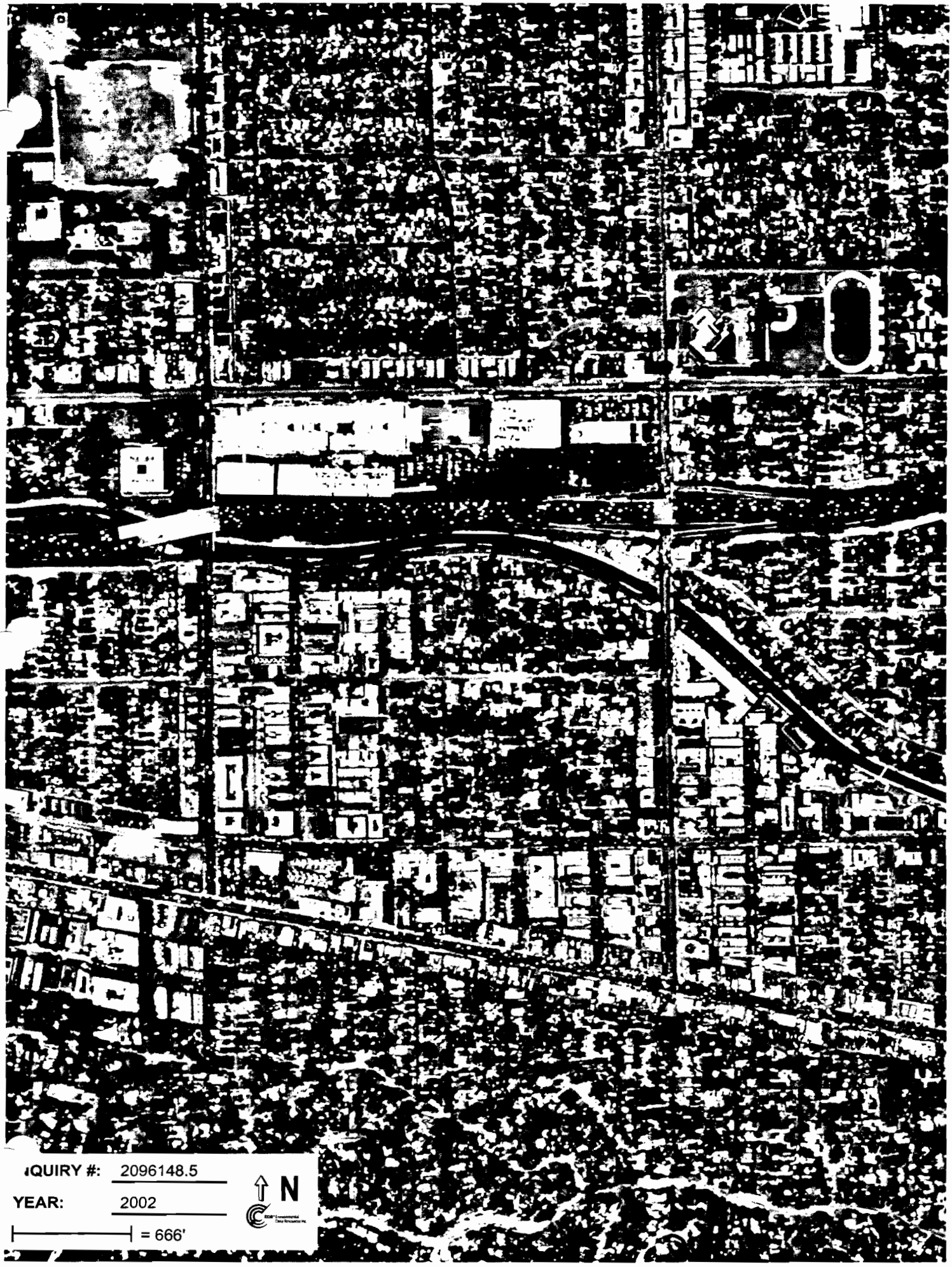
YEAR: 1989
= 666'
N


QUIRY #: 2096148.5
YEAR: 1994
= 666'
N


QUIRY #: 2096148.5
YEAR: 2002
= 666'
N

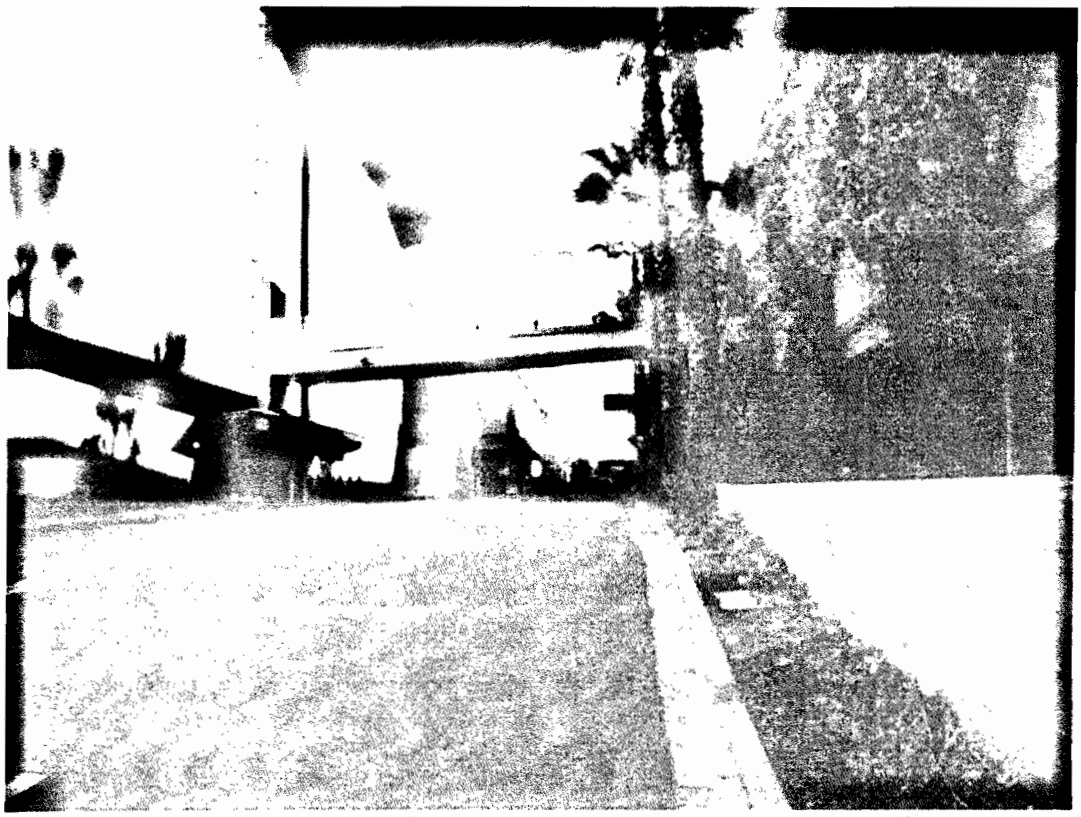
APPENDIX A

PHOTOGRAPHS OF PROPERTY & VICINITY TAKEN DURING SITE VISIT

1. Fashion Square Looking Northwest.

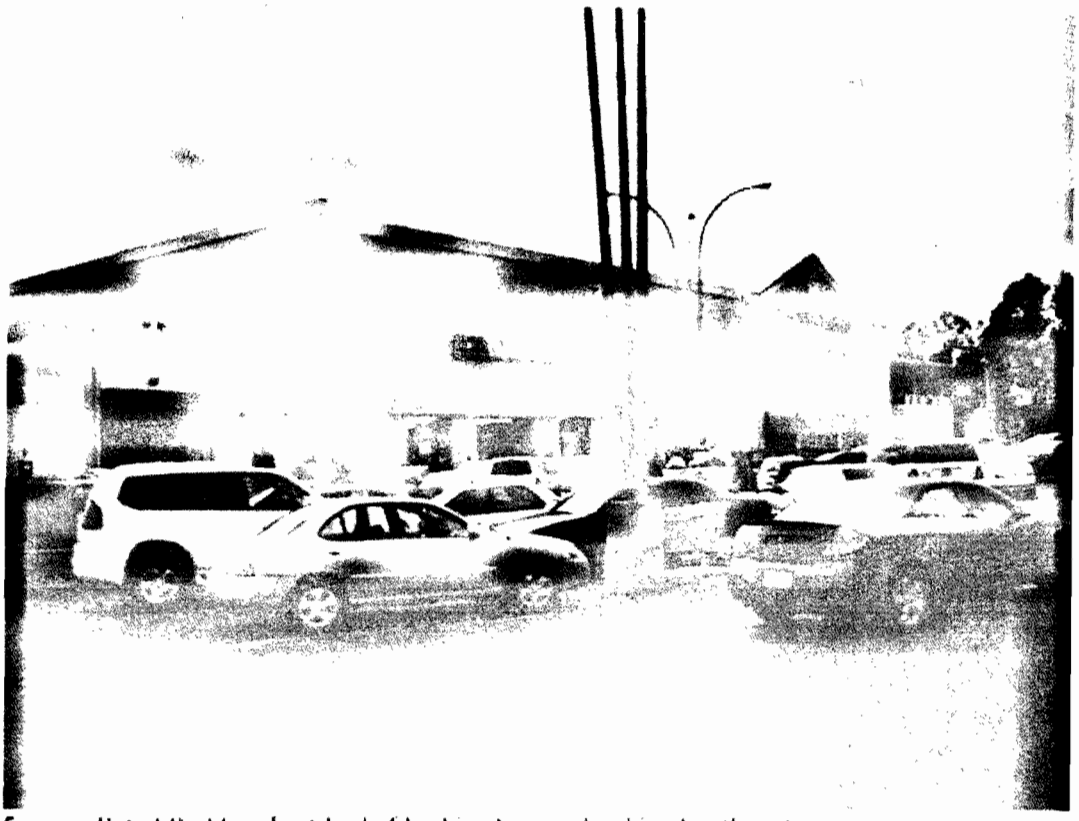
2. Parking Lot, Parking Garage and Fashion Looking West.

THE REYNOLDS GROUP
Fashion Square, 14006 Riverside Drive, Sherman Oaks, CA



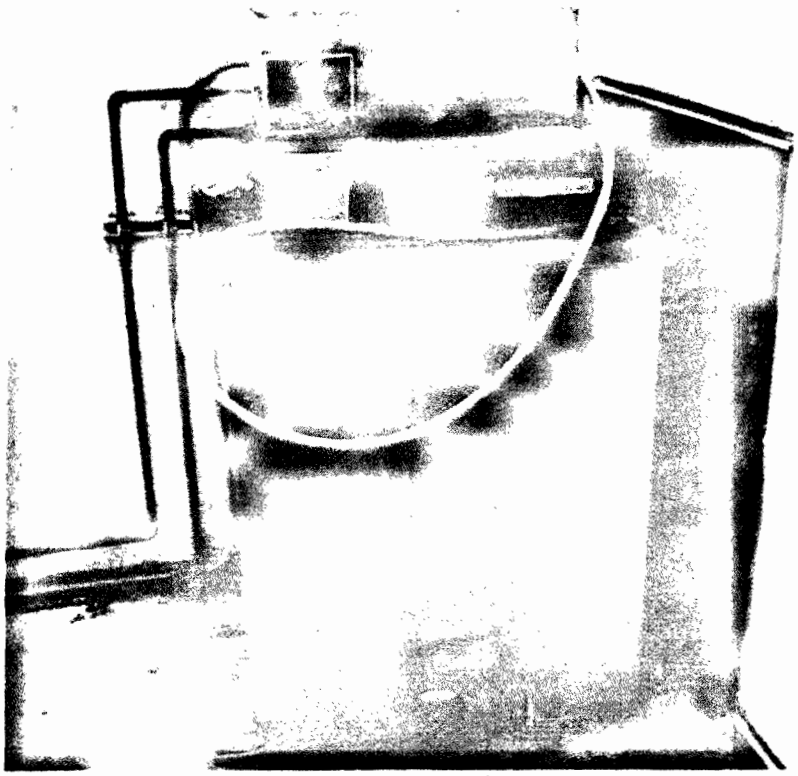
3. Driveway Entrance To Fashion Square From Hazeltine Avenue Looking East.

4. Typical View Inside Fashion Square.



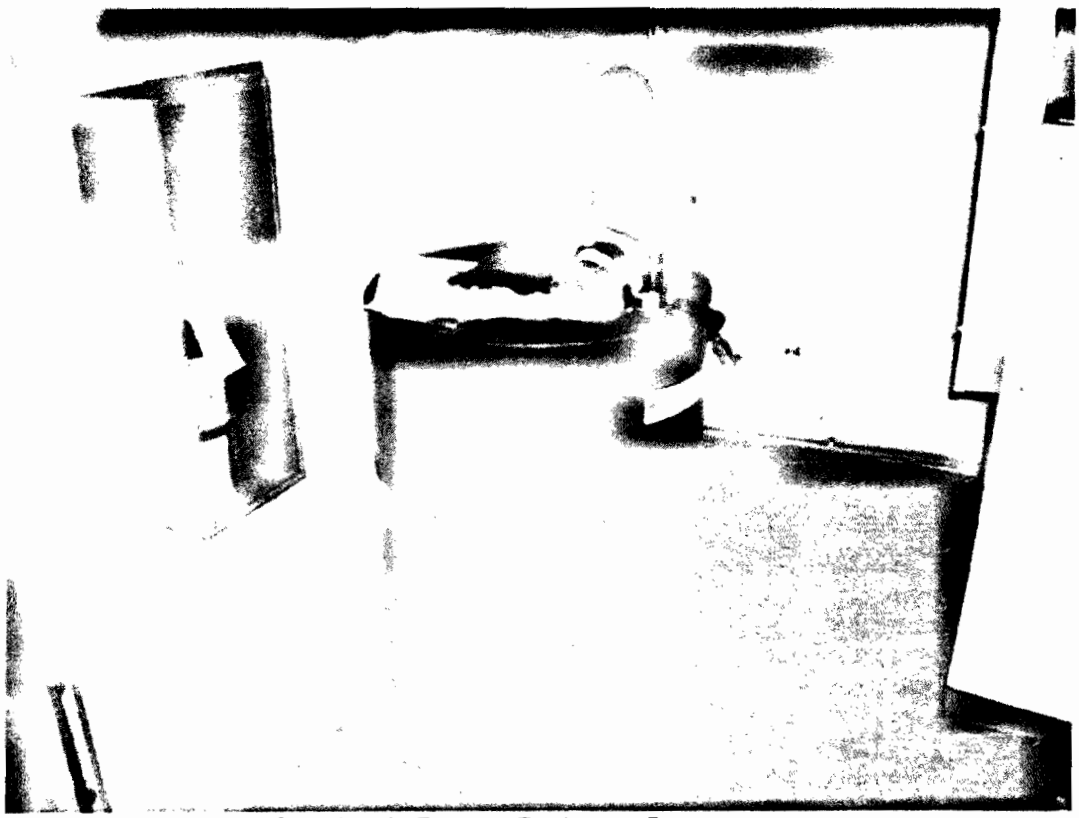
5. Retail Building East End of Fashion Square Looking Southwest.

6. Parking Area South Side Of Fashion Square Looking West From Woodman Avenue.

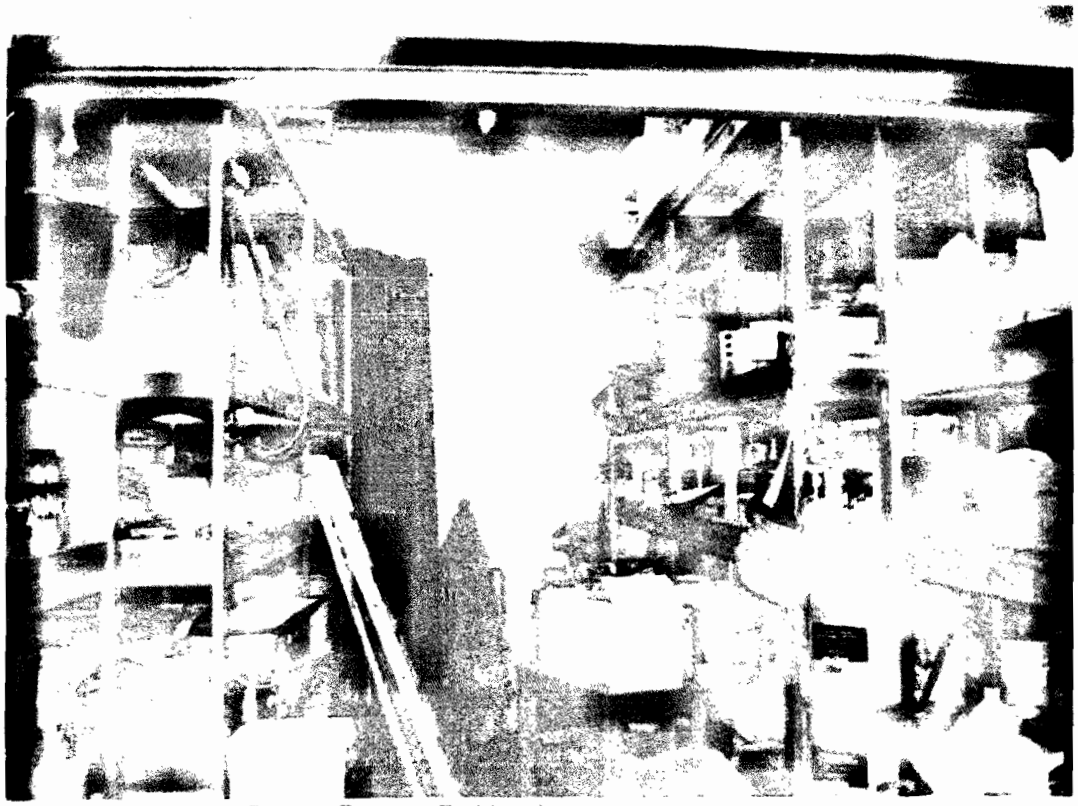


7. [illegible] Tank Near Emergency Generator.

8. Two Of The Trash Compactors On The Property.



9. Hydraulic Fuel Container in Elevator Equipment Room.

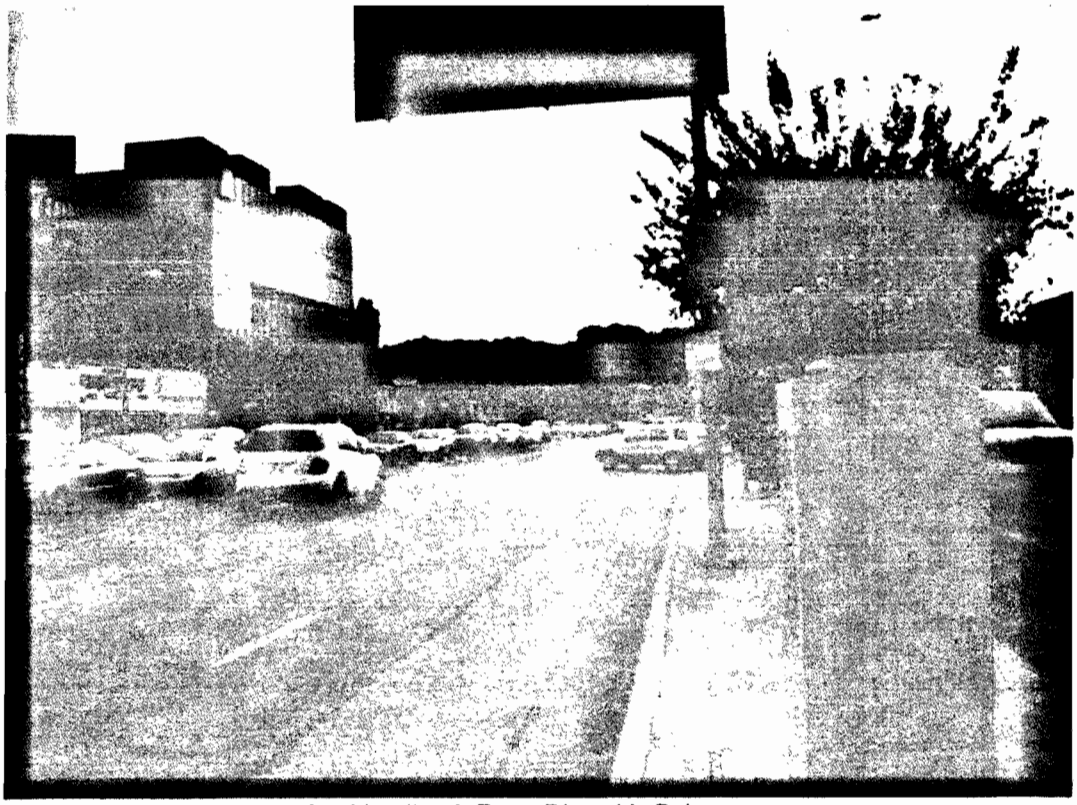


10. Maintenance Storage Room in Fashion Square.

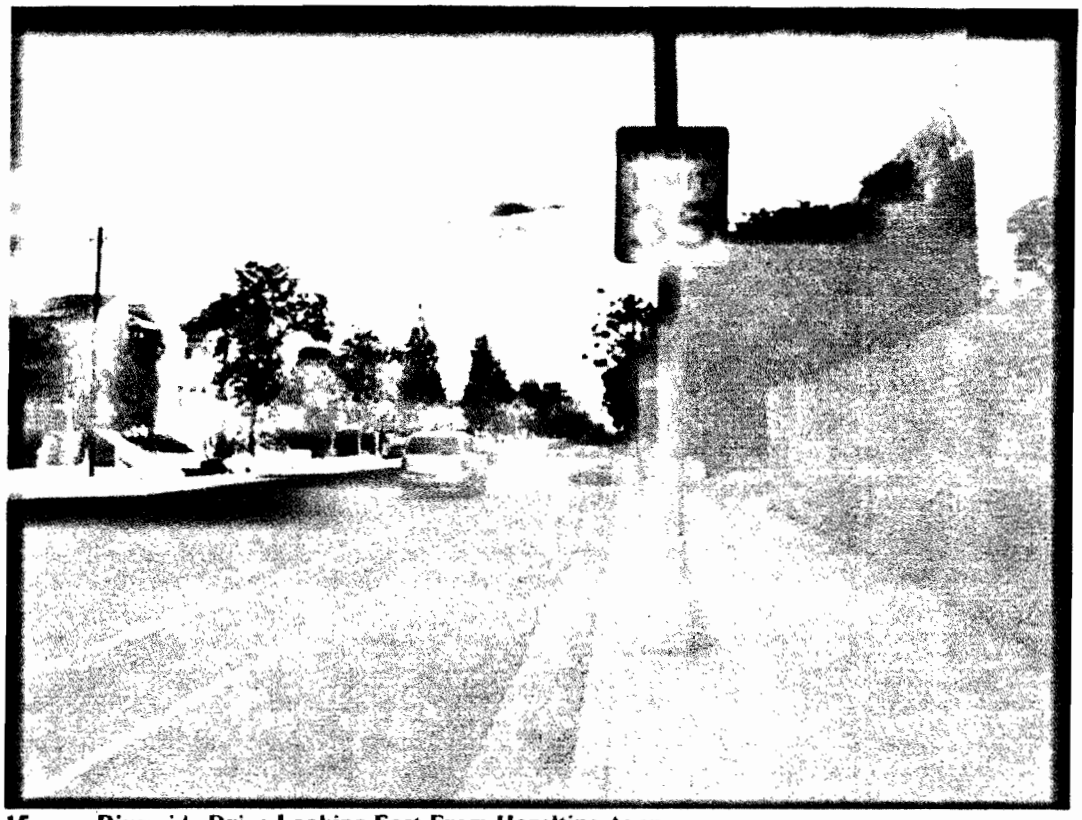
11. Riverside Drive Looking East From Woodman Avenue.

12. Riverside Drive Looking West From Woodman Avenue.

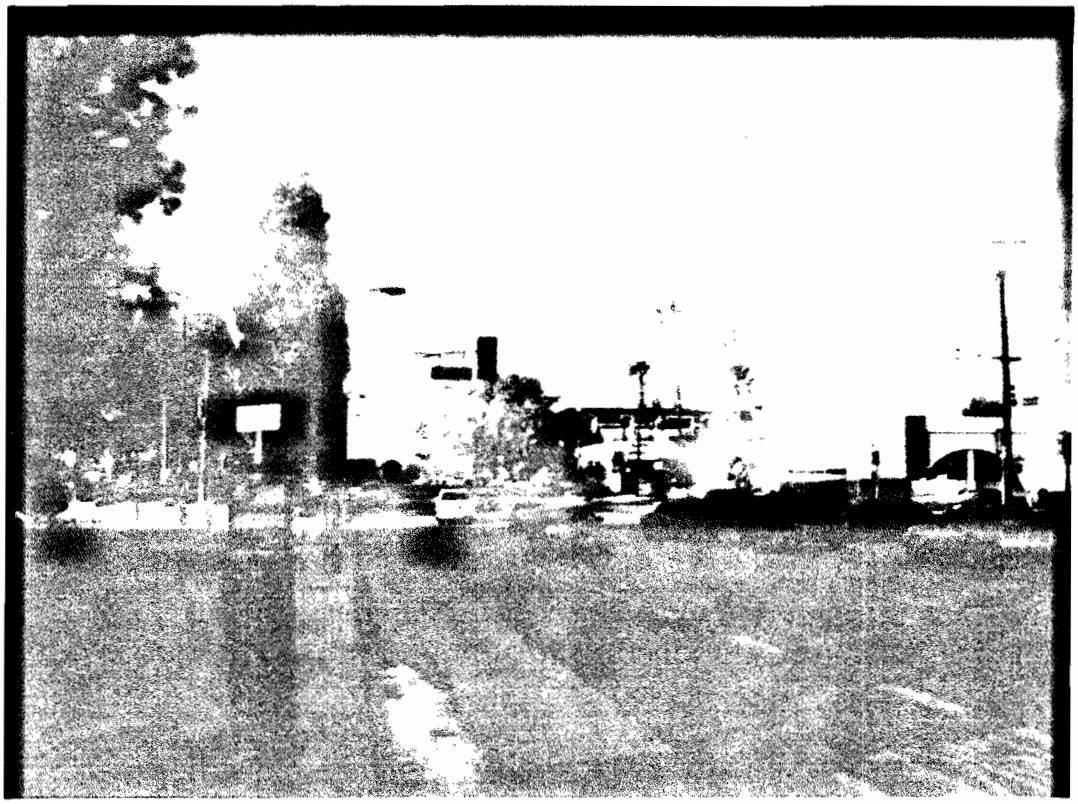
13. Woodman Avenue Looking North From Riverside Drive.



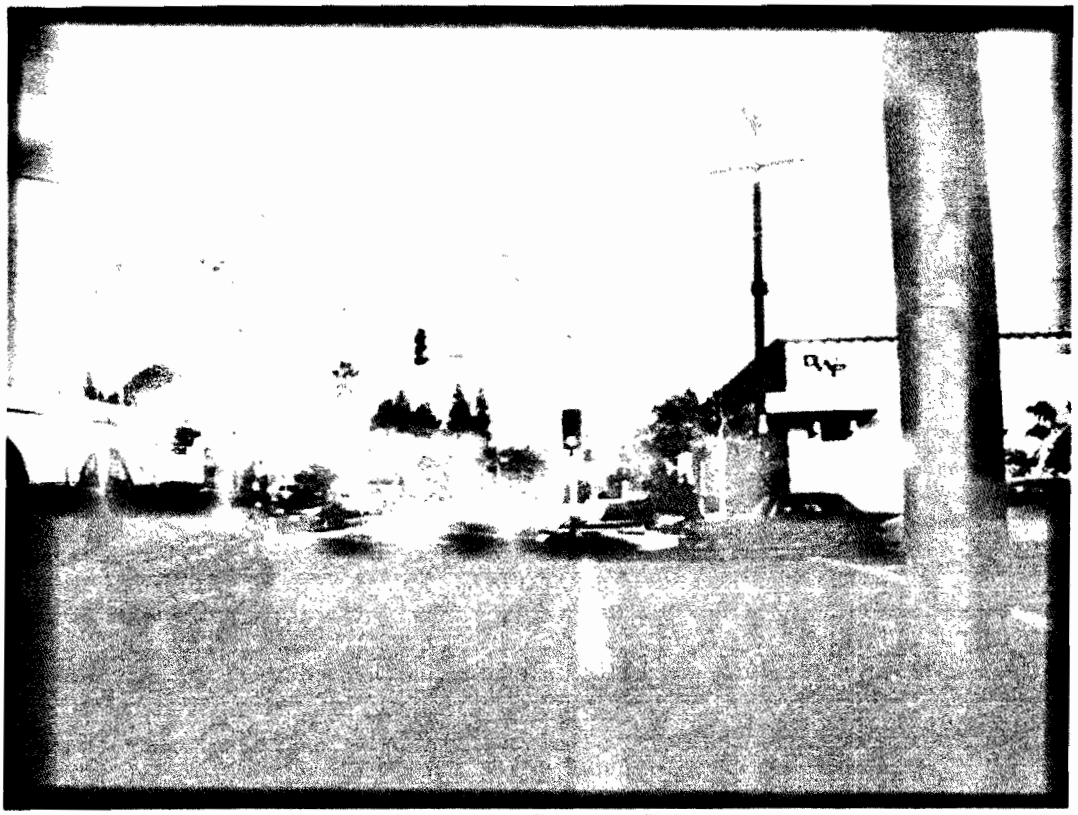
14. Woodman Avenue Looking South From Riverside Drive.



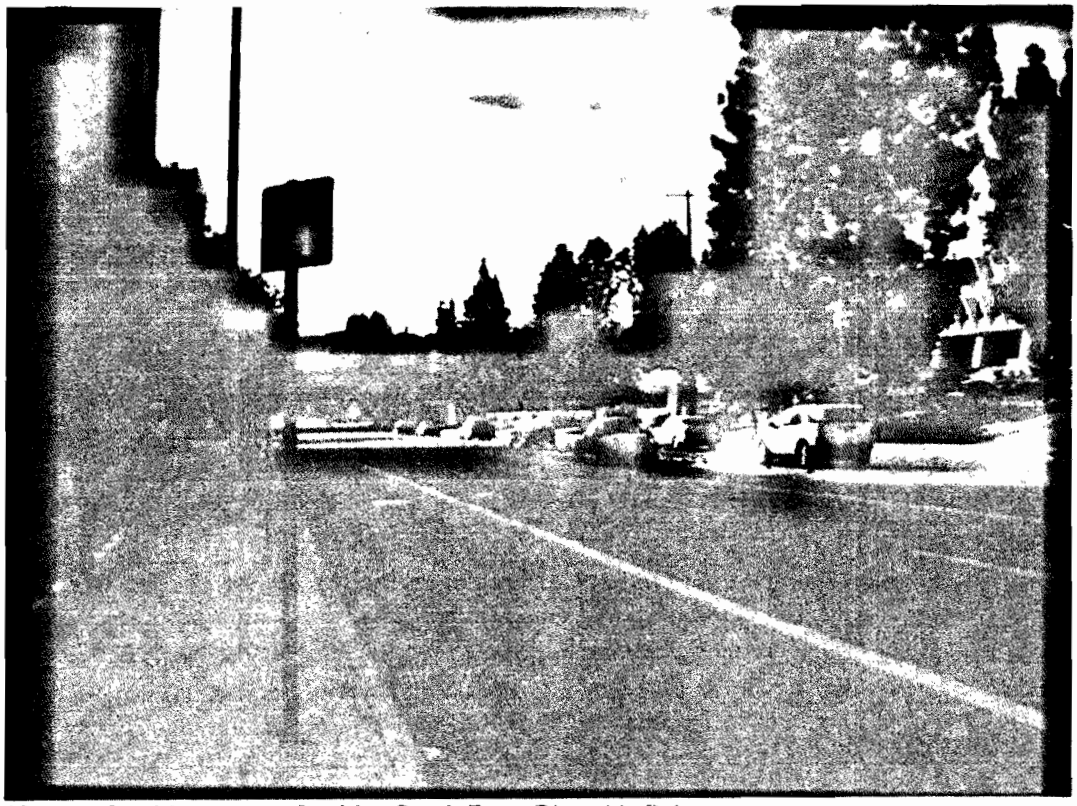
15. Riverside Drive Looking East From Hazeltine Avenue.



16. Riverside Drive Looking West From Hazeltine Avenue.



17. Hazeltine Avenue Looking North From Riverside Drive.



18. Hazeltine Avenue Looking South From Riverside Drive.

APPENDIX B

OWNER QUESTIONNAIRE RESPONSES

SITE ADDRESS:

DATE OF RESPONSE: 2/6/08

RESPONDENT NAME & TITLE: JONATHAN KRAUSCHE

RESPONDENT SIGNATURE: Jonathan Krauschе

THE
REYNOLDS GROUP
A California Corporation

CURRENT OWNER PHASE I QUESTIONS (USE ADDITIONAL SHEETS IF NECESSARY TO COMPLETELY ANSWER THE FOLLOWING QUESTIONS:

1. WHO IS THE LEGAL OWNER/ENTITY OF THE PROPERTY?
   SHERMAN OAK FASHION ASSOCIATES, LLC
2. HOW LONG HAVE YOU OWNED THE PROPERTY? IF LESS THAN 5 YEARS, WHO WAS THE PREVIOUS OWNER?
   WESTFIELD BOUGHT THE PROPERTY DEC 2002
3. PLEASE PROVIDE HISTORICAL USES AT THE PROPERTY?
   SHOPPING CENTER SINCE 1961, SCHOOL PRIOR THE SHOPPING CENTER PER 2002 PHASE I REPORT
4. ARE YOU AWARE OF ANY PREVIOUS ENVIRONMENTAL INVESTIGATIONS PERFORMED AT THE PROPERTY? IF SO, PLEASE PROVIDE A COPY OF THE REPORT(S).
   NO, ONLY PREVIOUS PHASE I
5. DO ANY WELLS, UNDERGROUND STORAGE TANKS, CLARIFIERS, OR HYDRAULIC LIFTS EXIST AT THE PROPERTY? ANY CHEMICAL USE? ANY HAZARDOUS DUMPING?
   NO, TWO ABOVE GRADE STORAGE FOR EMERGENCY GENERATORS
6. ARE YOU AWARE OF ANY EXISTING OR HISTORICAL ENVIRONMENTAL HAZARDS AT THE PROPERTY?
   SOME ASBESTOS
7. DO ANY ENVIRONMENTAL LIENS, ENGINEERING CONTROLS OR LAND USE RESTRICTIONS EXIST FOR THE PROPERTY?
   NO
8. DO YOU BELIEVE THE LISTED SALE PRICE OF THE PROPERTY IS "REASONABLE" AND NOT NOTABLY DISCOUNTED DUE TO POTENTIAL ENVIRONMENTAL ISSUES?
   NO

Please e-mail or fax your response to me just as soon as possible and no later than **January 31, 2007**. You may send it to tellegen@reynolds-group.com or by fax to (760)743-7704. If you have questions, please feel free in calling at (949)743-8242. Thanks very much!

THE REYNOLDS GROUP
a California corporation by:

Gwen Tellegen, P.E.

APPENDIX C

SANBORN FIRE INSURANCE MAP SEARCH, CITY DIRECTORY FINDINGS AND ENVIRONMENTAL LIEN SEARCH

Certified Sanborn® Map Report

Sanborn® Library search results
Certification # C360-4679-A7E2

Westfield Shopping Center
14006 Riverside Drive
Sherman Oaks, CA 91423

Inquiry Number 2096148.3s

December 10, 2007

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Data Resources Inc

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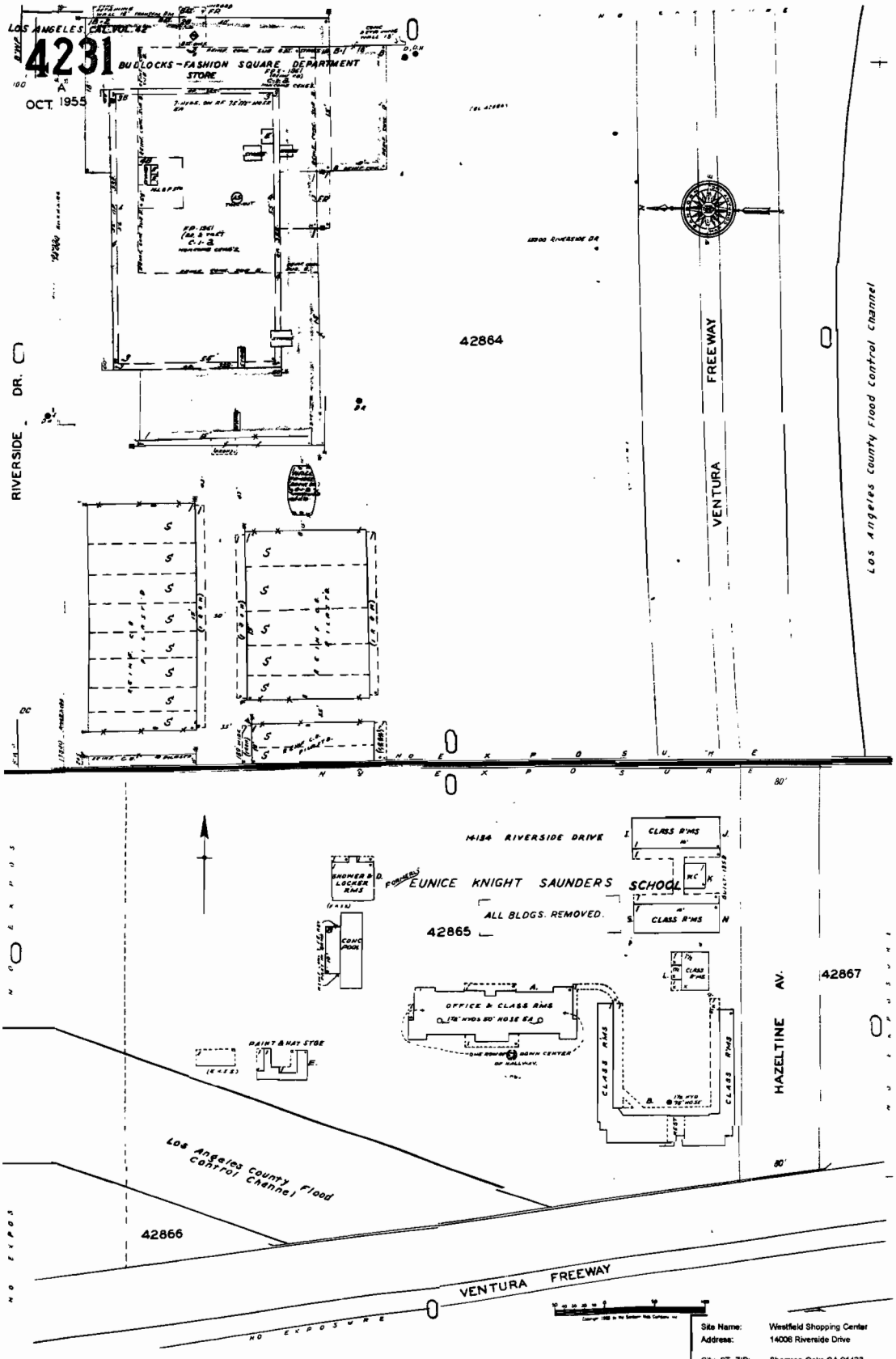

Site Name:	Westfield Shopping Center
Address:	14006 Riverside Drive
City, ST, ZIP:	Sherman Oaks CA 91423
Client:	The Reynolds Group
EDR Inquiry:	2096148.3s
Order Date:	12/10/2007 9:39:07 AM
Certification #	C360-4679-A7E2

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Certification # C360-4679-A7E2

Certified Sanborn® Map Report

12/10/07

Site Name:
Westfield Shopping Center
14006 Riverside Drive
Sherman Oaks, CA 91423

EDR Inquiry # 2096148.3s

Client Name:
The Reynolds Group
520 West 1st Street
Tustin, CA 92780-0000

Contact: Gwen Tellegen

EDR® Environmental Data Resources Inc

The complete Sanborn Library collection has been searched by EDR, and fire insurance maps covering the target property location provided by The Reynolds Group were identified for the years listed below. The certified Sanborn Library search results in this report can be authenticated by visiting www.edrnet.com/sanborn and entering the certification number. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by Sanborn Library LLC, the copyright holder for the collection.

Certified Sanborn Results:

Site Name: Westfield Shopping Center
Address: 14006 Riverside Drive
City, State, Zip: Sherman Oaks, CA 91423
Cross Street:
P.O. # TBD Gwen
Project: TBD Gwen
Certification # C360-4679-A7E2

Sanborn® Library search results
Certification # C360-4679-A7E2

Maps Identified - Number of maps indicated within "( )"

1969 (1)
1966 (1)
1963 (1)
1960 (1)
1955 (1)

Total Maps: 5

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- ✓ Library of Congress
- ✓ University Publications of America
- ✓ EDR Private Collection

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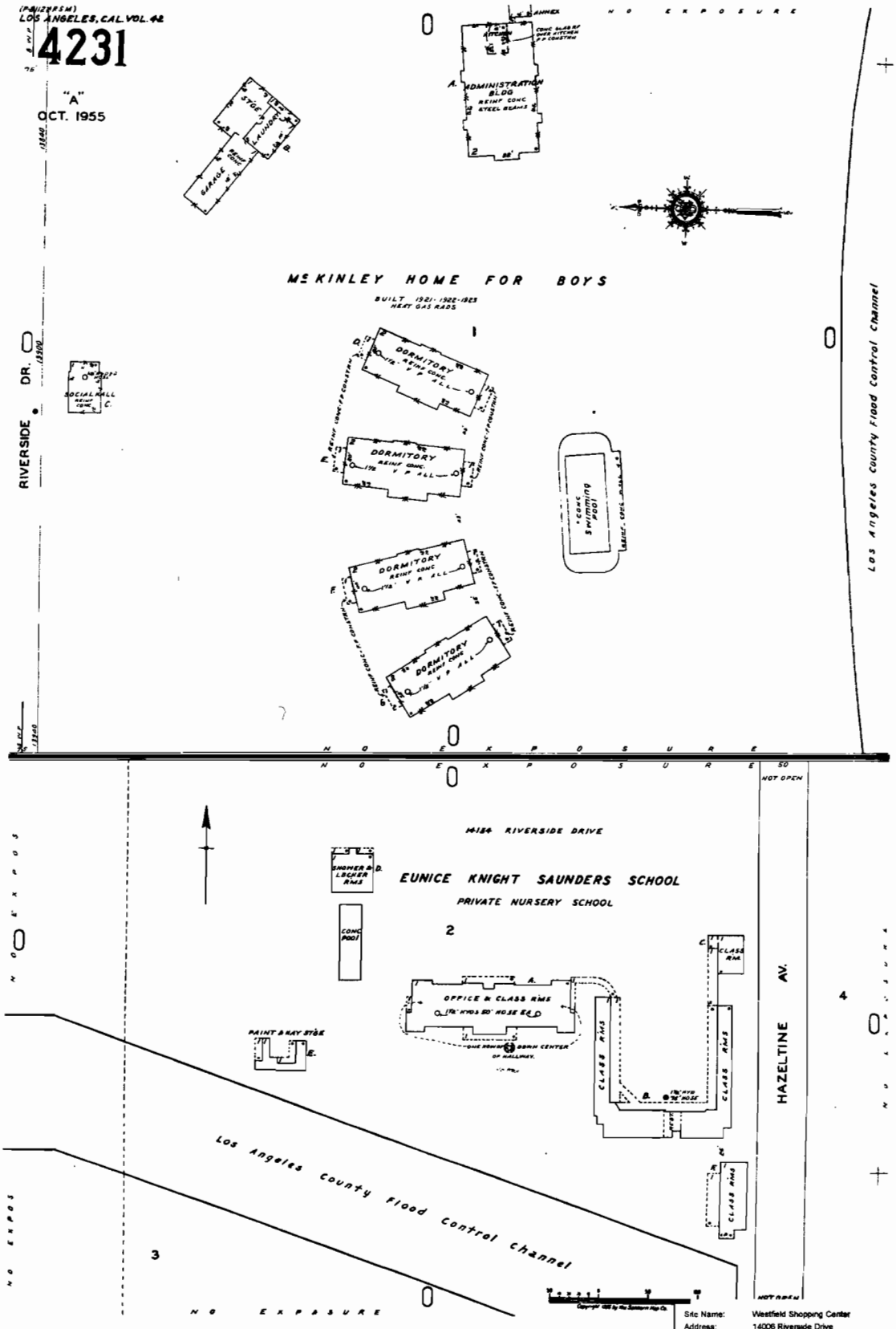

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EDR Inquiry:	2095148.3s
Order Date:	12/10/2007 9:39:07 AM
Certification #	C360-4679-A7E2

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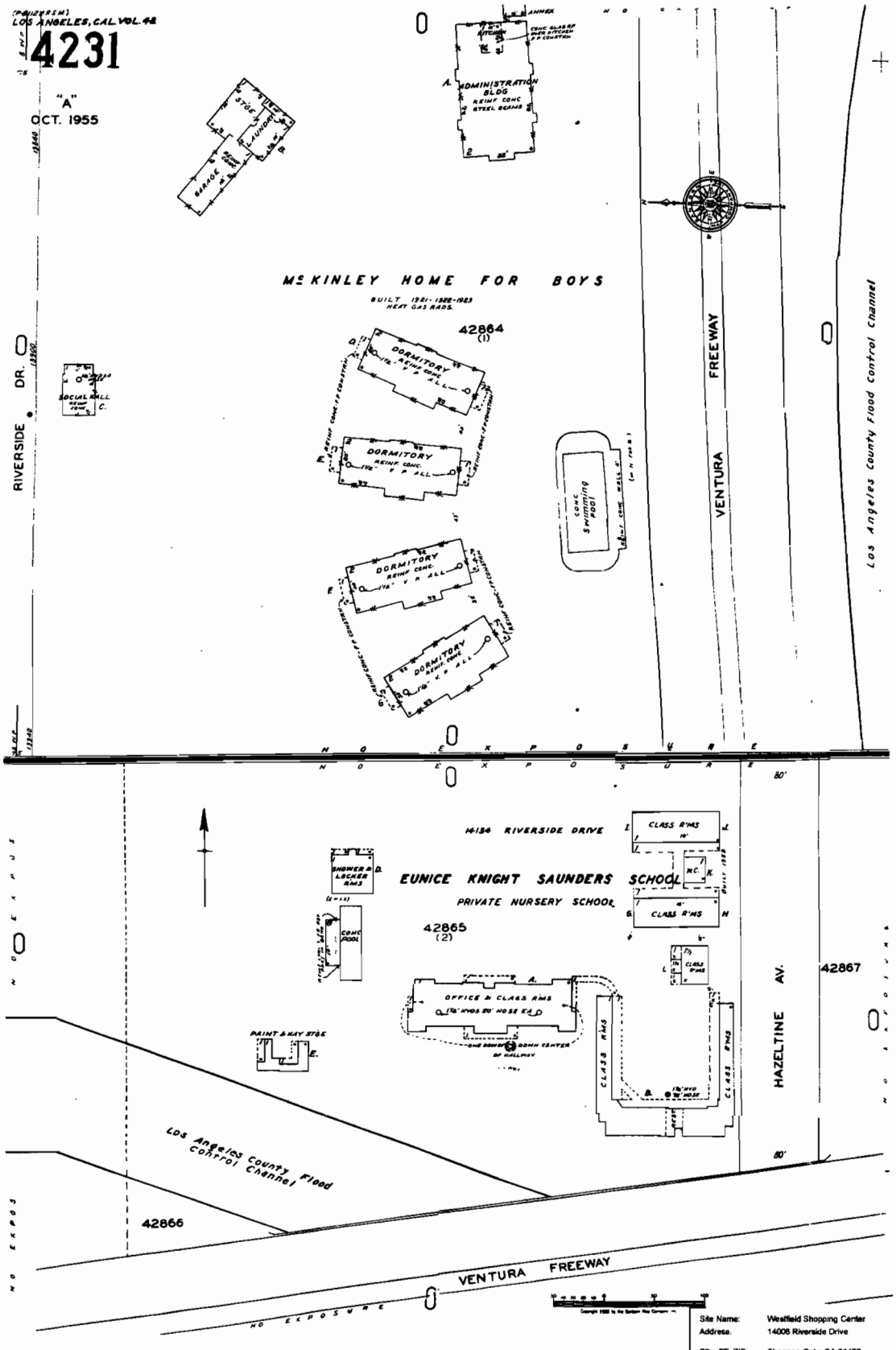
Certification # C360-4679-A7E2



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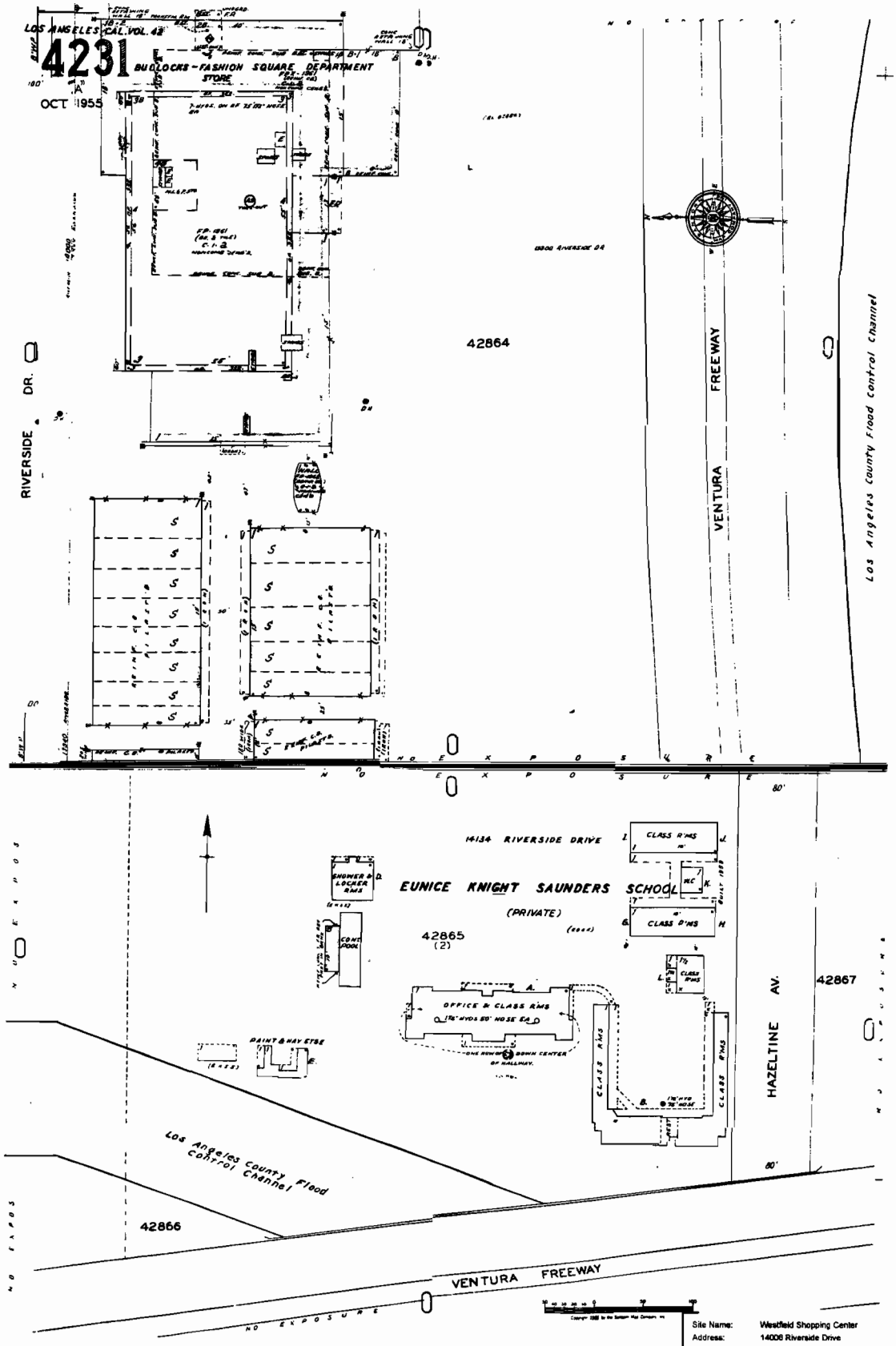
Certification # C360-4679-A7E2

Site Name:	Westfield Shopping Center
Address:	14006 Riverside Drive
City, ST, ZIP:	Sherman Oaks CA 91423
Client:	The Reynolds Group
EDR Inquiry:	2096148.3s
Order Date:	12/10/2007 9:39:07 AM
Certification #:	C360-4679-A7E2

Copyright: 1960



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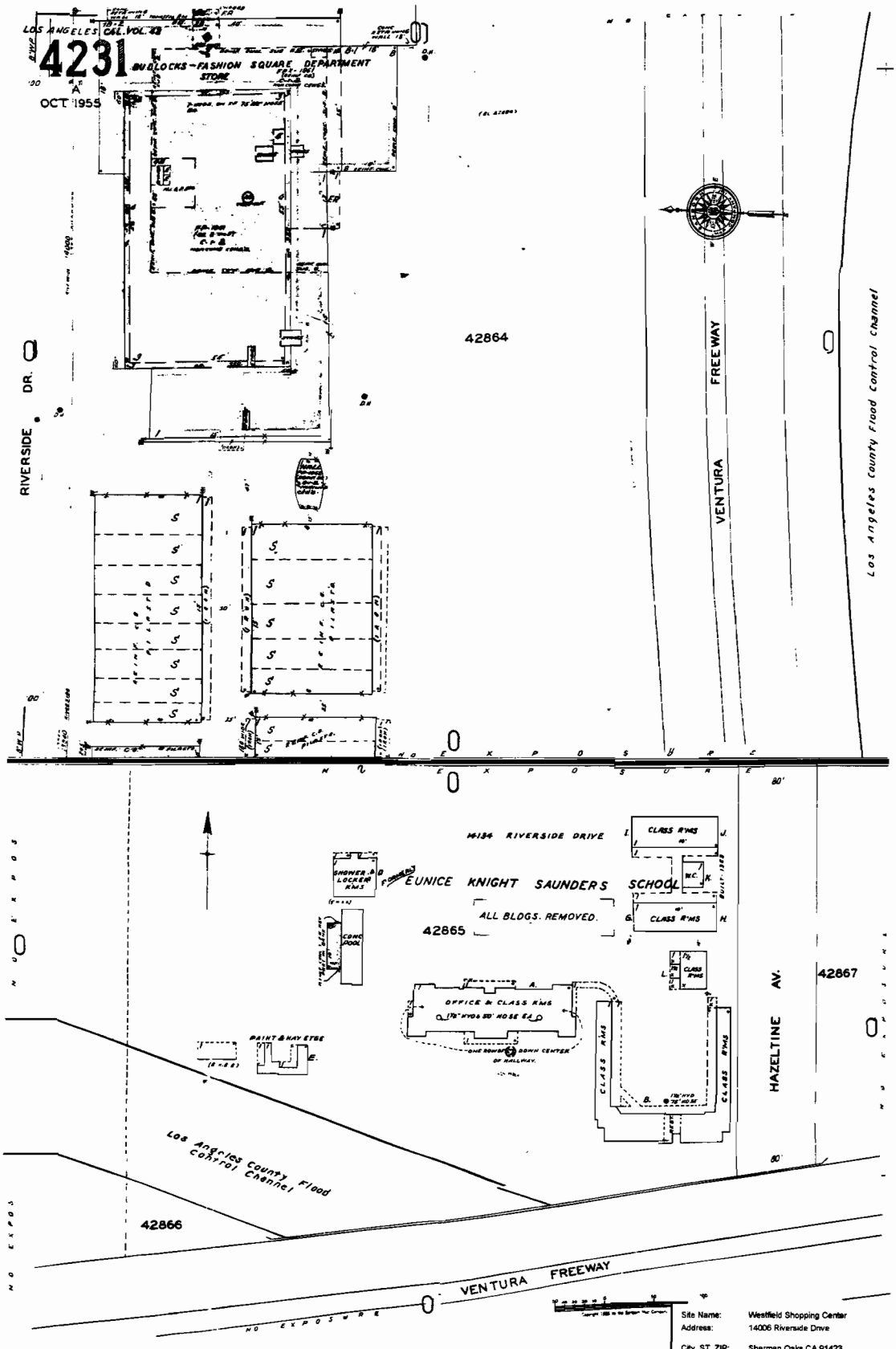
EDR Inquiry:	2095148.3s
Order Date:	12/10/2007 9:39:07 AM
Certification #	C360-4679-A7E2

Copyright: 1963



Site Name: Westfield Shopping Center
Address: 14006 Riverside Drive
City, ST, ZIP: Sherman Oaks CA 91423

Client: The Reynolds Group
EDR Inquiry: 2096148.3s
Order Date: 12/10/2007 9:39:07 AM
Certification # C360-4679-A7E2

Copyright: 1966

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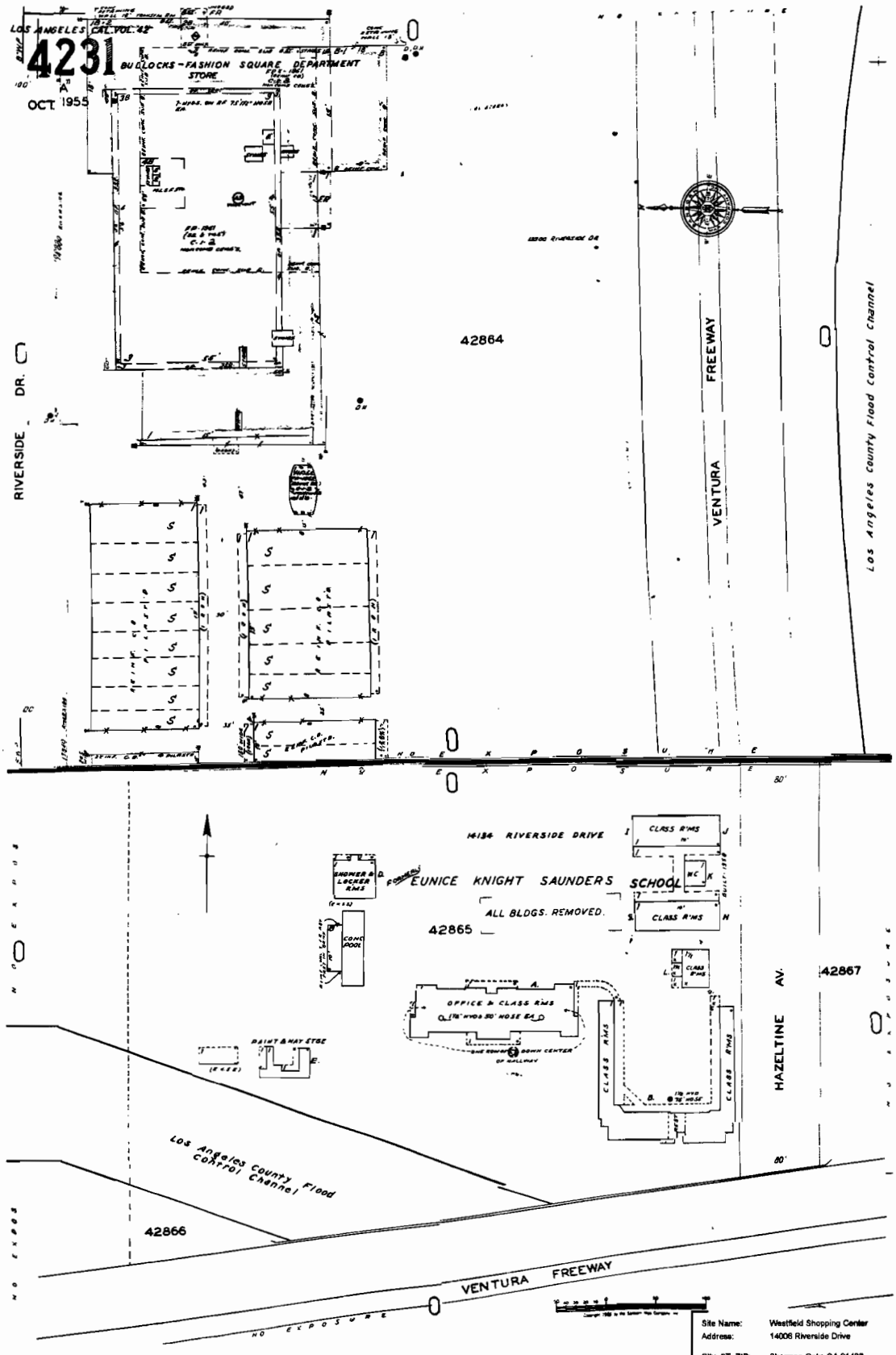
Certification # C360-4679-A7E2



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Certification # C360-4679-A7E2

Site Name:	Westfield Shopping Center
Address:	14006 Riverside Drive
City, ST, ZIP:	Sherman Oaks CA 91423
Client:	The Reynolds Group
EDR Inquiry:	2096148.3s
Order Date:	12/10/2007 9:39:07 AM
Certification #	C360-4679-A7E2

Copyright: 1969

The EDR-City Directory
Abstract

Westfield Shopping Center
14006 Riverside Drive
Sherman Oaks, CA 91423

Inquiry Number: 2096148.6

Friday, December 07, 2007

The Standard in Environmental Risk Information

440 Wheelers Farms Road
Milford, Connecticut 06461

Nationwide Customer Service

Telephone: 1-800-352-0050
Fax: 1-800-231-6802
Internet: www.edrnet.com

EDR City Directory Abstract

Environmental Data Resources, Inc.'s (EDR) City Directory Abstract is a screening report designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Abstract includes a search and abstract of available city directory data. For each address, the directory lists the name of the corresponding occupant at five year intervals.

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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SUMMARY

- ***City Directories:***

Business directories including city, cross reference and telephone directories were reviewed, if available, at approximately five year intervals for the years spanning 1920 through 2006. (These years are not necessarily inclusive.) A summary of the information obtained is provided in the text of this report.

This report compiles information by geocoding the subject properties (that is, plotting the latitude and longitude for such subject properties and obtaining data concerning properties within 1/8th of a mile of the subject properties). There is no warranty or guarantee that geocoding will report or list all properties within the specified radius of the subject properties and any such warranty or guarantee is expressly disclaimed. Accordingly, some properties within the aforementioned radius and the information concerning those properties may not be referenced in this report.

Date EDR Searched Historical Sources: December 7, 2007

Target Property:
14006 Riverside Drive
Sherman Oaks, CA 91423

Year	Uses	Source
1920	Address Not Listed in Research Source	Los Angeles Directory Co.
1921	Address Not Listed in Research Source	Los Angeles Directory Co.
1923	Address Not Listed in Research Source	Los Angeles Directory Co.
1924	Address Not Listed in Research Source	Los Angeles Directory Co.
1925	Address Not Listed in Research Source	Los Angeles Directory Co.
1926	Address Not Listed in Research Source	Los Angeles Directory Co.
1927	Address Not Listed in Research Source	Kaasen Directory Company Publishers
1928	Address Not Listed in Research Source	Los Angeles Directory Co.
1929	Address Not Listed in Research Source	Los Angeles Directory Co.
1930	Address Not Listed in Research Source	Los Angeles Directory Co.
1931	Address Not Listed in Research Source	Los Angeles Directory Company Publishers
1932	Address Not Listed in Research Source	Los Angeles Directory Co.
1933	Address Not Listed in Research Source	Los Angeles Directory Co.
1934	Address Not Listed in Research Source	Los Angeles Directory Co.
1935	Address Not Listed in Research Source	Los Angeles Directory Co.
1936	Address Not Listed in Research Source	Los Angeles Directory Co.

Year	Uses	Source
1937	Address Not Listed in Research Source	Los Angeles Directory Co.
1938	Address Not Listed in Research Source	Los Angeles Directory Company Publishers
1939	Address Not Listed in Research Source	Los Angeles Directory Co.
1940	Address Not Listed in Research Source	Los Angeles Directory Co.
1942	Address Not Listed in Research Source	Los Angeles Directory Co.
1944	Address Not Listed in Research Source	R. L. Polk & Co.
1945	Address Not Listed in Research Source	R. L. Polk & Co.
1946	Address Not Listed in Research Source	Los Angeles Directory Co.
1947	Address Not Listed in Research Source	Pacific Directory Co.
1948	Address Not Listed in Research Source	Los Angeles Directory Co.
1949	Address Not Listed in Research Source	Los Angeles Directory Co.
1950	Address Not Listed in Research Source	Pacific Telephone
1951	Address Not Listed in Research Source	Los Angeles Directory Co Publishers
1952	Address Not Listed in Research Source	Los Angeles Directory Co.
1954	Address Not Listed in Research Source	R. L. Polk & Co.
1955	Address Not Listed in Research Source	R. L. Polk & Co.
1956	Address Not Listed in Research Source	Pacific Telephone
1957	Address Not Listed in Research Source	Pacific Telephone
1958	Address Not Listed in Research Source	Pacific Telephone
1960	Address Not Listed in Research Source	Pacific Telephone

Year	Uses	Source
1961	Address Not Listed in Research Source	Luskey Brothers & Co
1962	Address Not Listed in Research Source	Pacific Telephone
1963	Address Not Listed in Research Source	Pacific Telephone
1964	Address Not Listed in Research Source	Pacific Telephone
1965	Address Not Listed in Research Source	GTE
1966	Address Not Listed in Research Source	Pacific Telephone
1967	Address Not Listed in Research Source	R. L. Polk & Co.
1969	Address Not Listed in Research Source	Pacific Telephone
1970	Address Not Listed in Research Source	R. L. Polk & Co.
1971	Address Not Listed in Research Source	B&G Publications
1972	Address Not Listed in Research Source	R. L. Polk & Co.
1975	Address Not Listed in Research Source	Pacific Telephone
1976	Address Not Listed in Research Source	R.L. Polk & co Publishers
1980	Address Not Listed in Research Source	Pacific Telephone
1981	Address Not Listed in Research Source	Pacific Telephone
1985	****RIVERSIDE DR**** ADEPT RESEARCH (14006) ADER D (14006) ADER HOWARD (14006) TATIANAS INTERIOR MOTIVES (14006)	Pacific Bell
1986	Address Not Listed in Research Source	Pacific Bell
1990	****RIVERSIDE DR**** SHERMAN OAKS FASHION SQUARE SHERMAN OAKS (14006)	Pacific Bell
1991	****RIVERSIDE DR****	Pacific Bell

Year	Uses	Source
1991 (continued)	A PEA IN THE POD MATERNITY REDEFINED (14006)	
	A PEELING WAEPAPRREMVL (14006)	
	A PERFECT PEST CONTROL (14006)	
	A PERFECT PEST CONTROL CO INC (14006)	
	ACCESSORY LADY (14006)	
	ADEPT RESEARCH (14006)	
	ADMINISTRATIVE OFFICE (14006)	
	AEROPOSTALE (14006)	
	AEROPOSTALE TOPANGA PLAZA SHOPPING CENTER C PH (14006)	
	AEROSCOPIC ENGINEERS INC LA (14006)	
	AMYS HALLMARK (14006)	
	ANN TAYLORWOMENSAPPRD (14006)	
	ARTISTIC WEAR (14006)	
	BACHRACH CLOTHING (14006)	
	BEBE (14006)	
	BEBE EN VOGUE IL N BRAND BL GIN (14006)	
	BEN FRANKLIN ELECTRIC (14006)	
	BENETTON (14006)	
	BERNINI (14006)	
	BOMBAY COMPANY THE (14006)	
	BRANCH OFFICE (14006)	
	BRENTANOS (14006)	
	BROOKS SHOES FOR KIDS (14006)	
	COFFE E BE AN& TE LE L AF THE (14006)	
	CACHE (14006)	
	CALIFORNIA CRISP (14006)	
	CARITON HAIR INTERNATIONAL INC (14006)	
	CARITON J GHIS (14006)	
	CASTLEBY (14006)	
	CASUAL CORNER (14006)	
	CELIO LE BEAU TEMPS INC (14006)	
	CHAYO HAIR SALON (14006)	
	CIGNAIWOMLYENSAPPAREL (14006)	
	CITY FREEHOLDS LISA INC (14006)	
	CITY GIRL ESCORTS (14006)	
	CLAIRES BOUTIQUE (14006)	
	COPELANDS SPORTS (14006)	
	COPELCO LEASING CORP MEDCL EQPT LEASNG (14006)	
	DE JAGER CONSTRUCTION INC (14006)	
	DEJAUN JEWELERS (14006)	
	DEVON BECKE (14006)	
	DI MATTIAS PIZZA & PASTA CAFE (14006)	

Year	Uses	Source
1991 (continued)		
	EDDIE BAUER INC (14006)	
	ERIKS SHOE STORE (14006)	
	ERIKSEN DARRELL (14006)	
	ESPRIT (14006)	
	ETCETERA FASHION ACCESSORIES (14006)	
	EXPANDING WALL THE (14006)	
	EXPRESS INC (14006)	
	FAS HION S QUARE (14006)	
	FASHION SQUARE DELI (14006)	
	FASHION SQUARE SHERMAN OAKS (14006)	
	FIRSTLSSUE (14006)	
	FLORSHEIM SHOE SHOPS (14006)	
	FRENCH & CAJUN CAFE (14006)	
	FROM GLENDALE TELEPHONES CALL (14006)	
	FROM LA CRESCENTA TELEPHONES CALL (14006)	
	FUTURE TRONICS INC (14006)	
	GHQFOR MEN (14006)	
	GABYS JEWELRY (14006)	
	GABYS PLUMBING (14006)	
	GACH DOROTHY LMFCC (14006)	
	GODIVA CHOCOLATIER INC (14006)	
	GUESS FACTORY OUTLET (14006)	
	GYMBOREE STORE (14006)	
	HAN N AH A DIVIS ION OF FAS HION BAR (14006)	
	HANNAH AL (14006)	
	HANNAH CONSTRUCTION CO (14006)	
	HOFFRTZ FOR CUTLERY (14006)	
	HOLD EVERYTHING (14006)	
	HOWARD & PHILS WESTERN WEAR (14006)	
	IWISH (14006)	
	IMAGINARIUM (14006)	
	IMAGINARY CONCEPTS LTD (14006)	
	JACKS CLASSIC HAMBURGERS (14006)	
	JOHNSTON & MURPHY SHOP (14006)	
	JOHNSTON O (14006)	
	K FINE ART (14006)	
	K HONG CONSTRUCTIDN CO (14006)	
	K JACK ENGINEERING CO INC (14006)	
	LADY FOOTLOCKER (14006)	
	LEATHER LAND (14006)	
	LECHTERS HOUSEWARES (14006)	
	LEEDS SHOE STORES (14006)	
	LILLIE RUBIN (14006)	

Year	Uses	Source
1991 (continued)		
	LIMITED THE (14006)	
	LIMITED THE SHERMAN OAKS GALLERIA SH OKS (14006)	
	LIMITED TOO THE (14006)	
	MARTIN LAWRENCE GALLERIES (14006)	
	NANCEE G (14006)	
	NATURAL WONDERS (14006)	
	NINE WEST (14006)	
	PAC SUNWEAR OF CALIF (14006)	
	PACIFIC EYES &TS (14006)	
	PANDA EXPRESS (14006)	
	PARADISE BAKERY (14006)	
	PEA IN THE POD MATERNITY REDEFINED (14006)	
	PEABOBY MD (14006)	
	PEABODY BRENT BARDEN (14006)	
	PEABODY K O (14006)	
	PIGEONS (14006)	
	PIGGOTT CHARLOTTE (14006)	
	POLACHECKS JEWELERS (14006)	
	POLACHEK B (14006)	
	POLACHEK DAVID SEPULVEDA (14006)	
	POLACHEK P (14006)	
	PORTER MCTEOD INC CONSTRUCTION SERVICES (14006)	
	PORTER MELISSA (14006)	
	PRESTIGIO (14006)	
	PRESTINE ENTERTAINMENT (14006)	
	RICHTERS MUSIC BOXES (14006)	
	RICHTERTAL DONNA & RONA (14006)	
	RICHVALSZKY JAMES (14006)	
	RICHWAY S (14006)	
	RICHWAYS TRADE INTEMATI INC NOR (14006)	
	ROCKS (14006)	
	ROYAL PHOTO STUDIO (14006)	
	SATURDAYS WORLD INC (14006)	
	SEBASTIANO (14006)	
	SEBASTIANS FINE SILK FLORALS (14006)	
	SEES CANDY SHOPS (14006)	
	SEESE HOWARD N (14006)	
	SEESE RONALD (14006)	
	SEESE S (14006)	
	SEESEE TOM & LIEN TUJ (14006)	
	SHERMAN OAKS (14006)	
	SHERMAN OAKS (14006)	

Year	Uses	Source
1991 (continued)		
	SHERMAN OAKS FASHION SQUARE ADMINISTRATIVE OFFICE (14006)	
	SHERMAN OAKS FASHION SQUARE OFFICE (14006)	
	SHOE DOCTOR (14006)	
	SILVANO FASHION FOOTWEAR (14006)	
	SIMPLY STERLING (14006)	
	SOCKS DU JOUR (14006)	
	SPLENDIFEROUS (14006)	
	SPLETZER BOB (14006)	
	STORES (14006)	
	STREAMERS (14006)	
	SUFLSHINE BEAUTY SUPPLY (14006)	
	SUNSHINE BEAUTY SUPPLY TOPANGA PLAZA CPK (14006)	
	TAMARAS (14006)	
	TAMARAS WOMEON WEAMG APPRD NORTHRIDGE FASHION CENTER NOR.349 (14006)	
	TEES (14006)	
	TEFFETELLER E E (14006)	
	THINGS REMEMBERED (14006)	
	THINGS REMEMBERED TOPANGA PTAZA SHOPPING CENTER CPK .3407586 (14006)	
	THIS END UP FURNITURE CO (14006)	
	TIE RACK (14006)	
	TOPANGA PLAZA CPK P (14006)	
	WIKIDAL ERNEST (14006)	
	WIKL WIKI FOOD NC (14006)	
	WILLIAMS SONOMA INC (14006)	
	WILLIAMS SONYA (14006)	
	CITHRS (14006)	
	FROMTOS ANGELES TELEPHONES CAF (14006)	
1995	**RIVERSIDE DR**	Pacific Bell Telephone
	A PEA IN THE POD MATERNITY REDEFINED (14006)	
	ADEPT RESEARCH (14006)	
	AEROPOSTALE (14006)	
	AMYS HALLMARK (14006)	
	ANN TAYLOR WOMENS APPRI (14006)	
	ARST ALVIN J (14006)	
	ARTISTIC WEAR (14006)	
	AUDREY JONES (14006)	
	BARE CORP (14006)	
	BARE ESCENTUALS (14006)	
	BARE ESSENTUALS BARE ESCENTUALS (14006)	
	BEBE (14006)	
	BELL COTTAGE (14006)	

Year	Uses	Source
1995 (continued)		
	BEN BRIDGE JEWELER (14006)	
	BENETTON (14006)	
	BOMBAY COMPANY THE (14006)	
	BROOKS SHOES FOR KIDS (14006)	
	BROOKS SHOES FOR KIDS (14006)	
	BROOKSTONE CO (14006)	
	BRUMELLE INC (14006)	
	BWARLES EMPORIUM (14006)	
	CACHE (14006)	
	CALIFORNIA CRISP (14006)	
	CARIMAR (14006)	
	CARLTON HAIR INTERNATIONAL INC (14006)	
	CASUAL CORNER (14006)	
	CIGNAL WOMENS APPAREL (14006)	
	CITY FREHOLDS USA INC (14006)	
	CLAIRES BOUTIQUES (14006)	
	COPELAND VAN K (14006)	
	DE VORE S Y CLTHRS (14006)	
	DEJAUN JEWELERS (14006)	
	DEVON BECKE (14006)	
	EDDIE BAUER INC (14006)	
	ERIKS SHOE STORE (14006)	
	EXPRESS HEATING & COOLING (14006)	
	EXPRESS INC (14006)	
	FAS HION S QUARE S HE RMAN OAKS (14006)	
	FASHION SQUARE DELI (14006)	
	FIRST INVESTORS TRUST (14006)	
	FREDERICKS OF HOLLYWOOD (14006)	
	FUN FACES FOTO GIFTS (14006)	
	G N C (14006)	
	GABYS JEWELRY (14006)	
	GAP KIDS (14006)	
	GENL NUTRITION CENTER (14006)	
	GLENDALE (14006)	
	GODIVA CHOCOLATIER INC (14006)	
	GOURMET PASTA CO IT THE (14006)	
	GUEE J ALFRED (14006)	
	GUESS (14006)	
	HOLD E VE RYTHIN G (14006)	
	HOW ARD & PHILS W E S TE RN W E AR (14006)	
	HANNAH A DIVISION OF FASHION BAR (14006)	
	HOME SHOP (14006)	
	I COPELANDS SPORTS (14006)	

Year	Uses	Source
1995 (continued)	I STRUCTURE (14006)	
	IMAGINARIUM (14006)	
	J FIRST ISSUE (14006)	
	JACKS CLASSIC HAMBURGERS (14006)	
	JESSICA MC CLINTOCK BOUTIQUE (14006)	
	KITS CAMERAS (14006)	
	LADY FOOTLOCKER (14006)	
	LANE BRYANT (14006)	
	LECHTERS HOUSEWARES (14006)	
	LILLIE RUBIN (14006)	
	LIMITED THE (14006)	
	LIMITED TOO THE (14006)	
	MILLER & ASSOCIATES INC (14006)	
	MISSION RENAISSANCE ART CLASSES (14006)	
	NANCEE G (14006)	
	NINE WEST (14006)	
	NUT KETTLE THE (14006)	
	PAC SUNWEAR OF CALIF (14006)	
	PACIFIC EYES & TS (14006)	
	PANDA EXPRESS (14006)	
	PARADIS WILLIAM C (14006)	
	PASTILLE INC (14006)	
	PEA IN THE POD MATERNITY REDEFINED (14006)	
	POTTERY BARN (14006)	
	PRESTIGIO (14006)	
	RED EARTH BODY CARE INC (14006)	
	RICHTERS MUSIC BOXES (14006)	
	ROCKS (14006)	
	S (14006)	
	SATURDAYS WORLD INC (14006)	
	SHERMAN OAKS (14006)	
	SHERMAN OAKS FASHION SQUARE (14006)	
	SHERMAN OAKS FASHION SQUARE (14006)	
	SHERMAN OAKS FASHION SQUARE ADMINISTRATIVE OFFICE (14006)	
	SHOE DOCTOR (14006)	
	SILVANO FASHION FOOTWEAR (14006)	
	SIMPLY STERLING (14006)	
	STRUCTURAL MATERIALS CO (14006)	
	STRUCTURAL MATERIALS CO (14006)	
	SUNSHINE BEAUTY SUPPLY (14006)	
	SY DEVORE (14006)	
	THINGS REMEMBERED (14006)	

Year	Uses	Source
1995 (continued)	THIS END UP FURNITURE CO (14006)	
	TIC TIME OF SHERMAN OAKS (14006)	
	TIE RACK (14006)	
	VICTORIA JEWELERS (14006)	
	VICTORIAS SECRET (14006)	
	W ILLIAMS S ON OMA IN C (14006)	
	WET SEAL THE (14006)	
	WIGS TODAY (14006)	
	WIKI WIKI FOOD INC (14006)	
	I PARADISE BAKERY (14006)	
	I STRUCTURE EXPRESS (14006)	
	DEVORE SY CLTHRS SHEMAN OAKS (14006)	
1996	Address Not Listed in Research Source	GTE
1999	Address Not Listed in Research Source	Haines Company
2000	Address Not Listed in Research Source	Pacific Bell Telephone
2001	**RIVERSIDE DR**	Haines & Company, Inc.
	ABERCROMBIE&FITCH (14006)	
	ADEPTRESEARCH (14006)	
	ANNA BELLA (14006)	
	ANNTAYLOR (14006)	
	ARTCLASSESMISSION (14006)	
	ARTISTIC WEAR (14006)	
	ARTISTICWEAR (14006)	
	BALYS CLOTHING (14006)	
	BATH&BODYWORKS (14006)	
	BEAUTY ESSENTIALS (14006)	
	BELLCOTTAGE (14006)	
	BIG&TALL REPP LTD (14006)	
	BISOUBISOU (14006)	
	BLOOMING BUSINESS (14006)	
	BODYSHOP (14006)	
	BOOKSTORE BRIGHTON (14006)	
	BUILDERS INC JACQUELINEJARROT (14006)	
	BUSINESS A PEAIN THE POD (14006)	
	BUSINESS J&R GAMBRELL (14006)	
	CA CRISP (14006)	
	CALIFORNIA (14006)	
	CALIFORNIA INC FASHION SQRDELI (14006)	
	CARLSJR (14006)	

Year	Uses	Source
2001 (continued)		
	CASUAL CORNER (14006)	
	CENTER GEORGIOU (14006)	
	CENTERSERVICESINC (14006)	
	CHAYO HAIR SALON (14006)	
	CHRISTINA (14006)	
	CLASSES NAT 9 RALWONDERS A (14006)	
	CLE 00 CUCCIMARKET (14006)	
	CLOTHING HOLD EVERY (14006)	
	COFFEE BEAN&TE (14006)	
	COLLECTIBLES BROOKSSHOES FOR (14006)	
	DAVOUDZADEH CLAIRES BOUT 18 UES (14006)	
	DEJAUN JEWELERS (14006)	
	DISTRIBUTOR (14006)	
	DOCTORSOF (14006)	
	EUROPEAN ANTIQUE (14006)	
	EYEXAM 20080 F (14006)	
	FARMS&ORCHARDS CANDELABRA (14006)	
	FASHION S 9 UARE (14006)	
	FASHIONSQUARE (14006)	
	FLORIST FASHION S 9 UARE (14006)	
	FURNCOLLCTN EXPRESS INC (14006)	
	GALLERIES (14006)	
	GAME KEEPER THE (14006)	
	GAPKIDS (14006)	
	GAPTHE (14006)	
	GARDEN WORKS (14006)	
	GENERALNUTRITION (14006)	
	GEYORKIANLEO (14006)	
	GIFTS FSHN SOR ENZOANGIOLINI (14006)	
	GREAT (14006)	
	GROUP INC CATHYJEAN (14006)	
	GYMBOREESTORE (14006)	
	HA 6 R 9 MAKEOVER (14006)	
	HALLMARK (14006)	
	HANA FOODS INC (14006)	
	HEPBURNS RETAIL 819 986 001 S (14006)	
	HOMESHOP (14006)	
	HOUR PHOTO RIVERSIDE DR (14006)	
	HOUSEWARES LENSCRA (14006)	
	INC BEBE (14006)	
	INTERNATIONAL INC CAROLYN DENISE (14006)	
	ITS A BLOOMING (14006)	
	JOHNSON BETSEY (14006)	

Year	Uses	Source
2001 (continued)	JUMPING DOG (14006)	
	KIDS BROOKSSHOES FOR (14006)	
	KIDS BROOKSTONECO (14006)	
	KIDSFOOTLOCKER (14006)	
	KITS CAMERAS ONE (14006)	
	LA SALSA (14006)	
	LADYFOOTLOCKER 818 720 B (14006)	
	LANEBRYANT B 187 M 9 25 S (14006)	
	LAVENDERS 818 7 M 4 316 I (14006)	
	LEAF THE COWBOYS&ANGELS (14006)	
	LECHTERS 818 08 M (14006)	
	LIMIT (14006)	
	LIMIT (14006)	
	MAISONDOP (14006)	
	MARTIN LAW (14006)	
	MASSISKABOB (14006)	
	METABOLIFE 81 7 BM 96 D I (14006)	
	MILLERS OUTPOST 818 A (14006)	
	MISSION RENSNCE ART (14006)	
	OPTOMETRY EDMUNDSUNIQUE (14006)	
	RESTAURANTS CARLTON HAIR (14006)	
	SHERMAN OAKS (14006)	
	SHERMAN OAKS FASHIONSQUARE (14006)	
	SHERMAN OAKS FOOTLOCKER (14006)	
	SHERMNOAKSFSHNSQ A BLOOMING (14006)	
	SKINAHAIR CARETHE BOMBAY COMPANY (14006)	
	STEAK&POTATOCO (14006)	
	STORE BANANA REPUBLIC (14006)	
	STORE BRENTANOS (14006)	
	SUPERSTORE ERIKSSHOE STORE (14006)	
	THE BOSE SHOWCASE (14006)	
	THE GUESSINC (14006)	
2003	Address Not Listed in Research Source	Haines & Company
2004	Address Not Listed in Research Source	Haines Company
2006	**RIVERSIDE DR**	Haines Company
	A BLOOMING (14006)	
	ACCESSORIES DIECASTWORLD (14006)	
	ALDO SHOES (14006)	
	AMER EAGLE (14006)	
	APPLE STORE (14006)	

Year	Uses	Source
2006 (continued)		
	ARDEN B (14006)	
	ASPECTBEAUTY (14006)	
	ASPECTBEAUTY (14006)	
	AVEDAKRIZA (14006)	
	B & M SILVER INC (14006)	
	BABYSTYLE (14006)	
	BANANA REPUBLIC (14006)	
	BATH & BODY (14006)	
	BEAUTY (14006)	
	BEAUTY WALKING CO THE (14006)	
	BLACK MARKET WIENERS (14006)	
	BLOOMING (14006)	
	BORDERS EXPRESS (14006)	
	BRIGHTON (14006)	
	BUSINESS ABERCROMBIE (14006)	
	BUSINESS BODYSHOPSKIN (14006)	
	BUSINESS J CREW (14006)	
	CARLTON HAIR (14006)	
	CAUF PAPYRUS (14006)	
	CHANNEL STORE DISNEY STORE THE (14006)	
	CHAYO HAIR SALON (14006)	
	CHICINTHECN TY (14006)	
	CINNABON (14006)	
	CLAIRES BOUTIQUE (14006)	
	CLARKS SHOES (14006)	
	CLOTHING IR SABLOOMING (14006)	
	CO Z GALLERIE (14006)	
	COACH STORE THE (14006)	
	COLDWATER (14006)	
	COLLECTIBLES BROOKS SHOES (14006)	
	CONSULTANTS RAMPAGE (14006)	
	COOKIES NAARTJIE CUSTOM (14006)	
	CREATIVE PARIDISE (14006)	
	CREEK COMFYFEET (14006)	
	CREPEX PRESS (14006)	
	DALUIACESSORIES (14006)	
	DEAGUIAR FINE (14006)	
	DEJAUN JEWELERS (14006)	
	DELL INC (14006)	
	DENISE CAROLYN (14006)	
	DISCOVERY (14006)	
	DIVMNE (14006)	
	EATERY SEPHORA (14006)	

Year	Uses	Source
2006 (continued)	ENZOANGIOUNI (14006)	
	ERIKS SHOE STORE (14006)	
	ESSENTIALS INC BEBE (14006)	
	EXCEPT (14006)	
	EXPRESS INC (14006)	
	FASHION ASSO SHOEDOCTOR (14006)	
	FASHION SQUARE (14006)	
	FEFFERMAN ROBERT (14006)	
	FITCH ADVENTURE INC (14006)	
	FLORIST FASHION SQUARE (14006)	
	FOR KIDS BROOKSTONE CO (14006)	
	FOR KIDS BROOKS SHOES (14006)	
	GALLERY STORE TALBOTS (14006)	
	GAP L ODS (14006)	
	GENERAL (14006)	
	GEVORKIAN LEO (14006)	
	GIANNI (14006)	
	GO WIRELESS INC (14006)	
	GREATSTEAK (14006)	
	GROUP INC CATHYJEAN (14006)	
	HAIR CARE THE BOMBAY (14006)	
	HANDBAGS KIPUNG (14006)	
	HANDBAGS WILLIAMS SONOMA (14006)	
	HARDWARE RITZCAMERAONE (14006)	
	HARRIS BARBARA (14006)	
	HEPBURNS RETAIL (14006)	
	HOUR PHOTO RMATM (14006)	
	INTERNATIONAL INC CASUAL CORNER (14006)	
	INTERNATL SUPERSTEAM 4 U (14006)	
	J JILL THE STORE (14006)	
	JACQUELINE (14006)	
	JANIE AND JACK (14006)	
	JARROT JANES HALLMARK (14006)	
	JEWELERS DEJAUN JEWELERS (14006)	
	JEWELERS POTTERYBARN (14006)	
	JOHNSON BETSEY (14006)	
	JOSABANK (14006)	
	JOURNEYS (14006)	
	KENSINGTON (14006)	
	KIDS INC NEXTEL RETAIL (14006)	
	LADYFOOTLOCKER (14006)	
	LANE BRYANT (14006)	
	LASALS (14006)	

Year	Uses	Source
2006 (continued)	LEATHERWEAR GNC (14006)	
	LOCCITANE (14006)	
	LOCH PATICK (14006)	
	LUGGAGE& (14006)	
	LUGGAGE& (14006)	
	LUMITY MEDSPA (14006)	
	MAISON DOPTIQUE (14006)	
	MASSIS KABOB (14006)	
	MOODY BEN (14006)	
	MRS FIELDS (14006)	
	NINEWEST (14006)	
	NUMBER (14006)	
	NUTRITION CENTER GEORGIOU RETAIL (14006)	
	OAKS FSHN SQ TOKYO GRILL (14006)	
	OCCHIAUDASOLE (14006)	
	OLEONGLEE (14006)	
	OSIMUSAINC (14006)	
	OUTFITTERS ANN TAYLOR LOFT (14006)	
	PACSUNWEAROF (14006)	
	PARFUMERIE (14006)	
	PETHAVEN (14006)	
	PIERCING PAGODA (14006)	
	PLANET FUNK (14006)	
	POLACHECKS (14006)	
	POTATO CO THE GUESS INC (14006)	
	PRETZELMAKER (14006)	
	PRETZELS WHITEHOUSE (14006)	
	PROFSNLSECURITY (14006)	
	RESTORATION (14006)	
	REYNOLDS MYRON (14006)	
	SALON&SUPPLY VERCITHE (14006)	
	SANDWICHES SUNGLASSHUT (14006)	
	SANRIO SURPRISES (14006)	
	SANSOIANL 81 IA (14006)	
	SARA&KATHYS (14006)	
	SBARRO ITALIAN (14006)	
	SERVICES SOLUTNS CALIFORNIACRISP (14006)	
	SHERMAN OAKS (14006)	
	SHERMAN OAKS FOOTLOCKER (14006)	
	SHERMAN OAKS T MOBILE SHERMAN (14006)	
	SHERMN OAKS FSHN SQ 818 FREIGHT (14006)	
	SHPPNG TWN FSHN (14006)	
	SQR WETZELS (14006)	

Year	Uses	Source
2006 (continued)	SQUEEZE SWAROVSKI (14006)	
	SUBWAY (14006)	
	SUBWAY (14006)	
	SUPERSTORE (14006)	
	SURF CITY (14006)	
	TEAVANA (14006)	
	TICTIME OF (14006)	
	TUMILUGGAGE (14006)	
	VANITY FAIR (14006)	
	VICTORIAS SECRET (14006)	
	VICTORIAS SECRET (14006)	
	VICTORIAS SECRET (14006)	
	WESTFIELD (14006)	
	WESTFIELD CORP (14006)	
	WORKS BCBG (14006)	
	XOZONE (14006)	
	YANKEE CANDLE (14006)	
	ZALES JEWELERS (14006)	
	A ASATRYNRA IAYEL (14006)	
	A TAYLOR MICHAEL (14006)	

Adjoining Properties

SURROUNDING

Multiple Addresses
Sherman Oaks, CA 91423

Year	Uses	Source
1920	Address Not Listed in Research Source	Los Angeles Directory Co.
1921	Address Not Listed in Research Source	Los Angeles Directory Co.
1923	Address Not Listed in Research Source	Los Angeles Directory Co.
1924	Address Not Listed in Research Source	Los Angeles Directory Co.
1925	Address Not Listed in Research Source	Los Angeles Directory Co.
1926	Address Not Listed in Research Source	Los Angeles Directory Co.
1927	Address Not Listed in Research Source	Kaasen Directory Company Publishers
1928	Address Not Listed in Research Source	Los Angeles Directory Co.

Year	Uses	Source
1929	Address Not Listed in Research Source	Los Angeles Directory Co.
1930	Address Not Listed in Research Source	Los Angeles Directory Co.
1931	Address Not Listed in Research Source	Los Angeles Directory Company Publishers
1932	Address Not Listed in Research Source	Los Angeles Directory Co.
1933	Address Not Listed in Research Source	Los Angeles Directory Co.
1934	Address Not Listed in Research Source	Los Angeles Directory Co.
1935	Address Not Listed in Research Source	Los Angeles Directory Co.
1936	Address Not Listed in Research Source	Los Angeles Directory Co.
1937	Address Not Listed in Research Source	Los Angeles Directory Co.
1938	Address Not Listed in Research Source	Los Angeles Directory Company Publishers
1939	Address Not Listed in Research Source	Los Angeles Directory Co.
1940	Address Not Listed in Research Source	Los Angeles Directory Co.
1942	Address Not Listed in Research Source	Los Angeles Directory Co.
1944	Address Not Listed in Research Source	R. L. Polk & Co.
1945	Address Not Listed in Research Source	R. L. Polk & Co.
1946	Address Not Listed in Research Source	Los Angeles Directory Co.
1947	Address Not Listed in Research Source	Pacific Directory Co.
1948	Address Not Listed in Research Source	Los Angeles Directory Co.
1949	Address Not Listed in Research Source	Los Angeles Directory Co.
1950	**HUSTON RD**	Pacific Telephone

Year	Uses	Source
1950	(continued)	
	WRIGHT JOHN WM R (13958)	
	GORDON AARON R (13959)	
	SHELDON PETER J R (13964)	
	DEVEY ALFRED J MRS R (13965)	
	HELGESON CLARENCE E R (13970)	
	SHANK WAYNE C R (13971)	
	ALTMAN ROBT R (14000)	
	CANTZ MARVIN S R (14006)	
	BOUQUET JOS A JR R (14007)	
	POSEN SAM R (14012)	
	IGO RICHARD A R (14013)	
	D ORAZIO R J R (14018)	
	ATKINSON GEO H R (14024)	
	SMITH STANLEY J R (14025)	
	FREDERICK LEONARD L R (14031)	
	LA MAIDA ST	Pacific Telephone
	HILL HUGH E R (13928)	
	JOHNSON STELLA CARRELL R (13929)	
	BAROWITZ LEON R (13934)	
	HEINEN HILDRETH R (13935)	
	LOGAN JOHN P R (13940)	
	BECKER V A R (13941)	
	BAYLEY H M JR R (13946)	
	KAMM ALBERT R (13947)	
	MCCALLON LYNN R (13952)	
	SUGARMAN EUGENE R (13953)	
	DORR WALTER O R (13958)	
	ERWIN RALPH B R (13959)	
	LENARD ROBT R (13964)	
	DAMBACHER EMMETT N JR R (13970)	
	COLLETTI VINCENT P R (13971)	
	WINEGARDNER D E R (14000)	
	TROULMAN ROBT W R (14001)	
	MILLER WM I R (14006)	
	NATER SAM MRS R (14007)	
	PETERS J W R (14012)	
	MANN MAX E R (14018)	
	WALLACE MARLENE R (14024)	
	WILKINSON HERBERT D R (14030)	
	VENN HENRY G R (14031)	
	MURIETTA AVE	Pacific Telephone
	JENKINS DONALD R R (4801)	
	ROBINSON WM C R (4807)	

Year	Uses	Source
1950 (continued)		
	JUILLARD LOUIS G R (4813)	
	CARTER EUGENE M R (4819)	
	MCMICHAEL JUDD R (4825)	
	HAND FRANK E R (4837)	
	COHEN E H R (4843)	
	LOCHER MILDAN C R (4849)	
	MEREDITH M W R (4855)	
	HAMOVITZ RAY R (4901)	
	LOWELL MANUEL R (4907)	
	HANCOCK W L R (4913)	
	MCCARTHY JOHN E R (4919)	
	****PEACH GROVE ST****	Pacific Telephone
	FELDMAN BERNARD L R (13928)	
	PAICH MARTIN L R (13934)	
	WICKSTROM CARL C R (13935)	
	TROULMAN JACK R (13940)	
	HULL KENNETH W R (13941)	
	EGGETT GORDON E R (13946)	
	WHITNELL C E R (13947)	
	BURNS JAS W R (13952)	
	KUHSE ORVILLE H R (13953)	
	MARREN MILTON R (13958)	
	VELLOZZI LARRY R (13959)	
	NELSON ROBT O R (13965)	
	SUGARMAN JACK A R (13970)	
	ROCKWELL ROBT G R (13971)	
	SHERMAN MILTON MRS R (14000)	
	KERZIN LESTER N R (14001)	
	TRAPANI JOHN F R (14006)	
	MOSS MITCHELL R (14007)	
	CASTELLI CHAS R (14013)	
	LAYTON ROBT O R (14018)	
	BEALL GEO R R (14019)	
	HINCHCLIFFE GORDON R R (14019)	
	SELLECK ROBT D R (14024)	
	DEMETROPOULOS ROSEMOND MRS R (14025)	
	STORM PHILLIP J R (14030)	
	WOOD JOS F MRS R (14031)	
	****RIVERSIDE DR****	Pacific Telephone
	COCHRAN EARL G DR R (13911)	
	HILLEY JACK R (13919)	
	SCHWARTZ JACK R (13925)	
	SHILMAN ALFRED E R (13931)	

Year	Uses	Source
1950 (continued)		
	LEVENTHAL BERNARD B (13937)	
	SCOTT TED M R (13941)	
	SFORZINI ROBT A R (13943)	
	WALKER CHRISTABEL B R (13949)	
	LATT SAM R (13965)	
	NUGER EDW R (13967)	
	GRIBIN IRA R (13973)	
	EDMOND JEROME R (14003)	
	WILLIAMS LANE R (14007)	
	GIBBONS E J R (14015)	
	KIMBRELL JAS B R (14019)	
	BERLINER JOE R (14021)	
	MARLOWE RAY A R (14025)	
	MERTENS CAR W R (14031)	
	****HUSTON RD****	Pacific Telephone
	WRIGHT JOHN WM R (13958)	
	GORDON AARON R (13959)	
	SHELDON PETER J R (13964)	
	DEVEY ALFRED J MRS R (13965)	
	HELGESON CLARENCE E R (13970)	
	SHANK WAYNE C R (13971)	
	ALTMAN ROBT R (14000)	
	CANTZ MARVIN S R (14006)	
	BOUQUET JOS A JR R (14007)	
	POSEN SAM R (14012)	
	IGO RICHARD A R (14013)	
	D ORAZIO R J R (14018)	
	ATKINSON GEO H R (14024)	
	SMITH STANLEY J R (14025)	
	FREDERICK LEONARD L R (14031)	
	****LA MAIDA ST****	Pacific Telephone
	HILL HUGH E R (13928)	
	JOHNSON STELLA CARRELL R (13929)	
	BAROWITZ LEON R (13934)	
	HEINEN HILDRETH R (13935)	
	LOGAN JOHN P R (13940)	
	BECKER V A R (13941)	
	BAYLEY H M JR R (13946)	
	KAMM ALBERT R (13947)	
	MCCALLON LYNN R (13952)	
	SUGARMAN EUGENE R (13953)	
	DORR WALTER O R (13958)	
	ERWIN RALPH B R (13959)	

Year	Uses	Source
1950 (continued)		
	LENARD ROBT R (13964)	
	DAMBACHER EMMETT N JR R (13970)	
	COLLETTI VINCENT P R (13971)	
	WINEGARDNER D E R (14000)	
	TROULMAN ROBT W R (14001)	
	MILLER WM I R (14006)	
	NATER SAM MRS R (14007)	
	PETERS J W R (14012)	
	MANN MAX E R (14018)	
	WALLACE MARLENE R (14024)	
	WILKINSON HERBERT D R (14030)	
	VENN HENRY G R (14031)	
	****MURIETTA AVE****	Pacific Telephone
	JENKINS DONALD R R (4801)	
	ROBINSON WM C R (4807)	
	JUILLARD LOUIS G R (4813)	
	CARTER EUGENE M R (4819)	
	MCMICHAEL JUDD R (4825)	
	HAND FRANK E R (4837)	
	COHEN E H R (4843)	
	LOCHER MILDAN C R (4849)	
	MEREDITH M W R (4855)	
	HAMOVITZ RAY R (4901)	
	LOWELL MANUEL R (4907)	
	HANCOCK W L R (4913)	
	MCCARTHY JOHN E R (4919)	
	****PEACH GROVE ST****	Pacific Telephone
	FELDMAN BERNARD L R (13928)	
	PAICH MARTIN L R (13934)	
	WICKSTROM CARL C R (13935)	
	TROULMAN JACK R (13940)	
	HULL KENNETH W R (13941)	
	EGGETT GORDON E R (13946)	
	WHITNELL C E R (13947)	
	BURNS JAS W R (13952)	
	KUHSE ORVILLE H R (13953)	
	MARREN MILTON R (13958)	
	VELLOZZI LARRY R (13959)	
	NELSON ROBT O R (13965)	
	SUGARMAN JACK A R (13970)	
	ROCKWELL ROBT G R (13971)	
	SHERMAN MILTON MRS R (14000)	
	KERZIN LESTER N R (14001)	

Year	Uses	Source
1950 (continued)		
	TRAPANI JOHN F R (14006)	
	MOSS MITCHELL R (14007)	
	CASTELLI CHAS R (14013)	
	LAYTON ROBT O R (14018)	
	BEALL GEO R R (14019)	
	HINCHCLIFFE GORDON R R (14019)	
	SELLECK ROBT D R (14024)	
	DEMETROPOULOS ROSEMOND MRS R (14025)	
	STORM PHILLIP J R (14030)	
	WOOD JOS F MRS R (14031)	
	****RIVERSIDE DR****	Pacific Telephone
	COCHRAN EARL G DR R (13911)	
	HILLEY JACK R (13919)	
	SCHWARTZ JACK R (13925)	
	SHILMAN ALFRED E R (13931)	
	LEVENTHAL BERNARD B (13937)	
	SCOTT TED M R (13941)	
	SFORZINI ROBT A R (13943)	
	WALKER CHRISTABEL B R (13949)	
	LATT SAM R (13965)	
	NUGER EDW R (13967)	
	GRIBIN IRA R (13973)	
	EDMOND JEROME R (14003)	
	WILLIAMS LANE R (14007)	
	GIBBONS E J R (14015)	
	KIMBRELL JAS B R (14019)	
	BERLINER JOE R (14021)	
	MARLOWE RAY A R (14025)	
	MERTENS CAR W R (14031)	
1951	Address Not Listed in Research Source	Los Angeles Directory Co Publishers
1952	Address Not Listed in Research Source	Los Angeles Directory Co.
1954	Address Not Listed in Research Source	R. L. Polk & Co.
1955	Address Not Listed in Research Source	R. L. Polk & Co.
1956	****HUSTON RD****	Pacific Telephone
	GLEASON HAROLD W (13958)	
	GORDON AARON (13959)	
	BUGGE JOHN A (13964)	
	DEVEY ALFRED J MRS R (13965)	

Year	Uses	Source
1956 (continued)		
	HELGESON CLARENCE E R (13970)	
	SHANK WAYNE C R (13971)	
	ALTMAN ROBT R (14000)	
	PINCHERLI MANFREDO (14001)	
	MCGUINNIS FLO (14006)	
	MCGUINNIS JOE J (14006)	
	TURNER LLOYD G (14012)	
	CONTINENTAL IMPORTS AUTOMTV PTS (14013)	
	KRAUS JOHN W CONTINENTAL IMPORTS AUTOMTV PTS (14013)	
	BECK HERBERT J (14018)	
	SNYDER EDNA MRS (14019)	
	NOLEN R E (14024)	
	SMITH STANLEY J R (14025)	
	SANDERSON JOHN A (14030)	
	WEISS HARRY C (14031)	
	HUSTON ST	Pacific Telephone
	HULSE DON W HUON (14007)	
	LA MAIDA ST	Pacific Telephone
	BICHLER JOHN (13928)	
	JOHNSON STELLA CARRELL R (13929)	
	BAROWITZ LEON R (13934)	
	HEINEN HILDRETH R (13935)	
	CHAMPION ALBERT P (13940)	
	WIDOM BERNARD R (13946)	
	WAIS ORRIN B (13947)	
	MCCALLON LYNN R (13952)	
	SUGARMAN EUGENE R (13953)	
	DORR WALTER O R (13958)	
	KEEGAN O ALVA JR (13959)	
	LENARD ROBT R (13964)	
	HERMAN GILBERT M (13970)	
	SAWYER JAS R (13971)	
	WINEGARDNER D E R (14000)	
	TROULMAN ROBT W (14001)	
	MILLER WM I R (14006)	
	NATER SAM R (14007)	
	MUSSELMAN JOHN C (14012)	
	WEISER ANN C (14018)	
	WEISER EDW A (14018)	
	WALLACE MARLENE S (14024)	
	ALBRIGHT FRED L R (14025)	
	CALCE NINO (14030)	

Year	Uses	Source
1956 (continued)	VENN HENRY G R (14031)	
	MURIETTA AVE	Pacific Telephone
	CORBETT JAS F R (4801)	
	ROBINSON WM C (4807)	
	JUILLARD LOUIS G R (4813)	
	FOGG LEWIS (4819)	
	BYERS WM (4825)	
	STANGE EDITH O (4831)	
	HAND FRANK E (4837)	
	LOCHER MILDAN C (4849)	
	MEREDITH LOIS M (4855)	
	HAMOVITZ RAY R (4901)	
	LOWELL MANUEL R (4907)	
	HANCOCK W L R (4913)	
	ALARCON ARTHUR L (4919)	
	PEACH GROVE ST	Pacific Telephone
	FELDMAN BERNARD L R (13928)	
	HASEROT DAVID L (13929)	
	ABRAMS ALEX (13934)	
	WICKSTROM CARL C R (13935)	
	KAZIAN F B (13940)	
	HULL KENNETH W R (13941)	
	EGGETT GORDON E (13946)	
	DUDLEY WM HAYNES (13947)	
	BURNS JAS W (13952)	
	KUHSE ORVILLE H R (13953)	
	YORK HARRY (13958)	
	HAMLIN BENJ R (13959)	
	COHEN LOU R (13964)	
	SUGARMAN JACK A R (13970)	
	ADELSON DAVID J (14000)	
	KERZIN LESTER N R (14001)	
	TRAPANI JOHN F (14006)	
	MOSS MITCHELL R (14007)	
	BASTIAN R L R (14012)	
	CASTELLI CHAS R (14013)	
	GASTIL RICHARD W R (14018)	
	HARTE ROY (14019)	
	SELLECK ROBT D R (14024)	
	DEMETROPOULOS ROSEMOND MRS R (14025)	
	WOOD JOS F MRS R (14031)	
	RIVERSIDE DR	Pacific Telephone

Year	Uses	Source
1956 (continued)		
	GORDON THEO (13909)	
	MASLER ERNEST G MD (13917)	
	CATTS WALTER (13919)	
	MANDELL IRVING R (13923)	
	BEVERLY ROBT J (13925)	
	MAAS EVAN (13929)	
	SHILMAN ALFRED E R (13931)	
	WHITE THELMA E MRS R (13935)	
	POPP FRANK JR R (13937)	
	GRAU HENRY R (13943)	
	BRUDNEY GEO G (13947)	
	LACOE NORMAN H (13949)	
	THOMAS RUSSELL P (13953)	
	LANG JAS M (13955)	
	LONG EDWIN S (13959)	
	LURIE ABRAHAM M (13961)	
	ZELMAN RUTHE B (13961)	
	ZELMAN RUTHE B (13961)	
	LATT SAM R (13965)	
	LEVINE JESSE (13967)	
	ESTES LEONARD (13971)	
	KESSLER JULIUS (13973)	
	TOWNSEND JEROME B (14001)	
	WEISBERG V DR (14003)	
	GREENSEID MAXWELL (14007)	
	RUBEDOR LESTER L (14009)	
	ALAN-LEE IVOR (14013)	
	FISHMAN ANNA MRS R (14019)	
	HANZAL BRIAN P (14021)	
	DORNBUSH WAITER J (14025)	
	HAMAN RICHARD Y (14027)	
	SOWERS J W (14031)	
	WEINTRAUH STANLEY (14031)	
	GIBBONS ELIZABETH B (14033)	
1957	Address Not Listed in Research Source	Pacific Telephone
1958	**HUSTON ST**	Pacific Telephone
	WEISS HARRY C (14031)	
	WEISS HARRY C (14031)	
1960	Address Not Listed in Research Source	Pacific Telephone
1961	Address Not Listed in Research Source	Luskey Brothers & Co

Year	Uses	Source
1962	****HAZELTINE AVE****	Pacific Telephone
	BRESSICK NORMAN (4824)	
	KNAACK WM F JR (4824)	
	LEVI SAMSON H (4824)	
	DOLE SIDNEY (4832)	
	ELLSTROM RONALD W (4832)	
	GONEK LINDA (4832)	
	GONEK SHELDON (4832)	
	KENNY WAYNE O (4832)	
	MERL MAXINE (4832)	
	ROSENFELD JACK M (4832)	
	SHAW J JERRY DR (4832)	
	ALBERTS LIONEL L (4838)	
	BINGHAM EDWIN TED (4838)	
	MORTELLARO OLIVA (4838)	
	ROSEN TILLIE (4838)	
	VOGLER EDW MRS (4838)	
	WEBER ESTELLE (4838)	
	AKOPIAN VICTOR MRS (4846)	
	ALPER LEONARD (4846)	
	CARLIN HELEN (4846)	
	EGGLY MATHEUS (4846)	
	FRIEDMAN JOS (4846)	
	HEISER LEONARD F (4846)	
	KOGUT MAURICE D MD (4846)	
	MCGINLEY NORMA L (4846)	
	****HUSTON RD****	Pacific Telephone
	GLEASON HAROLD W (13958)	
	JOSLIN JAY D (13964)	
	DEVEY ALFRED J (13965)	
	HELGESON CLARENCE E (13970)	
	TREATMAN DAVID (13971)	
	HAMILTON JOHN S (13987)	
	HERKAL WALTER H (14000)	
	MALONEY GORDON E (14012)	
	NOLEN R E (14024)	
	SMITH STANLEY J (14025)	
	SANDERSON JOHN A (14030)	
	****HUSTON ST****	Pacific Telephone
	ROSSI F (14019)	
	ROSS CLAUDE F (14031)	
	ROSS GRACE B (14031)	

Year	Uses	Source
1962 (continued)		
	LA MAIDA ST	Pacific Telephone
	MACTAGUE CHAS H (13928)	
	JOHNSON STELLA CARRELL SHERMAN OAKS (13929)	
	BAROWITZ LEON (13934)	
	HEINEN HILDRETH (13935)	
	CHAMPION ALBERT P (13940)	
	PARR RAYMOND E (13941)	
	HART ANNETTE J (13946)	
	MENDELL ERNEST (13947)	
	MCCALLON LYNN (13952)	
	SUGARMAN EUGENE (13953)	
	DORR WALTER O (13958)	
	KEEGAN O ALVA JR (13959)	
	LENARD ROBT (13964)	
	GODLEY FRANCES LA MAIDA (13965)	
	WALLACE WESLEY V (13970)	
	SINGER SONDRA A (13971)	
	WINEGARDNER D E (14000)	
	TROULMAN JAY H (14001)	
	MILLER WM I (14006)	
	NATER SAM (14007)	
	BERDAN BARBARA M (14012)	
	BROWN FRANCES MRS (14012)	
	WALLACE MARIENE (14024)	
	ALBRIGHT FRED L (14025)	
	KARAZISSIS NICK (14030)	
	MRGUDIC ANTE (14031)	
	MURIETTA AVE	Pacific Telephone
	HAAS FRANK E (4801)	
	ROBINSON WM C (4807)	
	JUILLARD LOUIS G (4813)	
	BACHRACH JEROME (4819)	
	BYERS WM (4825)	
	STANGE EDITH D (4831)	
	HAND FRANK E (4837)	
	ATTERBURY G B (4843)	
	LOCHER CAROL V (4849)	
	HAMOVITZ RAY (4901)	
	SECHOOLER LEONARD J (4907)	
	HANCOCK W L (4913)	
	GORDON CRAIG (4919)	
	PEACH GROVE ST	Pacific Telephone

Year	Uses	Source
1962 (continued)		
	KRASIK BERNARD N (13928)	
	HASEROT DAVID L (13929)	
	LUSSIER RAYMOND G (13934)	
	WICKSTROM CARL C (13935)	
	KAZIAN F B (13940)	
	HULL KENNETH W (13941)	
	EGGETT GORDON E (13946)	
	DUDLEY WM HAYNES PEACH GROVE (13947)	
	HENIGMAN MAX N (13952)	
	REMSON S (13953)	
	YORK HARRY (13958)	
	BREWER ROY M (13965)	
	LURIE NATHAN (13970)	
	SCHLUND GEO J (13971)	
	ADELSON DAVID J (14000)	
	BERNSON I (14001)	
	GLANTZ JOS R (14006)	
	MOSS MITCHELL (14007)	
	NASON CLYDE K (14012)	
	CASTELLI CHAS (14013)	
	KEROPIAN HAIG (14018)	
	HARTMANN WILLARD D (14019)	
	SELLECK BOB JR (14024)	
	SELLECK ROBT D (14024)	
	SELLECK TOM (14024)	
	DEMETROPOULOS ROSEMOND MRS (14025)	
	WOOD JOS F (14031)	
	RIVERSIDE DR	Pacific Telephone
	PEDERSON DELVIN (13909)	
	PEDERSON DORIS (13909)	
	PASTMAN NORMAN B (13919)	
	MEYER DONALD (13923)	
	BAIN SYLVAN A (13925)	
	GIEBINK GERALD A (13929)	
	OSTENGAARD ROBT K (13931)	
	HILL KATHLEEN (13937)	
	HILL ROBT S (13937)	
	HELMICK DOROTHY C (13941)	
	HELMICK LEONARD V (13941)	
	GERLACH VIRGIL C (13947)	
	NORTH R A (13949)	
	KLEINER EZRA E MD (13953)	
	HELPMAN MARTIN (13959)	

Year	Uses	Source
1962	(continued)	
	JOHNSON GENE A (13961)	
	SMITH L J (13965)	
	FOWLER LE ROY E (13967)	
	CANDLISH STANLEY L (13973)	
	DESMONDS (14000)	
	CAMPBELL MARILYN (14001)	
	PRICE JOS (14007)	
	ACKER FRANK RICHARD (14009)	
	BUFFO DENNY MRS (14013)	
	WYKES ANN (14015)	
	WYKES DONALD (14015)	
	FISHMAN ANNA MRS (14019)	
	LEVINE NORMAN J (14021)	
	AUDETTE RENE F (14025)	
	WALLER GARY J (14027)	
	MACKENZIE H G (14031)	
	BOB S CHEVRON SERV (14101)	
	CHEVRON SERV STATIONS (14101)	
	DESMONDS (14000)	
	VALLEY FASHION SQUARE STORE (14000)	
1963	Address Not Listed in Research Source	Pacific Telephone
1964	Address Not Listed in Research Source	Pacific Telephone
1965	Address Not Listed in Research Source	GTE
1966	Address Not Listed in Research Source	Pacific Telephone
1967	****RIVERSIDE DR****	R. L. Polk & Co.
	MITNICK JACK (13957)	
1969	Address Not Listed in Research Source	Pacific Telephone
1970	****HAZELTINE AVE****	R. L. Polk & Co.
	ALDRIDGE DANL T JR (4824)	
	HERKAL WALTER H JR (4824)	
	HORWITZ J (4824)	
	HURT MARGARET E (4824)	
	JACOBS HARRY (4824)	
	NEUSCHOTZ S L (4824)	
	VAN VLIET NELL (4824)	
	ASSIL ABRAHIM (4832)	
	HERZOG ADELINE (4832)	

Year	Uses	Source
1970 (continued)		
	HERZOG ELLEN A (4832)	
	HERZOG RICHARD C (4832)	
	KRAMER REBECCA (4832)	
	TRUPP ROY (4832)	
	SWANSON KEITH V (4833)	
	SWONSEN KEITH V (4833)	
	ARNOLD MICHAEL W (4838)	
	CIMINO VINCENT S (4838)	
	NORMAN MAURICE MRS (4838)	
	VAN DER WEL W G (4838)	
	WATSON LORRAINE M (4838)	
	WOODINE MEYER (4838)	
	ATKINSON CHAS (4846)	
	BLAUSTEIN E E (4846)	
	MCGINLEY NORMA L (4846)	
	TOZER ELIZABETH (4846)	
	HUSTON RD	R. L. Polk & Co.
	EPSTEIN SOL (13959)	
	DEVEY ALFRED J (13965)	
	HELGESON CLARENCE E (13970)	
	HERKAL WALTER H (14000)	
	SPECCHIERIA LAWRENCE (14006)	
	MALONEY GORDON E (14012)	
	JUNG CARSON M (14018)	
	FRIEDMAN LAZAR (14024)	
	ALLES HAROLD F SHERMAN OAKS (14030)	
	HUSTON ST	R. L. Polk & Co.
	ANDERSEN SYLVIA ANN (13958)	
	DONG STANLEY B (13964)	
	TASSO BARRY W (13971)	
	GOBET CLAUDE (14019)	
	ROSS CLAUDE F (14031)	
	ROSS GRACE B (14031)	
	LA MAIDA ST	R. L. Polk & Co.
	VAN HOUSEN JOHN (13928)	
	JOHNSON STELLA CARRELL (13929)	
	CHAMPION ALBERT P (13940)	
	BRONSTEIN MILDRED (13941)	
	BRONSTEIN PHILIP (13941)	
	BRONSTEIN PHILIP (13941)	
	LUKANYI JULIUS (13946)	
	DALPEZ STEVEN L (13947)	

Year	Uses	Source
1970 (continued)		
	MCCALLON GREG (13952)	
	MCCALLON LYNN (13952)	
	LAWRENCE IIONA (13953)	
	DORR WALTER O (13958)	
	KEEGAN O ALVA JR (13959)	
	SAVITT MALLO M (13964)	
	GODLEY FRANCES (13965)	
	WINEGARDNER D E (14000)	
	TROULMAN JAY H (14001)	
	MILLER WM I (14006)	
	NATER SAM (14007)	
	STAFFORD MICHAEL R (14012)	
	SCHOTT C D (14018)	
	BRAUNSTEIN SAM (14025)	
	MRGUDIC ANTE (14031)	
	MRGUDIC ANTE (14031)	
	MURIETTA AVE	R. L. Polk & Co.
	BLOSSOMS FLOWERS (4813)	
	MCCARTHY BILLIE (4819)	
	LOCHER CAROL V (4849)	
	HAMOVITZ RAY (4901)	
	SECHOOLER LEONARD J (4907)	
	HANCOCK W L (4913)	
	GORDON CRAIG (4919)	
	PEACH GROVE ST	R. L. Polk & Co.
	HELMERS HAROLD H (13928)	
	HASEROT BARBARA MRS (13929)	
	LUSSIER RAYMOND G (13934)	
	WICKSTROM CARL C (13935)	
	KAZIAN F B (13940)	
	HULL KENNETH W (13941)	
	EGGETT GORDON E (13946)	
	DUDLEY WM HAYNES (13947)	
	FRANK S (13952)	
	REMSON S (13953)	
	YORK ANNE (13958)	
	YORK HARRY (13958)	
	WILSON WM L (13959)	
	WELLS STANLEY H (13964)	
	LURIE NATHAN (13970)	
	SCHLUND GEO J (13971)	
	BERNSON I (14001)	
	DUNSMORE RICHARD F (14006)	

Year	Uses	Source
1970 (continued)		
	MOSS MITCHELL (14007)	
	DAVIS S (14012)	
	CASTELLI CHAS (14013)	
	O MAHONEY PRINCESS (14018)	
	NEWMAN MYRON (14019)	
	SMITH THOS R (14024)	
	DEMETROPOULOS ROSEMOND MRS (14025)	
	MCLEAN MICHAEL (14030)	
	****RIVERSIDE DR****	R. L. Polk & Co.
	LESKO GEO J (13909)	
	BEN-JAMIN SASSL (13911)	
	ROMMERSWINKEL KLAUS (13917)	
	COHEN BARBARA J (13919)	
	COHEN FANNY (13919)	
	COHEN GERALD S (13919)	
	KITAZAKI JAS (13925)	
	WANKEL WILLIAM E (13929)	
	DESANTIS JOHN J (13931)	
	GRABLE FRED (13935)	
	MCGOWAN CLYDE (13943)	
	CLARKE WM R (13949)	
	LOWIEN CARL L (13953)	
	CARBAUGH GLENN F (13955)	
	BARTLETT JUANITA (13959)	
	BORN B (13961)	
	RUBENS ROBERTA LEE (13965)	
	SMITH REBECCA S (13965)	
	NEW ROBT J (13967)	
	MULVIHILL MARIE D (13973)	
	AXELROD W G (14001)	
	HILLEBRAND KENNETH (14007)	
	REED VIRGINIA S (14009)	
	GROHMAN GORDON A (14013)	
	MORGENSTERN FRANK (14015)	
	MORGENSTERN JOS M (14015)	
	HURLEY A E (14021)	
	AUDETTE RENE F (14025)	
	DIEHL ELMER C (14027)	
	ROTHMAN BERNARD B (14033)	
	CHEVRON SERVICE STATIONS SHERMAN OAKS RIVERSIDE & HAZELTINE (14061)	
	MAGUIRE JOE CHEVRON SERVICE (14061)	
	U-HAUL CO DEALERS SHERMAN OAKS (14061)	

Year	Uses	Source
1970 (continued)		
	TRANS-COAST SAVINGS & LOAN ASSOCIATION OF OXNARD (14110)	
	****HAZELTINE AVE****	R. L. Polk & Co.
	ALDRIDGE DANL T JR (4824)	
	HERKAL WALTER H JR (4824)	
	HORWITZ J (4824)	
	HURT MARGARET E (4824)	
	JACOBS HARRY (4824)	
	NEUSCHOTZ S L (4824)	
	VAN VLIET NELL (4824)	
	ASSIL ABRAHIM (4832)	
	HERZOG ADELINE (4832)	
	HERZOG ELLEN A (4832)	
	HERZOG RICHARD C (4832)	
	KRAMER REBECCA (4832)	
	TRUPP ROY (4832)	
	SWANSON KEITH V (4833)	
	SWONSEN KEITH V (4833)	
	ARNOLD MICHAEL W (4838)	
	VAN DER WEL W G (4838)	
	WOODINE MEYER (4838)	
	****LA MAIDA ST****	R. L. Polk & Co.
	PRICE LAWRENCE F (13917)	
	VAN HOUSEN JOHN (13928)	
	JOHNSON STELLA CARRELL (13929)	
	CHAMPION ALBERT P (13940)	
	BRONSTEIN MILDRED (13941)	
	BRONSTEIN PHILIP (13941)	
	BRONSTEIN PHILIP (13941)	
	DALPEZ STEVEN L (13947)	
	MCCALLON GREG (13952)	
	MCCALLON LYNN (13952)	
	LAWRENCE IIONA (13953)	
	DORR WALTER O (13958)	
	KEEGAN O ALVA JR (13959)	
	GODLEY FRANCES (13965)	
	WINEGARDNER D E (14000)	
	TROULMAN JAY H (14001)	
	MILLER WM I (14006)	
	NATER SAM (14007)	
	STAFFORD MICHAEL R (14012)	
	SCHOTT C D (14018)	
	BRAUNSTEIN SAM (14025)	

Year	Uses	Source
1970 (continued)		
	MRGUDIC ANTE (14031)	
	MRGUDIC ANTE (14031)	
	****MURIETTA AVE****	R. L. Polk & Co.
	BLOSSOMS FLOWERS (4813)	
	MCCARTHY BILLIE (4819)	
	****RIVERSIDE DR****	R. L. Polk & Co.
	LESKO GEO J (13909)	
	ROMMERSWINKEL KLAUS (13917)	
	COHEN BARBARA J (13919)	
	COHEN FANNY (13919)	
	COHEN GERALD S (13919)	
	KITAZAKI JAS (13925)	
	WANKEL WILLIAM E (13929)	
	DESANTIS JOHN J (13931)	
	GRABLE FRED (13935)	
	MCGOWAN CLYDE (13943)	
	LOWIEN CARL L (13953)	
	CARBAUGH GLENN F (13955)	
	BARTLETT JUANITA (13959)	
	BORN B (13961)	
	RUBENS ROBERTA LEE (13965)	
	SMITH REBECCA S (13965)	
	NEW ROBT J (13967)	
	MULVIHILL MARIE D (13973)	
	HILLEBRAND KENNETH (14007)	
	GROHMAN GORDON A (14013)	
	MORGENSTERN FRANK (14015)	
	MORGENSTERN JOS M (14015)	
	HURLEY A E (14021)	
	AUDETTE RENE F (14025)	
	DIEHL ELMER C (14027)	
	ROTHMAN BERNARD B (14033)	
	CHEVRON SERVICE STATIONS SHERMAN OAKS RIVERSIDE & HAZELTINE (14061)	
	MAGUIRE JOE CHEVRON SERVICE (14061)	
1971	****LA MAIDA****	B&G Publications
	MRGUDIC ANTE (14031)	
1972	Address Not Listed in Research Source	R. L. Polk & Co.
1975	****HAZELTINE AVE****	Pacific Telephone
	FORECAST LAND INVESTMENT CO (4741)	
	DISTRICT TRAVEL OFFICE (4745)	

Year	Uses	Source
1975 (continued)		
	DEAKINS O K (4824)	
	HORWITZ J (4824)	
	HURT MARGARET E (4824)	
	JACOBS HARRY (4824)	
	NEUSCHOTZ S L (4824)	
	VAN VLIET NELL (4824)	
	ALTONJI J (4832)	
	ARMSTRONG GERTRUDE A (4832)	
	RAYBURN SCOTT (4832)	
	SANDLER JERRY J (4832)	
	FRAZIN LARRY (4833)	
	MANKIEWICZ I K (4833)	
	SMITH ARTHUR H (4833)	
	HUME C M (4838)	
	LA MAIDA A (4838)	
	MOISAN JOHN (4838)	
	OST RUDY (4838)	
	PIERCE N C (4838)	
	YAFFE STEVEN (4838)	
	HUSTON ST	Pacific Telephone
	JERGER TUZO (13958)	
	RICHARDS MARK (13958)	
	EPSTEIN SOL (13959)	
	FEIDEN JENNY (13959)	
	KOLLER W B (13964)	
	DEVEY ALFRED J (13965)	
	HELGESON CLARENCE E (13970)	
	LEVINE B (13971)	
	HERKAL WALTER H (14000)	
	SIRACUSA STEVE (14006)	
	MALONEY GORDON E (14012)	
	KINSEY CHUCK (14013)	
	FRIEDMAN LAZAR (14024)	
	KIBBEE JEFFERSON (14025)	
	GOODMAN CHAS (14030)	
	ROSS CLAUDE F (14031)	
	ROSS GRACE B (14031)	
	LA MAIDA ST	Pacific Telephone
	JOHNSON L W JOHNNY (13929)	
	M F EXPORTS INC (13929)	
	HIVELY D L (13934)	
	CHAMPION ALBERT P (13940)	
	BRONSTEIN MILDRED (13941)	

Year	Uses	Source
1975 (continued)		
	BRONSTEIN PHILIP (13941)	
	LUKANYI JULIUS (13946)	
	DU BELLIER ALFRED (13947)	
	MC CALLON GREG (13952)	
	MC CALLON LYNN (13952)	
	BULLON GREGORY (13953)	
	DORR WALTER O (13958)	
	DHIR SOHAN LAL (13964)	
	COULTER KENNETH J (13971)	
	WINEGARDNER D E (14000)	
	TROULMAN BRENT (14001)	
	MILLER WM I (14006)	
	NATER SAM (14007)	
	FENNEMAN CLIFF (14012)	
	NAKAYAMA TOSHIHIRO (14018)	
	MOORER LE ELLA (14019)	
	BRAUNSTEIN SAM (14025)	
	KLIGIER ARIE (14030)	
	MRGUDIC ANTE (14031)	
	MURIETTA AVE	Pacific Telephone
	MC CLAFLIN NEIL (4801)	
	CRUPI JOS (4813)	
	HELLIE PAUL (4819)	
	HAMOVITZ RAY (4901)	
	HABERMAN NEAL (4907)	
	GORDON CRAIG (4919)	
	MURIETTA DR	Pacific Telephone
	ATTERBURY G B (4843)	
	RIVERSIDE DR	Pacific Telephone
	CRAVEN P A (13971)	
	BULLOCKS SHERMAN OAKS (14000)	
	LITTLE RICHARD A (14003)	
	SCOTT RICHARD (14007)	
	STEPHENSON WM E (14009)	
	LHASA GALLERIES LTD (14012)	
	JOURNEAY D (14013)	
	SANCHEZ ALICIA C (14025)	
	LONNER M (14027)	
	MC CREIGHT C L (14031)	
	GILBERT MICHAEL M (14033)	
	MAGUIRE JOE CHEVRON SERVICE (14061)	
	RIVERSIDE & HAZELTINE (14061)	

Year	Uses	Source
1975 (continued)	PAULS PHARMACY (14101)	
	PHILIPPINE MASTERCRAFTS (14103)	
	CREATIVE PUBLICATIONS (14105)	
	CREATIVE TEACHING CENTER (14105)	
	BULLOCKS SHERMAN OAKS (14000)	
	BULLOCK S DEPARTMENT STORES (14000)	
1976	**HAZELTINE AVE**	R.L. Polk & co Publishers
	FORECAST LAND INVESTMENT CO (4741)	
	AMERICAN EXPRESS COMPANY TRAVEL DIVISION (4745)	
	SHERMAN OAKS (4745)	
	LA MAIDA ST	R.L. Polk & co Publishers
	M F EXPORTS INC (13929)	
	RIVERSIDE DR	R.L. Polk & co Publishers
	BULLOCKS SHERMAN OAKS (14000)	
1980	**HAZELTINE AVE**	Pacific Telephone
	CRELEY JACK (4824)	
	GHEZZO ANTONETA (4824)	
	JACOBS HARRY SHERMAN OAKS (4824)	
	LALEZAR NAIM (4824)	
	NEUSCHOTZ S L (4824)	
	ALTONJI J (4832)	
	EPSTEIN MICHAEL (4832)	
	FEDOROVICH VALENTIN (4832)	
	MARTINEZ MICHAEL JR (4832)	
	O BRIEN STEPHEN P SHERMAN OAKS (4832)	
	MYERS MARK SHERMAN OAKS (4833)	
	BENGIS LEONARD (4838)	
	HUME C M (4838)	
	LAMAIDA A (4838)	
	MOISAN JOHN (4838)	
	OST RUDY (4838)	
	PEARSON V A (4838)	
	PIERCE N C (4838)	
	YAFFE STEVEN (4838)	
	LA MAIDA ST	Pacific Telephone
	MCKEOWN KEITH J (13916)	
	PRICE JAS M (13917)	
	MURPHY JAS M A (13923)	
	SCOTT J A (13929)	
	HIVELY D L (13934)	
	PRICE LAWRENCE F (13937)	
	CHAMPION ALBERT P (13940)	

Year	Uses	Source
1980 (continued)		
	BRONSTEIN MILDRED (13941)	
	BRONSTEIN PHILIP (13941)	
	LUKANYI JULIUS (13946)	
	DU BELLIER ALFRED (13947)	
	DORR WALTER O (13958)	
	DHIR SOHAN LAL (13964)	
	SABLJIC MARKO SHERMAN OAKS (13970)	
	COULTER KENNETH J (13971)	
	WINEGARDNER D E (14000)	
	TROULMAN DOROTHY (14001)	
	MILLER S (14006)	
	ORMSBY ALAN (14007)	
	ROSS KENNETH J (14013)	
	MOORER LE ELLA (14019)	
	BRAUNSTEIN SAM (14025)	
	KARAZISSIS NICOLAS SHERMAN OAKS (14030)	
	MRGUDIC ANTE (14031)	
	****MURIETTA AVE****	Pacific Telephone
	ELITE DENTAL CERAMICS (4801)	
	HELLIE PAUL (4819)	
	SCHAFFER EPHRAIM (4837)	
	ATTERBURY G B (4843)	
	****RIVERSIDE DR****	Pacific Telephone
	HALPERIN HERBERT H (13909)	
	HYNDS J E (13911)	
	WAGNER ROBT M (13915)	
	CASUAL CORNER (13918)	
	GORDON MAX (13921)	
	GOLDMAN R SHERMAN OAKS (13923)	
	KANTER JEROME B (13927)	
	PIGEONS (13930)	
	HANCE WILLARD (13933)	
	AICHOLTS V (13939)	
	GILLBERG ERIC (13941)	
	HELFT S LADIES APPAREL (13942)	
	KAPLAN ALBERT S (13949)	
	ZIMMERMAN HOWARD (13951)	
	TEDESCO LOU (13957)	
	PAGE NORMAN (13961)	
	FISHER HOWARD (13963)	
	GRAVELINE R (13965)	
	HUNTER LEW (13967)	
	FLORSHEIM SHOE SHOPS (13970)	

Year	Uses	Source
1980 (continued)		
	FASHION SQUARE SHERMAN OAKS (13972)	
	LOUISES FABRICS & QUILTWORKS (13972)	
	CALLIES WERNER & ALMA (13973)	
	PHOTO AND SOUND CENTER (13974)	
	FASHION CONSPIRACY OFC (13976)	
	FAITHFUL FOOTMAN (13984)	
	BADGER ELVA ELCTRLGST (14000)	
	BULLOCK S SHERMAN OAKS (14000)	
	GREGORY BRUCE (14003)	
	SWAIN JAS (14007)	
	LOWY RICHARD E (14013)	
	MEYERS BARRY SHERMAN OAKS (14013)	
	CHEMEL RICHARD (14015)	
	LEH ROBT (14019)	
	SHERMAN OAKS DELI RESTAURANT (14020)	
	FOLEY TARA (14021)	
	JESSER ALBERT (14025)	
	SISKIN NORMAN J SHERMAN OAKS (14027)	
	SISKIN S R SHERMAN OAKS (14027)	
	CORRAL THE (14030)	
	SCHUR ERIC (14033)	
	CROW WILLIAM DR OPTMTRST (14034)	
	DIANES (14038)	
	SILVERWOOD FASHION SQUARE SHERMAN OAKS (14046)	
	SIMI S FASHIONS SHERMAN OAKS (14048)	
	KINNEY SHOES WEST COAST OFCS CHATSWORTH (14050)	
	BROADWAY DEPARTMENT STORES (14060)	
	BROADWAY FASHION FORMAL WEAR (14060)	
	DE LUCA JEWELERS & MANUFACTURERS (14060)	
	GOROWITA STEVEN DR (14060)	
	WALDEN BOOKS (14060)	
	MAGUIRE JOE CHEVRON SERVICE SHERMAN OAKS (14061)	
	PAUL S PHARMACY (14101)	
	HUSTON RD	Pacific Telephone
	ATKINSON GEO H R (14024)	
1981	**RIVERSIDE DR**	Pacific Telephone
	HELFT S LADIES APPAREL (13942)	
	FAITHFUL FOOTMAN SHERMAN OAKS (13984)	
	BULLOCK S SHERMAN OAKS SHERMAN OAKS (14000)	
	GARZA TOURS INTERNATIONAL INC SHERMAN OAKS (14013)	
	SILVERWOODS (14046)	
	SIMI S FASHIONS SHERMAN OAKS (14048)	
	BROADWAY DEPARTMENT STORES STORES (14060)	

Year	Uses	Source
1981 (continued)		
	DE LUCA JEWELERS & MANUFACTURERS VAN NUYS (14060)	
	G T TRAVEL SHERMAN OAKS (14103)	
1985	**HAZELTINE AVE**	Pacific Bell
	FORECAST LAND INVESTMENT CO (4741)	
	FROM LOS ANGELES TELEPHONES CALL (4741)	
	BELSHE JUDY (4824)	
	JACOBS HARRY (4824)	
	NEUSCHOTZ S L (4824)	
	BUGACHEVSKY VLADIMIR (4832)	
	BUGARCIC D (4832)	
	FELDMAN ISAK (4832)	
	FELDMAN J (4832)	
	FELDMAN J (4832)	
	FELDMAN J 8 (4832)	
	GERZON YAKDV (4832)	
	KOGAN EL (4832)	
	LIVSHIT FANYA (4832)	
	LIVSHIT REBEKKA (4832)	
	MALEKZADEH ALI A (4832)	
	MALEKZADEH MANOOCHEHR (4832)	
	DEL BENE ALBERT J (4833)	
	DEL BENE ROBT (4833)	
	DELBERT BILLY (4833)	
	DELBERT BILLY (4833)	
	FLEISCHNER KURT & DOROTHY (4833)	
	HUME C M (4838)	
	KING MARRETTE M (4838)	
	LA MAIDA A (4838)	
	MOISAN JOHN (4838)	
	PEARSON V A (4838)	
	PIERCE N C (4838)	
	STREETER BRIAN (4838)	
	CUNNINGHAM J M (4846)	
	CUNNINGHAM J R (4846)	
	ELLIS DAVE (4846)	
	ELLIS DAVE & CATHY (4846)	
	ROEMERMANN JOHN (4846)	
	RUSH PATRICK (4846)	
	SCHOOLER ANNE (4846)	
	HUSTON ST	Pacific Bell
	EPSTEIN SOL (13959)	
	LEVINE BL (13971)	
	HERKAL WALTER H (14000)	

Year	Uses	Source
1985 (continued)		
	HERKATA PHILIPPUS H (14000)	
	HERKATA PHILIPPUS H (14000)	
	MALONEY GORDON E (14012)	
	MALONEY J (14012)	
	MALONEY J (14012)	
	KINSEY K (14013)	
	FRIEDMAN LAZAR (14024)	
	FRIEDMAN LEIB & MARCIA (14024)	
	SHIFLETT S (14025)	
	GOODMAN CHAS (14030)	
	****LA MAIDA ST****	Pacific Bell
	TAHERI SOHRAB (13929)	
	TAHERPOUR MAHIN (13929)	
	HIVELY DL (13934)	
	HIWA L (13934)	
	CHAMPION J (13940)	
	LUKANYI JULIUS (13946)	
	DU BELLIER ALFRED (13947)	
	YOUNG MARK R (13953)	
	DORR WALTER O (13958)	
	DHIR SOHAN LAL (13964)	
	SABLJIC MARKO (13970)	
	COULTER J K (13971)	
	WINEGARDNER D E (14000)	
	MILLER S (14006)	
	LEVERHANT MIRIAM (14007)	
	BRAUNSTEIN SAM (14025)	
	KARAZISSIS NICOLAS (14030)	
	MRGUDIC ANTE (14031)	
	MRGUDICH JOHN (14031)	
	****MURIETTA AVE****	Pacific Bell
	ELITE DENTAL CERAMICS (4801)	
	SCHAFFER EPHRAIM (4837)	
	ATTERBURY G BL (4843)	
	HABERMAN NEAL (4907)	
	GORDON CRAIG (4919)	
	GORDON D (4919)	
	GORDON D (4919)	
	GORDON D (4919)	
	GORDON D SEP (4919)	
	GORDON HELEN (4919)	
	GORDON HELENE CHATS (4919)	

Year	Uses	Source
1985 (continued)		
	PEACH GROVE	Pacific Bell
	MENENDEZ VAL M (13929)	
	FRIMER SOL (13934)	
	FRIMKESS D & M (13934)	
	FRIMKESS S (13934)	
	WICKSTRAM CARL C (13935)	
	HULL KENNETH W (13941)	
	HULL L (13941)	
	HULL L NOR (13941)	
	PAPAZIAN G E (13947)	
	REMSON S (13953)	
	REISS BERNARD (13958)	
	WILSON W I (13959)	
	DAMBROSIO JOS (13970)	
	MOERKE GARY H (13970)	
	MOERMAN ERIC R (13970)	
	MOERMAN HSEPULVEDA (13970)	
	MOERMAN PAUL (13970)	
	BOOTH WM (13971)	
	MOSS MITCHELL (14007)	
	WAGNER RUTH (14012)	
	SMITH THOS R (14024)	
	RIVERSIDE DR	Pacific Bell
	HYNDS J E (13911)	
	WAGNER ROBT M (13915)	
	CULBERTSON JOE (13917)	
	CASUAL COMER (13918)	
	GORDON MAX (13921)	
	STREM STEVE E (13923)	
	HANTER JEROME BL (13927)	
	MAIN OFC (13930)	
	SHERMAN OAKS (13930)	
	DEVORE SY VALLEY SHOP (13932)	
	WOERSCHING MARCUS BL (13933)	
	WOESNER EUGENE (13933)	
	AICHOLTZ V (13939)	
	FASHION SQUARE SHERMAN OAKS (13942)	
	FROM LOS ANGELES TELEPHONES CALL (13942)	
	SHERMAN OAKS (13950)	
	PICKWICK FASHIONS (13954)	
	FISHER HOWARD (13963)	
	GRAVELINE R (13965)	
	BRITTON MICHAEL (13969)	

Year	Uses	Source
1985 (continued)		
	FLORSHEIM SHOE SHOPS (13970)	
	LOUIS ES FABRICS & QUILTW ORKS (13972)	
	LOUISES FABRICS & QUILTWORKS (13972)	
	GARDENS RESTAURANT THE (13982)	
	GARDENS THE FASHION SQUARE (13982)	
	GARDER S (13982)	
	FAITHFUL FOOTMAN (13984)	
	FROM LOS ANGELES TELEPHONES CALL (13984)	
	BADGER ELVA EICTRLGST (14000)	
	BULLOCKS (14000)	
	BULLOCKS TRAVEL BUREAU (14000)	
	FROM GLENDALE BURBANK AREA CALL (14000)	
	TRAVEL BUREAU (14000)	
	GREGORY BRUCE (14003)	
	GREGORY BRUCE D (14003)	
	PHOTO & SOUND CENTER (14004)	
	SWAIN JAS (14007)	
	SWAIN JAS W (14007)	
	SWAIN JOS R & DELIA SYLM (14007)	
	COVERT K (14015)	
	COVERT SANDI L (14015)	
	LEH S (14019)	
	LEHAN DANIEL (14019)	
	LEHANE JACKIE (14019)	
	FASHION SQUARE DELI (14028)	
	FASHION SQUARE DELI (14028)	
	FASHION SQUARE SHERMAN OAKS (14028)	
	COUSINS CHILDRENSS STORES INC (14030)	
	COUSINS CHLTDRENS STORES (14030)	
	MITCHELL M (14031)	
	MITCHELL MA (14031)	
	MITCHELL MC (14031)	
	WHELAN MATTHEW J (14031)	
	CROW W ILLIAM DR OPTMTRST (14034)	
	CROW WILLIAM DR OPTOMETRIST (14034)	
	HAROWOOD OF PALUS VERDES (14036)	
	HEARTWOOD OF PALOS VERDES (14036)	
	TALLBEDS (14036)	
	SHERMAN OAKS (14038)	
	FROM LOS ANGELES TELEPHONES CALL (14040)	
	WILLIAM ROBERTS (14040)	
	FASHION SQUARE (14046)	
	SILVERWOODS (14046)	

Year	Uses	Source
1985 (continued)		
	FROM LOS ANGELES TELEPHONES CALL (14048)	
	SIMIS FASHIONS (14048)	
	SIMIS FASHIONS (14048)	
	SIMISON ERIN L (14048)	
	FOOT LOCKER (14050)	
	FOOT MICHAEL J (14050)	
	BROADWAY THE (14060)	
	INDEPENDENT OPTOMETRIST THE BROADWAY (14060)	
	THE BROADWAY SHERMAN OAKS (14060)	
	MAGUIRE JOE CHEVRON SERVICE (14061)	
	PAULS PHARMACY (14101)	
	G T TRAVE L (14103)	
	GARZA TOURS INTERNATIONAL INC (14103)	
	GARZA V (14103)	
	DISTINCTIVE DRY CLEANERS (14105)	
	SABRA REALTY (14107)	
	SABRE REALTY (14107)	
	YASSKIN PHILIP (14107)	
	FEELING FANCY (14109)	
	GRACES MANICURING SALON (14109)	
	SHERMAN OAKS (14110)	
	SHERMAN OAKS (14110)	
	CRYSTAL MAKE UP DESIGN (14111)	
	JUS JUDY COSMETICS (14111)	
	RUFFLES HAIR DRESSERS (14111)	
	RUFFNER J 899 (14111)	
1986	****RIVERSIDE DR****	Pacific Bell
	HELFTS FINE APPAREL FOR WOMEN (13942)	
	HELFTS FINE APPAREL FOR WOMEN (13942)	
	GIBRALTAR SAVINGS BRANCH SAVINGS OFFICES BURBANK (13950)	
	FAITHFUL FOOTMAN SHERMAN OAKS (13984)	
	BULLOCK S SHERMAN OAKS SHERMAN OAKS (14000)	
	BULLOCK S TRAVEL BUREAU (14000)	
	ROBERTS WM JEWELERS MANUFACTURERS & DESIGNERS SHERMAN OAK (14040)	
	BROADWAY DEPARTMENT STORES STORES (14060)	
1990	****HAZELTINE AVE****	Pacific Bell
	FORECAST LAND INVESTMENT CO SHERMAN OAKS (4741)	
	****RIVERSIDE DR****	Pacific Bell
	HELFT S FINE APPAREL FOR WOMEN (13942)	
	GIBRALTAR SAVINGS BRANCH SAVINGS OFFICES (13950)	
	BULLOCK S DEPARTMENT STORES (14000)	

Year	Uses	Source
1990 (continued)		
	BULLOCK S TRAVEL BUREAU TORRANCE (14000)	
	ROBERTS WM JEWELERS MANUFACTURERS & DESIGNERS SHERMAN OAK (14040)	
	BROADWAY DEPARTMENT STORES STORES (14060)	
	G T TRAVEL SHERMAN OAKS (14103)	
	GARZA TOURS INTERNATIONAL INC SHERMAN OAKS (14103)	
1991	**HAZELTINE AVE**	Pacific Bell
	FORECAST LAND INVESTMENT CO (4741)	
	FROM LOS ANGELES TELEPHONES CALL (4741)	
	JACOBS HARRY (4824)	
	OTTE GARY R (4824)	
	OTTE PETER (4824)	
	KOGAN ED (4832)	
	LLVSHIT REBEKKA (4832)	
	MALEKZADEH ALI A (4832)	
	MALEKZADEH MANOOCHEHR (4832)	
	POCHTAR DAVID (4832)	
	POCHTER M (4832)	
	DEL BENE ALBERT J (4833)	
	DEL BENE ROBT (4833)	
	LA MATDA A (4838)	
	PIERCE N C (4838)	
	SCOVILLE DAN & CAROL (4838)	
	SCOVILLE J J & ASSOCIATES (4838)	
	SCOVILLE JJ (4838)	
	SCOVILLEL .5670330 (4838)	
	HUSTON ST	Pacific Bell
	EPSTEIN SOL (13959)	
	PARKER LEO (13971)	
	HERKAL WALTER H (14000)	
	HERKATA PHILIPPUS H (14000)	
	HERKATA PHILIPPUS H (14000)	
	MALONEY GORDON E (14012)	
	KINSEY K (14013)	
	KINSEY RICHARD (14013)	
	FRIEDMAN LAZAR (14024)	
	LA MAIDA ST	Pacific Bell
	CHAMPION J (13940)	
	BRONSTEIN CALVIN (13941)	
	DUBEN ALAN& MELANIE (13947)	
	DU BELLIER ALFRED (13947)	
	TROULMAN DOROTHY (14001)	
	TROULMAN RAE (14001)	

Year	Uses	Source
1991 (continued)	KARAZISSIS NICOLAS (14030)	
	MURIETTA AVE	Pacific Bell
	ATTERBURY GB (4843)	
	HAMOVLTZ LEE D (4901)	
	HABERMAN NEAL (4907)	
	GORDON CRAIG (4919)	
	PEACH GROVE	Pacific Bell
	MENENDEZ VAL M (13929)	
	FRIMER SOL (13934)	
	FRIMER SOL PLUMBING & HEATING COMPANY (13934)	
	FRLMKESS D& M (13934)	
	HULL KENNETH W (13941)	
	PAPAZIAN G E (13947)	
	WILSON W L (13959)	
	DAMBROSIO JOS (13970)	
	MOERKE GARY H (13970)	
	BOOTH WM (13971)	
	PUGH RICHARD A (13989)	
	MOSS MITCHELL (14007)	
	MOSS NORMAN (14007)	
	RIVERSIDE DR	Pacific Bell
	GORDON MAX (13921)	
	ALFARO RAMON (13925)	
	WOERSCHING MARCUS BL (13933)	
	VICTORIAS SECRET (13936)	
	VICTORIAS SECRET BATH (13936)	
	BERNSTEIN LEONARD M (13937)	
	AICHOTZ V (13939)	
	AICKINEDI (13939)	
	FASHION SQUARE SHERMAN OAKS (13942)	
	FISHER HOWARD (13963)	
	HUNG TONY (13977)	
	BULLOCKS (14000)	
	BULLOCKS SHERMAN OAKS (14000)	
	BULLOCKS TRAVEL BUREAU (14000)	
	TRAVEL BUREAU (14000)	
	DAY RONALD (14009)	
	BOROWLRWIN (14025)	
	SILVERSTEIN C (14025)	
	SILVERSTEIN CYNTHIA (14025)	
	SILVERSTEIN D (14025)	
	SILVERSTEIN DAVID (14025)	

Year	Uses	Source
1991	(continued)	
	SILVERSTEIN DENNIS (14025)	
	SILVERSTEIN E GHIS (14025)	
	COUSINS CHILDRENS STORES (14030)	
	SHERMAN OAKS FASHION SQUARE (14030)	
	MITCHELL M (14031)	
	MITCHELL M&D GHIS (14031)	
	MITCHELL M&D GHIS (14031)	
	WHELAN MATTHEW J (14031)	
	COOKE MICHAEL (14033)	
	CROW W ILLIAMI DR OPTMTRST (14034)	
	CROW WILLIAM DR OPTOMETRIST (14034)	
	ROBERTS FINE JEWELERS (14040)	
	ROBERTS WM JEWELERS MANUFACTURERS & DESIGNERS (14040)	
	WILLIAM ROBERTS (14040)	
	WILLIAMS A (14040)	
	WILLIAMS A (14040)	
	WILLIAMS A (14040)	
	WILLIAMS A (14040)	
	WILLIAMS A (14040)	
	WILLIAMS A (14040)	
	WILLIAMS A LAVW TER (14040)	
	WILLIAMS A LK VW TER (14040)	
	WILLIAMS AB (14040)	
	SHENNAN OAKS FASHION SQUARE (14046)	
	SILVERWOODS (14046)	
	FOOT LOCKER STORE (14050)	
	FOOT LOCKER STORE (14050)	
	BROADWAY THE (14060)	
	GRINGOS (14060)	
	LANCOME INSTITUT DE BEAUTE (14060)	
	LANCON R (14060)	
	THE BROADWAY SHENNAN OAKS (14060)	
	PAULS PHARMACY (14101)	
	GTTRAVEL (14103)	
	GARZA TOURS INTERNATIONAL INC (14103)	
	DISTINCTIVE DRY CLEANERS (14105)	
	DISTINCTIVE SERVICES INC (14105)	
	RED CARPET UNIQUE PROPERTIES (14107)	
	SHERMAN OAKS OFFICE (14110)	
	N AILS BY KARLA (14111)	
	RUFFLES HAIR DRESSERS (14111)	
1995	**HAZELTINE AVE**	Pacific Bell Telephone

Year	Uses	Source
1995 (continued)		
	FORECAST LAND INVESTMENT CO (4741)	
	BEST JAMES M (4824)	
	GONZALEZ SERGIO (4824)	
	JACOBS HARRY (4824)	
	B KOGAN ED (4832)	
	KOGAN E (4832)	
	KRAVTSOVA ESFIR (4838)	
	ELMORE DAVID (4846)	
	ITKIS DMITRIY (4846)	
	****HUSTON ST****	Pacific Bell Telephone
	EPSTEIN SOL (13959)	
	PARKER LEO (13971)	
	TOMLAN DENISE (13971)	
	HERKAL WALTER H (14000)	
	MALONEY GORDON E (14012)	
	FRIEDMAN LAZAR (14024)	
	RANDALL M (14025)	
	SHIFLETT S (14025)	
	GOODMAN CHAS (14030)	
	****LA MAIDA ST****	Pacific Bell Telephone
	CHAMPION J (13940)	
	BRONSTEIN CALVIN (13941)	
	DUBELL SAM M (13947)	
	DL BELLIER ALFRED (13947)	
	TROULMAN DOROTHY (14001)	
	ARCADI VICTORIA C DC (14012)	
	KARAYAN VARTEVAR (14030)	
	KARAZISSIS NICOLAS (14030)	
	****MURIETTA AVE****	Pacific Bell Telephone
	PARKT JONG D & EUN (4825)	
	ATTERBURY G B (4843)	
	HAHERMAN NEAL (4907)	
	MAGNUSON LORI (4913)	
	WORSDALE MAGGIE (4913)	
	WORSDTLE MAGGII (4913)	
	GORDON CRAIG (4919)	
	****PEACH GROVE****	Pacific Bell Telephone
	MENENDEZ VAL M (13929)	
	FRIMER SOL (13934)	
	FRIMER SOL PLUMBING & HEATING COMPANY (13934)	
	HULL KENNETH W (13941)	
	MOERKE GARY H (13970)	

Year	Uses	Source
1995 (continued)		
	RIVERSIDE DR	Pacific Bell Telephone
	E H EXCAVATION (13933)	
	HEZI EMANUEL (13933)	
	BERNSTEIN LEONARD M (13937)	
	AICHOLTZ V (13939)	
	BULLOCKS (14000)	
	BULLOCKS SHERMAN OAKS (14000)	
	BULLOCKS TRAVEL BUREAU (14000)	
	STORES (14000)	
	WEINERS LUGGAGE & FINE GIFTS (14000)	
	GARDNER PAUL L (14025)	
	MITCHELL M (14031)	
	COOKE MICHAEL (14033)	
	CROW W MDROPTMTRST (14034)	
	LUCKE RMAN RDROPTMTRST (14034)	
	LUCKERMAN R S DR (14034)	
	STERNBERG E DR SPTMTRAT (14034)	
	ROBERTS FINE JEWELERS (14040)	
	ROBERTS WM JEWELERS MANUFACTURERS & DESIGNERS (14040)	
	WILLIAM ROBERTS (14040)	
	FOOT LOCKER STORE (14050)	
	FOOT LOCKER STORE (14050)	
	STORES (14050)	
	BRIDAL (14060)	
	BROADWAY THE (14060)	
	STORES (14060)	
	THE BROADWAY SHERMAN OAKS (14060)	
	PAULS PHARMACY (14101)	
	DISTINCTIVE DRY CLEANERS (14105)	
	UNIQUE REALTY (14107)	
	CLOTHES FOR FUN (14111)	
	DIVELY GARY P (14111)	
	GRACES MANICURING SALON (14111)	
	N AILS BY KARLA (14111)	
	SAVARIS SALON (14111)	
	TK NAILS (14111)	
	HAZELTINE AVE	Pacific Bell Telephone
	FORECAST LAND INVESTMENT CO SHERMAN OAKS (4741)	
	RIVERSIDE DR	Pacific Bell Telephone
	BULLOCK S DEPARTMENT STORES (14000)	
	BROADWAY DEPARTMENT STORES (14060)	

Year	Uses	Source
1996	Address Not Listed in Research Source	GTE
1999	Address Not Listed in Research Source	Haines Company
2000	Address Not Listed in Research Source	Pacific Bell Telephone
2001	****HAZELTINE AVE****	Haines & Company, Inc.
	FORECAST LAND CORP (4741)	
	FORECAST LAND INVST (4741)	
	X RIVERSIDE DR (4741)	
	AZIMINITO (4824)	
	KELLERDANA (4824)	
	SABHERWALINDERI H (4832)	
	REILLYJON O (4833)	
	VANTAYLOR LOU IS (4833)	
	CHAVOLFIROVZ (4835)	
	BETANCOURTEDGAR (4838)	
	FELDMANSAN IORD (4838)	
	****HUSTON****	Haines & Company, Inc.
	EPSTE 1 NSOI (13958)	
	SEIDMAN BARBARA (13964)	
	TOLENTINOFRDERNCK (13970)	
	RHOADESGREGORY (13971)	
	X RANCHI TO AV (13971)	
	PINCHERLIHAZEL 00 B (14001)	
	HERKALWALLER H (14005)	
	SIRACUSASIEVE (14006)	
	HOROWITZJEFFREY (14012)	
	MCMILLENBEVERIY (14013)	
	JUNGCARSAN (14018)	
	RAHNAMAMASOUD (14019)	
	FRIEDMANLAZAR (14024)	
	DAVIESMARK (14025)	
	SHIFLETTS (14025)	
	GOOOMANCHAS (14030)	
	BALDERRAMAFRANK (14031)	
	X MURIETTAAV (14031)	
	****LA MAIDA****	Haines & Company, Inc.
	OCASINOGENE (13928)	
	SAYADIANLARIS (13929)	
	CAMPBELLMRCHAEL (13934)	
	RACZYNSKIRAY (13935)	

Year	Uses	Source
2001 (continued)		
	GORDONJOHN (13940)	
	BRONSTEINK (13941)	
	KAITBARBARA H (13946)	
	DUBELLIERHELGA (13947)	
	LAFFITTEDIANNE (13953)	
	WERNERKETH (13958)	
	DODYLE EDWARD (13959)	
	PHILLIPSANDREW (13964)	
	CAIOZZOMICHAEL (13965)	
	ROCKEY RONALD (13970)	
	SABICMARTA (13970)	
	COULTERJODY (13971)	
	X MURIETTA AV (13971)	
	WINEGARDNER DONALD (14000)	
	MANLAPAZJOSE (14006)	
	MILLER SYLVIA (14006)	
	LEVERHANTEVELYN (14007)	
	XXXX (14012)	
	ROSSMICHELLE (14013)	
	MOORERLEELLA (14019)	
	KENTMARTN (14024)	
	SMITH KENNELH (14024)	
	BRAUNSTEIN DOROLHY (14025)	
	8 KARAZISSISNICALAS (14030)	
	MRGUDICANTE (14031)	
	WEALTH CODE (14031)	
	****MURIETTA AVE****	Haines & Company, Inc.
	ATTORNEYJOHN (4801)	
	ATTY&COUNSELOR (4801)	
	PALADIN ATTORNEYJOHN (4801)	
	PALADIN PALADINJOHN (4801)	
	ROBINSON GLONA (4807)	
	SCHWARTZANDREW (4811)	
	STONESARAH (4811)	
	MYCKCONSTANCE (4813)	
	SALOMONSSLANLEY (4819)	
	CASKS (4825)	
	SWARDENLS (4831)	
	ATTERBURYGB (4843)	
	DAVIS LINDA (4849)	
	MADORMOANLHONY J (4855)	
	X HUSTON (4855)	
	X PEACH GROVE (4855)	

Year	Uses	Source
2001 (continued)		
	HABERMANNEAL (4907)	
	ROSENBERGCHARLES (4913)	
	GORDONCRAIG (4919)	
	****RIVERSIDE DR****	Haines & Company, Inc.
	XXXX (13918)	
	SULLIVAN PETER (13919)	
	XXXX (13920)	
	MCLEANEBEVERLY 00 C (13921)	
	KINOJOHN 00 C (13925)	
	XXXX (13926)	
	DUPOUY VICTORIA (13927)	
	WELDON CYNTHIA (13927)	
	WELDONLYLE (13927)	
	G 13931 DUPOUYVFICANA (13927)	
	P 13929 STONESOBERT (13927)	
	XXXX (13932)	
	XXXX (13934)	
	BERNSTEIN LEONARD M (13937)	
	XXXX (13939)	
	XXXX (13940)	
	GELLER IVING (13941)	
	XXXX (13942)	
	BENDERJUDITH (13943)	
	XXXX (13946)	
	XXXX (13950)	
	HUNTHOPE (13953)	
	RIVERSIDE DR 91423 CONT (13953)	
	XXXX (13954)	
	LING STEPHEN (13955)	
	LINGALICE T (13955)	
	OTHALER HOWARD (13955)	
	WECHTERMARY (13957)	
	XXXX (13958)	
	OHEYMANOONI (13959)	
	ODUROSEAMY (13961)	
	ODUROSEDOUG (13961)	
	XXXX (13963)	
	SANDERSJUDY (13965)	
	EPHRAIMHAMET (13967)	
	BAILEYVICTORIA (13969)	
	BYRDKELLY (13969)	
	XXXX (13970)	
	WEAVERLAUREE (13971)	

Year	Uses	Source
2001 (continued)	TYNDALLOONNA (13973)	
	XXXX (13974)	
	XXXX (13976)	
	0 HUNG FRANKLIN (13977)	
	XXXX (13978)	
	BRINKPAUL (13979)	
	X MURIETTAAV (13982)	
	XXXX (13982)	
	FASHION SOUARE (14000)	
	KENSINGTON (14000)	
	LOUIS VUL TON AT (14000)	
	LUGGAGE KIPLING (14000)	
	MACYS MACYS (14000)	
	SHERMANOAKS (14000)	
	XXXX (14001)	
	XXXX (14003)	
	XXXX (14004)	
	HARRISBARBARA (14007)	
	XXXX (14009)	
	XXXX (14013)	
	XXXX (14014)	
	MCINERNEYJANICE M N 6187A (14025)	
	XXXX (14027)	
	WHELANMATT (14031)	
	XXXX (14033)	
	XXXX (14034)	
	XXXX (14038)	
	ROBERTSFINEJWLRS (14040)	
	XXXX (14046)	
	XXXX (14050)	
	XXXX (14052)	
	BLOOMINGDALES (14060)	
	CHRISTMASTREES (14061)	
	SANTA 8 SONS 8 B (14061)	
	X HAZELTINEAV (14061)	
	PAULS PHARMACY 8184 S 04549 (14101)	
	TOTAL NUTRITION (14103)	
	DISTINCTIVE DRYCLN 0818 74 78 M (14105)	
	FARMBOY (14107)	
2003	Address Not Listed in Research Source	Haines & Company
2004	Address Not Listed in Research Source	Haines Company

Year	Uses	Source
2006	****HAZELTINE AVE****	Haines Company
	FORECASTLAND CORP (4741)	
	FORECASTLAND INVST (4741)	
	IVANOVIVAN (4824)	
	RUVO MARIA (4824)	
	SPURLIN NISSA (4824)	
	PINES MARIA LENY (4832)	
	O REILLYJON D (4833)	
	CAMARA MARAMA (4838)	
	LZARROBSA (4838)	
	ROBINSON EMELL (4838)	
	GONZALEZGRENDA (4846)	
	ROBBINS REBECCA (4846)	
	****HUSTON ST****	Haines Company
	HEIMIANNJURGEN (13958)	
	SCHARFF KEVIN (13959)	
	NO CURRENT LISTING (13964)	
	E DAVILA THEODORE (13965)	
	BANCROFT (13970)	
	CHRDSTOPHER A (13970)	
	RHOADESGREGORY (13971)	
	O HERKAL WAER H B (14000)	
	E PINCHERLI HAZEL (14001)	
	O SIRACUSASTEVE (14006)	
	CASE JOHN (14007)	
	HOROWITZ JEFFREY (14012)	
	O BEHRENDTJACK Z (14013)	
	NO CURRENT LISTING (14018)	
	KHALIU FALBA (14019)	
	KHALIU FARLBA (14019)	
	O RAHNAMAAMASOUD (14019)	
	FRIEDMAN LAZAR (14024)	
	O CHOUTUK (14025)	
	LESSEM JEREMY (14030)	
	BALDERRAMA FRANK (14031)	
	TOUCHETTE LOIS (14031)	
	****LA MAIDA ST****	Haines Company
	E AMIRIAN ROZLTA (13928)	
	A DODGE NELSON (13929)	
	LEVITT ADAM (13934)	
	RACZYNSKI RAY (13935)	
	O POTK IN BRIAN (13940)	
	BRONSTEIN K (13941)	

Year	Uses	Source
2006 (continued)		
	KING JUANITA (13946)	
	ESRA RITCH (13947)	
	JONES STEPHEN (13947)	
	NO CURRENT LISTING (13952)	
	ABC AUTHORIZED (13959)	
	APPLNC RPR (13959)	
	STERIN YEVGENY (13959)	
	NO CURRENT LISTING (13964)	
	E CAIOZZO CALLY (13965)	
	A WERNER KEITH 00 A (13966)	
	A SABUIC MARTA (13970)	
	0 COULTER JODY (13971)	
	A LAFFITTEDIANNE (13983)	
	WINEGARNERD (14000)	
	MANLAPAZJOSE (14006)	
	MILLER SYLVIA (14006)	
	NO CURRENT LISTING (14007)	
	NO CURRENT LISTING (14012)	
	A ROSS MICHELLE (14013)	
	A MOORER LEELA (14019)	
	JOHNS CEARMLLE (14024)	
	O ARNOLD JASON (14025)	
	E KARAZISSISNICOLAS (14030)	
	E BASSAR I (14031)	
	****MURIETTA AVE****	Haines Company
	A JETER MARTENA (4801)	
	A LOESER SHAUN W (4807)	
	A COULTER BENEDICT (4813)	
	A SALOMONS STANLEY (4819)	
	A GIL BEN (4825)	
	NO CURRENT LISTING (4831)	
	KESSELP (4837)	
	A RUSSO ROBERT (4837)	
	A FELDMAN GARRET (4843)	
	NO CURRENT LISTING (4849)	
	A MADORMO ANTHONY J (4855)	
	HAMOVITZ LEE D (4901)	
	HABERMAN (4907)	
	MADELEINE (4907)	
	A ROSENBERG CHADES (4913)	
	GORDON GAYLE (4919)	
	****PEACH GROVE ST****	Haines Company
	A HRONSKY YUD (13928)	

Year	Uses	Source
2006 (continued)		
	MENENDEZVA IM (13929)	
	GREFSRUD BRIAN (13934)	
	WICKSTRAM CARI C (13935)	
	EASHOO ALBERT (13940)	
	NO CURRENT LISTING (13941)	
	A HADAWARLAB IBEH (13946)	
	PAPAZIAN GE (13947)	
	A METZNER DAVID (13952)	
	REMSONS (13953)	
	NO CURRENT LISTING (13958)	
	OCONNER (13959)	
	A OCONNOR STEPHEN 00 A (13959)	
	A LUCKL ETAM I 00 A (13964)	
	A KOSUGISHIGEO (13965)	
	RUJZ GEORGE (13970)	
	0 BOOTH WM (13971)	
	A HANANEL JEFFREY (14000)	
	AGSABIAN MICHAEL (14006)	
	A FOWNES BRANDON (14007)	
	HOY ROBEDT (14012)	
	UNELL RACHEL (14018)	
	NO CURRENT LISTING (14019)	
	A SHERMAN TINA (14024)	
	KATZ MICHAEL 00 A (14030)	
	A NEUCHARGAL I (14031)	
	****RIVERSIDE DR****	Haines Company
	WILLSON MARION (13907)	
	MANKOVITZ ALAN (13909)	
	WINNICKJOLE (13911)	
	FALZONECRAIG (13913)	
	DOUSTAN LIII (13919)	
	LITVINOVOIEG (13921)	
	KING JOHN (13925)	
	MACDONALD (13925)	
	NORMAN C LAW OF (13925)	
	A RODEN MICHAEL (13927)	
	E DOBSON PETER (13929)	
	MARCUS (13933)	
	WOERSCHING (13933)	
	WESTMAN STEVE (13937)	
	GELLERPAUL (13941)	
	MEYERS SI (13947)	
	SPERBER SHARON (13949)	

Year	Uses	Source
2006 (continued)	E ANDERSON JAMES (13949)	
	A LEE CHRIS HNA (13951)	
	O HUNT HOPE (13953)	
	O LINGAUICE T (13955)	
	SIDELL DAVID (13959)	
	O HEYMANDON I (13959)	
	BRAOBROOKE (13961)	
	NICHOLAS (13961)	
	A YOKOYAMA KRISTA (13963)	
	SANDERSJUDY (13965)	
	O KANTNER MILDRED (13969)	
	WEAVER LAUREE (13971)	
	CARSONI (13973)	
	CHIANG MICHAEL (13975)	
	HUNG FRANKLIN (13977)	
	ELIZABETH ARDEN (14000)	
	SALON (14000)	
	GREGORY BRUCE (14003)	
	BLOOMINGDALES (14060)	
	FARM BOY (14107)	
	DIGITAL RANCH (14110)	

The EDR Environmental Lien Search Report

WESTFIELD SHOPPING CENTER
14006 RIVERSIDE DRIVE
SHERMAN OAKS, CALIFORNIA

Friday, December 14, 2007

Project Number: L07-10686

The Standard In Environmental Risk Management Information

440 Wheelers Farm Road
Milford, Connecticut 06460

Nationwide Customer Service

Telephone: 1-800-352-0050
Fax: 1-800-231-6802

ENVIRONMENTAL LIEN REPORT

The EDR Environmental LienSearch Report provides results from a search of available current land title records for environmental cleanup liens and other activity and use limitations, such as engineering controls and institutional controls.

A network of professional, trained researchers, following established procedures, uses client supplied property information to:

- search for parcel information and/or legal description;
- search for ownership information;
- research official land title documents recorded at jurisdictional agencies such as recorders' office, registries of deed, county clerks' offices, etc.;
- access a copy of the deed;
- search for environmental encumbering instrument(s) associated with the deed;
- provide a copy of any environmental encumbrance(s) based upon a review of key words in the instrument(s) (title, parties involved and description); and
- provide a copy of the deed or cite documents reviewed;

Thank you for your business
Please contact EDR at 1-800-352-0050
with any questions or comments

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ENVIRONMENTAL LIEN REPORT

The EDR Environmental Lien Search Report is intended to assist in the search for environmental liens filed in land title records.

TARGET PROPERTY INFORMATION

ADDRESS

Westfield Shopping Center
14006 Riverside Drive
Sherman Oaks, California

RESEARCH SOURCE

Source: Los Angeles County Assessor
Los Angeles County Recorder

DEED INFORMATION

Type of Instrument: Grant Deed

Title is vested in: Sherman Oaks Fashion Associates, LP, a Delaware limited partnership

Title received from: City Freeholds (U.S.A.) Inc., a California corporation

Deed Dated: 03/18/1996
Deed Recorded: 03/19/1996
Instrument: 96-430956

LEGAL DESCRIPTION

Portion of Lot 1, in Tract 20915, according to the map or plat thereof, as filed of record in Book 663, Page 34 of Maps, Los Angeles County, State of California

Assessor's Parcel Number(s): 2269-025-032

ENVIRONMENTAL LIEN

Environmental Lien: Found ☐ Not Found ☒

OTHER ACTIVITY AND USE LIMITATIONS (AULs)

Other AULs: Found ☐ Not Found ☒

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96 430956

RECORDING REQUEST BY

WHEN RECORDED MAIL TO

NAME

Allan G. Mutchnik, Esq.
Skadden, Arps, Slate, Meagher & Flom
300 South Grand Avenue, Suite 3400
Los Angeles, California 90071

RECORDED/FILED IN OFFICIAL RECORDS
RECORDER'S OFFICE
LOS ANGELES COUNTY
CALIFORNIA
MAR 19 1996 AT 8 A.M.

SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE

FEE $ 40.00 P

12

TITLE(S)

SURVEY MONUMENT FEE $10, CODE 99

GRANT DEED

TRANSFER TAX
NOT A PUBLIC RECORD

DA78 6/94

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RECORDING REQUESTED BY AND
WHEN RECORDED RETURN TO:
Allan G. Mutchnik, Esq.
Skadden, Arps, Slate, Meagher & Flom
300 South Grand Avenue, Suite 3400
Los Angeles, California 90071

SURVEY MONUMENT FEE $10. CODE 9

(Space Above This Line For Recorder's Use)

TRANSFER TAX
NOT A PUBLIC RECORD

GRANT DEED

A.P.N.: 2269-025-004, 2269-025-005, 2269-025-006, 2269-025-007, 2269-025-008, 2269-025-009, 2269-025-010, 2269-025-011, 2269-025-023, 2269-025-024, and 2269-025-026.

The undersigned Grantor declares:

Documentary transfer tax is: (Not Shown Pursuant to R&T Code Section 11932)
(X) computed on full value of property conveyed, or
( ) computed on full value less value of liens and encumbrances remaining at time of sale.
( ) Unincorporated area (X) City of Los Angeles, and

FOR VALUABLE CONSIDERATION, the receipt and sufficiency of which is hereby acknowledged, City Freeholds (U.S.A.) Inc., a California corporation ("Grantor"), has granted, sold and conveyed, and by these presents does hereby grant, sell and convey, unto Sherman Oaks Fashion Associates, LP, a Delaware limited partnership ("Grantee"), all of Grantor's interest in and to that certain property located in the City of Los Angeles, County of Los Angeles, State of California, and more particularly described on Exhibit "A" attached hereto and incorporated herein by reference (the "Property").

TO HAVE AND TO HOLD the Property, together with all and singular the rights and appurtenances thereto in anywise belonging unto the said Property, subject to non-delinquent taxes and assessments and all other matters of record.

0064904.01-2152a

96 430956

950694-09

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IN WITNESS WHEREOF, Grantor has caused this Grant Deed to be executed this 18 day of March, 1996.

CITY FREEHOLDS (U.S.A.), INC.,
a California corporation

By: Charles V. Thornton
Name: Charles V. Thornton
Its: Asistent Secretary

By: Brian J. [illegible]
Name: Brian Pickering
Its: Vice President

96 430956

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STATE OF Calif.)
: ss.
COUNTY OF Los Angeles)

On the 14 day of March, 1996 before me, Nancy Marine Notary Public, personally appeared Charles V. Thornton.

☒ personally known to me or ☐ proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/~~are~~ subscribed to the within instrument and acknowledged to me that he/~~she/they~~ executed the same in his/~~her/their~~ authorized capacity(ies), and that by his/~~her/their~~ signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal.

(SEAL)

NANCY MARINE
COMM. # 1026743
Notary Public — California
LOS ANGELES COUNTY
My Comm. Expires MAY 20, 1998

96 430956

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STATE OF California)

: ss.

COUNTY OF Los Angeles)

On the 14 day of MARCH, 1996, before me, DARLENE N CAMACHO, NOTARY, personally appeared BRIAN PICKERING,

☐ personally known to me or ☒ proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal.

Darlene N Camacho

(SEAL)

DARLENE N. CAMACHO
COMM # 1013016
Notary Public – California
LOS ANGELES COUNTY
My Comm. Expires JAN 2, 1998

0064904 01-2152a

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96 430956

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EXHIBIT "A"

LEGAL DESCRIPTION OF PROPERTY

PARCEL 1:

That portion of Lot 1 of Tract No. 20915, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 663 Page 34 of Maps, in the office of the County Recorder of said County, now shown as Parcel "B" of Parcel Map, Los Angeles No. 3284, as per Parcel Map filed on December 31, 1976 in Book 75 Pages 12, 13 and 14 of Parcel Maps, and Parcel "C" of Parcel Map Los Angeles No. 2013, as per Parcel Map filed in Book 27 Page 92 of Parcel Maps, all filed in the office of the County Recorder of said County.

Except from said Parcel "C" of Parcel Map No. 2013 the North 62 feet of the West 324 feet thereof.

Excepting all building and improvements now or hereafter situated thereon.

PARCEL 1A:

A 20% fee interest in all buildings, structures and improvements, including footings, foundation and supports therefore situated upon that portion of Parcel "B" of Parcel Map No. 3284, in the City of Los Angeles, County of Los Angeles, State of California, as per Map filed in Book 75, Pages 12, 13 and 14 of Parcel Maps, in the office of the County Recorder of said County described as follows:

Beginning at the most Southerly corner of said Parcel B; thence along the Southerly line of said Parcel North 88° 06' 28" West 442.81 feet; thence North 0° 00' 10" East 176.49 feet; thence North 88° 08' 25" West 4.95 feet; thence North 1° 51' 35" East 12.33 feet; thence South 88° 08' 25" East 18.33 feet; thence South 1° 51' 35" West 12.33 feet; thence South 88° 08' 25" East 224.26 feet; thence North 1° 51' 35" East 12.33 feet; thence South 88° 08' 25" East 18.33 feet; thence South 1° 51' 35" West 12.33 feet; thence South 88° 08' 25" East 186.82 feet; to the Westerly line of Parcel B, Parcel Map L.A. No. 2013 as per Map filed in Book 27 Page 92 of Parcel Maps, in the office of said County Recorder; thence South a distance of 176.74 feet to the point of beginning.

Said portion is shown as "A Deck - Phase 1" on Sheet 4 of Grant Deed recorded April 30, 1979 as Instrument No. 79-460487 of Official Records.

96 430956

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PARCEL 1B:

All buildings, structures and improvements, including footings, foundations and supports therefore, situated upon the above described Parcel 1.

Excepting therefrom 80% fee interest in all buildings, structures and improvements, including footings, foundations and supports therefore situated upon that portion of Parcel "B" of Parcel Map No. 3284, in the City of Los Angeles, County of Los Angeles, State of California, as per Map filed in Book 75 Pages 12, 13 and 14 of Parcel Maps, in the office of the County Recorder of said County described as follows:

Beginning at the most Southerly corner of said Parcel B; thence along the Southerly line of said Parcel North 88° 06' 28" West 442.81 feet; thence North 0° 00' 10" East 176.49 feet; thence North 88° 08' 25" West 4.95 feet; thence North 1° 51' 35" East 12.33 feet; thence South 88° 08' 25" East 18.33 feet; thence South 1° 51' 35" West 12.33 feet; thence South 88° 08' 25" East 224.26 feet; thence North 1° 51' 35" East 12.33 feet; thence South 88° 08' 25" East 18.33 feet; thence South 1° 51' 35" West 12.33 feet; thence South 88° 08' 25" East 186.82 feet; to the Westerly line of Parcel B, Parcel Map L.A. No. 2013 as per Map filed in Book 27 Page 92 of Parcel Maps, in the office of said County Recorder; thence South a distance of 176.74 feet to the point of beginning.

Said portion is shown as "A Deck - Phase I" on Sheet 4 of Grant Deed recorded April 30, 1979 as Instrument No. 79-460487 of Official Records.

PARCEL 2:

An undivided 20% fee interest in all buildings, structures, and improvements, including footings, foundations and supports therefore, situated upon that portion of Parcel B, Parcel Map L.A. No. 2013, in the City of Los Angeles, County of Los Angeles, State of California, as per Map filed in Book 27 Page 92 of Parcel Maps, in the office of the County Recorder of said County, described as follows:

Beginning at the most Southwesterly corner of said Parcel B; thence along the Westerly line of said Parcel North a distance of 176.74 feet; thence South 88° 08' 25" East 81.08 feet; thence North 1° 51' 35" East 12.33 feet; thence South 88° 08' 25" East 18.33 feet; thence South 1° 51' 35" West 12.33 feet; thence South 88° 08' 25" East 150.41 feet; thence North 1° 51' 35" East 12.33 feet; thence South 88° 08' 25" East 18.33 feet; thence South 1° 51' 35" West 12.33 feet; thence South 88° 08' 25" East 140.59 feet; thence North 1° 51' 35" East 12.33 feet; thence South 88° 08' 25" East 18.33 feet; thence South 1° 51' 35" West 12.33 feet; thence South 88° 08' 25" East 44.95 feet; thence South 1° 51' 35" West 176.91 feet to the Southerly line of said Parcel B; thence along said Southerly line North 88° 06' 28" West 466.28 feet to the point of beginning.

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Said portion is shown as "A Deck - Phase II" on Exhibit "A" of Grant Deed recorded April 30, 1979 as Instrument No. 79-460488 of Official Records.

PARCEL 2A:

An undivided 20% fee interest in all buildings, structures and improvements, including footing, foundations and supports therefore, situated upon that portion of Parcel B, Parcel Map L.A. No. 2013, in the City of Los Angeles, County of Los Angeles, State of California, as per Map filed in Book 27 Page 92 of Parcel Maps, in the office of the County Recorder of said County, described as follows:

Beginning at the most Northeasterly corner of said Parcel B; thence along the Southerly line of Riverside Drive, 100.00 feet wide, as shown on said Parcel Map, West a distance of 281.00 feet; thence South a distance of 19.25 feet to the true point of beginning; thence continuing South a distance of 152.94 feet; thence West a distance of 197.00 feet; thence North a distance of 18.54 feet; thence West a distance of 13.40 feet; thence North a distance of 37.21 feet; thence East a distance of 13.40 feet; thence North a distance of 82.70 feet; thence East a distance of 38.65 feet; thence North a distance of 14.49 feet; thence East a distance of 158.35 feet to the true point of beginning.

Said portion is shown as "B Deck - Phase I" on Page 3 of Deed recorded on April 30, 1979 as Instrument No. 79-460491 of Official Records.

PARCEL 2B:

An undivided 20% fee interest in all buildings, structures and improvements, including footings, foundations and supports therefore, situated upon that portion of Parcel B, Parcel Map L.A. No. 2013, in the City of Los Angeles, County of Los Angeles, State of California, as per Map filed in Book 27 Page 92 of Parcel Maps, in the office of the County Recorder of said County, described as follows:

Beginning at the most Northeasterly corner of said Parcel B; thence along the Southerly line of Riverside Drive, 100.00 feet wide, as shown on said Parcel Map, West a distance of 281.00 feet; thence South a distance of 172.19 feet to the true point of beginning; thence West a distance of 197.00 feet; thence South a distance of 163.44 feet; thence West a distance of 14.32 feet; thence South a distance of 14.93 feet; thence East a distance of 55.02 feet; thence North a distance of 54.40 feet; thence East a distance of 156.30 feet; thence North a distance of 123.97 feet to the true point of beginning.

Said portion is shown as "B Deck - Phase II" on Page 4 of Deed recorded on April 30, 1979 as Instrument No. 79-460491 of Official Records.

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PARCEL 2C.

An undivided 20% fee interest in all buildings, structures and improvements, including footings, foundations and supports therefore, situated upon that portion of Parcel B, Parcel Map L.A. No. 2013, in the City of Los Angeles, County of Los Angeles, State of California, as per Map filed in Book 27 Page 92 of Parcel Maps, in the office of the County Recorder of said County, described as follows:

Beginning at the most Northeasterly corner of said Parcel B; thence along the Southerly line of Riverside Drive, 100.00 feet wide, as shown on said Parcel Map, West a distance of 231.00 feet; thence South a distance of 19.25 feet to the true point of beginning; thence continuing South a distance of 276.91 feet; thence East a distance of 226.16 feet; thence North a distance of 286.74 feet; thence West a distance of 15.17 feet; thence South a distance of 5.54 feet; thence West a distance of 4.79 feet; thence South a distance of 4.29 feet; thence West a distance of 206.20 feet to the true point of beginning.

PARCEL 3.

That portion of Parcel B, Parcel Map L.A. No. 2013, in the City of Los Angeles, County of Los Angeles, State of California, as per map filed in Book 27 Page 92 of Parcel Maps, records of Los Angeles County, described as follows:

Beginning at the most Southwesterly corner of Parcel B of said Parcel Map L.A. No. 2013; thence North along the most Westerly line of said Parcel B 227.27 feet to the Northerly terminus thereof and the true point of beginning; thence East 69.87 feet along the Northerly line of said Parcel B; thence South 40.00 feet; thence West 69.87 feet, parallel with said Northerly line of Parcel B to a point on said most Westerly line of Parcel B 40.00 feet South of the Northerly terminus thereof; thence North 40.00 feet to the true point of beginning.

Together with that portion of Parcel B of said Parcel Map L.A. No. 2013, described as follows:

Beginning at the most Southwesterly corner of Parcel "B" of said Parcel Map L.A. No. 2013; thence North along the most Westerly line of said Parcel B 227.27 feet to the Northerly terminus thereof; thence East 479.97 feet along the Northerly line of said Parcel B to the true point of beginning; thence West along said Northerly line 270.00 feet; thence South 39.96 feet; thence West 20.00 feet; thence South 16.95 feet to the Northerly face of a three-level parking structure; thence South 88° 04' 32" East 300.17 feet along the Northerly face of said parking structure; thence North 20.00 feet; thence West 10.00 feet; thence North 46.99 feet to the true point of beginning.

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Except all buildings, structures and improvements, including footings, foundations and supports therefor, situated upon said land, as they existed on April 30, 1979, which buildings, structures and improvements are, and shall remain real property, as granted to Fashion Square Associates, an Illinois Limited Partnership, as to an undivided 20% interest, by deed recorded April 30, 1979 as Instrument No. 79-460488 of Official Records, and to CHH Realty, Inc., a Delaware corporation, as to an undivided 80% interest, by deed recorded April 30, 1979 as Instrument No. 79-460489 of Official Records.

PARCEL 4

That portion of Parcel B of Parcel Map L.A. No. 2013, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 27 Page 92 of Parcel Maps, records of said County, which lies above an elevation of 679.00 feet and below an elevation of 716.00 feet, in each case above mean sea level per Los Angeles City Engineer Vertical Datum, 1980 Adjustment, described as follows:

Beginning at the Southerly terminus of that certain course in the Westerly line of said Parcel B; shown on said Map as having a bearing and length of North 323.00 feet;

Thence North 76.00 feet along said certain course to the true point of beginning.

Thence continuing North along said certain course 196.00 feet; thence East 58.10 feet;

Thence North 10.17 feet; thence East 13.00 feet;

Thence South 221.34 feet; thence West 9.67 feet;

Thence North 15.17 feet; thence West 61.43 feet to the true point of beginning.

Said elevations are based on City Engineers Bench Mark No. 08 17508, wire spike 2.6 feet South of South curb line of Riverside Drive near B.C. Curb return East of Hazeltine Avenue at West end of Catch Basin: Elevation 645.241 feet, 1980 Adjustment.

PARCEL 5:

A non-exclusive easement(s) upon the common area(s) as defined in that certain document entitled "Amended and Restated Easement, Restriction and Operating Agreement", dated 12/30/88, by and between Bullock(s) Properties, Corp., a Delaware corporation, Carter Hawley Hale Stores, Inc., a Delaware corporation and Freeholds (U.S.A.), Inc., a California corporation, recorded June 30, 1989 as Instrument No. 89-1048092, Official Records, as said easement affects portions of the following described property:

(A) That portion of Lot 1 of Tract No. 20915, in the County of Los Angeles, State of California, as per map recorded in Book 663, Page 34, of Maps, in the office of the

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County Recorder of said County, now shown as Parcel "A" of Parcel Map, Los Angeles No. 3284, as per Parcel Map filed on December 31, 1976 in Book 75, Page 12, 13 and 14 of Parcel Maps, in the office of the County Recorder of said County.

PARCEL 6:

A non-exclusive easement(s) upon the common areas as defined in that certain document entitled "Amended and Restated Easement, Restriction and Operating Agreement", dated 12/30/88, by and between Bullock(s) Properties, Corp., a Delaware corporation, Carter Hawley Hale Stores, Inc., a Delaware corporation and City Freeholds (U.S.A.), Inc., a California corporation, recorded June 30, 1989 as Instrument No. 89-1048092, Official Records, as said easement affects portions of the following described property:

Parcel B of Parcel Map L.A. No. 2013, in the County of Los Angeles, State of California, as per Parcel Map filed in Book 27 Page 92 of Parcel Maps, in the office of the County Recorder of said County.

EXCEPT therefrom that portion of said Parcel B described as follows:

Beginning at the most Southwesterly corner of said Parcel B; thence North along the most Westerly line of said Parcel B 227.27 feet to the Northerly terminus thereof and the true point of beginning; thence East 69.87 feet along the Northerly line of said Parcel B; thence South 40.00 feet; thence West 69.87 feet, parallel with said Northerly line of Parcel B to a point on said most Westerly line of Parcel B 40.00 feet South of the Northerly terminus thereof; thence North 40.00 feet to the true point of beginning.

ALSO EXCEPT that portion of said Parcel B described as follows:

Beginning at the most Southwesterly corner of said Parcel B; thence North along the most Westerly line of said Parcel B 227.27 feet to the Northerly terminus thereof; thence East 479.97 feet along the Northerly line of said Parcel B to the true point of beginning; thence West along said Northerly line 270.00 feet; thence South 39.96 feet; thence West 20.00 feet; thence South 16.95 feet to the Northerly face of a three-level parking structure; thence South 88° 04' 32" East 300.17 feet along the Northerly face of said parking structure; thence North 20.00 feet; thence West 10.00 feet; thence North 46.99 feet to the true point of beginning.

ALSO EXCEPT all buildings, structures and improvements, including footings, foundations and supports therefor, situated upon the land, as it existed on April 30, 1979, which buildings, structures and improvements are, and shall remain real property, as said buildings, structures and improvements, including footings, foundations and supports were granted to Fashion Square Associates, an Illinois limited partnership, as to an undivided 20% interest, by deed recorded April 30, 1979 as Instrument No. 79-460488 of Official Records, and to CHH Realty, Inc., a Delaware corporation, as to an undivided 80% interest, by deed recorded April 30, 1979 as Instrument No. 79-460489 of Official Records.

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ALSO EXCEPT all buildings, structures and improvements, including footings, foundations and supports therefor, situated upon the land, as it existed on April 30, 1979, which buildings, structures and improvements are, and shall remain real property, as said buildings, structures and improvements, including footings, foundations and supports were granted to Fashion Square Associates, an Illinois limited partnership, as to an undivided 20% interest, by deed recorded April 30, 1979 as Instrument No. 79-460491 of Official Records, and to CHH Realty, Inc., a Delaware corporation, as to an undivided 80% interest, by deed recorded April 30, 1979 as Instrument No. 79-460492 of Official Records.

(B) The North 62.00 feet of the West 324.00 feet of Parcel C of Parcel Map L.A. 2013, in the County of Los Angeles, State of California, as per Map filed in Book 27 Page 92 of Parcel Maps, in the office of the County Recorder of said County.

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APPENDIX D

KRAZAN & ASSOCIATES, INC. GEOTECHNICAL ENGINEERING INVESTIGATION

Krazan & ASSOCIATES, INC.

GEOTECHNICAL ENGINEERING • ENVIRONMENTAL ENGINEERING
CONSTRUCTION TESTING & INSPECTION

September 27, 2006 KA Project No. 112-06041

Mr. Chris Kitchen
Westfield Corporation, Inc.
11601 Wilshire Boulevard, 10th Floor
Los Angeles, CA 90025

RE: Geotechnical Engineering Investigation
Proposed Fashion Square Expansion
Woodman Avenue and Riverside Drive
Sherman Oaks, California

Dear Mr. Kitchen:

In accordance with your request and authorization, we have completed our Geotechnical Engineering Investigation for the above-referenced site. This report summarizes the results of our field investigation, laboratory testing and engineering analyses. Based on the data obtained, our understanding of the proposed project and our engineering analyses, it is our opinion that it is feasible to develop the site as planned.

As noted in our report, Krazan & Associates should be retained to review project plans and specifications prior to the start of construction, and to observe and test earthwork and foundation construction. Observation and testing services should also be performed by our field staff during construction activities will allow us to compare conditions exposed during construction with those encountered during our investigation and to present supplemental recommendations if warranted by different site conditions.

If you have any questions regarding the information or recommendations presented in our report, or if we may be of further assistance, please contact our Ontario, California office at (909) 974-4400.

Respectfully submitted,
KRAZAN & ASSOCIATES, INC.

James Kellogg

James M. Kellogg, PE
Regional Manager

cc: Addressee (4)

GEOTECHNICAL ENGINEERING INVESTIGATION
PROPOSED FASHION SQUARE EXPANSION
WOODMAN AVENUE AND RIVERSIDE DRIVE
SHERMAN OAKS, CALIFORNIA

PROJECT NO. 112-06041
SEPTEMBER 27, 2006

PREPARED FOR:
WESTFIELD CORPORATION, INC.
11601 WILSHIRE BOULEVARD, 10TH FLOOR
LOS ANGELES, CALIFORNIA 90025

ATTENTION: MR. CHRIS KITCHEN

PREPARED BY:

KRAZAN & ASSOCIATES, INC.
4221 BRICKELL STREET
ONTARIO, CALIFORNIA 91761
(909) 974-4400

Offices Serving the Western United States

Krazan & ASSOCIATES, INC.

GEOTECHNICAL ENGINEERING • ENVIRONMENTAL ENGINEERING
CONSTRUCTION TESTING & INSPECTION

GEOTECHNICAL ENGINEERING INVESTIGATION
PROPOSED FASHION SQUARE EXPANSION
WOODMAN AVENUE AND RIVERSIDE DRIVE
SHERMAN OAKS, CALIFORNIA

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SITE PLAN ..... Figure 2

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PILE CAPACITY CHART ..... **Figure 3**

FIELD AND LABORATORY INVESTIGATIONS ..... **Appendix A**

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Krazan & ASSOCIATES, INC.

GEOTECHNICAL ENGINEERING • ENVIRONMENTAL ENGINEERING
CONSTRUCTION TESTING & INSPECTION

September 27, 2006 KA Project No. 112-06041

GEOTECHNICAL ENGINEERING INVESTIGATION
PROPOSED FASHION SQUARE EXPANSION
WOODMAN AVENUE AND RIVERSIDE DRIVE
SHERMAN OAKS, CALIFORNIA

INTRODUCTION

This report presents the results of our Geotechnical Engineering Investigation for the proposed mall expansion in Sherman Oaks, California. Discussions regarding site conditions are presented herein, together with conclusions and recommendations pertaining to site preparation, grading, utility trench backfill, drainage and landscaping, foundations, concrete floor slabs and exterior concrete flatwork, retaining walls, soil corrosivity, and pavement design.

A Vicinity Map showing the location of the site is presented on Figure 1. A Site Plan showing the approximate boring locations is presented on Figure 2. Descriptions of the field and laboratory investigations, boring log legend and boring logs are presented in Appendix A. Appendix A contains a description of the laboratory-testing phase of this study, along with the laboratory test results. Appendices B and C contain general guides for earthwork and flexible pavement specifications. If conflicts in the text of the report occur with the general specifications in the appendices, the recommendations in the text of the report have precedence.

Two Foundation Investigation reports prepared by R.T. Frankian and Associates for the parking structures "A" and "B" (Job No. 25074-F, dated November 24, 1975) and the department store expansion (Job No. 95-113-W, dated January 31, 1996) were provided to us. Applicable information included in these two reports has been utilized for our analyses and foundation recommendations.

PURPOSE AND SCOPE OF SERVICES

This geotechnical investigation was conducted to evaluate subsurface soil and groundwater conditions at the project site. Engineering analysis of the field and laboratory data was performed for the purpose of developing and providing geotechnical recommendations for use in the design and construction of the earthwork, foundation and pavement aspects of the project.

Our scope of services was outlined in our proposal dated May 25, 2006 (KA Proposal No. PC299-06) and included the following:

- A site reconnaissance by a member of our engineering staff to evaluate the surface conditions at the project site.

- Review of selected published geologic maps, reports and literature pertinent to the site and surrounding area.

- A field investigation consisting of drilling ten (10) borings to depths ranging from 6 to 50 feet below the existing ground surface for evaluation of the subsurface conditions at the project site. The depth of investigation was limited due to auger refusal in 5 borings.

- Performing laboratory tests on representative soil samples obtained from the borings to evaluate the physical and index properties of the subsurface soils.

- Evaluation of the data obtained from the investigation and engineering analyses of the data with respect to the geotechnical aspects of structural design, and site grading and paving.

- Preparation of this report summarizing the results, conclusions, recommendations, and findings of our investigation.

PROPOSED CONSTRUCTION

Based on our review of the site plan and our discussions with the project representative, we understand that the proposed project will include demolition of two parking structures and construction of a new addition to the south and east of the existing mall buildings. The addition is planned to be of two to three -story, reinforced concrete construction with a slab-on-grade floor. Structural loads of the building were not available at the time of this investigation. Maximum column loads are assumed to be less than 350 kips.

Mass grading of the site is expected to entail minor cuts and fills from the existing grades to establish the building pad and to provide surface drainage of the site.

In the event these structural or grading details are inconsistent with the final design criteria, we should be notified so that we can evaluate the potential impacts of the changes on the recommendations presented in this report and provide an updated report as necessary.

SITE LOCATION AND SITE DESCRIPTION

The existing Fashion Square Mall is bounded by Woodman Avenue to the east, Freeway 101 to the south, Hazeltine Avenue to the west and Riverside Drive to the north in the City of Los Angeles (see Vicinity Map, Figure 1).

The mall consists of two major stores, Macy's and Bloomingdale's, a food court, a two-level enclosed mall between the two major stores, two parking structures, and a ground level parking lot. The site is relatively level with no major changes in grade. The average elevation of the site is approximately 640 feet above mean sea level.

SITE INVESTIGATION

GEOLOGIC SETTING

The site is underlain by Holocene and Pleistocene alluvium deposited in the San Fernando Valley, a structural basin surrounded by mountains on all four sides. The alluvium is estimated to be several hundred feet thick. These deposits are generally fine grained, consisting of mixtures of clay, silt and sand. Deposits encountered on the subject site during exploratory drilling are discussed in detail in this report.

Southern California is seismically active and will experience future earthquakes that will affect the project site. The earthquakes are predominately generated by periodic slip along the northwesterly trending faults associated with the San Andreas fault system and the east-west trending faults along the northern margin of the Los Angeles Basin. In addition to these probable earthquake sources, recent earthquakes in the region have occurred on previously unknown faults having no surface expression (1987 Whittier Narrows and the 1994 Northridge earthquakes). The Seismic hazard most likely to impact the site is groundshaking due to a large earthquake on one of the major active regional faults. The Hollywood Fault is the nearest active fault to the site, and is located approximately 4.8 kilometers away. The Santa Monica, Verdugo and Malibu Coast Fault Zones are located approximately 6.1, 9.8 and 14.3 kilometers from the site, respectively. Secondary hazards of earthquakes include rupture, seiche, landslides, liquefaction, and subsidence. Since there are no known faults within the immediate area, ground rupture from surface faulting should not be a potential problem. Seiche and landslides are not hazards in the area either. The area in consideration shows no mapped faults on-site according to maps prepared by the California Division of Mines and Geology (now known as the California Geologic Survey) and published by the International Conference of Building Officials (ICBO). No evidence of surface faulting was observed on the property during our reconnaissance. The site is located within a Seismic Zone 4.

FIELD AND LABORATORY INVESTIGATIONS

Subsurface soil conditions were explored by drilling ten (10) borings using a truck-mounted drill rig to depths ranging from 6 to 50 feet. The approximate boring locations are shown on the Site Plan, Figure 2. These approximate boring locations were estimated in the field based on pacing and measuring from the limits of existing site features. During drilling operations, penetration tests were performed at regular intervals to evaluate the soil consistency and to obtain information regarding the engineering properties of the subsurface soils. Soil samples were retained for laboratory testing. The soils encountered were continuously examined and visually classified in accordance with the Unified Soil Classification System. A more detailed description of the field investigation is presented in Appendix A.

Laboratory tests were performed on selected soil samples to evaluate their physical characteristics and engineering properties. The laboratory-testing program was formulated with emphasis on the evaluation of in-situ moisture and dry density, gradation, shear strength, consolidation and expansion potential, maximum dry density, R-value, pH value, minimum resistivity, sulfate and chloride contents of the materials encountered. Details of the laboratory-testing program are discussed in Appendix A. The results of the laboratory tests are presented on the borings logs or on the test reports, which are also

included in Appendix A. This information, along with the field observations, was used to prepare the final boring logs in Appendix A.

SOIL PROFILE AND SUBSURFACE CONDITIONS

Based on our findings, the subsurface conditions encountered appear typical of those found in the geologic region of the site. The soils within the depth of exploration consist of up to 5 feet of fill underlain by native alluvium. Deeper fill soils may be present onsite between our exploratory boring locations.

Below the fill soils, alternative layers of clayey silt, sandy silt, silty clay, silty sand and sand were encountered. Field and laboratory tests suggest that the native soils are moderately strong and slightly compressible. Penetration resistance, measured by the number of blows required to drive a Modified California sampler or a Standard Penetration Test (SPT) sampler, ranged from 6 to over 50 blows per foot. Dry densities ranged from 81.7 to 126.9 pounds per cubic feet (pcf). Representative soil samples had angles of internal friction of 19 to 38 degrees and cohesion of 0 to 500 pounds per square feet (psf). Representative soil samples consolidated approximately -0.4 to 2.2 percent under a 2-ksf load when saturated. Representative soil samples had Expansion Indexes (EI) of 17 to 56. A representative soil sample had a maximum dry density of 135 pcf. Representative subgrade soil samples had R-values of 14 to 27.

The above is a general description of soil conditions encountered at the site in the borings drilled for this investigation. For a more detailed description of the soil conditions encountered, please refer to the boring logs in Appendix A.

GROUNDWATER

Test boring locations were checked for the presence of groundwater during and immediately following the drilling operations. Free groundwater was encountered in 3 borings at depths of 34, 43.5 and 44.5 feet during this time of field exploration.

It should be recognized that water table elevation might fluctuate with time. The depth to groundwater can be expected to fluctuate both seasonally and from year to year. Fluctuations in the groundwater level may occur due to variations in precipitation, irrigation practices at the site and in the surrounding areas, climatic conditions, flow in adjacent or nearby canals, pumping from wells and possibly as the result of other factors that were not evident at the time of our investigation. Therefore, water level observations at the time of our field investigation may vary from those encountered during the construction phase of the project. The evaluation of such factors is beyond the scope of this report. Long-term monitoring in observation wells, sealed from the influence of surface water, is often required to more accurately define the potential range of groundwater conditions on a site.

SEISMICITY AND LIQUEFACTION POTENTIAL

Seismicity is a general term relating to the abrupt release of accumulated strain energy in the rock materials of the earth's crust in a given geographical area. The recurrence of accumulation and subsequent release of strain have resulted in faults and fault systems. Fault patterns and density reflect

relative degrees of regional stress through time, but do not necessarily indicate recent seismic activity; therefore, the degree of seismic risk must be determined or estimated by the seismic record in any given region.

Soil liquefaction is a state of soil particle suspension caused by a complete loss of strength when the effective stress drops to zero. Liquefaction normally occurs under saturated conditions in soils such as sand in which the strength is purely frictional. However, liquefaction has occurred in soils other than clean sand. Liquefaction usually occurs under vibratory conditions such as those induced by seismic events. To evaluate the liquefaction potential of the site, the following items were evaluated:

1) Soil type
2) Groundwater depth
3) Relative density
4) Initial confining pressure
5) Intensity and duration of ground shaking

The potential for soil liquefaction and densification (unsaturated sand) during a seismic event was evaluated using the LiquefyPro computer program (version 4.5b) developed by CivilTech. For the analysis, a maximum earthquake magnitude of 6.5 M_w and a peak horizontal ground surface acceleration of 0.49g (with a 10 percent probability of exceedance in 50 years) were considered appropriate for the liquefaction analysis. The maximum probable high groundwater depth of 30 feet was used in the analysis.

The analysis indicated that the loose to medium dense sandy soils have a low to moderate potential for liquefaction under seismic conditions. The total liquefaction-induced settlement was calculated to be on the order of 1 inch. The differential settlement is estimated to be on the order of ½ inch over a distance of 50 feet.

SOIL CORROSIVITY

Corrosion tests were performed to evaluate the soil corrosivity to the buried structures. The tests consisted of sulfate content, chloride content, and resistivity and the results of the tests are included as follows:

Parameter	Results	Test Method
Resistivity	6,670 ohms-cm	CALTRANS
Sulfate	303 ppm	EPA 9038
Chloride	17.1 ppm	EPA 9253
pH	7.77	EPA 9045C

CONCLUSIONS AND RECOMMENDATIONS

Based on the findings of our field and laboratory investigations, along with previous geotechnical experience in the project area, the following is a summary of our evaluations, conclusions, and recommendations.

ADMINISTRATIVE SUMMARY

Based on the data collected during this investigation, and from a geotechnical engineering standpoint, it is our opinion that the proposed development may be made as presently anticipated provided that the recommendations presented in this report are considered in the design and construction of the project.

In brief, the subject site and soil conditions, with the exception of the existing structures, undocumented fill, seismic-induced settlements and expansive clayey soils, appear to be conducive to the development of the project. Recommendations pertaining to the removal and recompaction of these loose soils are presented herein. After completion of the recommended site preparation, the site should be suitable for deep foundation support.

The estimated soil settlements for moderately loaded structures are anticipated to be excessive utilizing a shallow foundation system. In addition, all the current structures are supported on deep foundations. Therefore, it is recommended that the proposed structures be supported on similar deep foundations. Design values for drilled piles with various diameters are provided in the report.

Associated with the existing development are buried structures, such as footings, septic systems, backfilled excavations, and utility lines. These buried structures should be properly removed and the resulting excavations backfilled with Engineered Fill. Any other buried structures encountered during construction should be removed and backfilled in accordance with the recommendations of the Soils Engineer. The site should be inspected for possible buried fill material, using heavy excavating equipment. If loose fill material is encountered, excavations should extend to native ground. The exposed native subgrade should be scarified to a minimum of 6 inches, moisture-conditioned as necessary, and recompacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557. Limits of recompaction should extend 5 feet beyond structural elements. Prior to fill placement, Krazan & Associates, Inc. should inspect the bottom of the excavation to verify no additional excavation will be required.

It is recommended that any fill material encountered within proposed pavement areas be removed and/or recompacted. The fill material should be moisture-conditioned to near optimum moisture and compacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557. As an alternative, the owner may elect not to recompact the existing fill within paved areas. However, the owner should be aware that paved areas may settle which may require annual maintenance. At a minimum it is recommended that the upper 12 inches of subgrade soil be moisture-conditioned to at or above optimum moisture and recompacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557.

Expansion Index (EI) testing was performed on representative soil samples obtained from the borings. The test results indicate that the clayey soils have an expansion potential of moderately high. The estimated swell pressure of the clayey material may cause movement affecting slabs and brittle exterior finishes. To minimize the potential soil movement, it is recommended that the upper 24 inches of soil within the building slab and exterior flatwork areas be replaced with "non-expansive" soils (with EI≤20).

With the anticipated seismic-induced settlements, the foundation shallower than 30 feet should be designed to tolerate seismic settlements of 1 inch total and ½ inch differential over a distance of 50 feet. The static settlements are anticipated to be less than ½ inch total and ¼ inch differential over a distance of 50 feet.

Sandy soil conditions were also encountered at the site. These cohesionless soils have a tendency to cave in trench wall excavations. Shoring or sloping back trench sidewalls may be required within these loose cohesionless soils.

The shrinkage on recompacted soil and fill placement is estimated at 10 to 15 percent. This value is an estimate and may vary significantly depending on several items including soil conditions, compaction effort, weather, etc.

All grading and earthwork should be performed in accordance with the Grading Ordinances of the City of Los Angeles and the applicable portions of the General Earthwork Specifications in Appendix B, except as modified herein.

GROUNDWATER INFLUENCE ON STRUCTURES/CONSTRUCTION

Based on our findings and historical records, it is not anticipated that groundwater will rise within the zone of structural influence or affect the construction of foundations and pavements for the project. However, if earthwork is performed during or soon after periods of precipitation, the subgrade soils may become saturated, "pump," or not respond to densification techniques. Typical remedial measures include: discing and aerating the soil during dry weather; mixing the soil with dryer materials; removing and replacing the soil with an approved fill material; or mixing the soil with an approved lime or cement product. Our firm should be consulted prior to implementing remedial measures to observe the unstable subgrade conditions and provide appropriate recommendations.

SITE PREPARATION

General site clearing should include removal of vegetation and existing utilities; structures; including foundations basement walls and floors; existing stockpiled soil; trees and associated root systems; rubble; rubbish; and any loose and/or saturated materials. Site stripping should extend to a minimum depth of 2 to 4 inches, or until all organics in excess of 3 percent by volume are removed. Deeper stripping may be required in localized areas. These materials will not be suitable for reuse as Engineered Fill. However, stripped topsoil may be stockpiled and reused in landscape or non-structural areas.

It is recommended that the upper 24 inches of soil within proposed building and exterior flatwork areas consist of non-expansive Engineered Fill. The intent is to support the proposed slab-on-grade and

exterior flatwork areas with 24 inches of non-expansive fill. The non-expansive fill material should be a well-graded silty sand or sandy silt soil. A clean sand or very sandy soil is not acceptable for this purpose. A sandy soil will allow the surface water to drain into the expansive clayey soils below, which may result in soil swelling. Imported Fill should be approved by the Soils Engineer prior to placement. The fill should be placed as specified as Engineered Fill.

Within the proposed pavement areas, it is recommended that the upper 12 inches of subgrade soil be moisture-conditioned to near optimum moisture and recompacted to a minimum of 90 percent of maximum density based on ASTM D1557 Test Method.

The upper soils, during wet winter months, become very moist due to the absorptive characteristics of the soil. Earthwork operations performed during winter months may encounter very moist unstable soils, which may require removal to grade a stable building foundation. Project site winterization consisting of placement of aggregate base and protecting exposed soils during the construction phase should be performed.

Any buried structures or loosely backfilled excavations encountered during construction should be properly removed and the resulting excavations backfilled with Engineered Fill. Excavations, depressions, or soft and pliant areas extending below planned finished subgrade levels should be cleaned to firm, undisturbed soil and backfilled with Engineered Fill. In general, any septic tanks, debris pits, cesspools, or similar structures should be entirely removed. Concrete footings should be removed to an equivalent depth of at least 3 feet below proposed footing elevations or as recommended by the Soils Engineer. Any other buried structures should be removed in accordance with the recommendations of the Soils Engineer. The resulting excavations should be backfilled with Engineered Fill.

A representative of our firm should be present during all site clearing and grading operations to test and observe earthwork construction. This testing and observation is an integral part of our service, as acceptance of earthwork construction is dependent upon compaction and stability of the material. The Soils Engineer may reject any material that does not meet compaction and stability requirements. Further recommendations of this report are predicated upon the assumption that earthwork construction will conform to recommendations set forth in this section and the Engineered Fill section.

ENGINEERED FILL

The organic-free, on-site, upper soils are predominately silty sand and sandy silt with various amount of clay. Some of these soils may be suitable for reuse as non-expansive Engineered Fill, provided they are cleansed of excessive organics and debris. The soils with Expansion Index greater than 20 should not be used within the upper 24 inches of the building pad and exterior flatwork areas.

The preferred materials specified for Engineered Fill are suitable for most applications with the exception of exposure to erosion. Project site winterization and protection of exposed soils during the construction phase should be the sole responsibility of the contractor, since he has complete control of the project site at that time. Imported non-expansive Fill should consist of a well-graded, slightly cohesive, fine silty sand or sandy silt soil, with relatively impervious characteristics when compacted.

This material should be approved by the Soils Engineer prior to use and should typically possess the following characteristics:

Percent Passing No. 200 Sieve	20 to 50
Plasticity Index	10 maximum
UBC Standard 29-2 Expansion Index	20 maximum

Fill soils should be placed in lifts approximately 6 inches thick, moisture-conditioned as necessary, and compacted to achieve at least 90 percent of maximum density as determined by ASTM D1577 Test Method. Additional lifts should not be placed if the previous lift did not meet the required dry density or if soil conditions are not stable.

TEMPORARY EXCAVATION STABILITY

All excavations should comply with the current OSHA requirements. All cuts greater than 3 feet in depth should be sloped or shored. Temporary excavations should be sloped at 1:1 (horizontal to vertical) or flatter, up to a maximum depth of 10 feet. Heavy construction equipment, building materials, excavated soil, and vehicular traffic should not be allowed within five feet of the top (edge) of the excavation.

Where sloped excavations are not feasible due to site constraints, the excavations may require shoring. The design of the shoring system is normally the responsibility of the contractor or shoring designer, and therefore, is outside the scope of this report. The design of the temporary shoring should take into account lateral pressures exerted by the adjacent soil, and, where anticipated, surcharge loads due to adjacent buildings and any construction equipment or traffic expected to operate alongside the excavation.

The excavation recommendations provided herein are based on soil characteristics derived from test borings within the area. Variations in soil conditions will likely be encountered during the excavations. Krazan & Associates, Inc. should be afforded the opportunity to provide field review to evaluate the actual conditions and account for field condition variations, not otherwise anticipated in the preparation of this recommendation.

UTILITY TRENCH LOCATION, CONSTRUCTION AND BACKFILL

To maintain the desired support for existing or new foundations, new utility trenches should be located such that the base of the trench excavation is located above an imaginary plane having an inclination of 1.0 horizontal to 1.0 vertical, extending downward from the bottom edge of the adjacent footing.

Utility trenches should be excavated according to accepted engineering practices following OSHA (Occupational Safety and Health Administration) standards by a contractor experienced in such work. The responsibility for the safety of open trenches should be borne by the contractor. Traffic and vibration adjacent to trench walls should be kept to a minimum; cyclic wetting and drying of excavation side slopes should be avoided. Depending upon the location and depth of some utility trenches,

groundwater flow into open excavations could be experienced, especially during or shortly following periods of precipitation.

For purposes of this section of the report, backfill is defined as material placed in a trench starting one foot above the pipe; bedding and shading (also referred to as initial backfill) is all material placed in a trench below the backfill. With the exception of specific requirements of the local utility companies or building department, pipe bedding and shading should consist of clean medium-grained sand. The sand should be placed in a damp state and should be compacted by mechanical means prior to the placement of backfill soils. Above the pipe zone, underground utility trenches may be backfilled with either free-draining sand, on-site soil or approved imported soil. The trench backfill should be compacted to at least 90 percent relative compaction.

COMPACTED MATERIAL ACCEPTANCE

Compaction specifications are not the only criteria for acceptance of the site grading or other such activities. However, the compaction test is the most universally recognized test method for assessing the performance of the Grading Contractor. The numerical test results from the compaction test cannot be solely used to predict the engineering performance of the compacted material. Therefore, the acceptance of compacted materials will also be dependent on the moisture content and the stability of that material. The Geotechnical Engineer has the option of rejecting any compacted material regardless of the degree of compaction if that material is considered to be too dry or excessively wet, unstable or if future instability is suspected. A specific example of rejection of fill material passing the required percent compaction is a fill which has been compacted with in-situ moisture content significantly less than optimum moisture. Where expansive soils are present, heaving of the soils may occur with the introduction of water. Where the material is a lean clay or silt, this type of dry fill (brittle fill) is susceptible to future settlement if it becomes saturated or flooded.

SURFACE DRAINAGE AND LANDSCAPING

The ground surface should slope away from building and pavement areas toward appropriate drop inlets or other surface drainage devices. We recommended that adjacent paved exterior grades be sloped at a minimum of 2 percent for a minimum distance of 5 feet away from structures. Ideally, asphalt concrete pavement areas should be sloped at a minimum of 2 percent, with Portland cement concrete sloped at a minimum of one percent toward drainage structures. These grades should be maintained for the life of the project.

Roof drains should be designed to avoid discharging into landscape areas adjacent to the buildings. Downspouts should be directed to discharge directly onto paved surfaces to allow for surface drainage into the storm systems or should be connected directly to the on-site storm drain.

DEEP FOUNDATION

The bearing capacities for the structures can be provided by means of a deep foundation system. Drilled piles with diameters of 18, 24, 30 and 36 inches are recommended. The allowable capacities for compression are illustrated as Figure 3. These values are similar to the recommended chart presented in

the reports prepared by R. T. Frankian and Associates. A one-third increase may be used when considering temporary seismic or wind loads. The uplift capacity of the piles may be assumed to be one-half of the download (compression) capacity.

The existing piles for the parking structures may be left-in-place and reused for the new addition structures provided they are evaluated and approved by the structural engineer.

If groundwater is encountered during pile excavation or installation, casing and/or drilling mud may be required to prevent caving. The City of Los Angeles Building Code also has special provisions for installing drilled piles below groundwater level.

The drilling of piles should be continuously inspected by a representative of the Geotechnical Engineer of Record. The same representative should approve each pile excavation prior to placement of reinforcing steel and prior to casting concrete. These provisions are also required by the City of Los Angeles Building Code. Concrete should be placed the same day of pile excavation.

The total soil movement is not expected to exceed ½ inch. Differential soil movement should be less than ¼ inch. Piles spaced on centers at 2½ times of the diameter or greater will not require any reduction in load capacity due to group effect.

The bearing capacities of the drilled piers should be verified by load test. Lateral bearing may be taken as 300 pounds per cubic feet. A 1/3 increase in the allowable bearing loads may be used for short duration, wind, or seismic loads. The lateral load criteria for the piles are given below. A lateral deflection of ¼ inch has been considered at the pile head.

Pile Diameter (Inches)	Maximum Moment (kip-ft)	Maximum Reverse Moment (kip-ft)	Depth to Reverse Moment (ft)	Depth to Point of Inflection (ft)	Depth to Zero Moment (ft)	Allowable Load (kips)
18	5.1P*	1.3P	10	6.1	20	16.5
24	6.5P	1.6P	13	7.8	26	26
30	7.7P	1.9P	15	9.2	31	37
36	8.9P	2.2P	18	10.7	36	50

*P is applied lateral load in kips

FLOOR SLABS AND EXTERIOR FLATWORK

Concrete slab-on-grade floors should be underlain by a water vapor retarder. The water vapor retarder should be installed in accordance with ASTM Specification E 1643-98. According to ASTM Guidelines, the water vapor retarder should consist of a vapor retarder sheeting underlain by a minimum of 3 inches of compacted, clean, gravel of ¾-inch maximum size. To aide in concrete curing an optional 2 to 4 inches of granular fill may be placed on top of the vapor retarder. The granular fill should consist of

damp clean sand with at least 10 to 30 percent of the sand passing the 100 sieve. The sand should be free of clay, silt or organic material. Rock dust which is manufactured sand from rock crushing operations is typically suitable for the granular fill. This granular fill material should be compacted.

The exterior floors should be poured separately in order to act independently of the walls and foundation system. All fills required to bring the building pads to grade should be Engineered Fills.

Moisture within the structures may be derived from water vapors, which were transformed from the moisture within the soils. This moisture vapor can travel through the vapor membrane and penetrate the slab-on-grade. This moisture vapor penetration can affect floor coverings and produce mold and mildew in the structure. To minimize moisture vapor intrusion, it is recommended that a vapor retarder be installed in accordance with ASTM guidelines. It is recommended that the utility trenches within the structure be compacted, as specified in our report, to minimize the transmission of moisture through the utility trench backfill. Special attention to the immediate drainage and irrigation around the building is recommended. Positive drainage should be established away from the structure and should be maintained throughout the life of the structure. Ponding of water should not be allowed adjacent to the structure. Over-irrigation within landscaped areas adjacent to the structure should not be performed. In addition, ventilation of the structure (i.e. ventilation fans) is recommended to reduce the accumulation of interior moisture.

RETAINING WALLS

Walls retaining horizontal backfill and capable of deflecting a minimum of 0.1 percent of its height at the top may be designed using an equivalent fluid active pressure of 35 pounds per square foot per foot of depth. Walls that are incapable of this deflection or walls that are fully constrained against deflection may be designed for an equivalent fluid at-rest pressure of 55 pounds per square foot per foot per depth. Expansive soils should not be used for backfill against walls. The wedge of non-expansive backfill material should extend from the bottom of each retaining wall outward and upward at a slope of 2:1 (horizontal to vertical) or flatter. The wall backfill should be compacted to at least 90 percent of maximum density based on ASTM D1557-00 Test Method.

The active and at-rest earth pressures do not include hydrostatic pressures. To reduce the build-up of hydrostatic pressures, drainage should be provided behind the retaining walls. Wall drain should consist of a minimum 12-inch wide zone of drainage material, such as 3/4-inch or 1/2-inch drain rock wrapped in a non-woven polypropylene geotextile filter fabric such as Mirafi 140N or equivalent. Alternatively, drainage may be provided by the placement of a commercially produced composite drainage blanket, such as Miradrain, extending continuously up from the base of the wall. The drainage material should extend from the base of the wall to finished subgrade in paved areas and to within about 12 inches below the top of the wall in landscape areas. In landscape areas the top 12 inches should be backfilled with compacted native soil. A 4-inch minimum diameter, perforated, Schedule 40 PVC drain pipe should be placed with holes facing down in the lower portion of the wall drainage material, surrounded with drain rock wrapped in filter fabric. A solid drainpipe leading to a suitable discharge point should provide drainage outlet. As an alternative, weep holes may be used to provide drainage. If weep holes are used the weep holes should be 3 inches in diameter and spaced about 8 feet on centers. The backside of the

weep holes should be covered with a corrosion-resistant mesh to prevent loss of backfill and/or drainage material.

PAVEMENT DESIGN

Based on the laboratory R-value testing of the near-surface materials, an R-value of 20 was used for the preliminary flexible asphaltic concrete pavement design. The R-value should be verified during grading of the pavement areas. The following table shows the recommended pavement sections for various traffic indices.

Traffic Index	Asphaltic Concrete (inches)	Class 2 Aggregate Base* (inches)	Compacted Subgrade** (inches)
4.5	3.0	5.5	12.0
6.0	4.0	8.5	12.0
7.0	4.0	12.0	12.0

** 95% compaction based on ASTM D1557 Test Method or CAL 216*
*** 90% compaction based on ASTM D1557 Test Method or CAL 216*

If traffic indices are not available, an estimated (typical value) index of 4.5 may be used for automobile parking and an index of 7.0 may be used for light truck traffic.

Pavement areas should be sloped and drainage gradients maintained to carry all surface water off the site. A cross slope of 2 percent is recommended in asphalt concrete pavement areas to provide good surface drainage and to reduce the potential for water to penetrate into the pavement structure.

SITE COEFFICIENT

The site coefficient, per Table 16-J, California Building Code (CBC), is based upon the site soil conditions. It is our opinion that a site coefficient of soil type S_D is appropriate for building design at this site. For seismic design of the structures, in accordance with the seismic provisions of the Building Code, we recommend the following parameters:

Seismic Item	Value	CBC Reference
Zone Factor	0.4	Table 16-I
Source Type	B	Table 16-U
Coefficient N_a	1.0	Table 16-S
Coefficient N_v	1.2	Table 16-T
Coefficient C_a	0.45	Table 16-Q
Coefficient C_v	0.78	Table 16-R

SOIL CORROSIVITY

Excessive sulfate or chloride in either the soil or native water may result in an adverse reaction between the cement in concrete and the soil. California Building Code has developed criteria for evaluation of sulfate and chloride levels and how they relate to cement reactivity with soil and/or water. The soil samples from the subject site were tested to have negligible sulfate and chloride concentrations. Therefore, normal concrete mixes may be used for concentrations such as found in these soils.

Electrical resistivity testing of the soil indicates that the onsite soils may have a low potential for metal loss from electrochemical corrosion process. A qualified corrosion engineer should be consulted regarding the corrosion effects of the onsite soils on underground metal utilities.

TESTING AND INSPECTION

A representative of Krazan & Associates, Inc. should be present at the site during the earthwork activities to confirm that actual subsurface conditions are consistent with the exploratory fieldwork. This activity is an integral part of our service, as acceptance of earthwork construction is dependent upon compaction testing and stability of the material. This representative can also verify that the intent of these recommendations is incorporated into the project design and construction. Krazan & Associates, Inc. will not be responsible for grades or staking, since this is the responsibility of the Prime Contractor.

LIMITATIONS

Geotechnical Engineering is one of the newest divisions of Civil Engineering. This branch of Civil Engineering is constantly improving as new technologies and understanding of earth sciences advance. Although your site was analyzed using appropriate and current techniques and methods, undoubtedly there will be substantial future improvements in this branch of engineering. In addition to advancements in the field of Geotechnical Engineering, physical changes in the site due to site clearing or grading activities, new agency regulations, or possible changes in the proposed structure or development after issuance of this report will result in the need for professional review of this report. Updating or revisions to the recommendations report, and possibly additional study of the site may be required at that time. In light of this, the Owner should be aware that there is a practical limit to the usefulness of this report without critical review. Although the time limit for this review is strictly arbitrary, it is suggested that two years be considered a reasonable time for the usefulness of this report.

Foundation and earthwork construction is characterized by the presence of a calculated risk that soil and groundwater conditions have been fully revealed by the original foundation investigation. This risk is derived from the practical necessity of basing interpretations and design conclusions on limited sampling of the earth. The recommendations made in this report are based on the assumption that soil conditions do not vary significantly from those disclosed during our field investigation. The logs of the exploratory borings do not provide a warranty as to the conditions that may exist beneath the entire site. The extent and nature of subsurface soil and groundwater variations may not become evident until construction begins. It is possible that variations in soil conditions and depth to groundwater could exist beyond the points of exploration that may require additional studies, consultation, and possible design revisions. If conditions are encountered in the field during construction, which differ from those described in this

report, our firm should be contacted immediately to provide any necessary revisions to these recommendations.

This report presents the results of our Geotechnical Engineering Investigation, which was conducted for the purpose of evaluating the soil conditions in terms of foundation and retaining wall design, and grading and paving of the site. This report does not include reporting of any services related to environmental studies conducted to assessment the presence or absence of hazardous and/or toxic materials in the soil, groundwater, or atmosphere, or the presence of wetlands. Any statements in this report or on any boring log regarding odors, unusual or suspicious items, or conditions observed, are strictly for descriptive purposes and are not intended to convey professional judgment regarding the presence of potential hazardous or toxics substances. Conversely, the absence of statements in this report or on any boring log regarding odors, unusual or suspicious items, or conditions observed, does not constitute our rendering professional judgment regarding the absence of potentially hazardous or toxics substances.

The conclusions of this report are based on the information provided regarding the proposed construction. We emphasize that this report is valid for the project as described in the text of this report and it should not be used for any other sites or projects. The geotechnical engineering information presented herein is based upon our understanding of the proposed project and professional interpretation of the data obtained in our studies of the site. It is not warranted that such information and interpretation cannot be superseded by future geotechnical engineering developments. The Geotechnical Engineer should be notified of any changes to the proposed project so the recommendations may be reviewed and re-evaluated. The work conducted through the course of this investigation, including the preparation of this report, has been performed in accordance with the generally accepted standards of geotechnical engineering practice, which existed in geographic area of the project at the time the report was written. No other warranty, express or implied, is made. This report is issued with the understanding that the owner chooses the risk they wish to bear by the expenditures involved with the construction alternatives and scheduling that are chosen.

If you have any questions, or if we may be of further assistance, please do not hesitate to contact our office at (909) 974-4400.

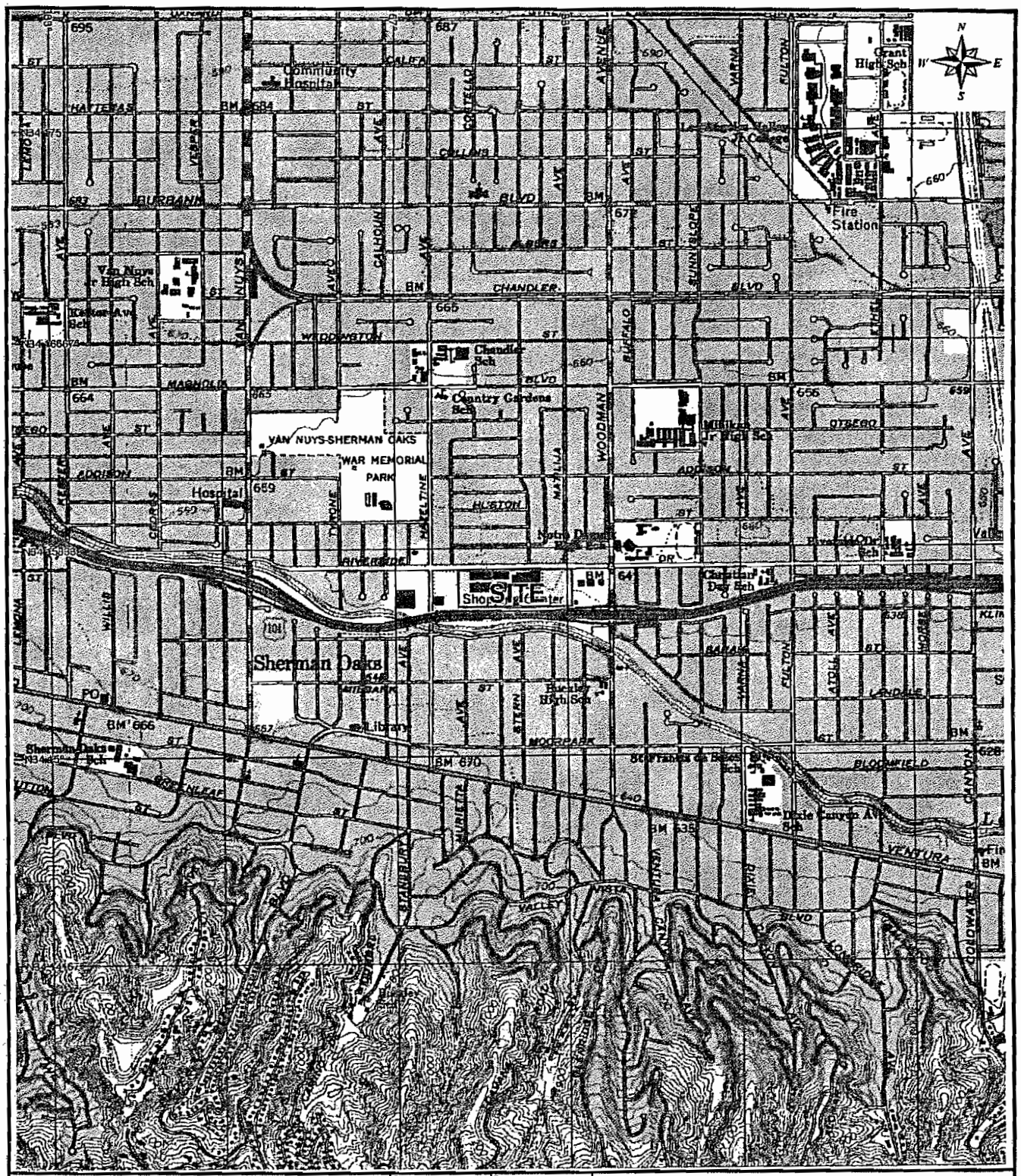
Respectfully submitted,
KRAZAN & ASSOCIATES, INC.

James Kellogg

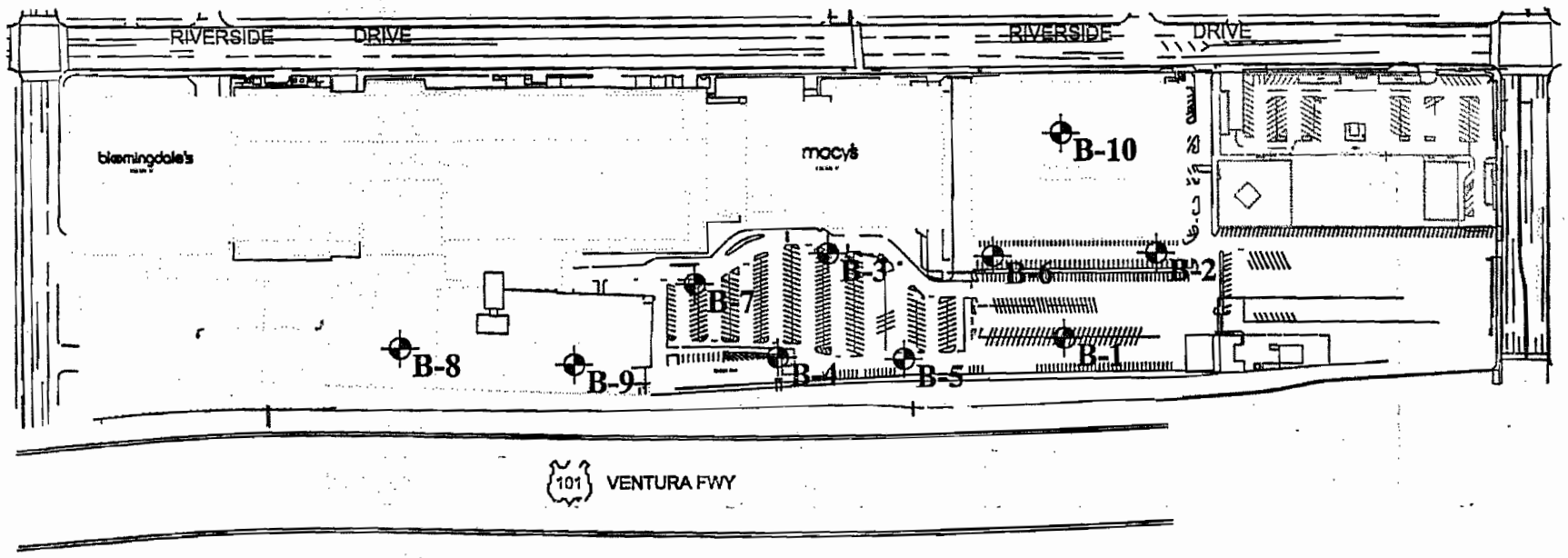
Clarence Jiang, GE
Project Engineer
R.G.E. No. 2477

James M. Kellogg, PE
Regional Manager
R.C.E. No. 65092

CJ/JMK:rm



PROPOSED FASHION SQUARE EXPANSION SHERMAN OAKS, CALIFORNIA	Scale: 1:24,000	Date: July '06	Krazan
	Drawn by: CJ	Approved by: CJ	GEOTECHNICAL ENGINEERS
VICINITY MAP	Project No. 112-06041	Figure No. 1	Offices Serving the Western United States

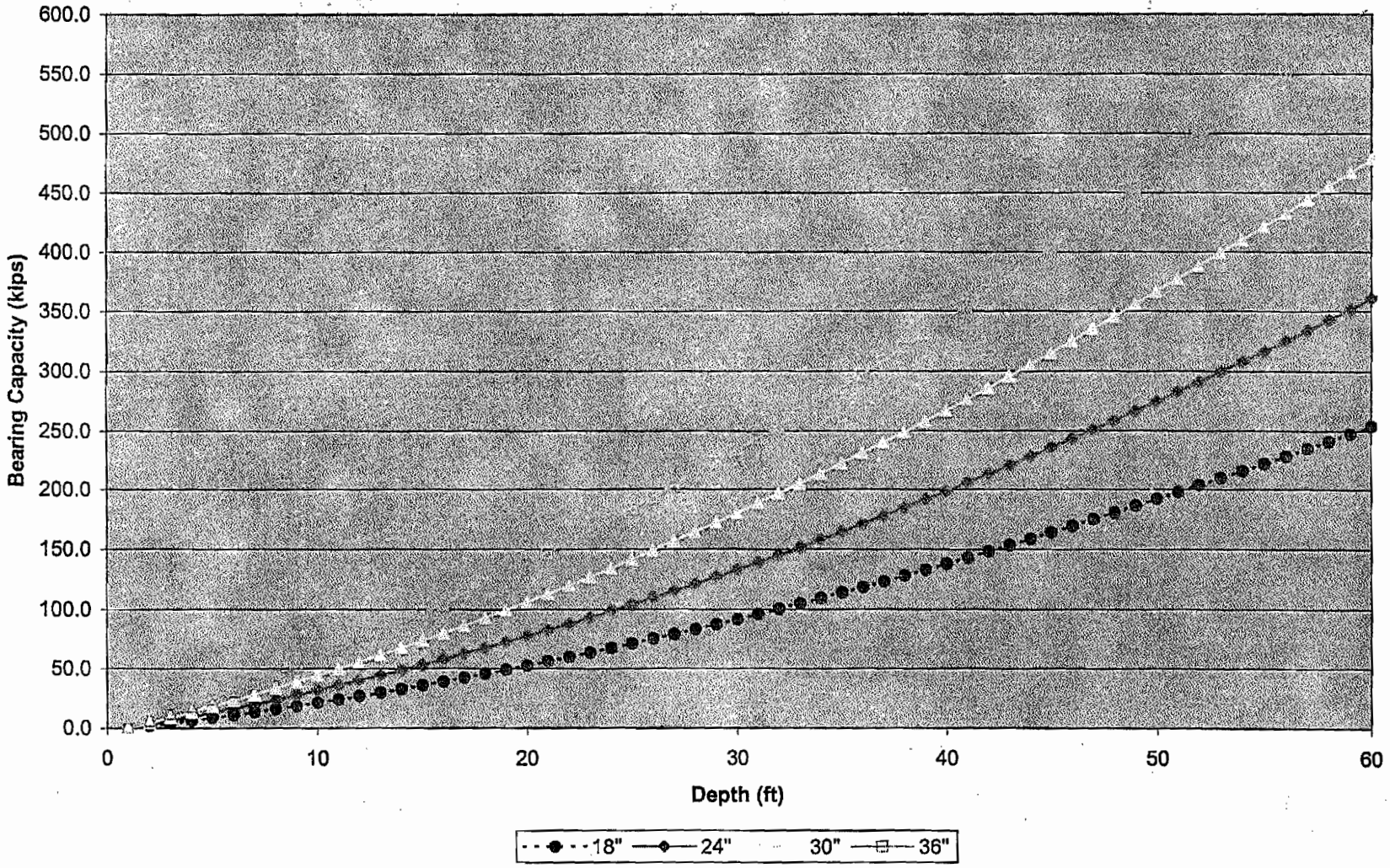


LEGEND

⊕ B-10 APPROXIMATE BORING LOCATION

FASHION SQUARE EXPANSION SHERMAN OAKS, CA	Scale: NTS	Date: SEPT 2006	Krazan SITE DEVELOPMENT ENGINEERS Offices Serving the Western United States
	Drawn by: RM	Approved by: CJ	
SITE PLAN	Project No. 112-06041	Figure No. 2	

FIGURE 3, PILE CAPACITY



APPENDIX A

FIELD AND LABORATORY INVESTIGATIONS

Field Investigation

Our field investigation consisted of a surface reconnaissance and a subsurface exploration program consisted of drilling, logging and sampling a total of 10 borings. The depths of exploration ranged from about 6 feet to 50 feet below the existing site surface.

Members of our staff visually classified the soils in the field as the drilling and excavating progressed and recorded a continuous log of each boring. Visual classification of the soils encountered in our exploratory borings was made in general accordance with the Unified Soil Classification System (ASTM D2487). A key for the classification of the soil and the boring logs are presented in this Appendix.

During drilling operations, penetration tests were performed at regular intervals to evaluate the soil consistency and to obtain information regarding the engineering properties of the subsoils. Samples were obtained from the borings by driving either a 2.5-inch inside diameter Modified California tube sampler fitted with brass sleeves or a 2-inch outside diameter, 1-3/8-inch inside diameter Standard Penetration ("split-spoon") test (SPT) sampler without sleeves. Soil samples were retained for possible laboratory testing. The samplers were driven up to a depth of 18 inches into the underlying soil using a 140-pound hammer falling 30 inches. The number of blows required to drive the sampler was recorded for each 6-inch penetration interval and the number of blows required to drive the sampler the last 12 inches are shown as blows per foot on the boring logs.

The approximate locations of our borings are shown on the Site Plan, Figure 2. These approximate locations were estimated in the field based on pacing and measuring from the limits of existing site features.

Laboratory Investigation

The laboratory investigation was programmed to determine the physical and mechanical properties of the soil underlying the site. The laboratory-testing program was formulated with emphasis on the evaluation of in-situ moisture and dry density, gradation, shear strength, expansion potential, and R-value of the materials encountered. In addition, chemical tests were performed to evaluate the soil/cement reactivity and corrosivity. Test results were used in our engineering analysis with respect to site and building pad preparation through mass grading activities, foundation and retaining wall design recommendations, pavement section design, evaluation of the materials as possible fill materials and for possible exclusion of some soils from use at the structures as fill or backfill.

Select laboratory test results are presented on the boring logs, with graphic or tabulated results of selected tests included in this Appendix. The laboratory test data, along with the field observations, was used to prepare the final boring logs presented in the Appendix.

Krazan & ASSOCIATES, INC.

GEOTECHNICAL ENGINEERING • ENVIRONMENTAL ENGINEERING
CONSTRUCTION TESTING & INSPECTION

UNIFIED SOIL CLASSIFICATION SYSTEM

UNIFIED SOIL CLASSIFICATION AND SYMBOL CHART

COARSE-GRAINED SOILS (more than 50% of material is larger than No. 200 sieve size.)			
GRAVELS More than 50% of coarse fraction larger than No. 4 sieve size	Clean Gravels (Less than 5% fines)	GW	Well-graded gravels, gravel-sand mixtures, little or no fines
		GP	Poorly-graded gravels, gravel-sand mixtures, little or no fines
	Gravels with fines (More than 12% fines)	GM	Silty gravels, gravel-sand-silt mixtures
		GC	Clayey gravels, gravel-sand-clay mixtures
SANDS 50% or more of coarse fraction smaller than No. 4 sieve size	Clean Sands (Less than 5% fines)	SW	Well-graded sands, gravelly sands, little or no fines
		SP	Poorly graded sands, gravelly sands, little or no fines
	Sands with fines (More than 12% fines)	SM	Silty sands, sand-silt mixtures
		SC	Clayey sands, sand-clay mixtures
FINE-GRAINED SOILS (50% or more of material is smaller than No. 200 sieve size.)			
SILTS AND CLAYS Liquid limit less than 50%		ML	Inorganic silts and very fine sands, rock flour, silty of clayey fine sands or clayey silts with slight plasticity
		CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays
		OL	Organic silts and organic silty clays of low plasticity
SILTS AND CLAYS Liquid limit 50% or greater		MH	Inorganic silts, micaceous or diatomaceous fine sandy or silty soils, elastic silts
		CH	Inorganic clays of high plasticity, fat clays
		OH	Organic clays of medium to high plasticity, organic silts
HIGHLY ORGANIC SOILS		PT	Peat and other highly organic soils

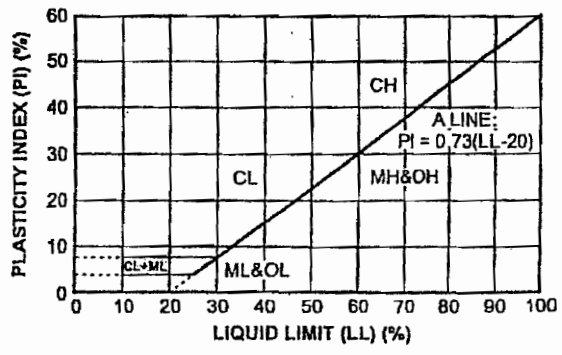
CONSISTENCY CLASSIFICATION

Description	Blows per Foot
Granular Soils	
Very Loose	< 5
Loose	5 – 15
Medium Dense	16 – 40
Dense	41 – 65
Very Dense	> 65
Cohesive Soils	
Very Soft	< 3
Soft	3 – 5
Firm	6 – 10
Stiff	11 – 20
Very Stiff	21 – 40
Hard	> 40

GRAIN SIZE CLASSIFICATION

Grain Type	*Standard Sieve Size*	*Grain Size in Millimeters*
Boulders	Above 12 inches	Above 305
Cobbles	12 to 13 inches	305 to 76.2
Gravel	3 inches to No. 4	76.2 to 4.76
Coarse-grained	3 to ¾ inches	76.2 to 19.1
Fine-grained	¾ inches to No. 4	19.1 to 4.76
Sand	No. 4 to No. 200	4.76 to 0.074
Coarse-grained	No. 4 to No. 10	4.76 to 2.00
Medium-grained	No. 10 to No. 40	2.00 to 0.042
Fine-grained	No. 40 to No. 200	0.042 to 0.074
Silt and Clay	Below No. 200	Below 0.074

PLASTICITY CHART



Log of Drill Hole B1

Project: Westfield Fashion Square Expansion | **Project No:** 112-06041

Client: Westfield Corporation, Inc. | **Figure No.:** A-1

Location: Sherman Oaks, CA | **Logged By:** AK

Depth to Water> **Initial:** **At Completion:**

SUBSURFACE PROFILE			SAMPLE				
Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.	Water Content (%) 10 20 30 40
0		Ground Surface					
		3" AC ON 8" AB					
2		*FILL: SANDY SILT W/SOME CLAY (ML),* fine grained, brown, slightly moist, firm	113.2	5.2		10	▪
4		*FILL: SILTY SAND (SM),* fine to medium grained, brown, slightly moist, loose 4" fiber mesh pipe at 4' (abandoned)					
6		*CLAYEY SILT (ML),* fine grained, brown/tan, wet, medium stiff	81.7	38.1		13	▪
		TERMINATED @ 6' / GRAVEL					
8		Total Depth = 6' No groundwater was encountered during drilling Hole backfilled with soil cuttings and patched 06/27/06					
10							
12							
14							
16							
18							
20							
22							
24							
26							
28							
30							

Drill Method: Hollow Stem Auger | **Drill Date:** 06/27/06

Drill Rig: CME 55 | **Krazan and Associates** | **Hole Size:** 8"

Driller: TS | **Elevation:** See Site Plan

Sheet: 1 of 1

Log of Drill Hole B2

Project: Westfield Fashion Square Expansion — **Project No:** 112-06041

Client: Westfield Corporation, Inc. — **Figure No.:** A-2

Location: Sherman Oaks, CA — **Logged By:** AK

Depth to Water> — **Initial:** — **At Completion:**

SUBSURFACE PROFILE			SAMPLE				
Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.	Water Content (%) 10 20 30 40
0		Ground Surface					
0		***FILL: SILTY SAND/SANDY SILT W/TRACE CLAY (SM/ML),*** fine to medium grained, brown/black/tan, moist, medium dense/stiff	98.6	20.8		25	
4		***CLAYEY SILT (ML),*** tan/brown, wet, soft, (tan material slightly competant)		42.3		8	
8		***SANDY SILT W/TRACE CLAY (ML),*** fine to medium grained, dark brown, moist, medium stiff		14.4		7	
14		***SILTY SAND (SM),*** fine to medium grained, brown, moist, medium dense		11.2		12	
16		Same as above, very firm drilling					
20				8.7		27	
20		***SILTY CLAY (CL),*** olive, slightly moist, very stiff					
22		Same as above, increasingly difficult drilling					
24		Same as above, moist, medium stiff w/some fine to medium grained sand		15.3		10	
26		***SILTY CLAY (CL),*** olive, moist, stiff					
30						15	

Drill Method: Hollow Stem Auger — **Drill Date:** 06/27/06

Drill Rig: CME 55 — **Krazan and Associates** — **Hole Size:** 8"

Driller: TS — **Elevation:** See Site Plan

Log of Drill Hole B2

Project: Westfield Fashion Square Expansion | **Project No:** 112-06041

Client: Westfield Corporation, Inc. | **Figure No.:** A-2

Location: Sherman Oaks, CA | **Logged By:** AK

Depth to Water> **Initial:** **At Completion:**

Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.	Water Content (%) 10 20 30 40
32				23.4		15	
34		Same as above, w/fine grained sand					
36		***SILTY SAND W/TRACE CLAY (SM),*** fine to medium grained, brown, moist, medium dense		19.0		12	
38		***SILTY CLAY (CL),*** olive, moist, stiff					
40		***CLAYEY SILT W/SOME SAND (ML),*** fine grained, olive, moist, medium stiff		24.8		11	
42		Same as above, decrease in sand/blueish gray					
44		Same as above, stiff					
46				27.2		15	
48							
50		End of Borehole					
52		Total Depth = 50' No groundwater was encountered during drilling Hole backfilled with soil cuttings and patched 06/27/06					
54							
56							
58							
60							

SUBSURFACE PROFILE | SAMPLE

Drill Method: Hollow Stem Auger | **Drill Date:** 06/27/06

Drill Rig: CME 55 | **Krazan and Associates** | **Hole Size:** 8"

Driller: TS | **Elevation:** See Site Plan

Sheet: 2 of 2

Log of Drill Hole B4

Project: Westfield Fashion Square Expansion — **Project No:** 112-06041

Client: Westfield Corporation, Inc. — **Figure No.:** A-4

Location: Sherman Oaks, CA — **Logged By:** AK

Depth to Water> — **Initial:** — **At Completion:**

SUBSURFACE PROFILE			SAMPLE				
Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.	Water Content (%) 10 20 30 40
0		Ground Surface					
		2" AC ON 6" AB					
2		*FILL: SILTY SAND (SM),* fine to medium grained, brown, damp, loose	113.4	10.1		30	■
4		*SILTY SAND W/SOME CLAY (SM),* fine to medium grained, brown, moist, medium dense					
6		*SANDY SILT W/TRACE CLAY (ML),* fine grained, brown, moist, very stiff	106.5	20.3		48	■
8		*SILTY SAND/SANDY SILT (SM/ML),* fine to medium grained, brown, moist, medium dense					
10				10.9		22	■
12		*SILTY SAND W/TRACE CLAY (SM),* fine to medium grained, brown, medium dense					
14		Same as above, decrease in grain size		11.6		17	■
16		Same as above, very tight					
18							
20		Same as above, increase in density		8.8		37	■
22							
24		*SILTY SAND/SANDY SILT W/TRACE CLAY (SM/ML)*					
26		fine grained, brown, moist, dense		12.7		44	■
28		*REFUSAL AT 27' / MATERIAL TOO TIGHT* Total Depth = 27' No groundwater was encountered during drilling Hole backfilled with soil cuttings and patched					
30							

Drill Method: Hollow Stem Auger — **Drill Date:** 06/28/06

Drill Rig: CME 55 — **Krazan and Associates** — **Hole Size:** 8"

Driller: TS — **Elevation:** See Site Plan

Sheet: 1 of 1

Log of Drill Hole B3

Project: Westfield Fashion Square Expansion | **Project No:** 112-06041

Client: Westfield Corporation, Inc. | **Figure No.:** A-3

Location: Sherman Oaks, CA | **Logged By:** AK

Depth to Water> 43.5' | **Initial:** | **At Completion:**

Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.	Water Content (%) 10 20 30 40
0		Ground Surface					
		3" AC ON 4" AB					
2		*FILL: SANDY SILT W/TRACE CLAY (ML),* fine grained, brown, damp, stiff	126.9	12.1		30	
4		*SANDY SILT W/TRACE CLAY (ML),* fine grained, brown, damp, stiff					
6		*SANDY CLAY (CL),* fine grained, brown, moist, very stiff	115.6	18.1		48	
8							
10		Same as above, increase in coarse grained material		17.6		22	
12							
14		*SANDY SILT (ML),* fine grained, brown, moist, stiff					
16				19.2		17	
18		*SILTY SAND (SM),* fine to medium grained, brown, moist, medium dense					
20				11.7		37	
22							
24		*SILTY SAND/SAND (SM/SP),* fine to coarse grained, brown, damp, dense					
26				3.1		44	
28		*SAND (SP),* fine to coarse grained, brown/light brown, damp, dense					
30						47	

Drill Method: Hollow Stem Auger | **Drill Date:** 06/28/06

Drill Rig: CME 55 | **Krazan and Associates** | **Hole Size:** 8"

Driller: TS | **Elevation:** See Site Plan

Log of Drill Hole B3

Project: Westfield Fashion Square Expansion | **Project No:** 112-06041

Client: Westfield Corporation, Inc. | **Figure No.:** A-3

Location: Sherman Oaks, CA | **Logged By:** AK

Depth to Water> 43.5' | **Initial:** | **At Completion:**

Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.	Water Content (%) 10 20 30 40
32				3.4		47	
34		Same as above, dark brown					
36				3.3		37	
38							
40		***SILTY CLAY W/SOME SAND (CL),*** fine grained, brown/olive, moist, firm		23.6		6	
42							
44		Same as above, stiff/grey/decrease in coarse material					
46				23.2		14	
48							
50		End of Borehole					
52		Total Depth = 50' Groundwater was encountered during drilling at 43.5' Hole backfilled with soil cuttings and patched 06/28/06					
54							
56							
58							
60							

Drill Method: Hollow Stem Auger | **Drill Date:** 06/28/06

Drill Rig: CME 55 | **Krazan and Associates** | **Hole Size:** 8"

Driller: TS | **Elevation:** See Site Plan

Sheet: 2 of 2

Log of Drill Hole B5

Project: Westfield Fashion Square Expansion | **Project No:** 112-06041

Client: Westfield Corporation, Inc. | **Figure No.:** A-5

Location: Sherman Oaks, CA | **Logged By:** AK

Depth to Water> **Initial:** **At Completion:**

Depth (ft)	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.
0	Ground Surface				
	2" AC ON 5" AB				
	FILL: SILTY SAND W/LITTLE CLAY (SM), fine to medium grained, brown, damp, medium dense	105.5	14.5		37
4	*SANDY SILT W/SOME CLAY (ML),* fine grained, brown, moist, stiff				
	SANDY CLAY (CL), fine grained, brown, moist, stiff	94.4	26.5		27
8					
10	*SILTY SAND W/TRACE CLAY (SM),* fine to medium grained, brown, moist, medium dense		10.3		22
12	*SANDY CLAY (CL),* fine grained, brown, moist, stiff				
14	*SANDY SILT W/LITTLE CLAY (ML),* fine grained, brown, moist, very stiff		13.9		37
16	*SILTY SAND (SM),* fine to medium grained, brown, moist, medium dense				
18	*SILTY SAND/SANDY SILT (SM/ML),* fine grained, brown, slightly moist, dense				
20			6.7		42
22	Same as above, increasingly difficult				
24	Same as above, w/trace clay		9.5		47
26					
28					
30	*REFUSAL AT 29' / MATERIAL TOO TIGHT*				

Water Content (%): 10 20 30 40

Drill Method: Hollow Stem Auger | **Drill Date:** 06/28/06

Drill Rig: CME 55 | **Krazan and Associates** | **Hole Size:** 8"

Driller: TS | **Elevation:** See Site Plan

Log of Drill Hole B6

Project: Westfield Fashion Square Expansion | **Project No:** 112-06041

Client: Westfield Corporation, Inc. | **Figure No.:** A-6

Location: Sherman Oaks, CA | **Logged By:** AK

Depth to Water> 34' | **Initial:** | **At Completion:**

Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.	Water Content (%) 10 20 30 40
0		Ground Surface					
		4" AC ON 4" AB					
2		*FILL: SANDY SILT (ML),* fine grained, brown, damp, loose	106.8	22.5		37	
4		*SANDY SILT (ML),* fine grained, brown, damp, medium dense					
6		*SILTY CLAY W/TRACE SAND (CL),* fine grained, brown, moist, very stiff	92.7	30.6		26	
8							
10		Same as above, stiff w/increase in plasticity		28.9		12	
12							
14		*SANDY SILT W/LITTLE CLAY (ML),* fine to medium grained, brown, moist, very stiff		16.6		34	
16							
18		*CLAY (CL),* brown, moist, stiff					
20		*SILTY SAND/CLAYEY SILT (SM/ML),* fine to medium grained, brown, moist, dense/hard		11.8		43	
22							
24		*SILTY SAND/SANDY SILT W/TRACE CLAY (SM/ML),* fine to medium grained, brown, moist, very firm, medium dense		15.2		37	
26							
28							
30						50 @ 6"	

Drill Method: Hollow Stem Auger | **Drill Date:** 06/28/06

Drill Rig: CME 55 | **Krazan and Associates** | **Hole Size:** 8"

Driller: TS | **Elevation:** See Site Plan

Log of Drill Hole B6

Project: Westfield Fashion Square Expansion | **Project No:** 112-06041

Client: Westfield Corporation, Inc. | **Figure No.:** A-6

Location: Sherman Oaks, CA | **Logged By:** AK

Depth to Water> 34' | **Initial:** | **At Completion:**

Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.	Water Content (%) 10 20 30 40
32		***SILTY SAND W/CLAY (SM),*** moist, very dense		13.5		50 @ 6"	
34							
36		***SILTY CLAY W/TRACE SAND (CL),*** fine grained, olive, moist, very stiff		24.5		21	
38							
40		Same as above, stiff w/increase in sand		25.1		18	
42							
44		Same as above, very stiff		25.7		29	
46		***SILTY SAND W/TRACE CLAY (SM),*** fine to medium grained, brown, slightly moist, medium dense					
48							
50		End of Borehole					
52		Total Depth = 50' Groundwater was encountered during drilling at 34' Hole backfilled with soil cuttings and patched 06/28/06					
54							
56							
58							
60							

Drill Method: Hollow Stem Auger | **Drill Date:** 06/28/06

Drill Rig: CME 55 | **Krazan and Associates** | **Hole Size:** 8"

Driller: TS | **Elevation:** See Site Plan

Sheet: 2 of 2

Log of Drill Hole B7

Project: Westfield Fashion Square Expansion | **Project No:** 112-06041

Client: Westfield Corporation, Inc. | **Figure No.:** A-7

Location: Sherman Oaks, CA | **Logged By:** AK

Depth to Water> **Initial:** **At Completion:**

Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.	Water Content (%) 10 20 30 40
0		Ground Surface					
		2" AC ON 5" AB					
2		*FILL: SILTY SAND/SANDY SILT W/TRACE CLAY (SM/ML),* fine to medium grained, brown, moist, medium dense	112.9	19.9		37	
4		*SANDY SILT W/SOME CLAY (ML),* fine grained, brown, moist, stiff					
6		Same as above, decrease in clay	106.2	22.0		36	
8		*SILTY SAND/SAND (SM/SP),* fine to medium grained, brown, slightly moist, medium dense					
10			117.5	5.3		33	
12							
14		*SILTY SAND (SM),* fine to medium grained, brown, moist, dense					
16		Same as above, w/lenses of silt and trace of clay		7.8		43	
18		*SAND (SP),* fine to medium grained, light brown/brown, damp, dense					
20		Same as above, fine to coarse grained		1.4		46	
22							
24		*SANDY SILT W/TRACE CLAY (ML),* fine grained, brown, moist, stiff					
26				15.3		19	
28							
30		*SILTY SAND W/TRACE CLAY (SM),* fine grained, brown, moist, medium dense					

Drill Method: Hollow Stem Auger

Drill Rig: CME 55

Driller: TS

Krazan and Associates

Drill Date: 06/28/06

Hole Size: 8"

Elevation: See Site Plan

Log of Drill Hole B7

Project: Westfield Fashion Square Expansion | **Project No:** 112-06041

Client: Westfield Corporation, Inc. | **Figure No.:** A-7

Location: Sherman Oaks, CA | **Logged By:** AK

Depth to Water> **Initial:** **At Completion:**

SUBSURFACE PROFILE			SAMPLE				
Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.	Water Content (%) 10 20 30 40
32				17.9		32	
34		***SILTY SAND/CLAYEY SAND (SM/SC),*** fine to medium grained, brown, moist, medium dense					
36		***REFUSAL AT 34' / MATERIAL TOO TIGHT***					
38		Total Depth = 34'					
40		No groundwater was encountered during drilling					
42		Hole backfilled with soil cuttings and patched					
44		06/28/06					
46							
48							
50							
52							
54							
56							
58							
60							

Drill Method: Hollow Stem Auger | **Drill Date:** 06/28/06

Drill Rig: CME 55 | **Krazan and Associates** | **Hole Size:** 8"

Driller: TS | **Elevation:** See Site Plan

Log of Drill Hole B8

Project: Westfield Fashion Square Expansion | **Project No:** 112-06041

Client: Westfield Corporation, Inc. | **Figure No.:** A-8

Location: Sherman Oaks, CA | **Logged By:** AK

Depth to Water> 44.5 | **Initial:** 45.5 | **At Completion:** 44.5

Depth (ft)	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.
0	Ground Surface				
	3" AC ON 3" AB				
2	***FILL: SANDY SILT W/SOME CLAY (ML),*** fine to medium grained, brown, moist, very stiff	122.7	11.9		29
	Same as above, decrease in clay				
4	***SILTY SAND W/TRACE CLAY/GRAVEL (SM),*** fine to coarse grained, brown, slightly moist, dense				
6		118.0	4.6		54
8					
10	***SILTY SAND/SAND W/LITTLE GRAVEL (SM/SP),*** fine to coarse grained, brown, slightly moist, very dense	121.0	3.4		50 @ 6"
12					
14	***SILTY SAND/SANDY SILT (SM/ML),*** fine to medium grained, brown, very moist, medium dense				
16	***CLAY (CL),*** brown, very moist, very stiff	107.6	22.2		29
18					
20		107.6	20.1		27
22					
24	***SANDY SILT W/SOME CLAY (ML),*** fine grained, brown, very moist, very stiff				
26		106.2	22.1		28
28	***SILTY CLAY W/TRACE SAND (CL),*** fine grained, brown, moist, very stiff				
30					34

Water Content (%): 10 20 30 40

Drill Method: Hollow Stem Auger | **Drill Date:** 08/14/06

Drill Rig: LAR (custom) | **Krazan and Associates** | **Hole Size:** 8"

Driller: Pacific Drilling | **Elevation:** See Site Plan

Log of Drill Hole B8

Project: Westfield Fashion Square Expansion | **Project No:** 112-06041

Client: Westfield Corporation, Inc. | **Figure No.:** A-8

Location: Sherman Oaks, CA | **Logged By:** AK

Depth to Water> 44.5 | **Initial:** 45.5 | **At Completion:** 44.5

Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.	Water Content (%) 10 20 30 40
32			106.0	23.2		34	
34		Same as above, hard					
36			106.5	21.4		53	
38							
40		***SANDY SILT W/TRACE CLAY (ML),*** fine grained, brown, wet, hard	99.9	25.1		48	
42		Same as above, increase in clay					
44							
46		***SILTY SAND/SAND (SM/SP),*** fine to medium grained, brown, very moist, dense	104.5	22.2		50	
48							
50		***SILTY SAND (SM),*** fine to medium grained, brown, damp, dense					
52		End of Borehole Total Depth = 50' Groundwater was encountered at 45.5' during drilling Hole backfilled with soil cuttings and patched 08/14/06					
54							
56							
58							
60							

Drill Method: Hollow Stem Auger | **Drill Date:** 08/14/06

Drill Rig: LAR (custom) | **Krazan and Associates** | **Hole Size:** 8"

Driller: Pacific Drilling | **Elevation:** See Site Plan

Sheet: 2 of 2

Log of Drill Hole B9

Project: Westfield Fashion Square Expansion — **Project No:** 112-06041

Client: Westfield Corporation, Inc. — **Figure No.:** A-9

Location: Sherman Oaks, CA — **Logged By:** AK

Depth to Water> — **Initial:** — **At Completion:**

Depth (ft)	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.
0	Ground Surface				
	2" OVERLAY AC ON 3" CONCRETE ON 2" AB				
2	***FILL: SANDY SILT W/LITTLE CLAY (ML),*** fine to medium grained, brown, slightly moist, loose	113.8	6.3		16
4	***SANDY SILT W/TRACE CLAY/GRAVEL (ML),*** fine to medium grained, brown, slightly moist, medium dense				
6		116.0	6.2		28
8	***SILTY SAND W/TRACE CLAY/GRAVEL (SM),*** fine to medium grained, brown, damp, medium dense				
10		124.6	2.7		30
12	***SAND W/SOME GRAVEL (SP),*** fine to coarse grained, brown, damp, medium dense				
14	***SILTY SAND W/TRACE CLAY (SM),*** fine to medium grained, brown, moist, medium dense				
16		118.1	13.8		69
18	***SILTY SAND/SANDY SILT W/TRACE CLAY (SM/ML),*** Same as above, fine to medium grained				
20	***CLAY (CL),*** brown/olive, wet, very stiff	98.9	25.9		32
22					
24	***SANDY SILT W/SOME CLAY (ML),*** fine grained, brown, moist, hard				
26	***CLAY (CL),*** brown, very moist, hard	110.9	17.1		63
28	***SILTY SAND (SM),*** fine grained, brown, moist, dense				
30	***CLAYEY SILT W/TRACE SAND (ML),*** fine grained, brown, very moist, hard	109.5	21.4		42
32	***REFUSAL AT 29.5' / MATERIAL TOO*** Total Depth = 29.5' No groundwater was encountered during drilling Hole backfilled with soil cuttings and patched 08/15/06				
34					

Water Content (%): 10 20 30 40

Drill Method: Hollow Stem Auger — **Drill Date:** 08/15/06

Drill Rig: LAR (custom) — **Krazan and Associates** — **Hole Size:** 8"

Driller: Pacific Drilling — **Elevation:** See Site Plan

Sheet: 1 of 1

Log of Drill Hole B10

Project: Westfield Fashion Square Expansion | **Project No:** 112-06041

Client: Westfield Corporation, Inc. | **Figure No.:** A-10

Location: Sherman Oaks, CA | **Logged By:** AK

Depth to Water> **Initial:** **At Completion:**

Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.	Water Content (%) 10 20 30 40
0		Ground Surface					
0		*2" AC ON 3" AB*					
2		*FILL: SILTY SAND (SM),* fine to medium grained, brown, very moist, loose	106.0	21.4		23	
4		*FILL: SILTY CLAY W/SOME SAND (CL),* fine to medium grained, brown, very moist, very stiff					
6		*SILTY CLAY W/TRACE SAND (CL),* fine grained, brown, moist, very stiff	111.5	12.1		39	
8		*SILTY SAND (SM),* fine to medium grained, brown, moist, medium dense					
10		*CLAYEY SILT (ML),* brown, very moist, very stiff Same as above, w/some sand	99.2	22.9		21	
12							
14		*SILTY SAND/SANDY SILT W/TRACE CLAY (SM/ML),* fine to medium grained, brown, moist, medium dense	111.9	15.9		37	
16							
18		*SILTY CLAY (CL),* brown, wet, very stiff					
20		Same as above, decrease in silt	90.9	31.7		33	
22							
24		*SANDY SILT W/TRACE CLAY (ML),* fine to medium grained, brown, very moist, medium dense					
26			112.9	18.9		37	
28		*CLAY (CL),* brown, moist, very stiff					
30						40	

Drill Method: Hollow Stem Auger | **Drill Date:** 08/16/06

Drill Rig: LAR (custom) | **Krazan and Associates** | **Hole Size:** 8"

Driller: Pacific Drilling | **Elevation:** See Site Plan

Log of Drill Hole B10

Project: Westfield Fashion Square Expansion | **Project No:** 112-06041

Client: Westfield Corporation, Inc. | **Figure No.:** A-10

Location: Sherman Oaks, CA | **Logged By:** AK

Depth to Water> **Initial:** **At Completion:**

Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.	Water Content (%) 10 20 30 40
32		***SANDY SILT (ML),*** fine grained, brown, very moist, medium dense	107.1	22.0		40	
34		***SILTY CLAY (CL),*** brown, very moist, very stiff					
36			97.7	29.1		24	
38		***CLAYEY SILT W/LITTLE SAND (ML),*** fine grained, brown, wet, medium dense					
40			106.2	24.0		35	
42		***SANDY SILT W/TRACE CLAY (ML),*** fine grained, brown, very moist, very dense					
44		***SILTY SAND/SANDY SILT W/TRACE CLAY (SM/ML),*** fine to medium grained, brown, very moist, very stiff	112.8	17.6		74	
46		***SANDY SILT W/SOME CLAY (ML),*** fine grained, brown, moist, very stiff					
48							
50		End of Borehole					
52		Total Depth = 50'					
54		No groundwater was encountered during drilling					
56		Hole backfilled with soil cuttings and patched 08/16/06					
58							
60							

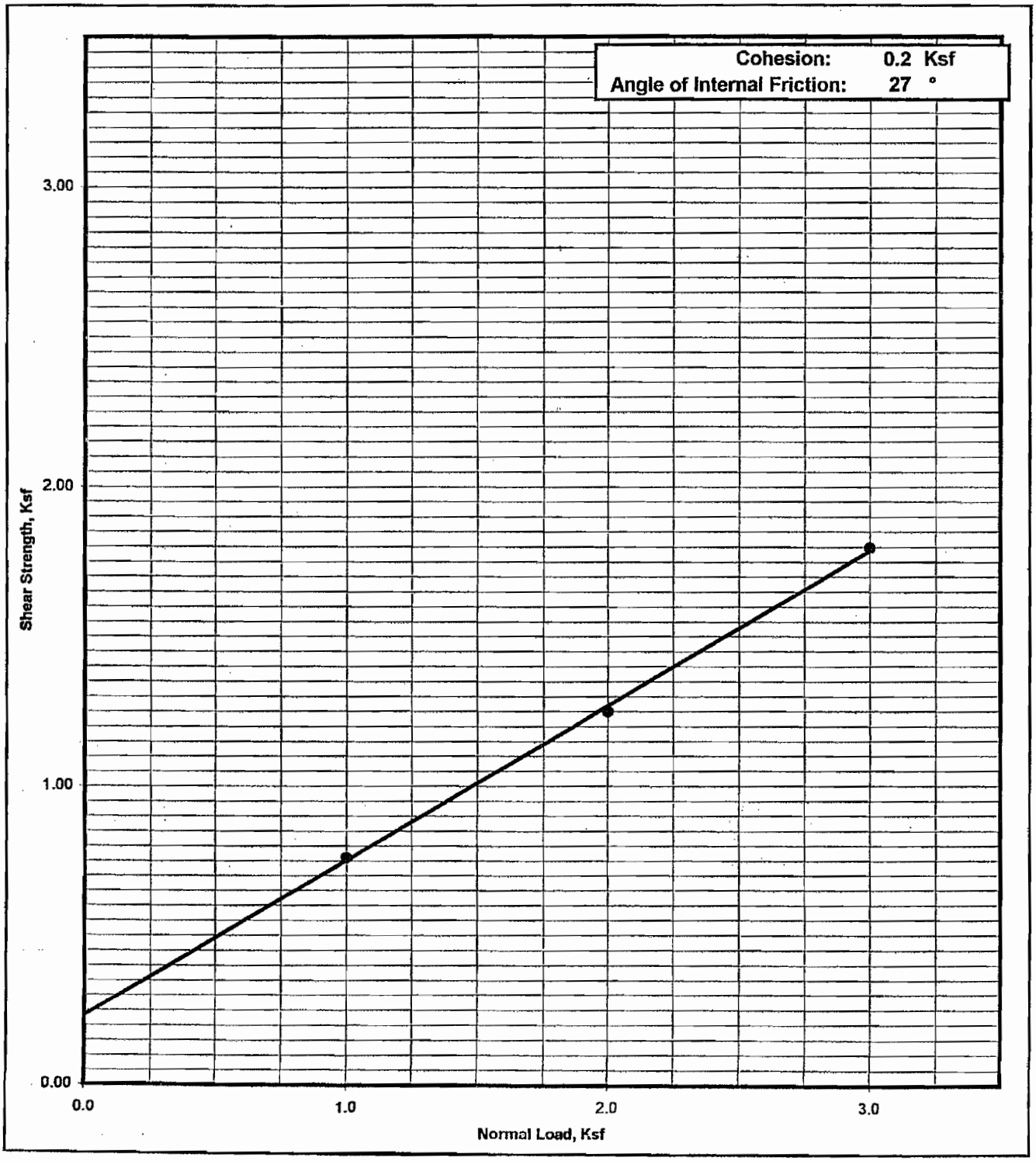
Drill Method: Hollow Stem Auger | **Drill Date:** 08/16/06

Drill Rig: LAR (custom) | **Krazan and Associates** | **Hole Size:** 8"

Driller: Pacific Drilling | **Elevation:** See Site Plan

Shear Strength Diagram (Direct Shear)
ASTM D - 3080 / AASHTO T - 236

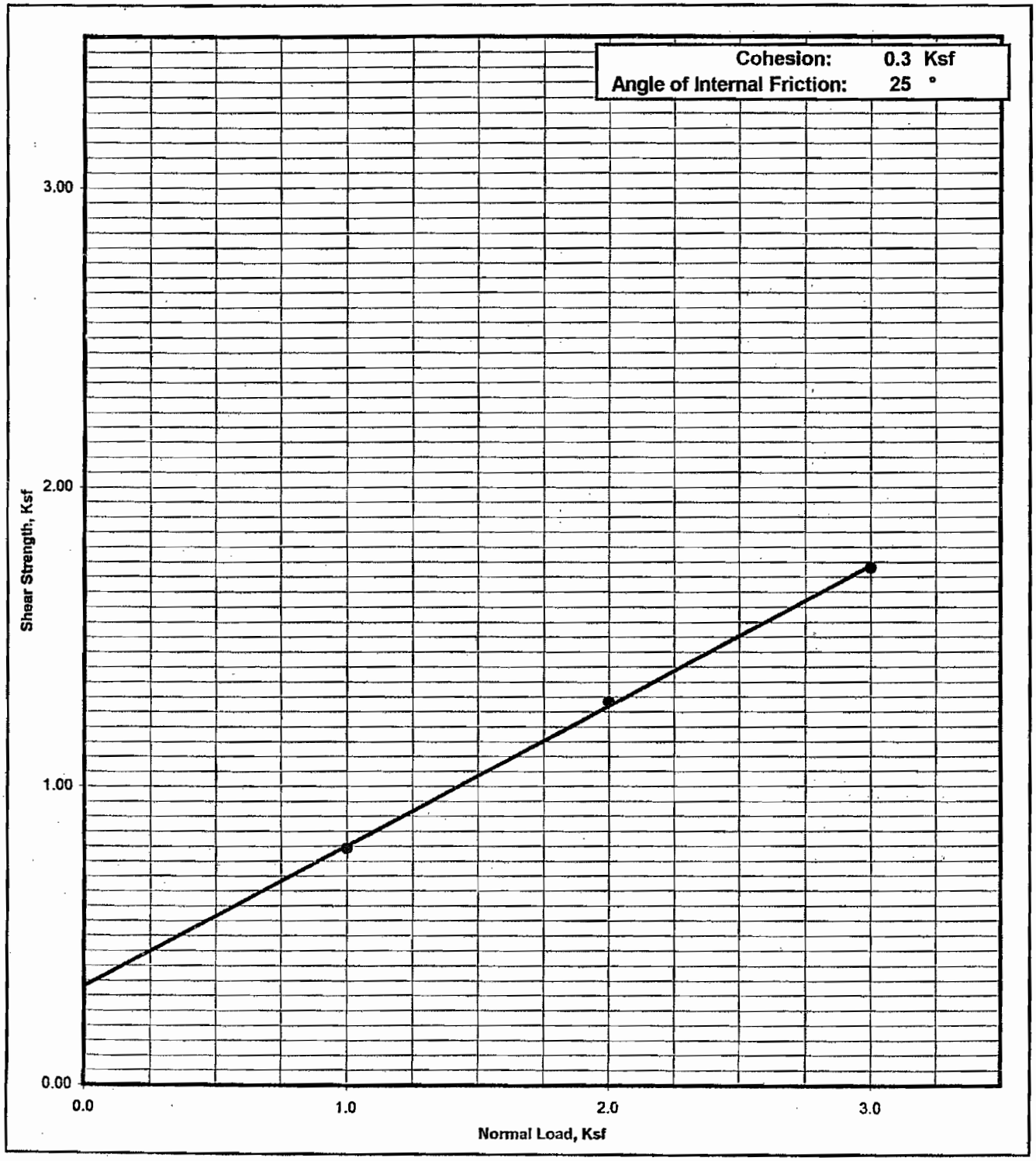
Project Number	Boring No. & Depth	Soil Type	Date
112-06041	B-2 @ 2'	(ML), Sandy Silt w/ Clay	7/6/06



Krazan Testing Laboratory

Shear Strength Diagram (Direct Shear)
ASTM D - 3080 / AASHTO T - 236

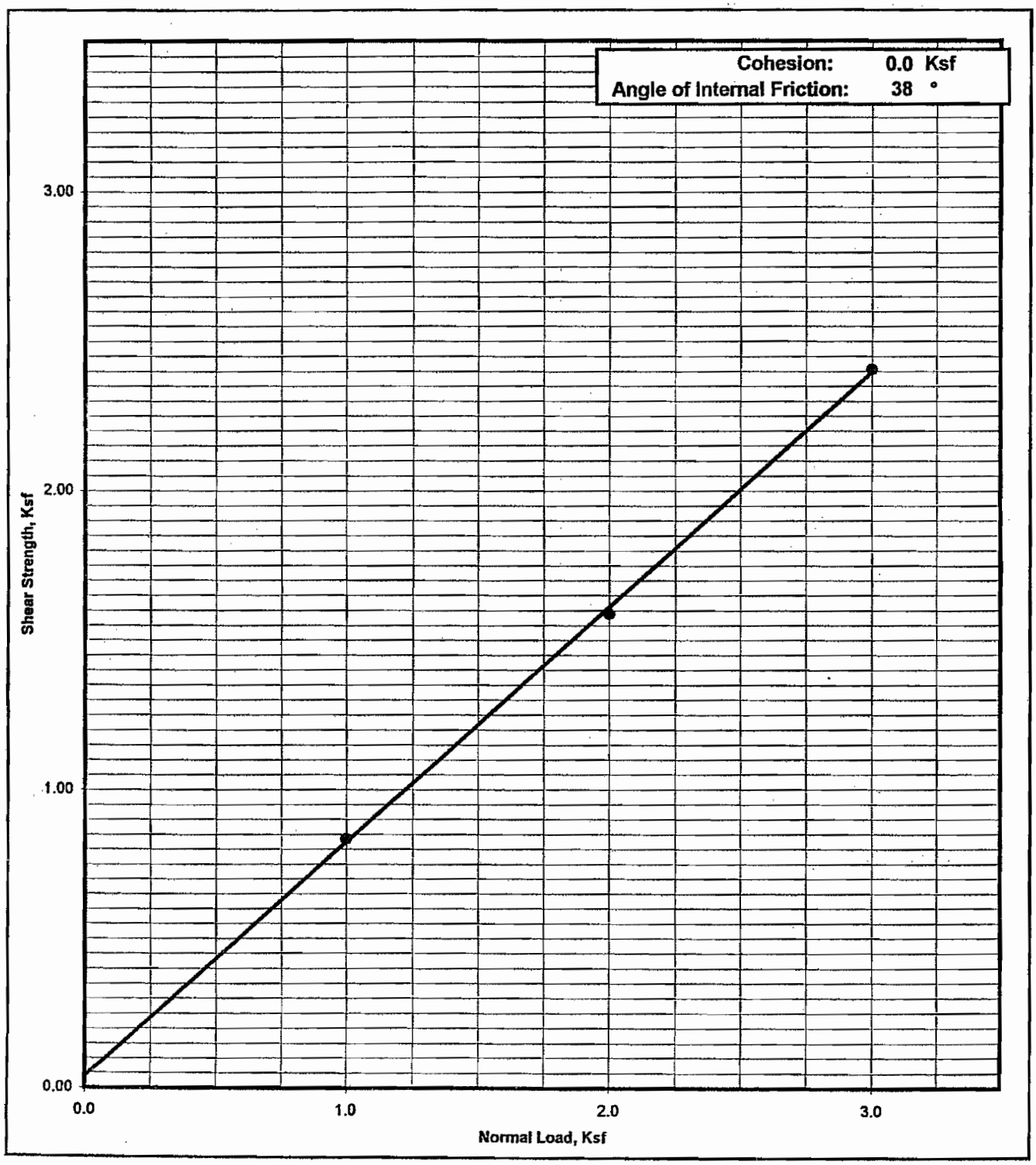
Project Number	Boring No. & Depth	Soil Type	Date
112-06041	B-7 @ 2'	(ML), Sandy Silt w/ Clay	7/6/06



Krazan Testing Laboratory

Shear Strength Diagram (Direct Shear)
ASTM D - 3080 / AASHTO T - 236

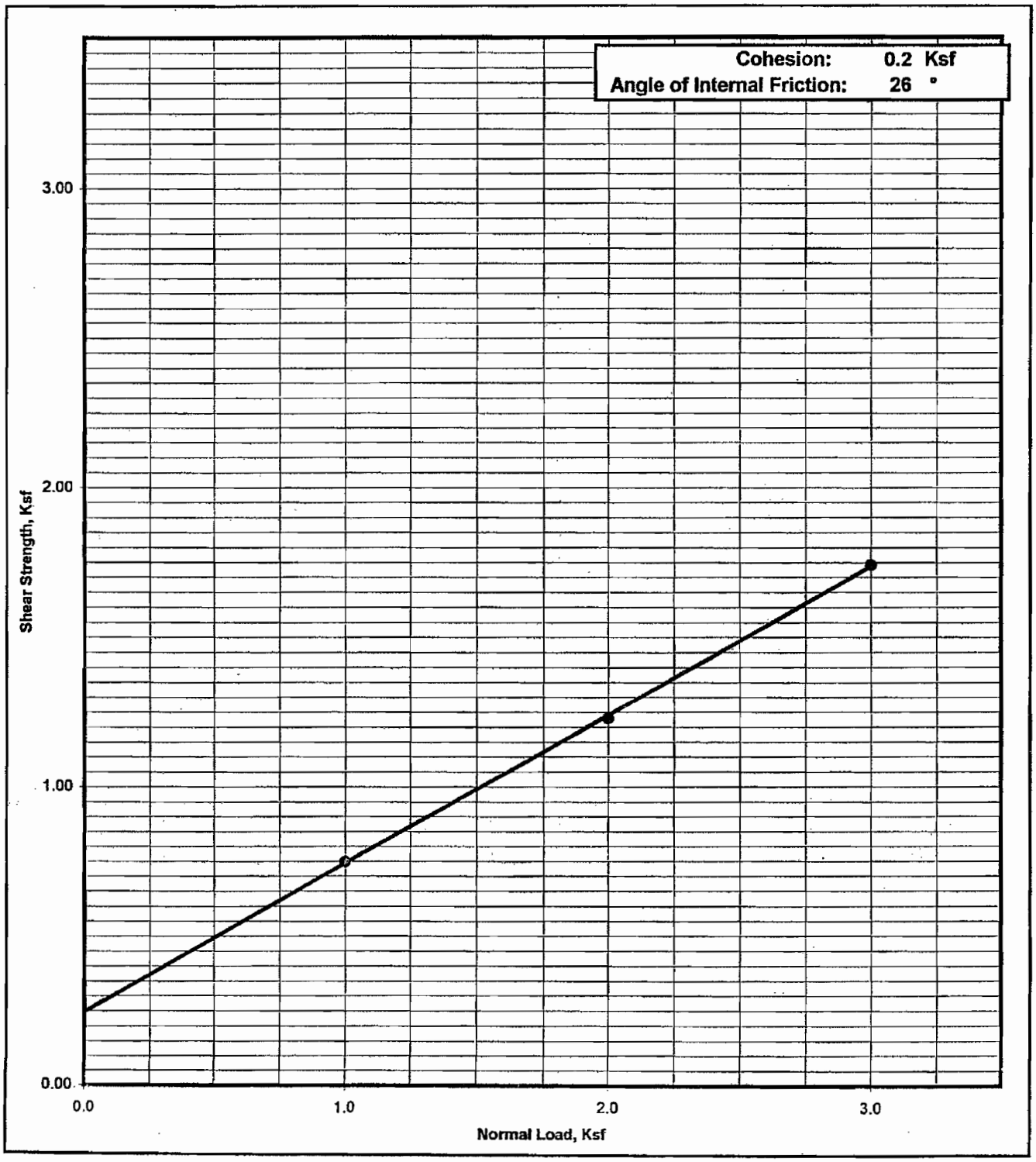
Project Number	Boring No. & Depth	Soil Type	Date
112-06041	B-8 @ 10' - 11'	(SM-SP), Silty Sand - Sand w/ Trace Gravel	8/21/06



Krazan Testing Laboratory

Shear Strength Diagram (Direct Shear)
ASTM D - 3080 / AASHTO T - 236

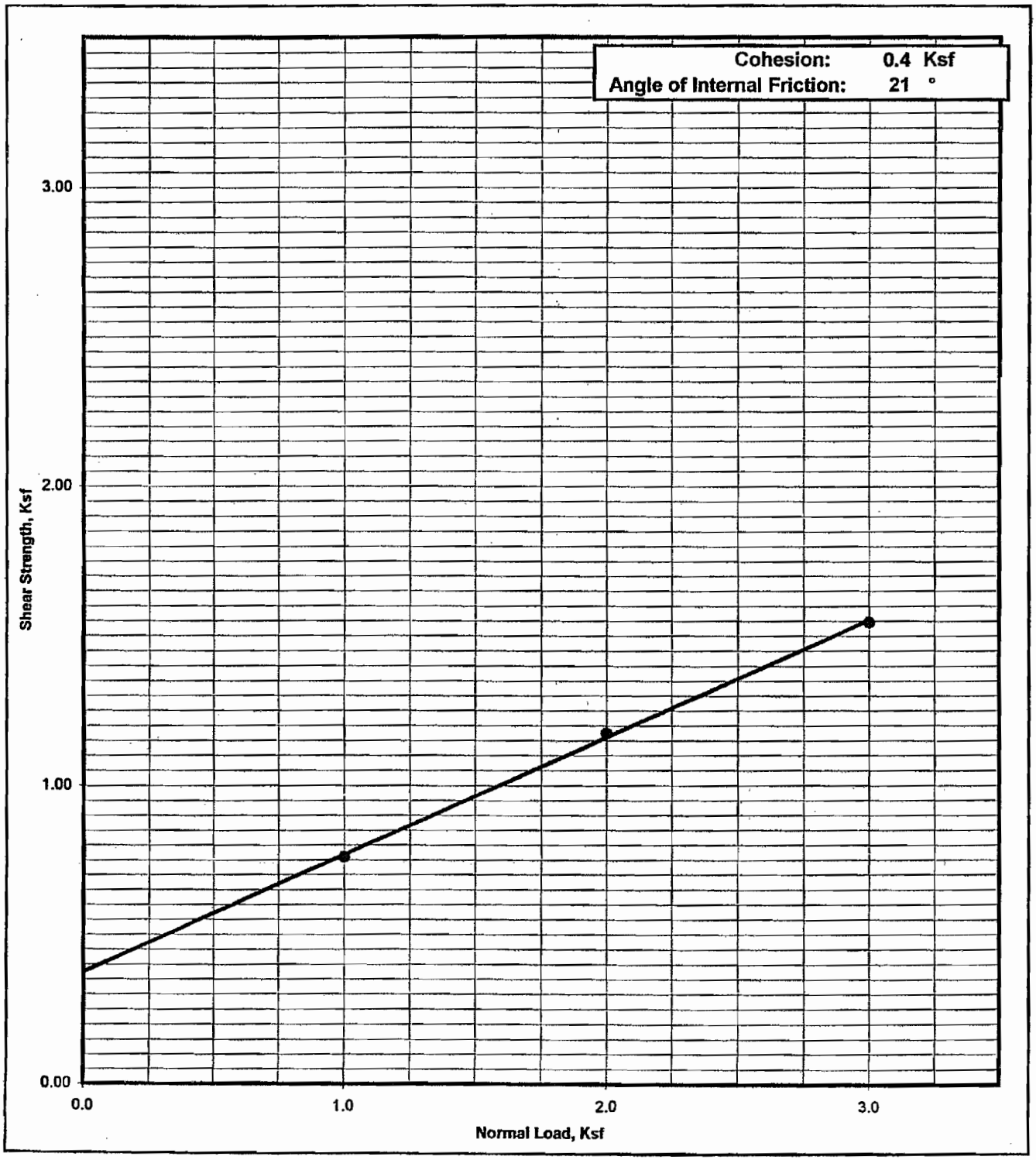
Project Number	Boring No. & Depth	Soil Type	Date
112-06041	B-8 @ 20' - 21'	(ML), Sandy Silt w/ Clay	8/21/06



Krazan Testing Laboratory

Shear Strength Diagram (Direct Shear)
ASTM D - 3080 / AASHTO T - 236

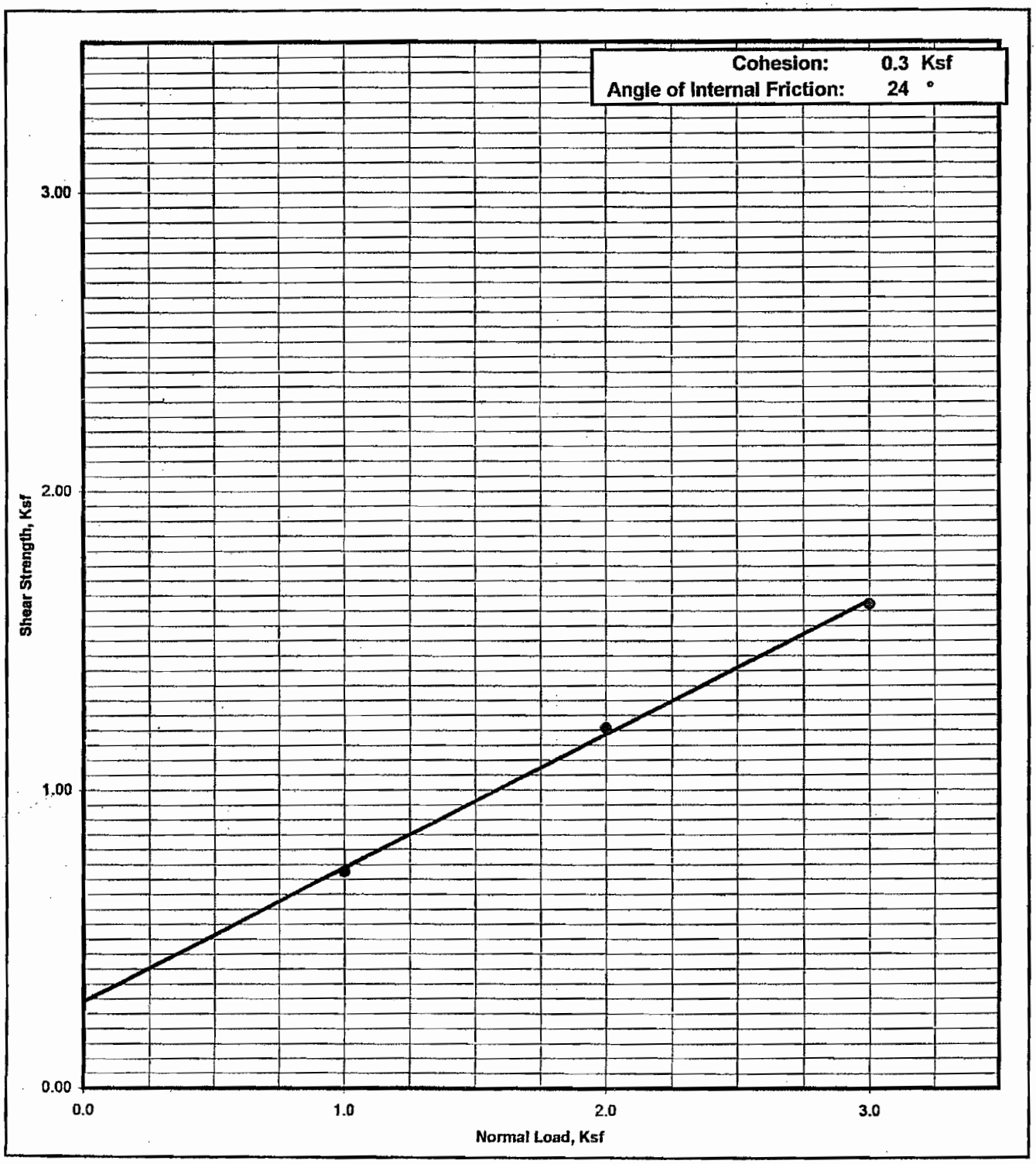
Project Number	Boring No. & Depth	Soil Type	Date
112-06041	B-8 @ 30' - 31'	(ML), Clayey Silt	8/21/06



Krazan Testing Laboratory

Shear Strength Diagram (Direct Shear)
ASTM D - 3080 / AASHTO T - 236

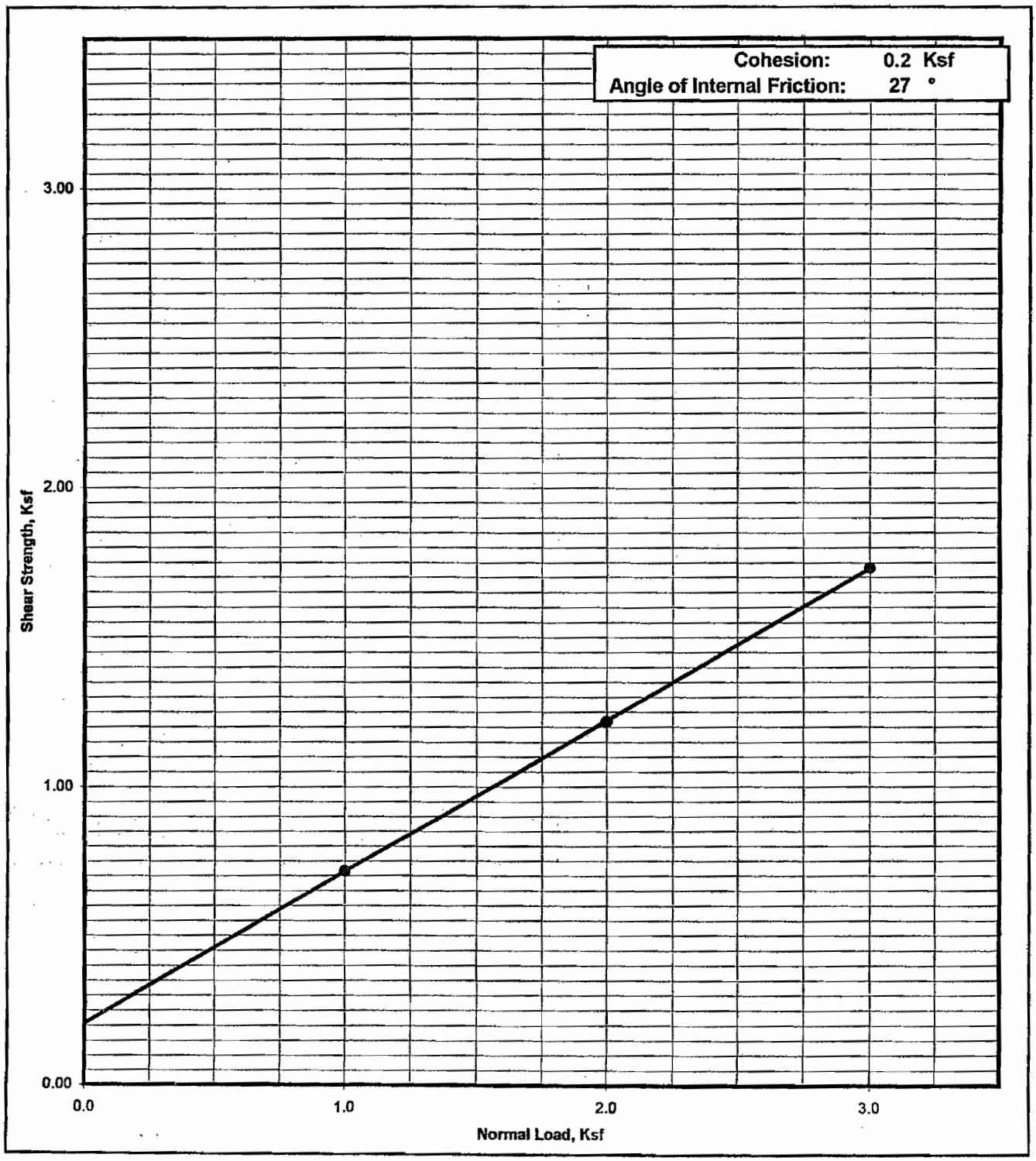
Project Number	Boring No. & Depth	Soil Type	Date
112-06041	B-8 @ 40' - 41'	(ML), Sandy Silt w/ Clay	8/21/06



Krazan Testing Laboratory

Shear Strength Diagram (Direct Shear)
ASTM D - 3080 / AASHTO T - 236

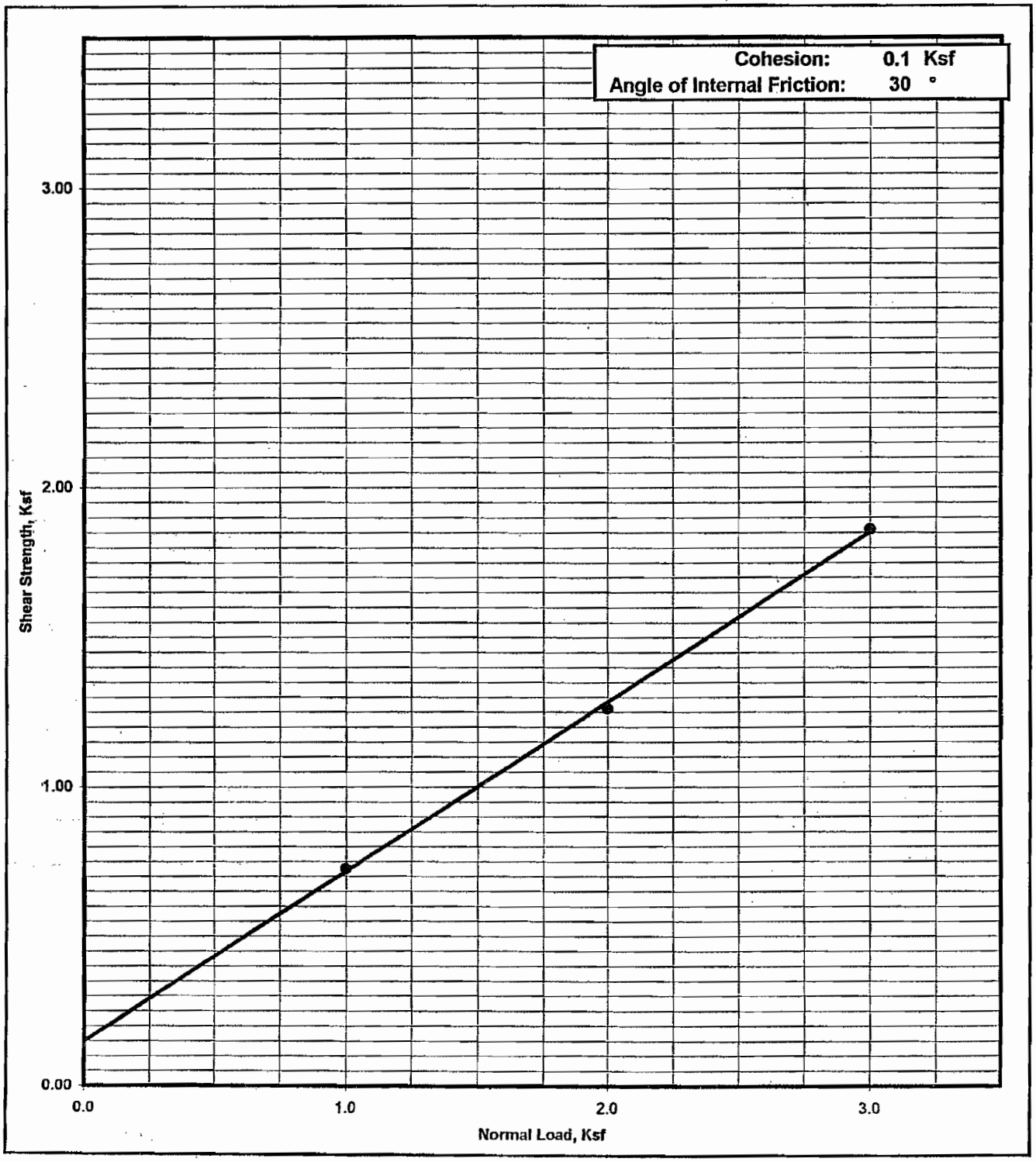
Project Number	Boring No. & Depth	Soil Type	Date
112-06041	B-10 @ 15' - 16'	(ML), Sandy Silt w/ Trace Clay	8/21/06



Krazan Testing Laboratory

Shear Strength Diagram (Direct Shear)
ASTM D - 3080 / AASHTO T - 236

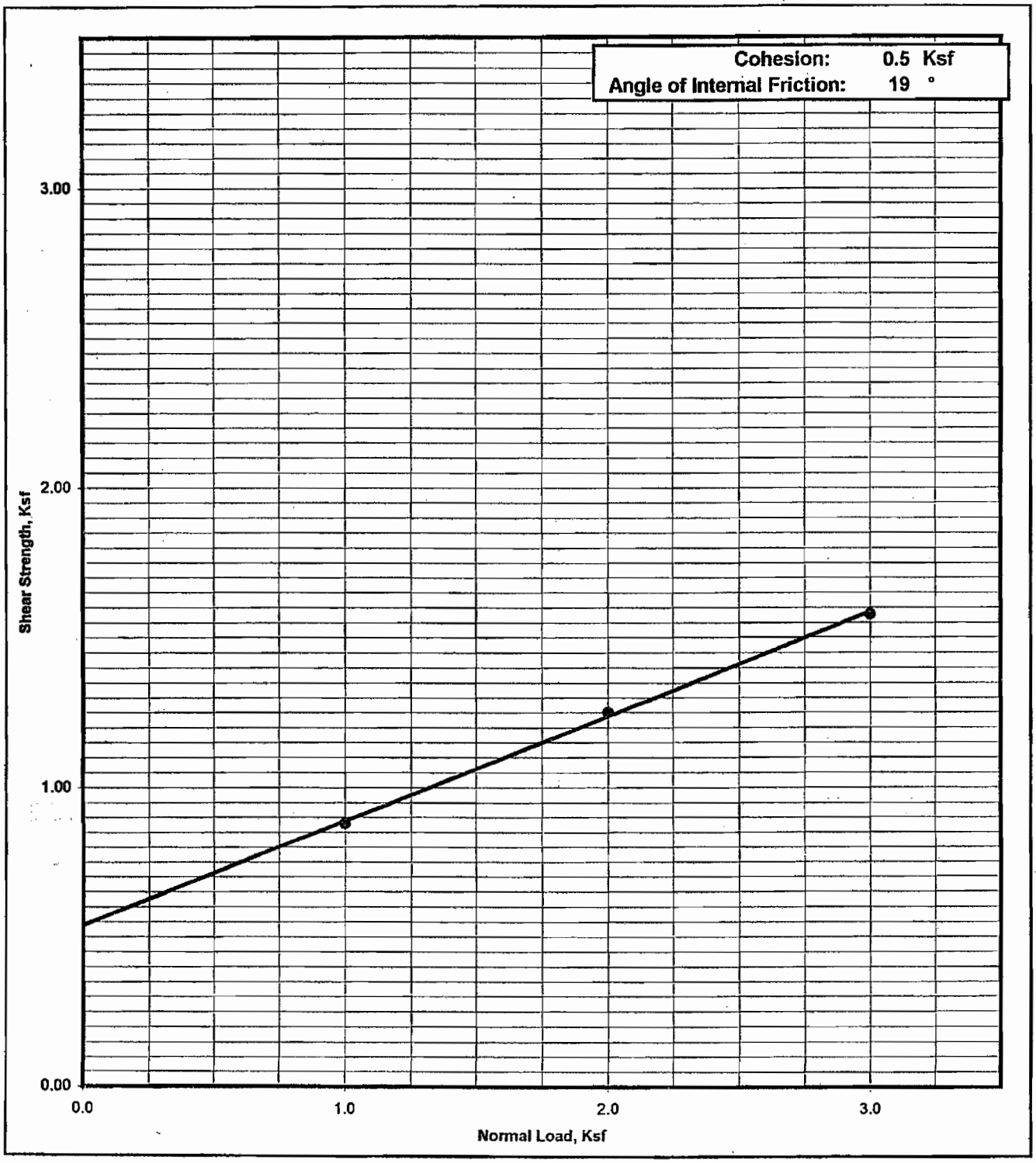
Project Number	Boring No. & Depth	Soil Type	Date
112-06041	B-10 @ 25' - 26'	(SM-ML), Silty Sand-Sandy Silt w/ Trace Clay	8/21/06



Krazan Testing Laboratory

Shear Strength Diagram (Direct Shear)
ASTM D - 3080 / AASHTO T - 236

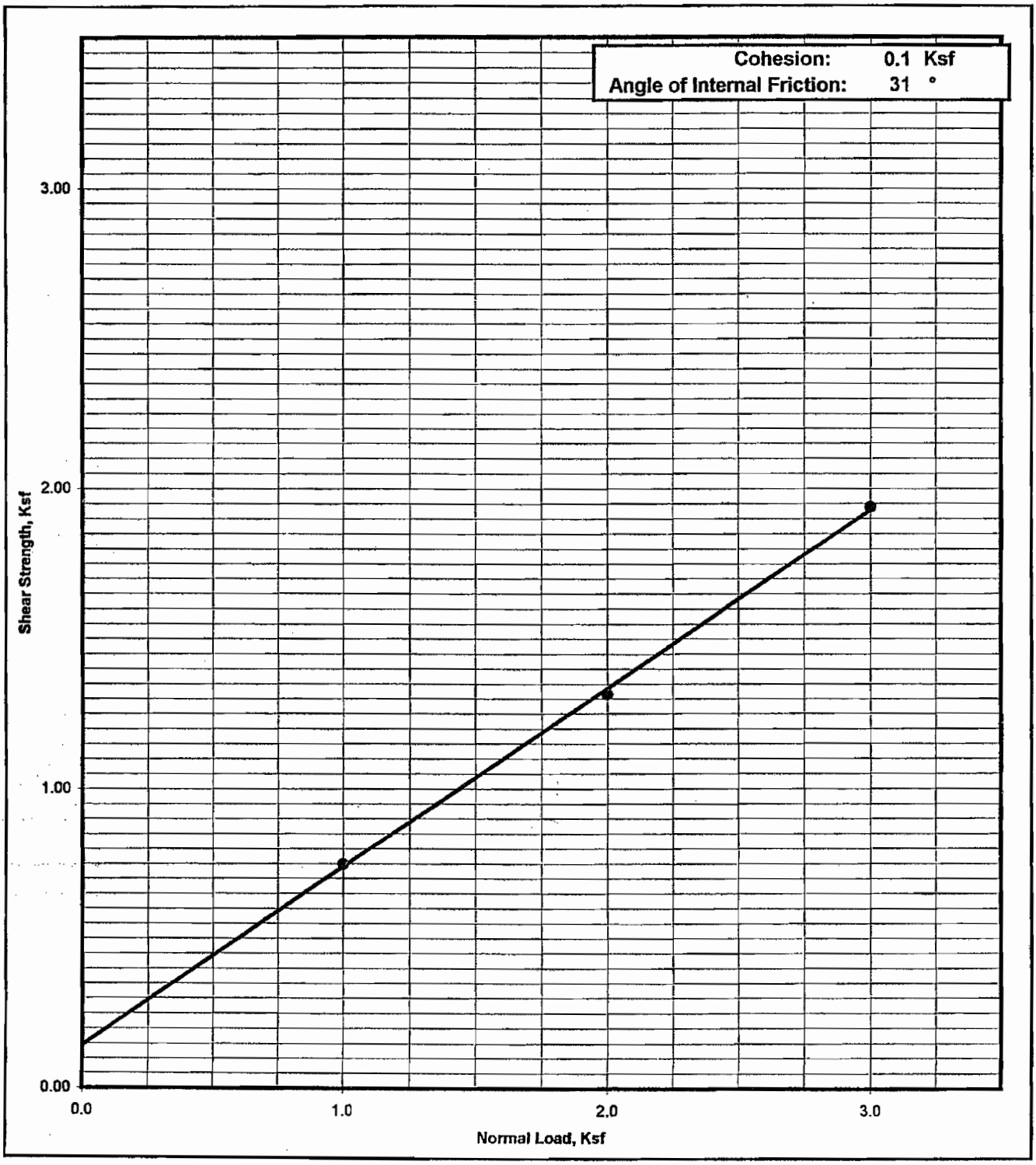
Project Number	Boring No. & Depth	Soil Type	Date
112-06041	B-10 @ 35' - 36'	(CL), Silty Clay	8/21/06



Krazan Testing Laboratory

Shear Strength Diagram (Direct Shear)
ASTM D - 3080 / AASHTO T - 236

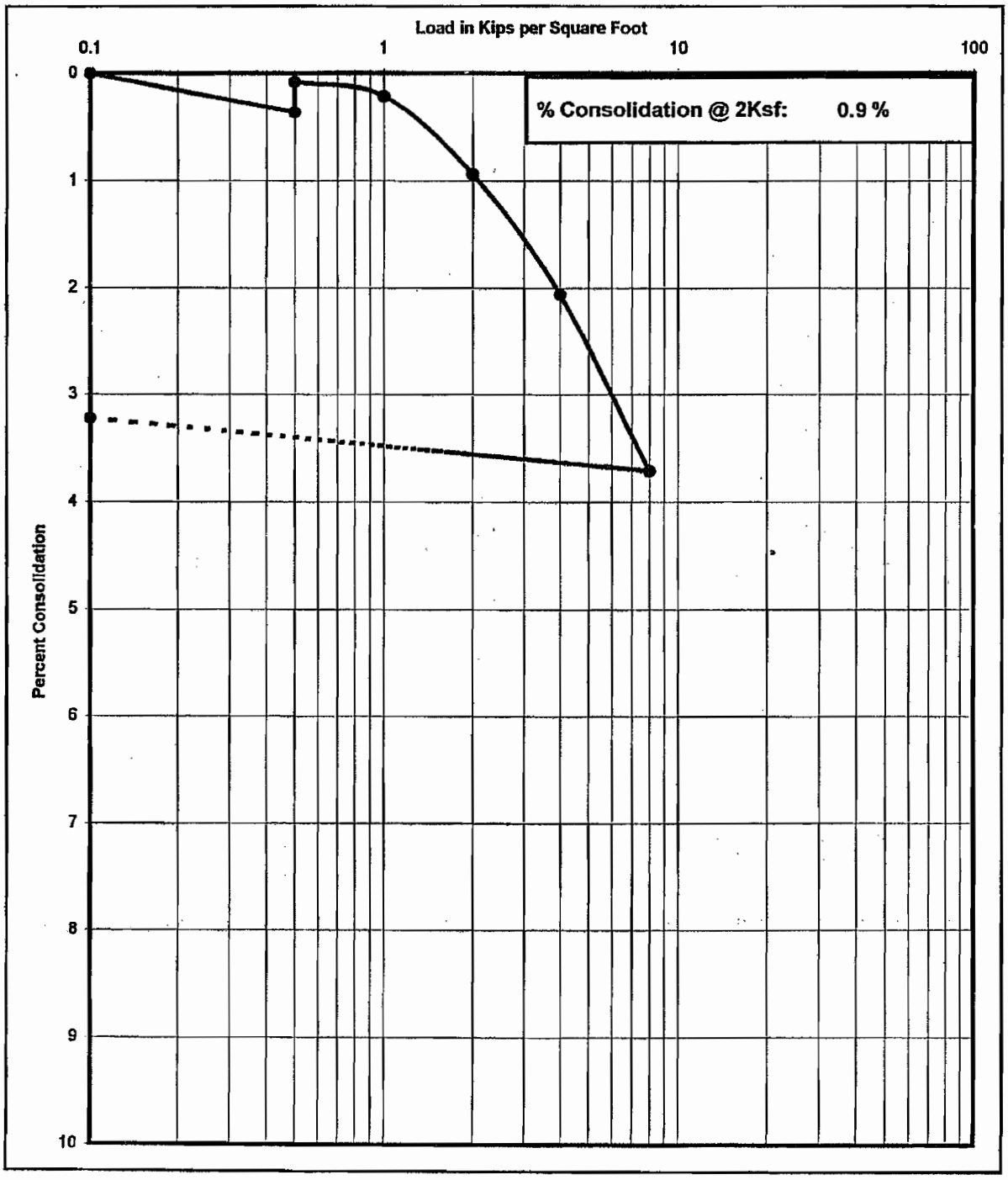
Project Number	Boring No. & Depth	Soil Type	Date
112-06041	B-10 @ 45' - 46'	(SM-ML), Silty Sand-Sandy Silt w/ Trace Clay	8/21/06



Krazan Testing Laboratory

Consolidation Test

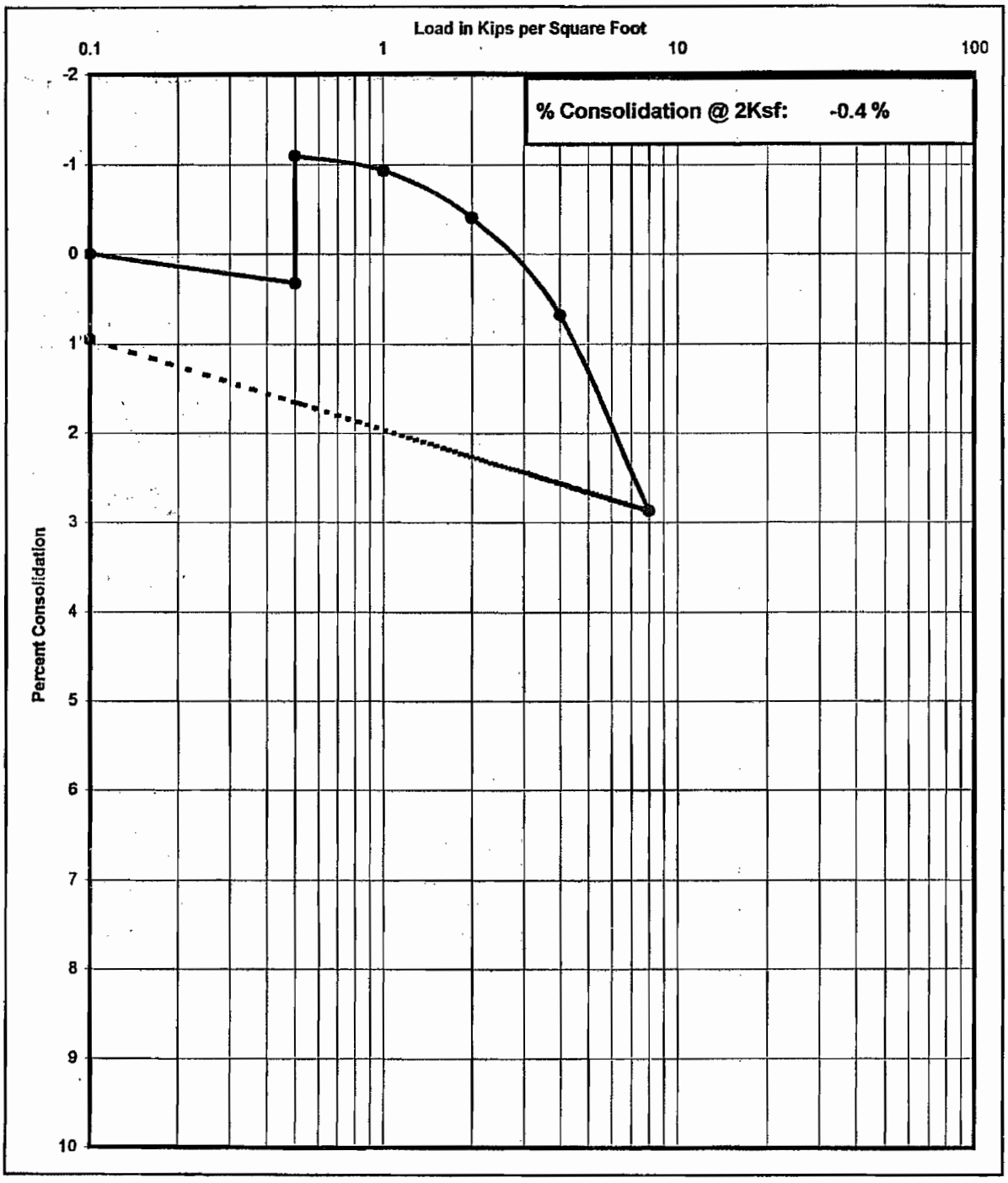
Project No	Boring No. & Depth	Date	Soil Classification
112-06041	B-1 @ 5'	7/6/06	(ML), Clayey Silt



Krazan Testing Laboratory

Consolidation Test

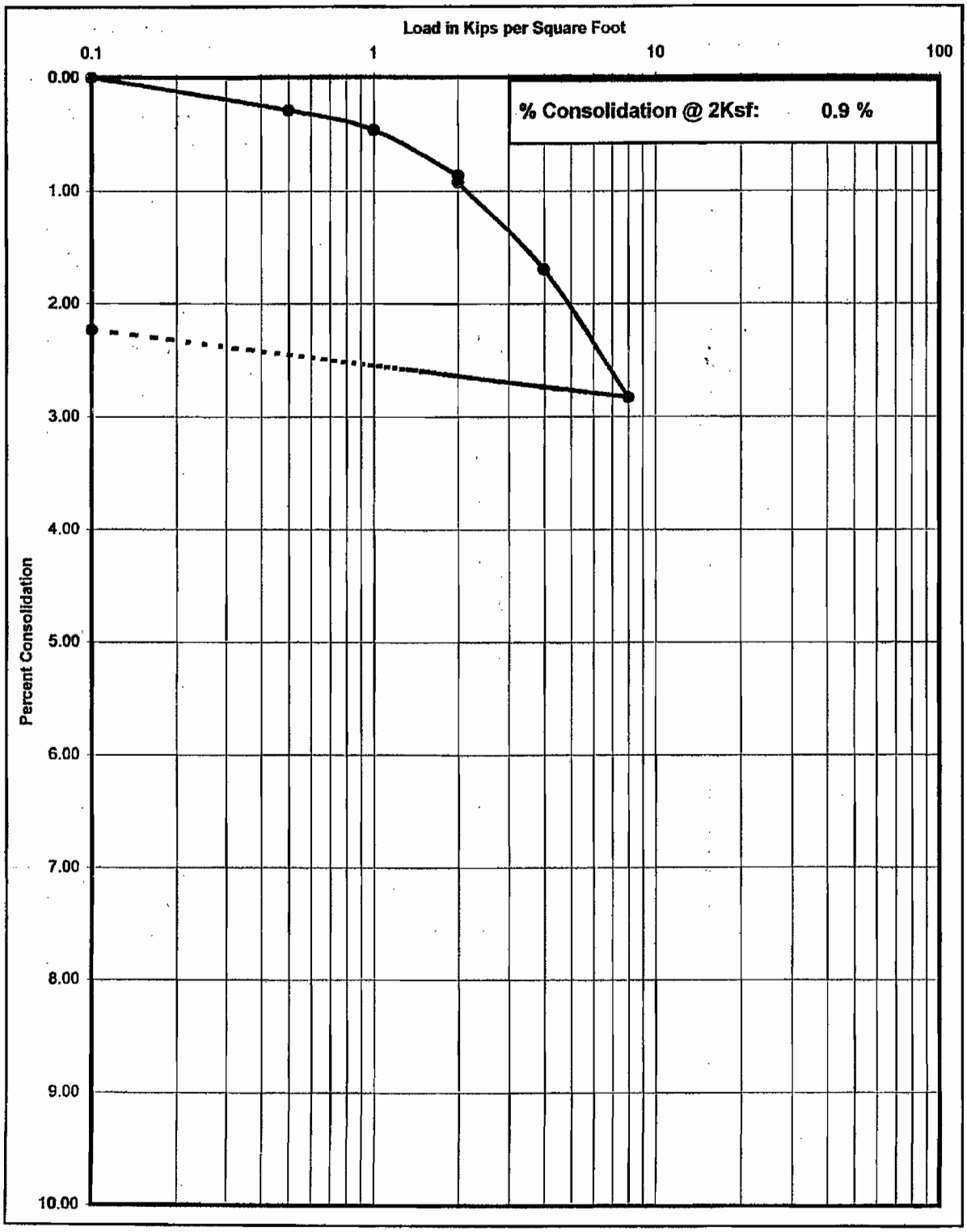
Project No	Boring No. & Depth	Date	Soil Classification
112-06041	B-5 @ 5'	7/6/06	(CL), Silty Clay



Krazan Testing Laboratory

Consolidation Test

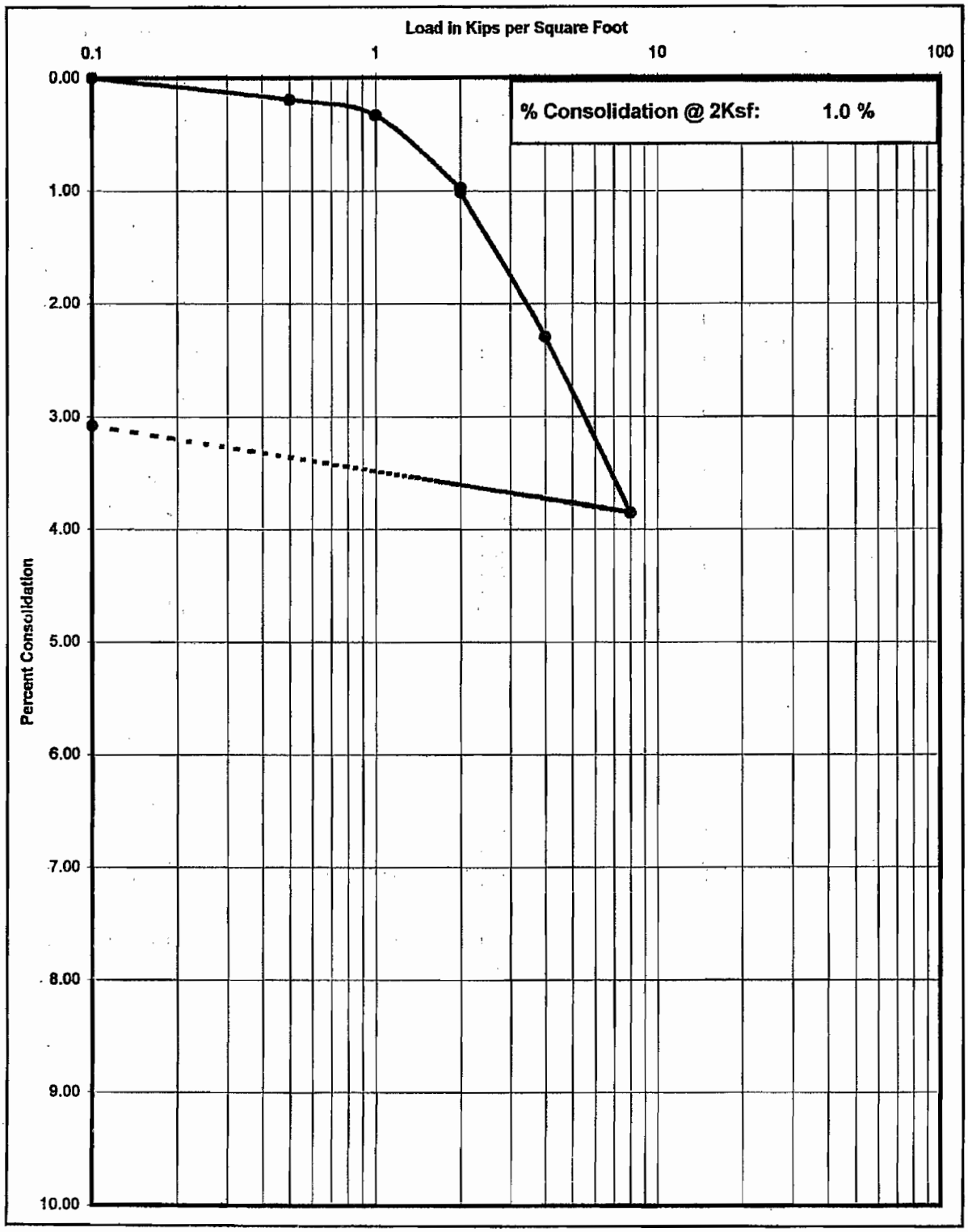
Project No	Boring No. & Depth	Date	Soil Classification
112-06041	B-7 @ 5'	7/6/06	(ML), Sandy Silt w/ Clay



Krazan Testing Laboratory

Consolidation Test

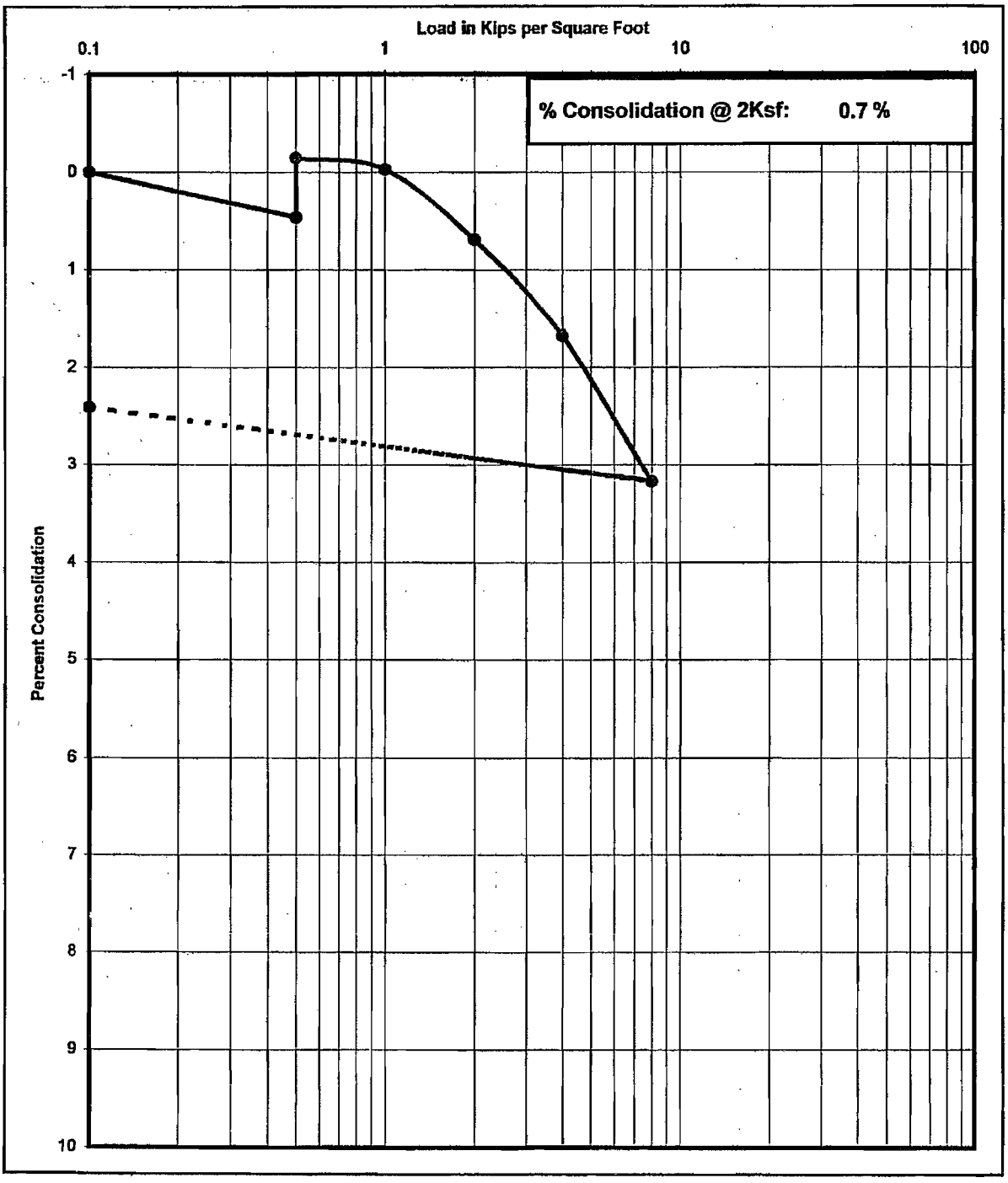
Project No	Boring No. & Depth	Date	Soil Classification
112-06041	B-10 @ 10' - 11'	8/21/06	(ML), Sandy Silt w/ Clay



Krazan Testing Laboratory

Consolidation Test

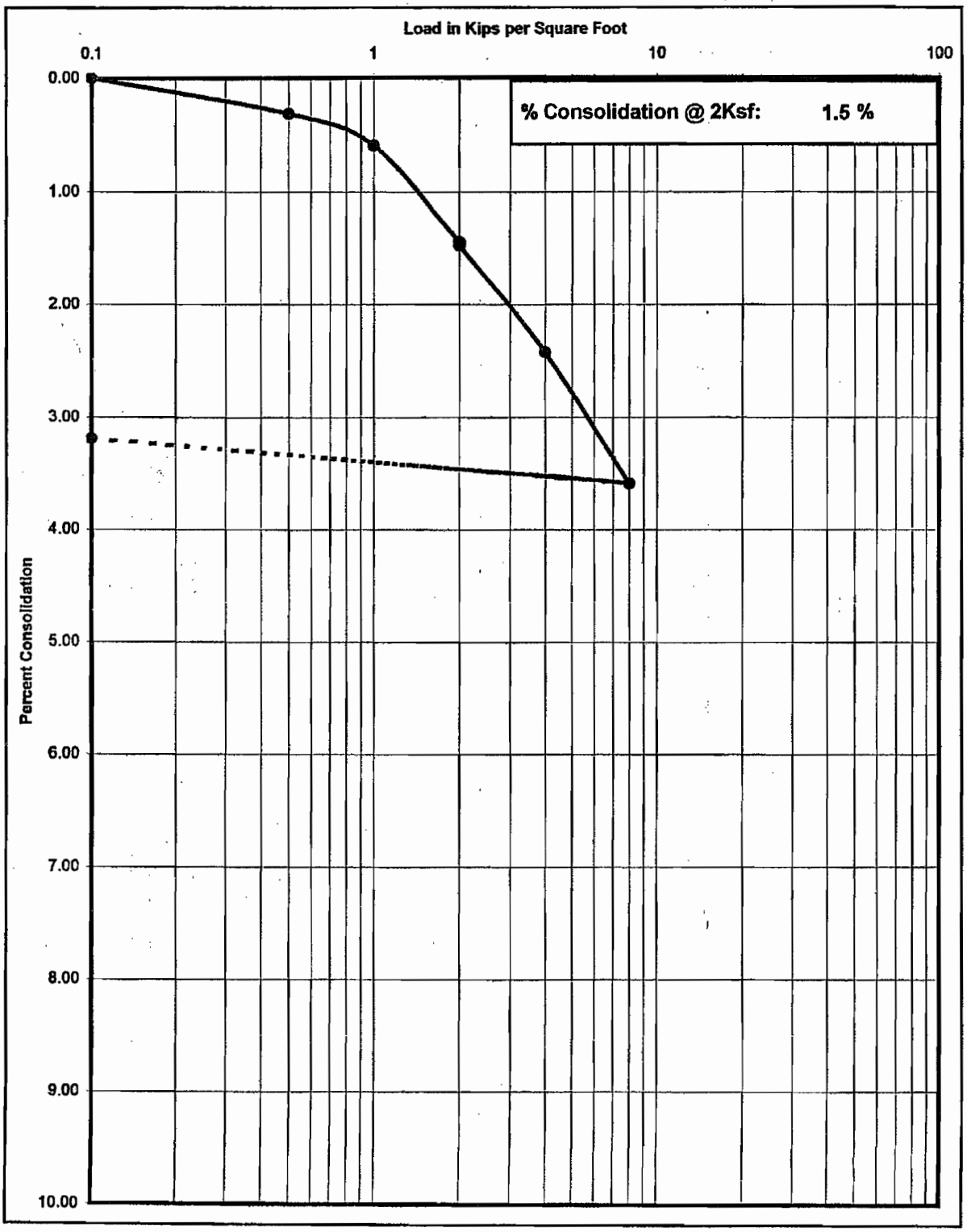
Project No	Boring No. & Depth	Date	Soil Classification
112-06041	B-10 @ 20' - 21'	8/21/06	(CL), Silty Clay



Krazan Testing Laboratory

Consolidation Test

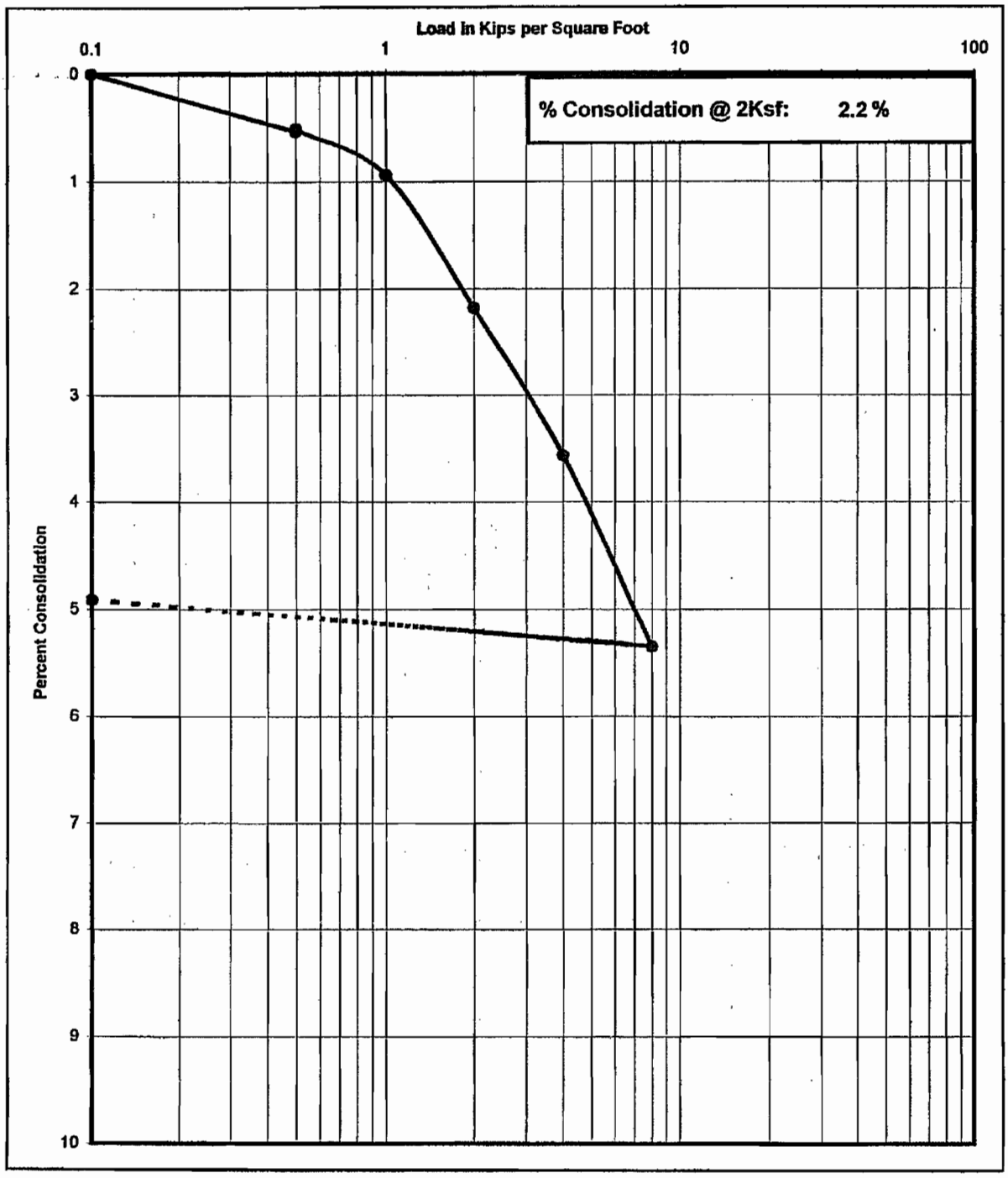
Project No	Boring No. & Depth	Date	Soil Classification
112-06041	B-10 @ 30' - 31'	8/21/06	(ML), Sandy Silt w/ Trace Clay



Krazan Testing Laboratory

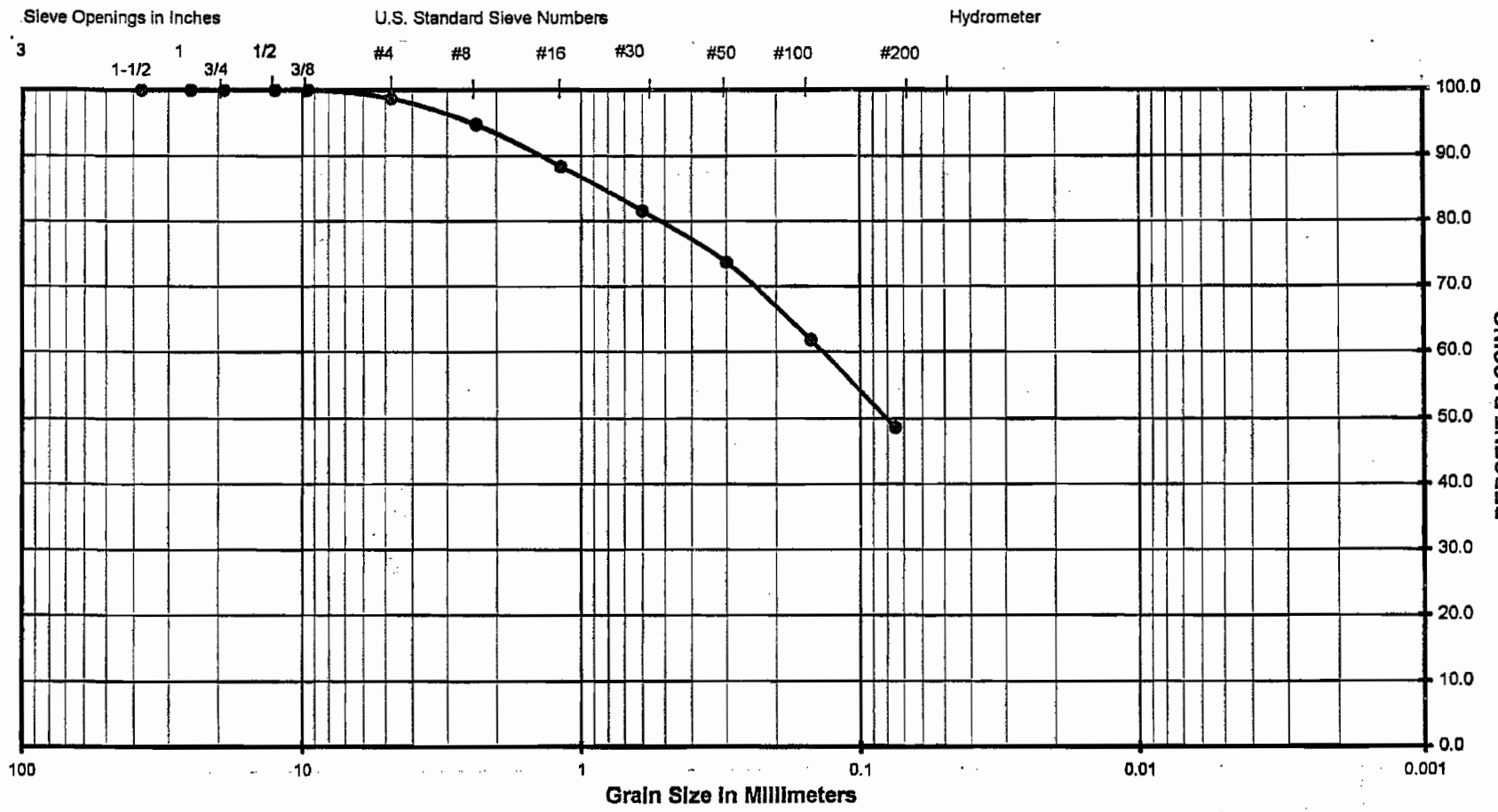
Consolidation Test

Project No	Boring No. & Depth	Date	Soil Classification
112-06041	B-10 @ 40' - 41'	8/21/06	(ML), Clayey Silt



Krazan Testing Laboratory

Grain Size Analysis



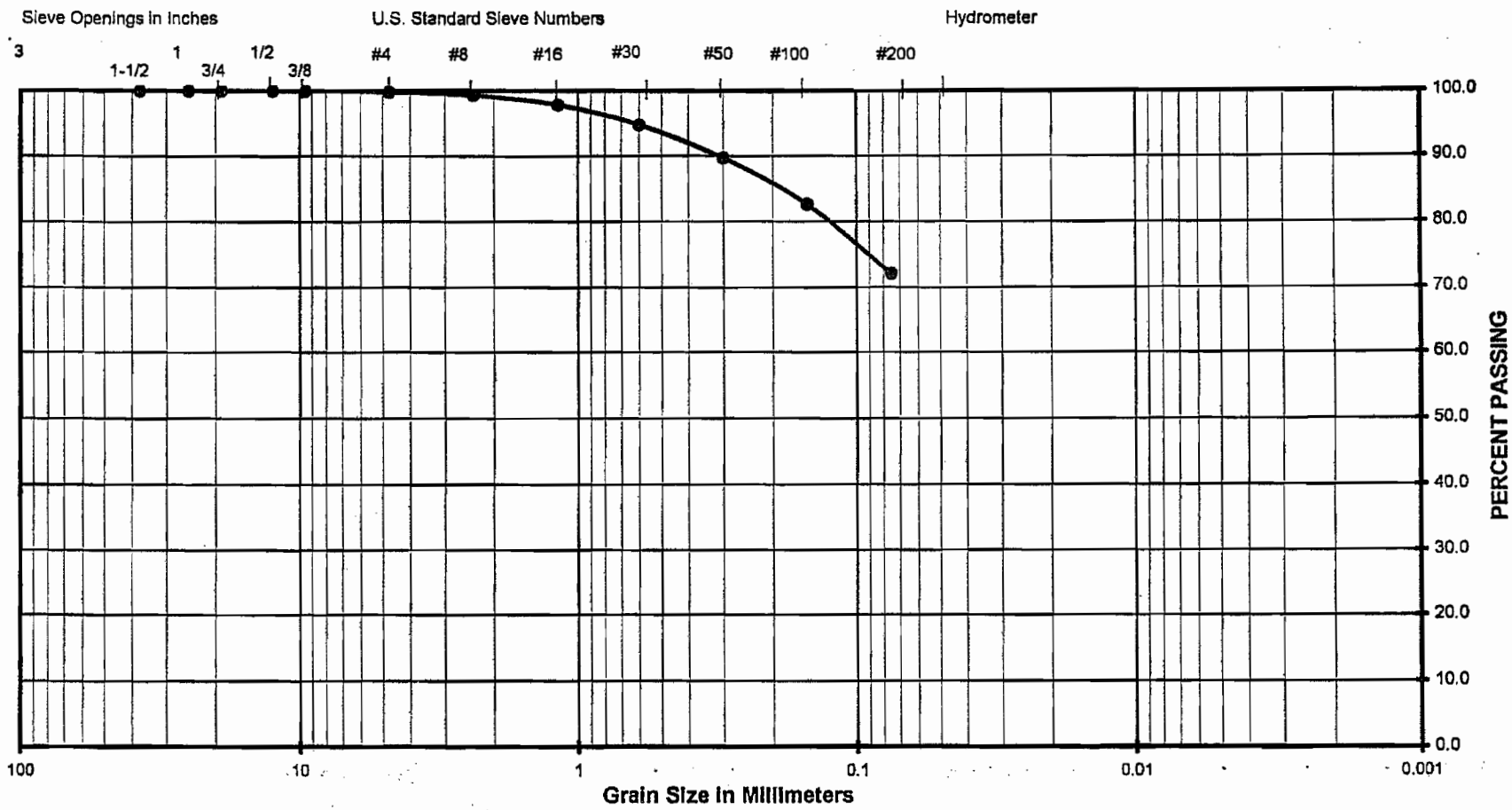
Gravel		Sand			Silt or Clay
Coarse	Fine	Coarse	Medium	Fine	

(Unified Soils Classification)

Project Name	Westfield Mall
Project Number	112-06041
Soil Classification	(SM-ML), Silty Sand-Sandy Silt w/ Clay
Sample Number	B-2 @ 0-3'

Krazan Testing Laboratory

Grain Size Analysis



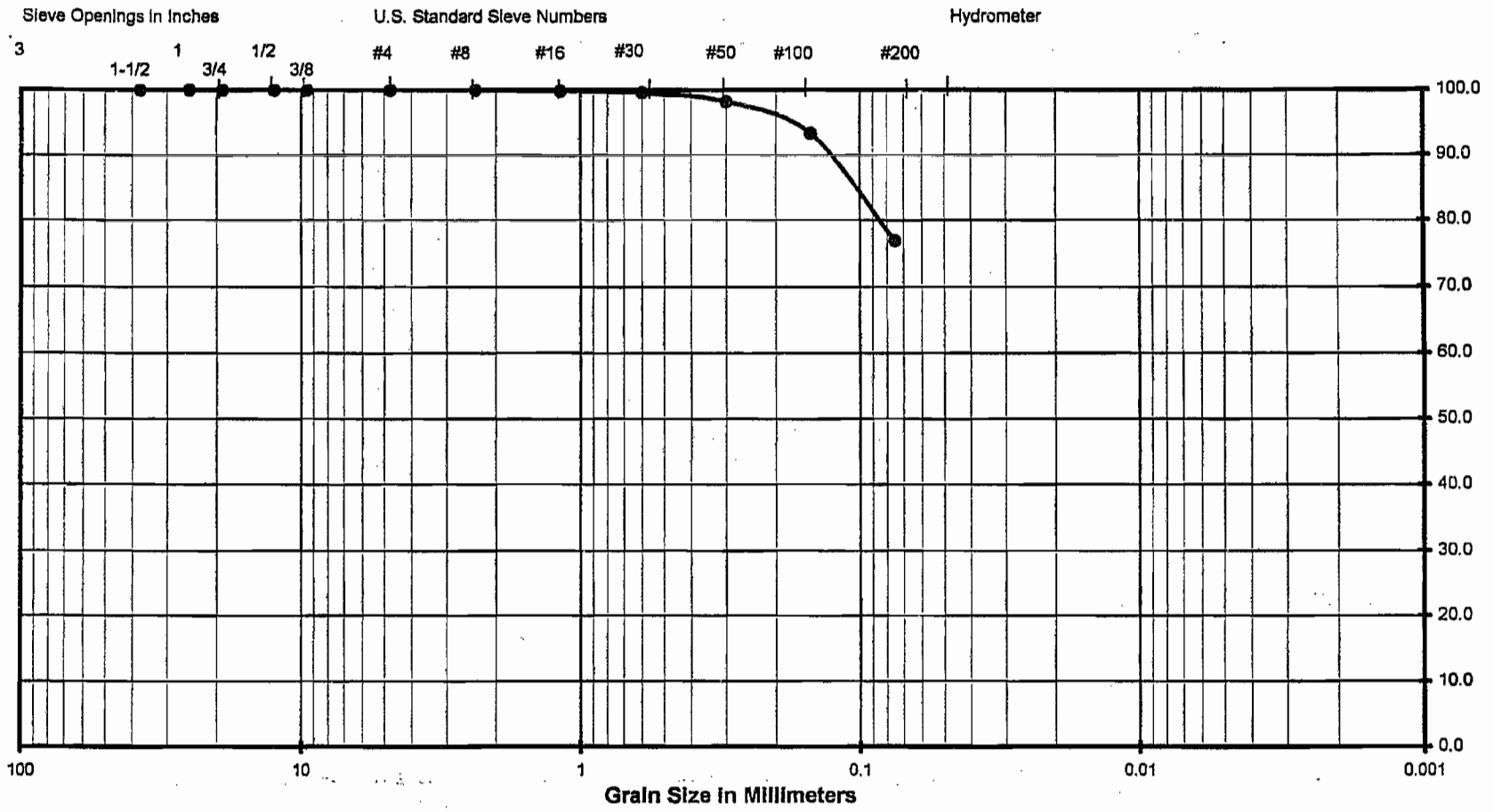
Gravel		Sand			Silt or Clay
Coarse	Fine	Coarse	Medium	Fine	

(Unified Soils Classification)

Project Name	Westfield Mall
Project Number	112-06041
Soil Classification	(ML), Sandy Silt w/ Clay
Sample Number	B-3 @ 2'

Krazan Testing Laboratory

Grain Size Analysis



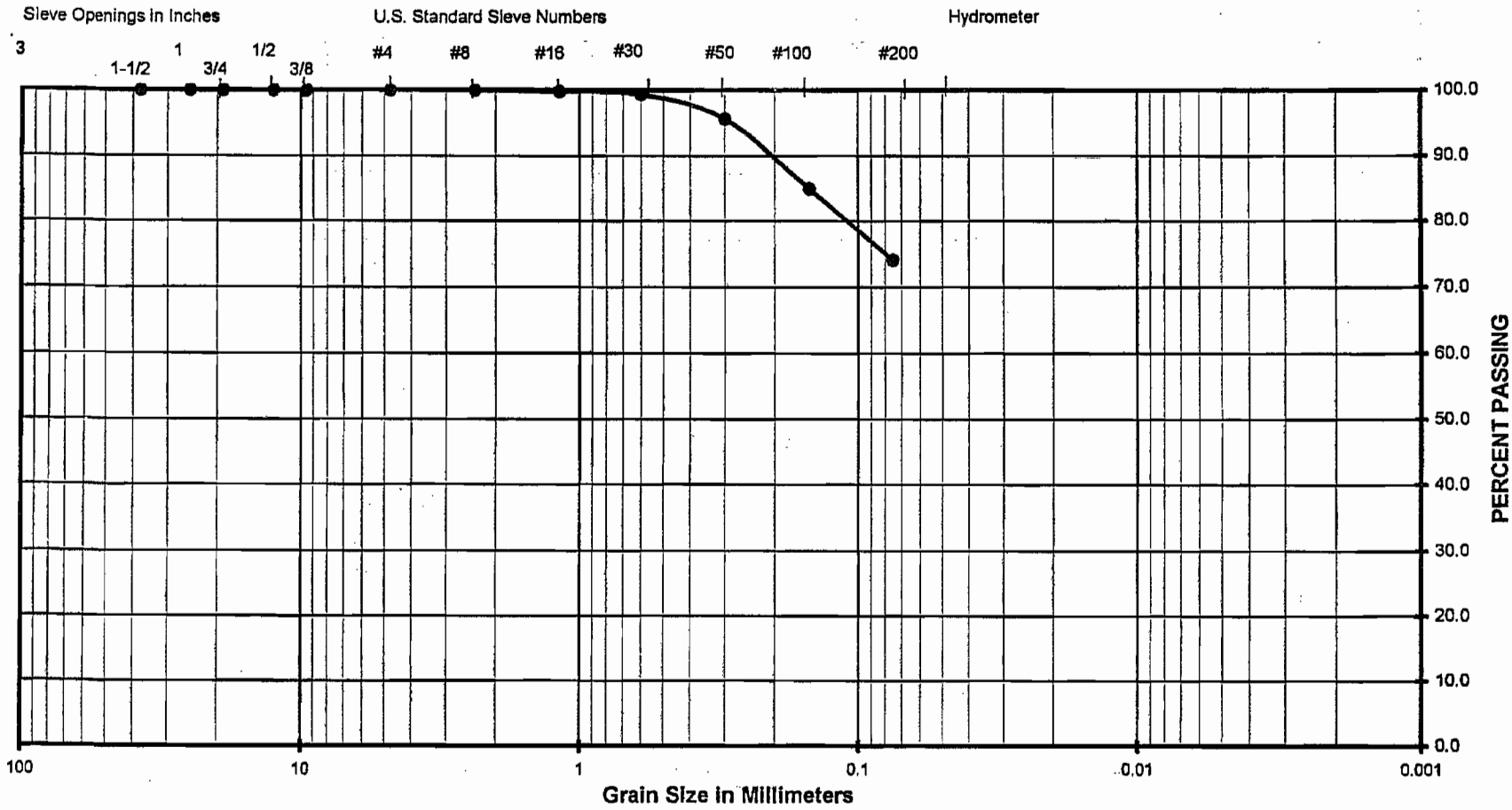
Gravel		Sand			Silt or Clay
Coarse	Fine	Coarse	Medium	Fine	

(Unified Soils Classification)

Project Name	Westfield Mall
Project Number	112-06041
Soil Classification	(ML), Sandy Silt w/ Clay
Sample Number	B-6 @ 2'

Krazan Testing Laboratory

Grain Size Analysis



Gravel		Sand			Silt or Clay
Coarse	Fine	Coarse	Medium	Fine	

(Unified Soils Classification)

Project Name	Westfield Mall
Project Number	112-06041
Soil Classification	(ML), Clayey Silt
Sample Number	B-6 @ 5'

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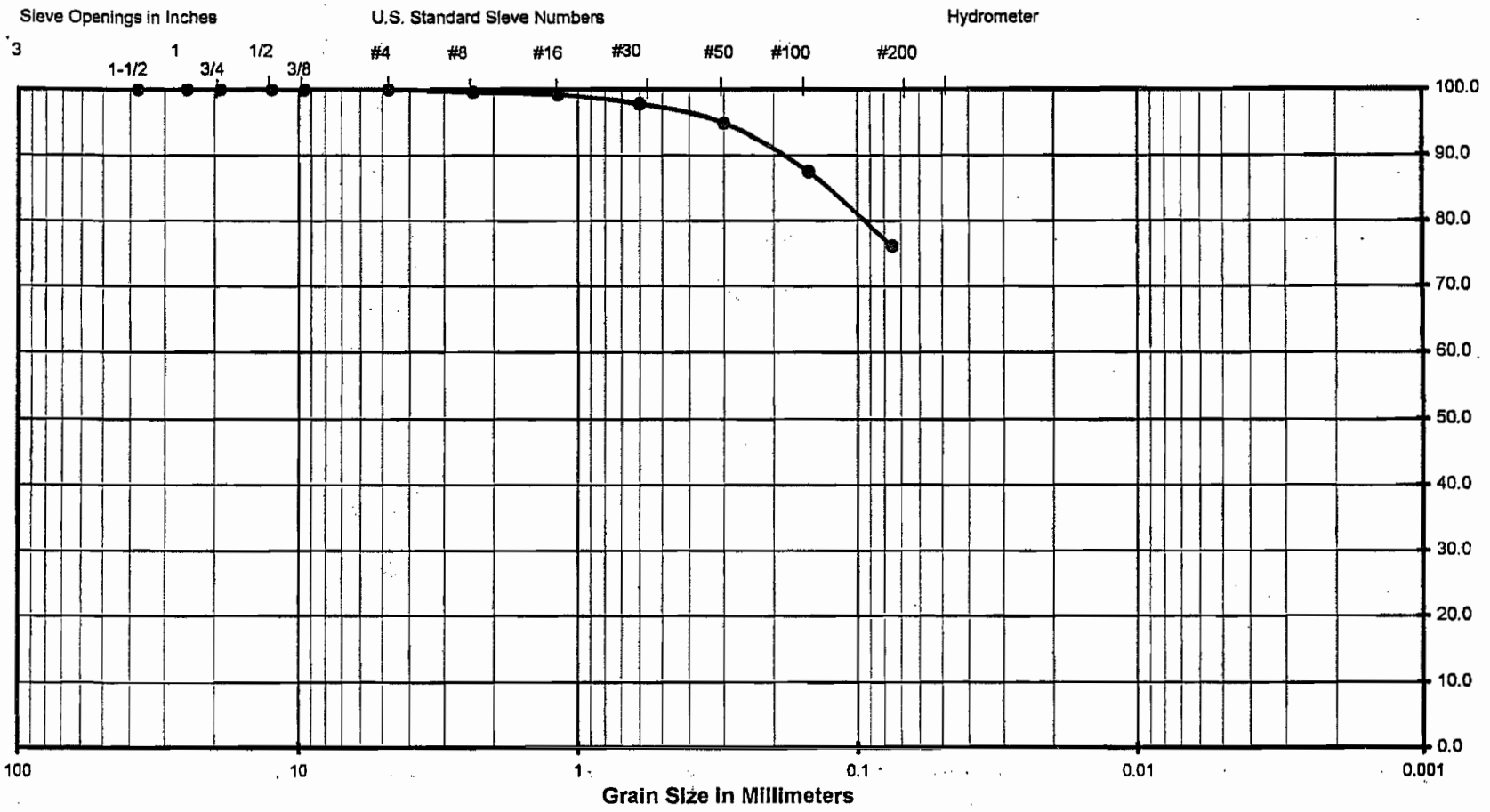
Grain Size Analysis



(Unified Soils Classification)

Project Name	Westfield Mall
Project Number	112-06041
Soil Classification	(CL), Silty Clay
Sample Number	B-6 @ 10'

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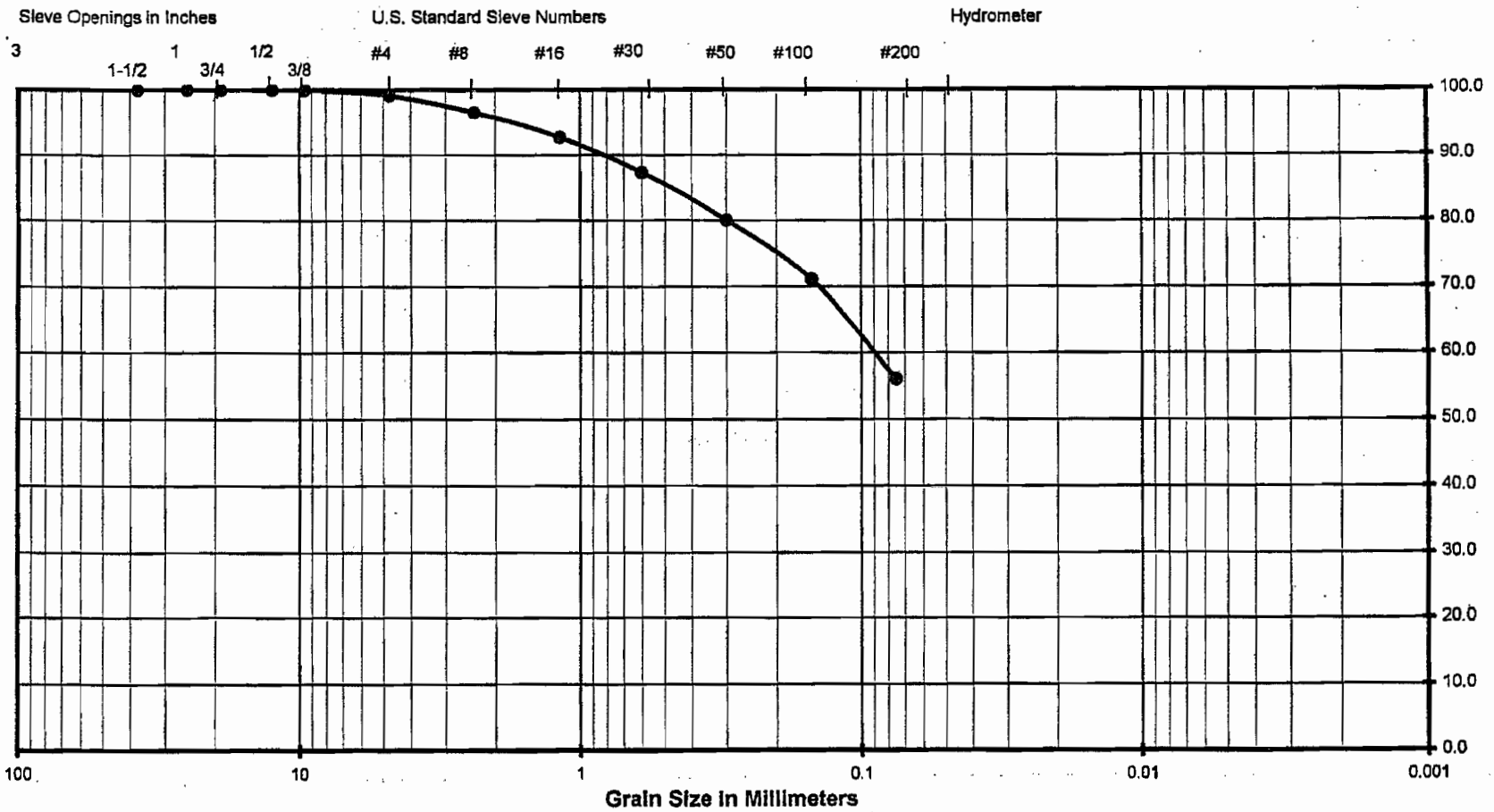
Grain Size Analysis



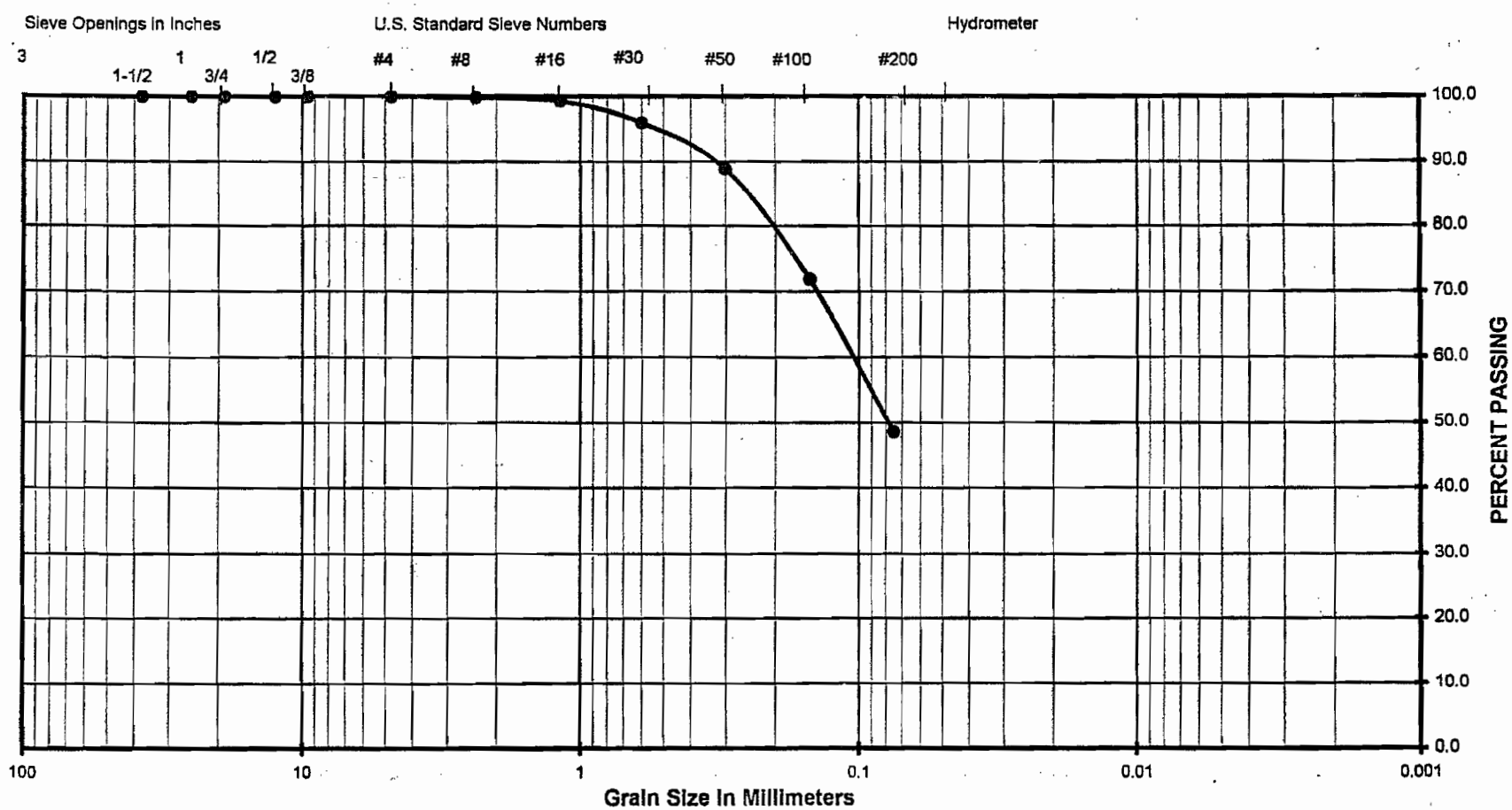
Gravel		Sand			Silt or Clay
Coarse	Fine	Coarse	Medium	Fine	

(Unified Soils Classification)

Project Name	Westfield Mall
Project Number	112-06041
Soil Classification	(ML), Sandy Silt w/ Clay
Sample Number	B-6 @ 15'

Krazan Testing Laboratory

Grain Size Analysis



Gravel		Sand			Silt or Clay
Coarse	Fine	Coarse	Medium	Fine	

(Unified Soils Classification)

Project Name	Westfield Mall
Project Number	112-06041
Soil Classification	(SM-ML), Silty Sand-Sandy Silt w/ Clay
Sample Number	B-6 @ 20'

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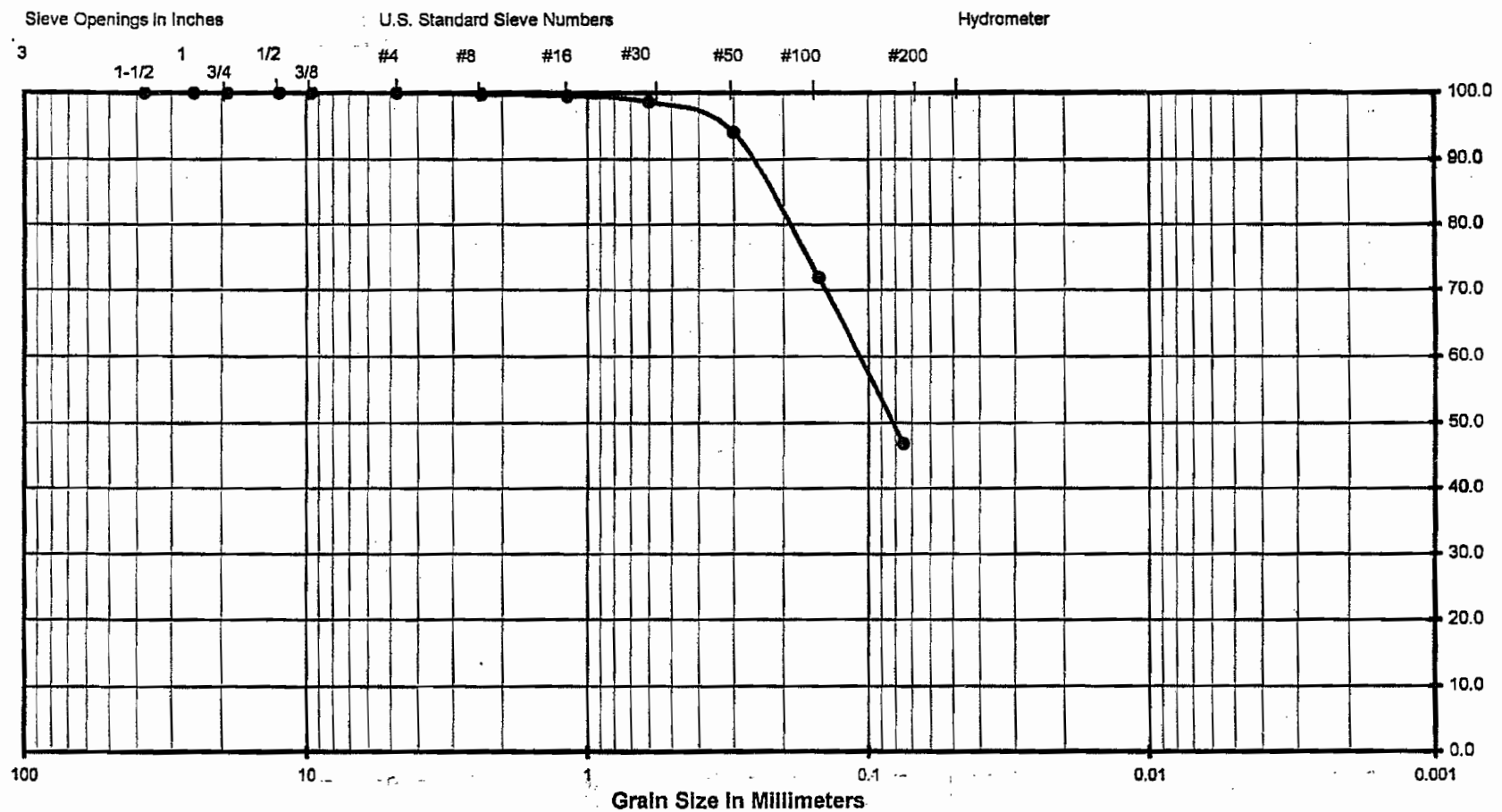
Grain Size Analysis



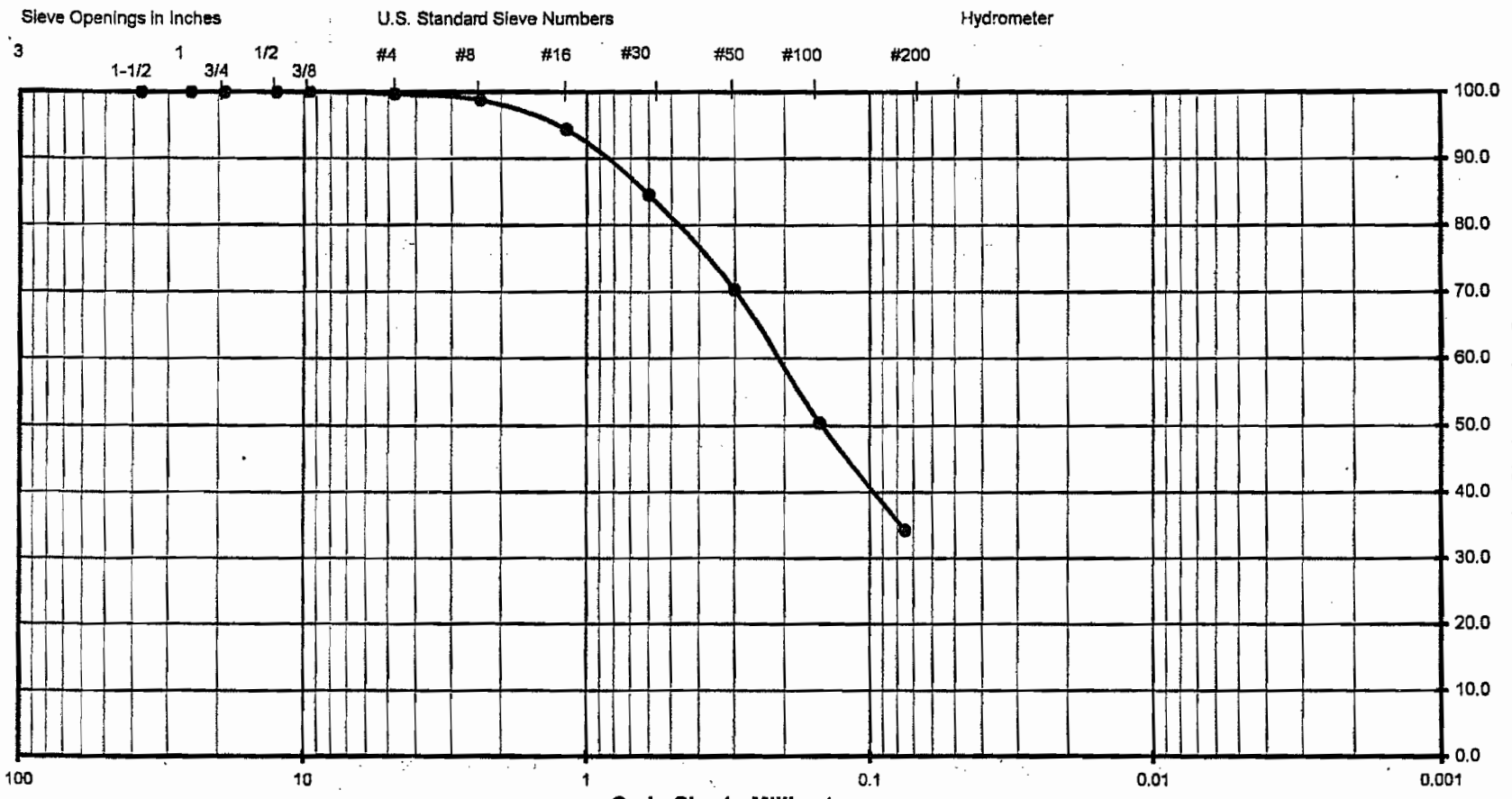
Gravel		Sand			Silt or Clay
Coarse	Fine	Coarse	Medium	Fine	

(Unified Soils Classification)

Project Name	Westfield Mall
Project Number	112-06041
Soil Classification	(SM-ML), Silty Sand-Sandy Silt w/ Clay
Sample Number	B-6 @ 25'

Krazan Testing Laboratory

Grain Size Analysis



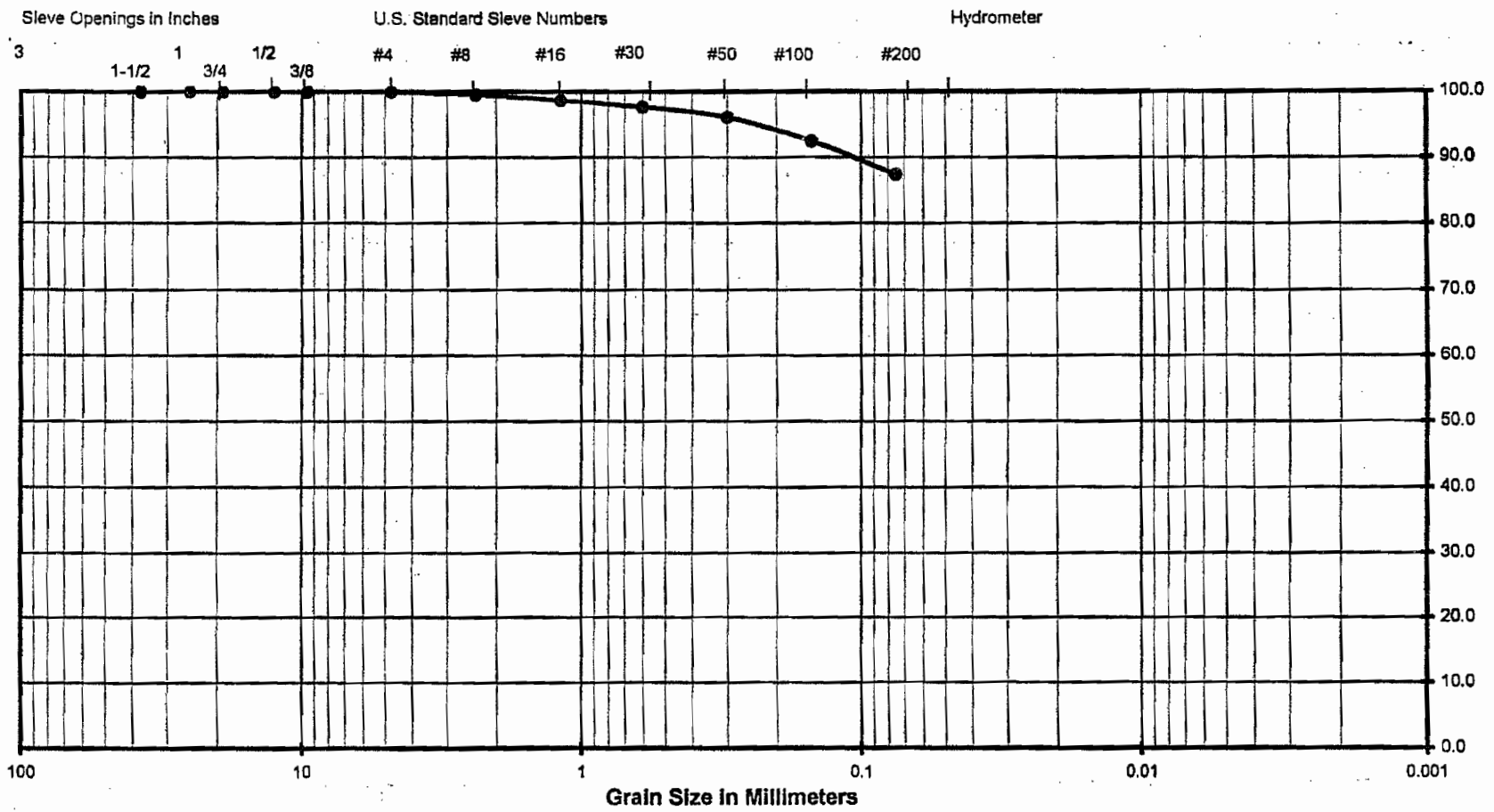
Gravel		Sand			Silt or Clay
Coarse	Fine	Coarse	Medium	Fine	

(Unified Soils Classification)

Project Name	Westfield Mall
Project Number	112-06041
Soil Classification	(SM), Silty Sand w/ Clay
Sample Number	B-6 @ 30'

Krazan Testing Laboratory

Grain Size Analysis



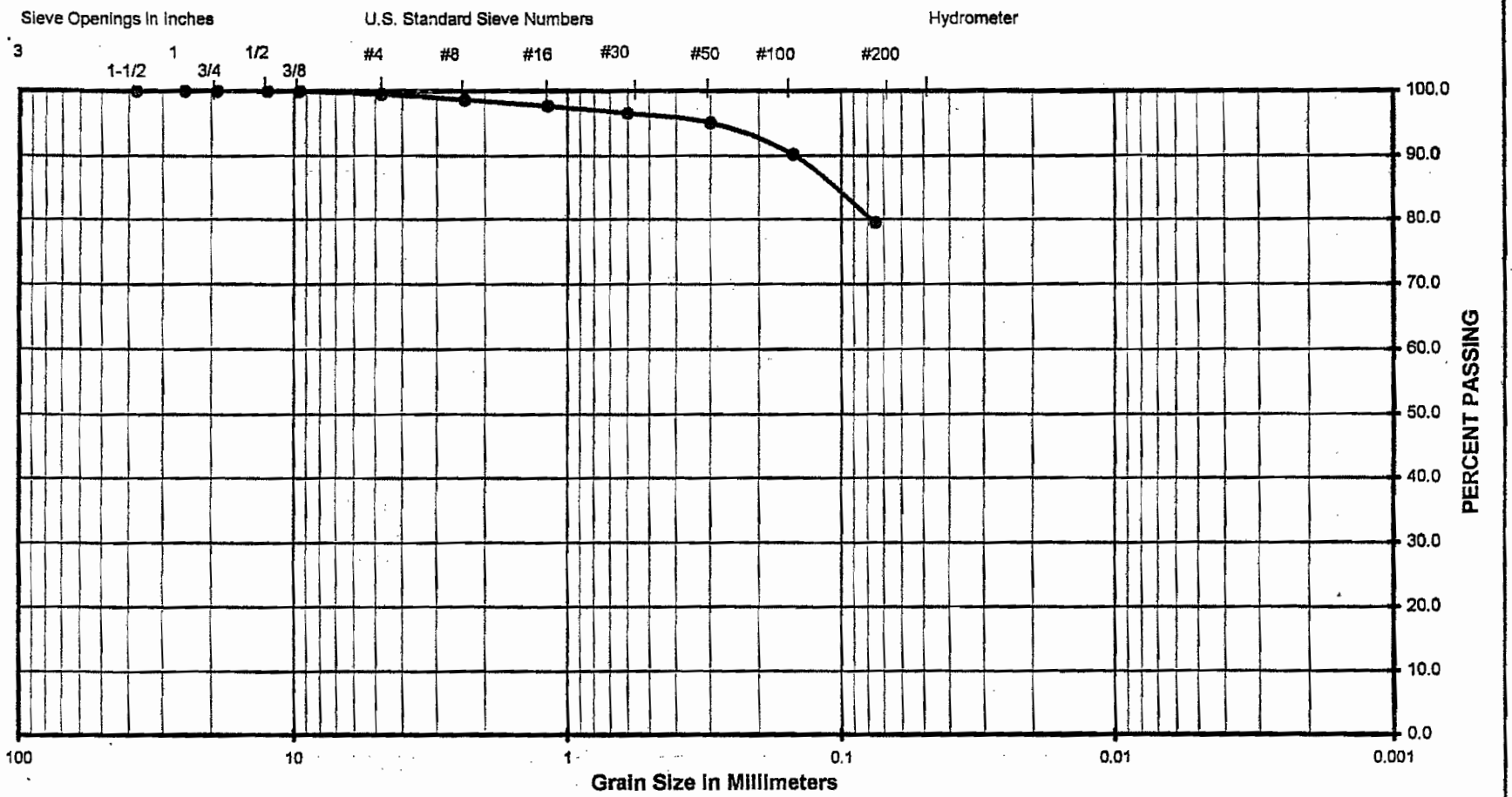
Gravel		Sand			Silt or Clay
Coarse	Fine	Coarse	Medium	Fine	

(Unified Soils Classification)

Project Name	Westfield Mall
Project Number	112-06041
Soil Classification	(CL), Silty Clay
Sample Number	B-6 @ 35'

Krazan Testing Laboratory

Grain Size Analysis



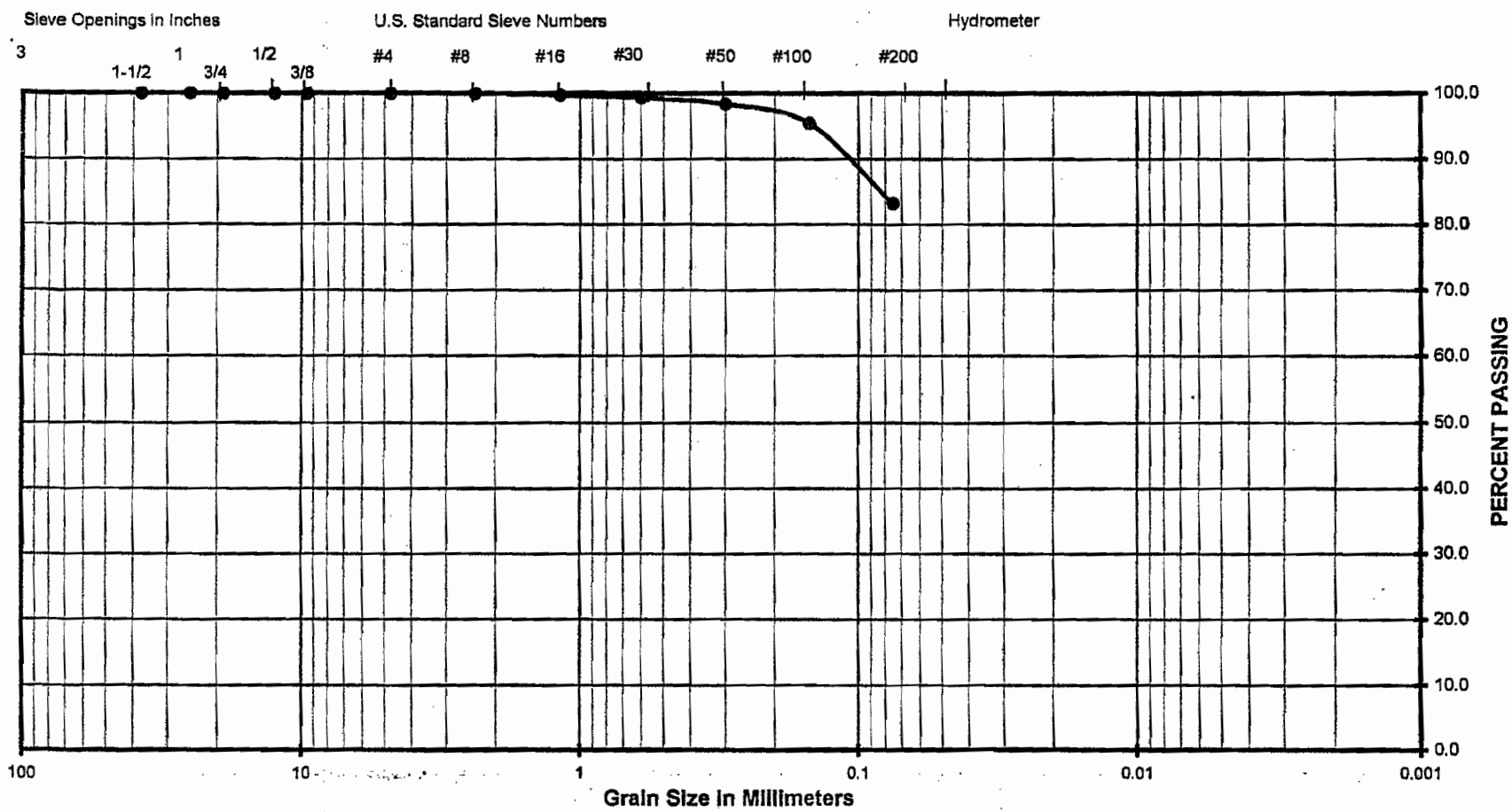
Gravel		Sand			Silt or Clay
Coarse	Fine	Coarse	Medium	Fine	

(Unified Soils Classification)

Project Name	Westfield Mall
Project Number	112-06041
Soil Classification	(CL), Silty Clay
Sample Number	B-6 @ 40'

Krazan Testing Laboratory

Grain Size Analysis



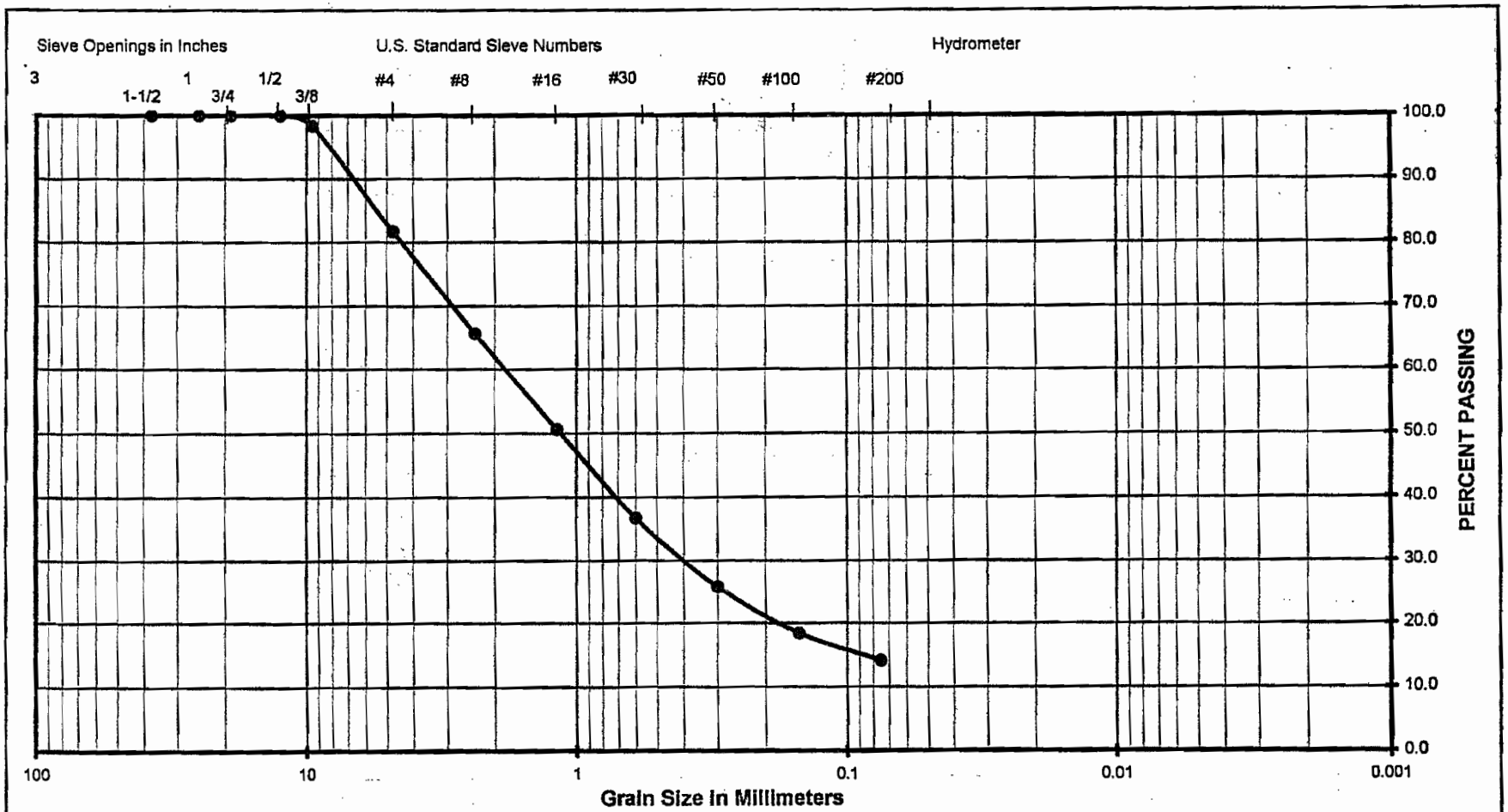
Gravel		Sand			Silt or Clay
Coarse	Fine	Coarse	Medium	Fine	

(Unified Soils Classification)

Project Name	Westfield Mall
Project Number	112-06041
Soil Classification	(CL), Silty Clay
Sample Number	B-6 @ 45'

Krazan Testing Laboratory

Grain Size Analysis

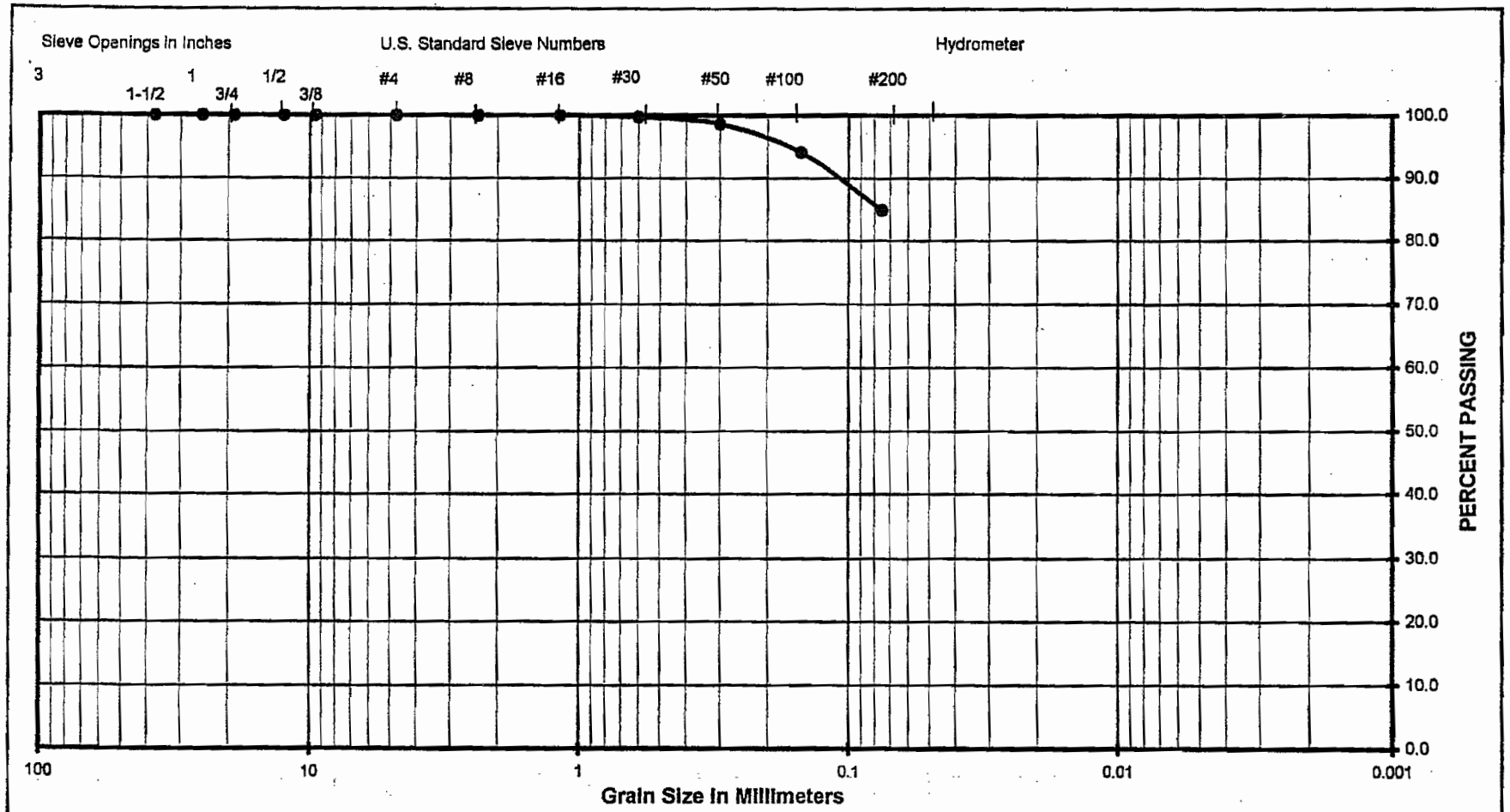


(Unified Soils Classification)

Project Name	Westfield Mall
Project Number	112-06041
Soil Classification	(SM), Silty Sand w/ Little Gravel
Sample Number	B-8 @ 5' - 6'

Krazan Testing Laboratory

Grain Size Analysis



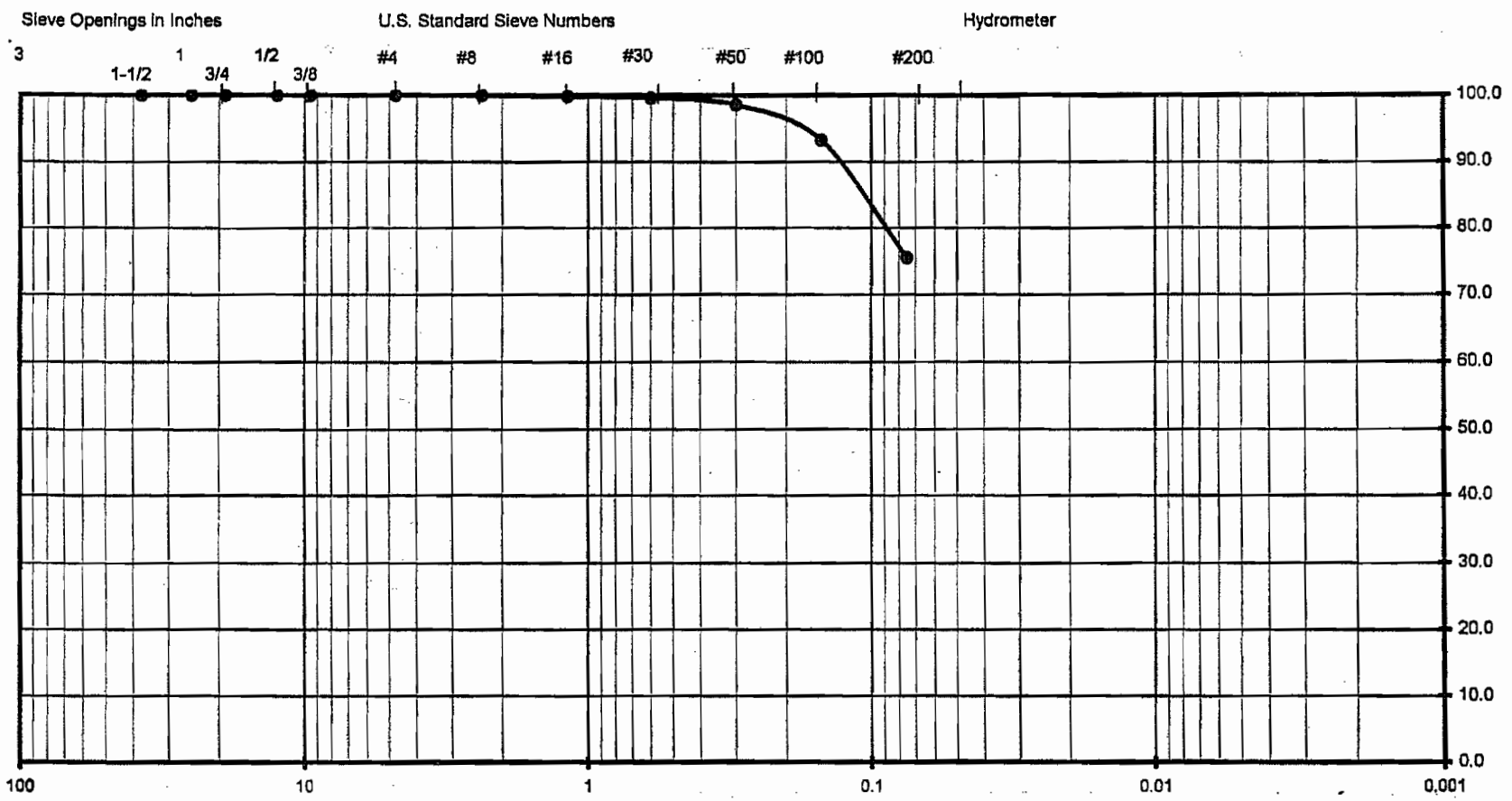
Gravel		Sand			Silt or Clay
Coarse	Fine	Coarse	Medium	Fine	

(Unified Soils Classification)

Project Name	Westfield Mall
Project Number	112-06041
Soil Classification	(CL), Silty Clay
Sample Number	B-8 @ 15' - 16'

Krazan Testing Laboratory

Grain Size Analysis



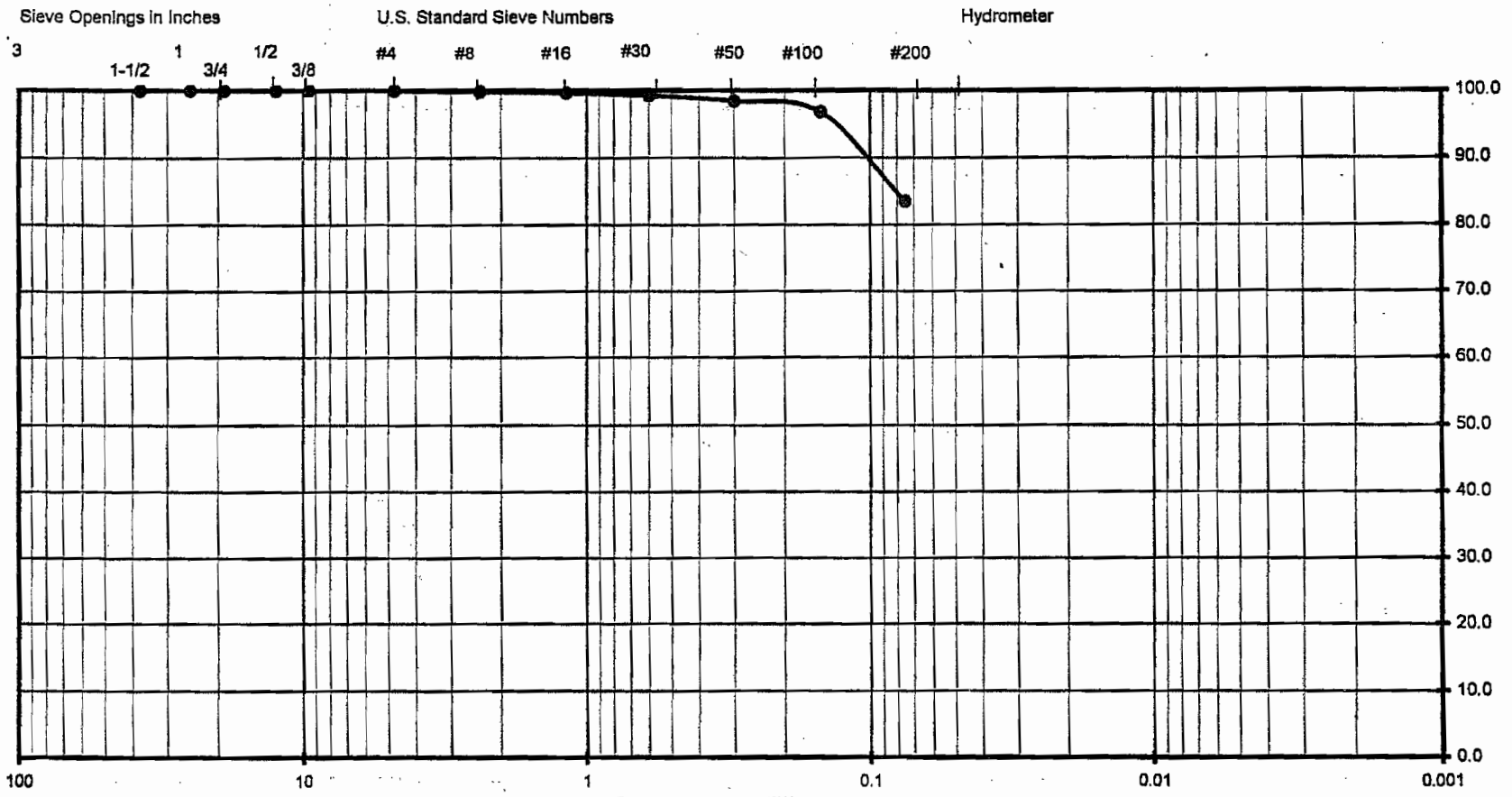
Gravel		Sand			Silt or Clay
Coarse	Fine	Coarse	Medium	Fine	

(Unified Soils Classification)

Project Name	Westfield Mall
Project Number	112-06041
Soil Classification	(ML), Sandy Silt w/ Clay
Sample Number	B-8 @ 25' - 26'

Krazan Testing Laboratory

Grain Size Analysis



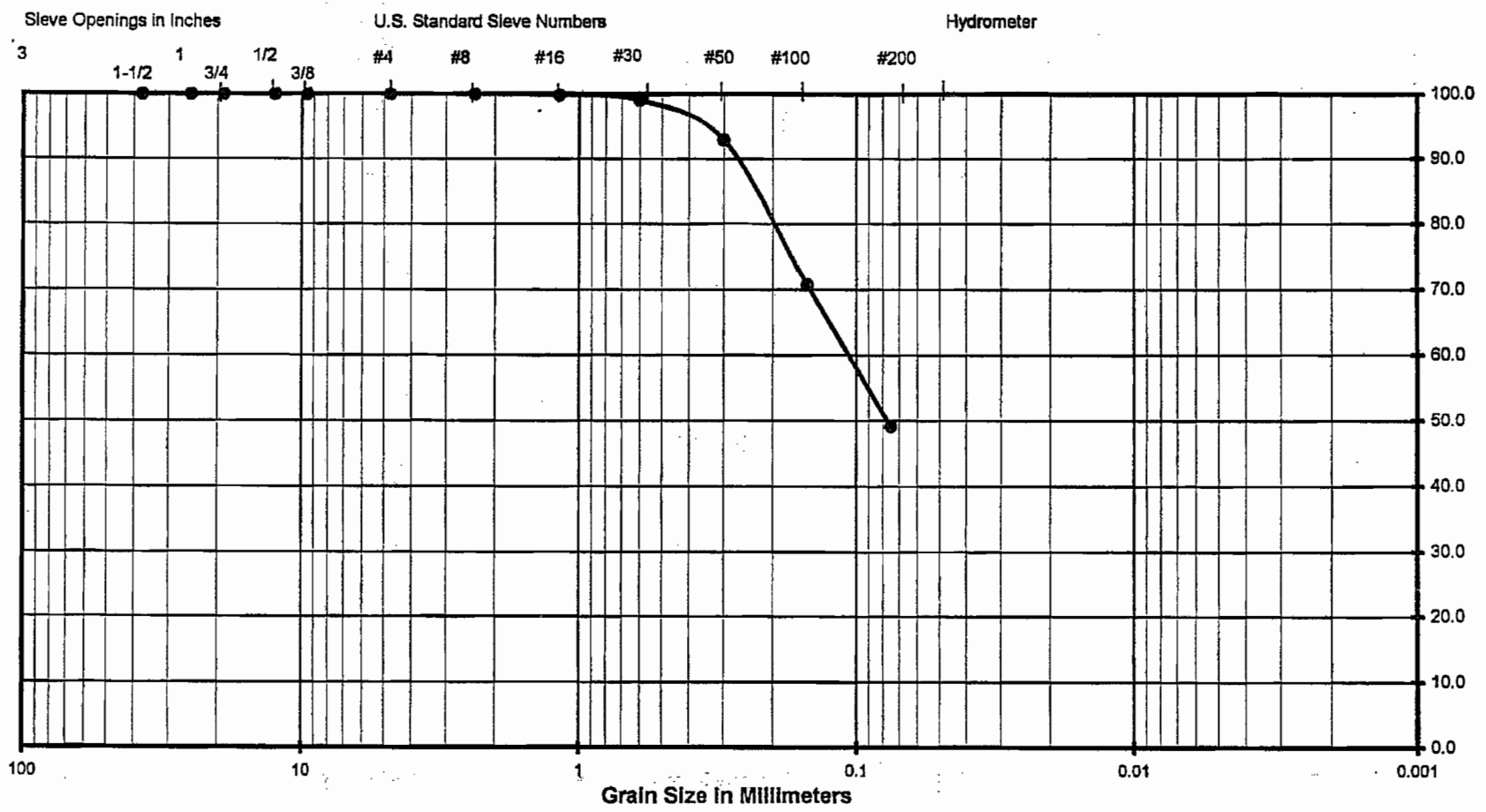
Gravel		Sand			Silt or Clay
Coarse	Fine	Coarse	Medium	Fine	

(Unified Soils Classification)

Project Name	Westfield Mall
Project Number	112-06041
Soil Classification	(ML), Clayey Silt
Sample Number	B-8 @ 35' - 36'

Krazan Testing Laboratory

Grain Size Analysis



Gravel		Sand			Silt or Clay
Coarse	Fine	Coarse	Medium	Fine	

(Unified Soils Classification)

Project Name	Westfield Mall
Project Number	112-06041
Soil Classification	(SM-ML), Silty Sand-Sandy Silt w/ Trace Clay
Sample Number	B-8 @ 45' - 46'

Krazan Testing Laboratory

Expansion Index Test

ASTM D - 4829/ UBC Std. 18-2

Project Number	: 112-06041
Project Name	: Westfield Mall
Date	: 7/6/06
Sample location/ Depth	: B-1 @ 0-3'
Sample Number	: 1
Soil Classification	: (SM), Silty Sand w/ Trace Clay

Trial #	1	2	3
Weight of Soil & Mold, gms	596.7		
Weight of Mold, gms	170.8		
Weight of Soil, gms	425.9		
Wet Density, Lbs/cu.ft.	128.4		
Weight of Moisture Sample (Wet), gms	300.0		
Weight of Moisture Sample (Dry), gms	277.8		
Moisture Content, %	8.0		
Dry Density, Lbs/cu.ft.	118.9		
Specific Gravity of Soil	2.7		
Degree of Saturation, %	51.8		

Time	Inital	30 min	1 hr	6hrs	12 hrs	24 hrs
Dial Reading	--	--	--	--	--	0.016

Expansion Index $_{measured}$ = 16

Expansion Index $_{50}$ = 16.9

Expansion Index = **17**

Expansion Potential Table	
Exp. Index	Potential Exp.
0 - 20	Very Low
21 - 50	Low
51 - 90	Medium
91 - 130	High
>130	Very High

Krazan Testing Laboratory

Expansion Index Test

ASTM D - 4829/ UBC Std. 18-2

Project Number	: 112-06041
Project Name	: Westfield Mall
Date	: 7/6/06
Sample location/ Depth	: B-4 @ 0-3'
Sample Number	: 2
Soil Classification	: (SM), Silty Sand w/ Clay

Trial #	1	2	3
Weight of Soil & Mold, gms	615.8		
Weight of Mold, gms	185.0		
Weight of Soil, gms	430.8		
Wet Density, Lbs/cu.ft.	129.9		
Weight of Moisture Sample (Wet), gms	300.0		
Weight of Moisture Sample (Dry), gms	277.0		
Moisture Content, %	8.3		
Dry Density, Lbs/cu.ft.	120.0		
Specific Gravity of Soil	2.7		
Degree of Saturation, %	55.4		

Time	Inital	30 min	1 hr	6hrs	12 hrs	24 hrs
Dial Reading	--	--	--	--	--	0.042

Expansion Index $_{measured}$ = 42

Expansion Index $_{50}$ = 45.5

Expansion Index = **46**

Expansion Potential Table	
Exp. Index	Potential Exp.
0 - 20	Very Low
21 - 50	Low
51 - 90	Medium
91 - 130	High
>130	Very High

Krazan Testing Laboratory

Expansion Index Test

ASTM D - 4829/ UBC Std. 18-2

Project Number	: 112-06041
Project Name	: Westfield Mall
Date	: 7/6/06
Sample location/ Depth	: B-7 @ 0-3'
Sample Number	: 3
Soil Classification	: (ML), Sandy Silt w/ Clay

Trial #	1	2	3
Weight of Soil & Mold, gms	599.7		
Weight of Mold, gms	185.0		
Weight of Soil, gms	414.7		
Wet Density, Lbs/cu.ft.	125.1		
Weight of Moisture Sample (Wet), gms	300.0		
Weight of Moisture Sample (Dry), gms	274.5		
Moisture Content, %	9.3		
Dry Density, Lbs/cu.ft.	114.4		
Specific Gravity of Soil	2.7		
Degree of Saturation, %	53.1		

Time	Inital	30 min	1 hr	6hrs	12 hrs	24 hrs
Dial Reading	--	--	--	--	--	0.054

Expansion Index $_{measured}$ = 54

Expansion Index $_{50}$ = 56.2

Expansion Index = 56

Expansion Potential Table	
Exp. Index	Potential Exp.
0 - 20	Very Low
21 - 50	Low
51 - 90	Medium
91 - 130	High
>130	Very High

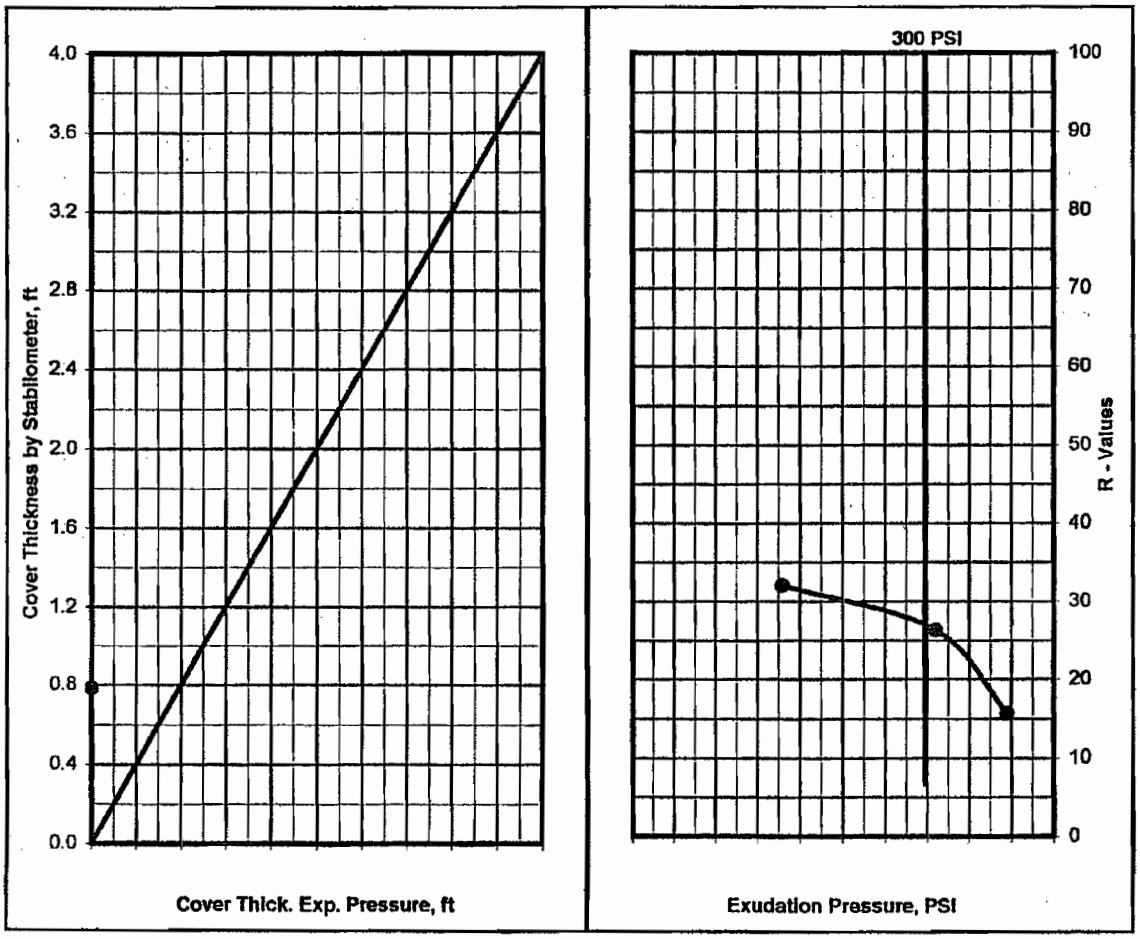
Krazan Testing Laboratory

R - VALUE TEST
ASTM D - 2844 / CAL 301

Project Number	:	112-06041
Project Name	:	Westfield Mall
Date	:	9/21/06
Sample Location/Curve Number	:	RV#1 (B-1 @ 0-3')
Soil Classification	:	(SM), Silty Sand w/ Clay

TEST	A	B	C
Percent Moisture @ Compaction, %	14.5	13.5	15.5
Dry Density, lbm/cu.ft.	120.5	121.1	122.2
Exudation Pressure, psi	280	640	110
Expansion Pressure, (Dial Reading)	0	0	0
Expansion Pressure, psf	0	0	0
Resistance Value R	26	32	16

R Value at 300 PSI Exudation Pressure	**27**
R Value by Expansion Pressure (TI =): 5	**Expansion Pressure nil**



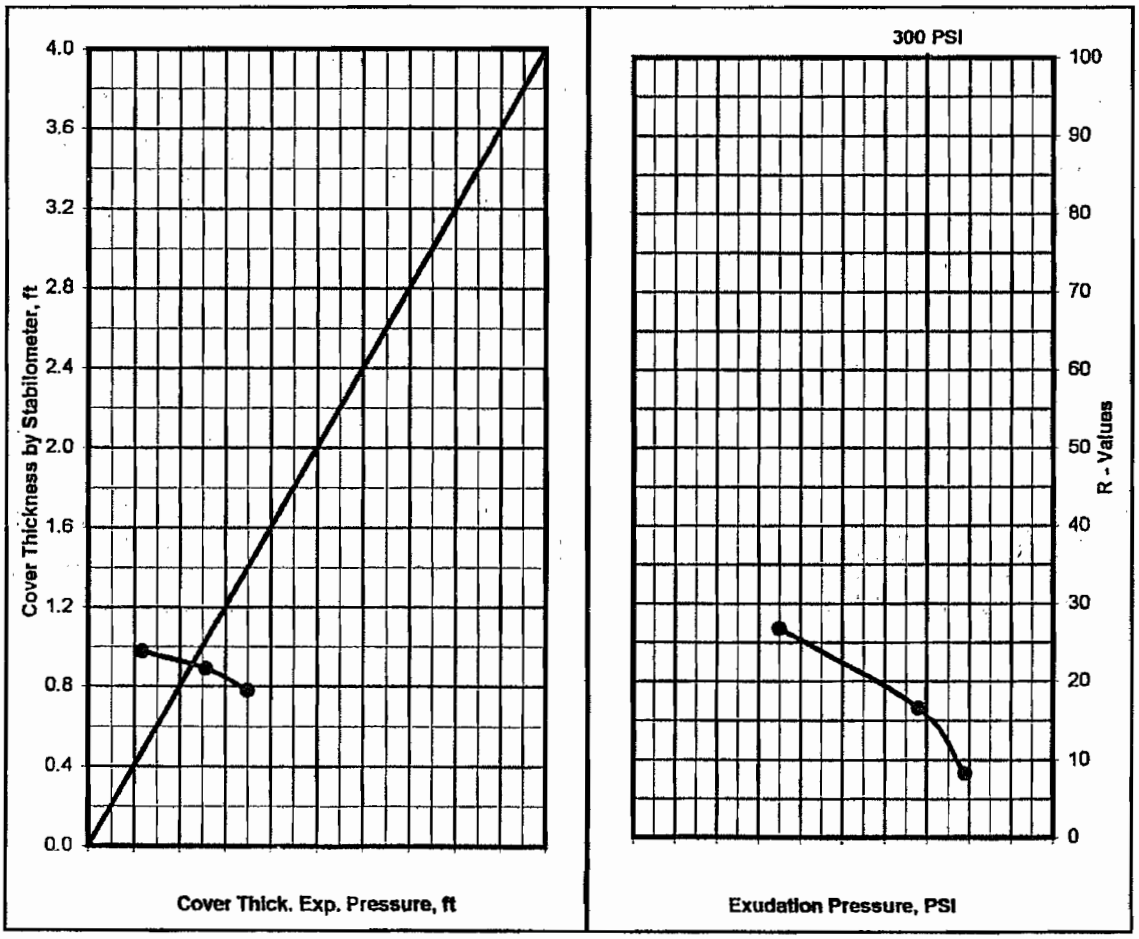
Krazan Testing Laboratory

R - VALUE TEST
ASTM D - 2844 / CAL 301

Project Number	:	112-06041
Project Name	:	Westfield Mall
Date	:	9/21/06
Sample Location/Curve Number	:	RV# 7 (B-2 @ 0-3')
Soil Classification	:	(ML), Sandy Silt w/ Clay

TEST	A	B	C
Percent Moisture @ Compaction, %	18.8	19.9	17.7
Dry Density, lbm/cu.ft.	111.2	112.3	111.6
Exudation Pressure, psi	320	210	650
Expansion Pressure, (Dial Reading)	31	14	42
Expansion Pressure, psf	134	61	182
Resistance Value R	17	8	27

R Value by Expansion Pressure (TI =): 5	**14**
R Value at 300 PSI Exudation Pressure	**16**

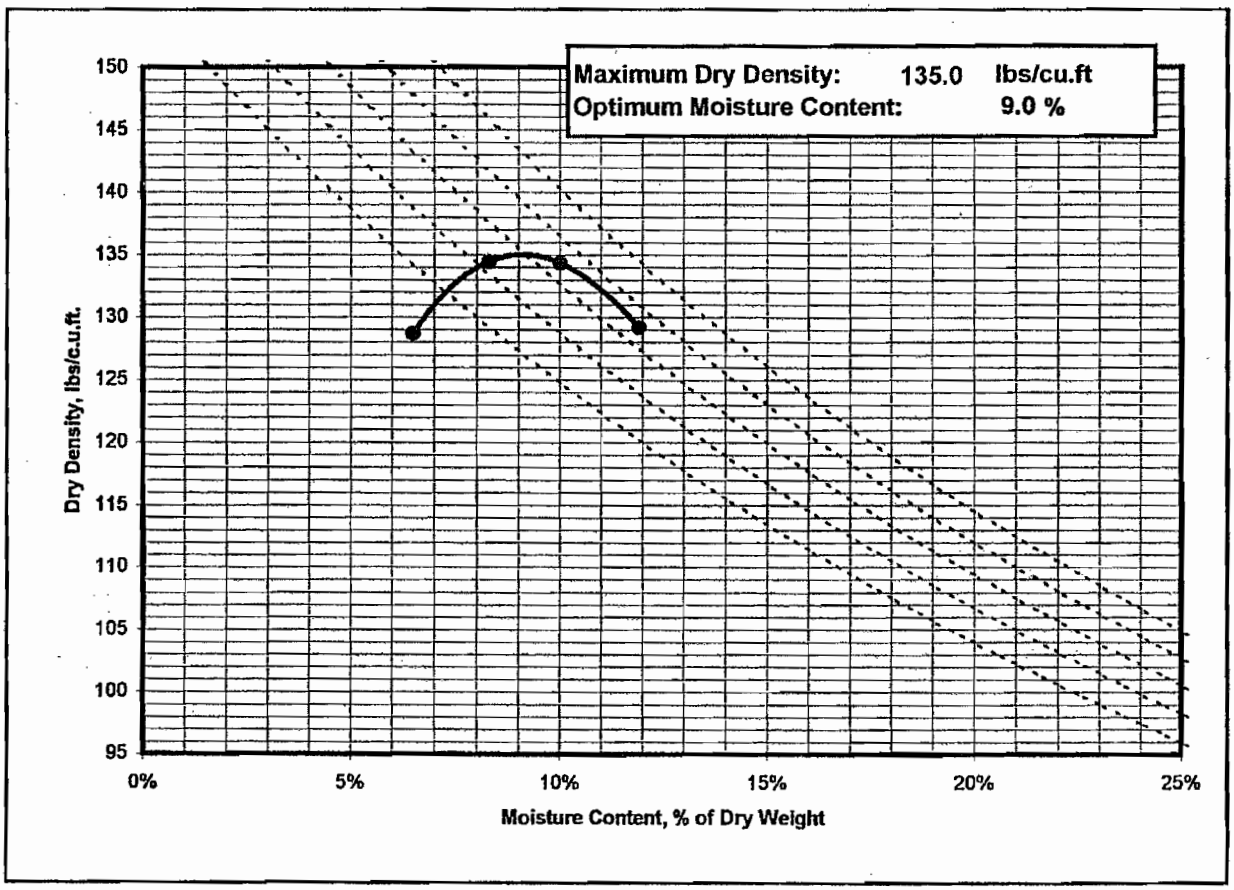


Krazan Testing Laboratory

Laboratory Compaction Curve
ASTM - D1557, D698

Project Number	: 112-06041
Project Name	: Westfield Mall
Date	: 07/06/06
Sample location	: B-7 @ 0-3'
Sample/Curve Number	: 3
Soil Classification	: (SM), Silty Sand w/ Clay
Test Method	: 1557A

	1	2	3	4
Weight of Moist Specimen & Mold, gm	4229.3	4195.9	4067.8	4181.6
Weight of Compaction Mold, gm	2003.7	2003.7	2003.7	2003.7
Weight of Moist Specimen, gm	2225.6	2192.2	2064.1	2177.9
Volume of mold, cu. ft.	0.0332	0.0332	0.0332	0.0332
Wet Density, lbs/cu.ft.	147.8	145.6	137.1	144.6
Weight of Wet (Moisture) Sample, gm	200.0	200.0	200.0	200.0
Weight of Dry (Moisture) Sample, gm	181.8	184.7	187.8	178.7
Moisture Content, %	10.0%	8.3%	6.5%	11.9%
Dry Density, lbs/cu.ft.	134.3	134.4	128.7	129.2



Krazan Testing Laboratory

Enviro – Chem, Inc.
1214 E. Lexington Avenue, Pomona, CA 91766 Tel (909) 590-5905 Fax (909) 590-5907

LABORATORY REPORT

CUSTOMER: **Krazan & Associates, Inc.**
4221 Brickell St.
Ontario, CA 91761
Tel(909)974-4400 Fax(909)974-4022

PROJECT: **Sherman Oaks**

MATRIX:SOIL
SAMPLING DATE:06/29/06
REPORT TO:MR. CLARENCE JIANG

DATE RECEIVED:07/11/06
DATE ANALYZED:07/11-12/06
DATE REPORTED:07/14/06

SAMPLE I.D.: 112-06041 / B-1@0-3' LAB I.D.: 060711-9

PARAMETER	SAMPLE RESULT	UNIT	PQL	DF	METHOD
RESISTIVITY	6670	OHMS-CM	100000*	--	CALTRANS
SULFATE	303	MG/KG	10	2	EPA 9038
CHLORIDE	17.1	MG/KG	10	1	EPA 9253
pH	7.77	pH/Unit	--	--	EPA 9045C

COMMENTS
DF = DILUTION FACTOR
PQL = PRACTICAL QUANTITATION LIMIT
ACTUAL DETECTION LIMIT = DF X PQL
MG/KG = MILLIGRAM PER KILOGRAM = PPM
OHMS-CM = OHMS-CENTIMETER
RESISTIVITY = 1/CONDUCTIVITY
* = HIGH LIMIT

DATA REVIEWED AND APPROVED BY:
CAL-DHS ELAP CERTIFICATE No.: 1555

APPENDIX B

GENERAL EARTHWORK SPECIFICATIONS

GENERAL

When the text of the report conflicts with the general specifications in this appendix, the recommendations in the report have precedence.

SCOPE OF WORK: These specifications and applicable plans pertain to and include all earthwork associated with the site rough grading, including, but not limited to, the furnishing of all labor, tools and equipment necessary for site clearing and grubbing, stripping, preparation of foundation materials for receiving fill, excavation, processing, placement and compaction of fill and backfill materials to the lines and grades shown on the project grading plans and disposal of excess materials.

PERFORMANCE: The Contractor shall be responsible for the satisfactory completion of all earthworks in accordance with the project plans and specifications. This work shall be inspected and tested by a representative of Krazan and Associates, Incorporated, hereinafter referred to as the Soils Engineer and/or Testing Agency. Attainment of design grades, when achieved shall be certified by the project Civil Engineer. Both the Soils Engineer and the Civil Engineer are the Owner's representatives. If the Contractor should fail to meet the technical or design requirements embodied in this document and on the applicable plans, he shall make the necessary adjustments until all work is deemed satisfactory as determined by both the Soils Engineer and the Civil Engineer. No deviation from these specifications shall be made except upon written approval of the Soils Engineer, Civil Engineer, or project Architect.

No earthwork shall be performed without the physical presence or approval of the Soils Engineer. The Contractor shall notify the Soils Engineer at least 2 working days prior to the commencement of any aspect of the site earthwork.

The Contractor agrees that he shall assume sole and complete responsibility for job site conditions during the course of construction of this project, including safety of all persons and property; that this requirement shall apply continuously and not be limited to normal working hours; and that the Contractor shall defend, indemnify and hold the Owner and the Engineers harmless from any and all liability, real or alleged, in connection with the performance of work on this project, except for liability arising from the sole negligence of the Owner or the Engineers.

TECHNICAL REQUIREMENTS: All compacted materials shall be densified to no less that 90 percent of relative compaction based on ASTM D1557-00 Test Method, UBC or CAL-216, as specified in the technical portion of the Soil Engineer's report. The location and frequency of field density tests shall be as determined by the Soils Engineer. The results of these tests and compliance with these specifications shall be the basis upon which satisfactory completion of work will be judged by the Soils Engineer.

SOILS AND FOUNDATION CONDITIONS: The Contractor is presumed to have visited the site and to have familiarized himself with existing site conditions and the contents of the data presented in the Geotechnical Engineering Report.

The Contractor shall make his own interpretation of the data contained in the Geotechnical Engineering Report and the Contractor shall not be relieved of liability under the Contractor for any loss sustained as a result of any variance between conditions indicated by or deduced from said report and the actual conditions encountered during the progress of the work.

DUST CONTROL: The work includes dust control as required for the alleviation or prevention of any dust nuisance on or about the site or the borrow area, or off-site if caused by the Contractor's operation either during the performance of the earthwork or resulting from the conditions in which the Contractor leaves the site. The Contractor shall assume all liability, including court costs of codefendants, for all claims related to dust or wind-blown materials attributable to his work.

SITE PREPARATION

Site preparation shall consist of site clearing and grubbing and preparation of foundation materials for receiving fill.

CLEARING AND GRUBBING: The Contractor shall accept the site in this present condition and shall demolish and/or remove from the area of designated project earthwork all structures, both surface and subsurface, trees, brush, roots, debris, organic matter and all other matter determined by the Soils Engineer to be deleterious. Such materials shall become the property of the Contractor and shall be removed from the site.

Tree root systems in proposed building areas should be removed to a minimum depth of 3 feet and to such an extent, which would permit removal of all roots greater than 1 inch in diameter. Tree roots removed in parking areas may be limited to the upper 1½ feet of the ground surface. Backfill or tree root excavation should not be permitted until all exposed surfaces have been inspected and the Soils Engineer is present for the proper control of backfill placement and compaction. Burning in areas, which are to receive fill materials, shall not be permitted.

SUBGRADE PREPARATION: Surfaces to receive Engineered Fill, shall be prepared as outlined above, excavated/scarified to a minimum depth of 8 inches, moisture-conditioned as necessary, and recompacted to at least 90 percent relative compaction.

Loose soil areas and/or areas of disturbed soil shall be moisture-conditioned as necessary and recompacted to 90 percent relative compaction. All ruts, hummocks, or other uneven surface features shall be removed by surface grading prior to placement of any fill materials. All areas, which are to receive fill materials, shall be approved by the Soils Engineer prior to the placement of any of the fill material.

EXCAVATION: All excavation shall be accomplished to the tolerance normally defined by the Civil Engineer as shown on the project grading plans. All over-excavation below the grades specified shall be backfilled at the Contractor's expense and shall be compacted in accordance with the applicable technical requirements.

FILL AND BACKFILL MATERIAL: No material shall be moved or compacted without the presence of the Soils Engineer. Material from the required site excavation may be utilized for construction site fills, provided prior approval is given by the Soils Engineer. All materials utilized for constructing site fills shall be free from vegetation or other deleterious matter as determined by the Soils Engineer.

PLACEMENT, SPREADING AND COMPACTION: The placement and spreading of approved fill materials and the processing and compaction of approved fill and native materials shall be the responsibility of the Contractor. However, compaction of fill materials by flooding, ponding, or jetting shall not be permitted unless specifically approved by local code, as well as the Soils Engineer.

Both cut and fill shall be surface-compacted to the satisfaction of the Soils Engineer prior to final acceptance.

SEASONAL LIMITS: No fill material shall be placed, spread, or rolled while it is frozen or thawing, or during unfavorable wet weather conditions. When the work is interrupted by heavy rains, fill operations shall not be resumed until the Soils Engineer indicates that the moisture content and density of previously placed fill is as specified.

APPENDIX C

GENERAL PAVEMENT SPECIFICATIONS

1. DEFINITIONS - The term "pavement" shall include asphalt concrete surfacing, untreated aggregate base, and aggregate subbase. The term "subgrade" is that portion of the area on which surfacing, base, or subbase is to be placed.

The term "Standard Specifications": hereinafter referred to is the January 1999 Standard Specifications of the State of California, Department of Transportation, and the "Materials Manual" is the Materials Manual of Testing and Control Procedures, State of California, Department of Public Works, Division of Highways. The term "relative compaction" refers to the field density expressed as a percentage of the maximum laboratory density as defined in the ASTM D1557-00.

2. SCOPE OF WORK - This portion of the work shall include all labor, materials, tools, and equipment necessary for, and reasonably incidental to the completion of the pavement shown on the plans and as herein specified, except work specifically notes as "Work Not Included."

3. PREPARATION OF THE SUBGRADE - The Contractor shall prepare the surface of the various subgrades receiving subsequent pavement courses to the lines, grades, and dimensions given on the plans. The upper 12 inches of the soil subgrade beneath the pavement section shall be compacted to a minimum relative compaction of 90 percent. The finished subgrades shall be tested and approved by the Geotechnical Engineer prior to the placement of additional pavement courses.

4. UNTREATED AGGREGATE BASE - The aggregate base material shall be spread and compacted on the prepared subgrade in conformity with the lines, grades, and dimensions shown on the plans. The aggregate base material shall conform to the requirements of Section 26 of the Standard Specifications for Class 2 material, ¾-inches maximum size. The aggregate base material shall be compacted to a minimum relative compaction of 95 percent. The aggregate base material shall be spread and compacted in accordance with Section 26 of the Standard Specifications. The aggregate base material shall be spread in layers not exceeding 6 inches and each layer of aggregate material course shall be tested and approved by the Geotechnical Engineer prior to the placement of successive layers.

5. AGGREGATE SUBBASE - The aggregate subbase shall be spread and compacted on the prepared subgrade in conformity with the lines, grades, and dimensions shown on the plans. The aggregate subbase material shall conform to the requirements of Section 25 of the Standard Specifications for Class II material. The aggregate subbase material shall be compacted to a minimum relative compaction of 95 percent, and it shall be spread and compacted in accordance with Section 25 of the Standard Specifications. Each layer of aggregate subbase shall be tested and approved by the Geotechnical Engineer prior to the placement of successive layers.

6. ASPHALT CONCRETE SURFACING - Asphalt concrete surfacing shall consist of a mixture of mineral aggregate and paving grade asphalt, mixed at a central mixing plant and spread and compacted on a prepared base in conformity with the lines, grades, and dimensions shown on the plans. The viscosity grade of the asphalt shall be AR-4000. The mineral aggregate shall be Type B, ½-inch or ¾-inch maximum, medium grading, for the wearing course and ¾-inch maximum, medium grading for the base course, and shall conform to the requirements set forth in Section 39 of the Standard Specifications. The drying, proportioning, and mixing of the materials shall conform to Section 39.

The prime coat, spreading and compacting equipment, and spreading and compacting the mixture shall conform to the applicable chapters of Section 39, with the exception that no surface course shall be placed when the atmospheric temperature is below 50 degrees F. The surfacing shall be rolled with a combination steel-wheel and pneumatic rollers, as described in Section 39-6. The surface course shall be placed with an approved self-propelled mechanical spreading and finishing machine.

7. FOG SEAL COAT - The fog seal (mixing type asphalt emulsion) shall conform to and be applied in accordance with the requirements of Section 37.

APPENDIX E

EDR ENVIRONMENTAL DATABASE REPORT AND MULTI TENANT FACILITY REPORT

The EDR Radius Map
with GeoCheck®

Westfield Shopping Center
14006 Riverside Drive
Sherman Oaks, CA 91423

Inquiry Number: 2096148.2s

December 10, 2007

EDR® Environmental
Data Resources Inc

The Standard in Environmental Risk Information

440 Wheelers Farms Road
Milford, Connecticut 06461

Nationwide Customer Service

Telephone: 1-800-352-0050
Fax: 1-800-231-6802
Internet: www.edrnet.com

FORM-PRM-LAR

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GEOCHECK ADDENDUM

Physical Setting Source Addendum	A-1
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Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-05) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

14006 RIVERSIDE DRIVE
SHERMAN OAKS, CA 91423

COORDINATES

Latitude (North):	34.156770 - 34° 9' 24.4"
Longitude (West):	118.435520 - 118° 26' 7.9"
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	367668.7
UTM Y (Meters):	3780274.5
Elevation:	659 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	34118-B4 VAN NUYS, CA
Most Recent Revision:	1991

TARGET PROPERTY SEARCH RESULTS

The target property was identified in the following records. For more information on this property see page 6 of the attached EDR Radius Map report:

Site	Database(s)	EPA ID
SEPHORA STORES #22 14006 RIVERSIDE DR STE 75 SHERMAN OAKS, CA 91423	HAZNET	N/A
KITS CAMERA 1 HOUR NO 87 14006 RIVERSIDE DR STE 86 SHERMAN OAKS, CA 91423	RCRA-SQG FINDS	CAD983669599
SEPHORA STORE 22 FASHION SQUARE 14006 RIVERSIDE DRIVE SHERMAN OAKS, CA 91423	RCRA-SQG HAZNET	CAR000147447
J P MECHANICAL 14006 RIVERSIDE SHERMAN OAKS, CA 91423	HAZNET	N/A
CITY FREEHOLDS (USA INC) 14006 RIVERSIDE DRIVE SHERMAN OAKS, CA 91423	HAZNET	N/A

EXECUTIVE SUMMARY

LENSCRAFTERS STORE #501 14006 RIVERSIDE DR SHERMAN OAKS, CA 91423	HAZNET EMI	N/A
SEPHORA STORES #18 14006 RIVERSIDE DR STE 75 SHERMAN OAKS, CA 91423	HAZNET	N/A
SEPHORA STORE 22 FASHION SQUARE 14006 RIVERSIDE DRIVE SHERMAN OAKS, CA 91423	FINDS	110015672039

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

FEDERAL RECORDS

NPL	National Priority List
Proposed NPL	Proposed National Priority List Sites
Delisted NPL	National Priority List Deletions
NPL LIENS	Federal Superfund Liens
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CERC-NFRAP	CERCLIS No Further Remedial Action Planned
CORRACTS	Corrective Action Report
RCRA-TSDF	Resource Conservation and Recovery Act Information
RCRA-LQG	Resource Conservation and Recovery Act Information
ERNS	Emergency Response Notification System
HMIRS	Hazardous Materials Information Reporting System
US ENG CONTROLS	Engineering Controls Sites List
US INST CONTROL	Sites with Institutional Controls
DOD	Department of Defense Sites
FUDS	Formerly Used Defense Sites
US BROWNFIELDS	A Listing of Brownfields Sites
CONSENT	Superfund (CERCLA) Consent Decrees
ROD	Records Of Decision
UMTRA	Uranium Mill Tailings Sites
ODI	Open Dump Inventory
TRIS	Toxic Chemical Release Inventory System
TSCA	Toxic Substances Control Act
FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
SSTS	Section 7 Tracking Systems
DOT OPS	Incident and Accident Data
DEBRIS REGION 9	Torres Martinez Reservation Illegal Dump Site Locations
ICIS	Integrated Compliance Information System

LUCIS	Land Use Control Information System
US CDL	Clandestine Drug Labs
RADINFO	Radiation Information Database
LIENS 2	CERCLA Lien Information
HIST FTTS	FIFRA/TSCA Tracking System Administrative Case Listing
PADS	PCB Activity Database System
MLTS	Material Licensing Tracking System
MINES	Mines Master Index File
RAATS	RCRA Administrative Action Tracking System

STATE AND LOCAL RECORDS

HIST Cal-Sites	Historical Calsites Database
CA BOND EXP. PLAN	Bond Expenditure Plan
SCH	School Property Evaluation Program
Toxic Pits	Toxic Pits Cleanup Act Sites
SWF/LF	Solid Waste Information System
CA WDS	Waste Discharge System
WMUDS/SWAT	Waste Management Unit Database
SWRCY	Recycler Database
SLIC	Statewide SLIC Cases
AOCONCERN	San Gabriel Valley Areas of Concern
UST	Active UST Facilities
AST	Aboveground Petroleum Storage Tank Facilities
LIENS	Environmental Liens Listing
SWEEPS UST	SWEEPS UST Listing
CHMIRS	California Hazardous Material Incident Report System
LA Co. Site Mitigation	Site Mitigation List
DEED	Deed Restriction Listing
VCP	Voluntary Cleanup Program Properties
CLEANERS	Cleaner Facilities
WIP	Well Investigation Program Case List
LOS ANGELES CO. HMS	HMS: Street Number List
CDL	Clandestine Drug Labs
RESPONSE	State Response Sites
HAULERS	Registered Waste Tire Haulers Listing

TRIBAL RECORDS

INDIAN RESERV	Indian Reservations
INDIAN LUST	Leaking Underground Storage Tanks on Indian Land
INDIAN UST	Underground Storage Tanks on Indian Land

EDR PROPRIETARY RECORDS

Manufactured Gas Plants	EDR Proprietary Manufactured Gas Plants
EDR Historical Auto Stations	EDR Proprietary Historic Gas Stations
EDR Historical Cleaners	EDR Proprietary Historic Dry Cleaners

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

EXECUTIVE SUMMARY

FEDERAL RECORDS

RCRAInfo: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRAInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System(RCRIS). The database includes selective information on sites which generate, transport, store , treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month. Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month Large quantity generators generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month. Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

A review of the RCRA-SQG list, as provided by EDR, and dated 06/13/2006 has revealed that there are 3 RCRA-SQG sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Dist / Dir	Map ID	Page
BURBANK MEDICAL CLINIC INC	*13739 RIVERSIDE DR*	*1/8 - 1/4 ENE*	*9*	*11*
CHEVRON STATION 9 1683	*14061 RIVERSIDE DR*	*1/8 - 1/4 WNW*	*B13*	*16*
HIGH TECH AUTO	*4774 WOODMAN*	*1/8 - 1/4 E*	*14*	*17*

STATE AND LOCAL RECORDS

CORTESE: This database identifies public drinking water wells with detectable levels of contamination, hazardous substance sites selected for remedial action, sites with known toxic material identified through the abandoned site assessment program, sites with USTs having a reportable release and all solid waste disposal facilities from which there is known migration. The source is the California Environmental Protection Agency/Office of Emergency Information.

A review of the Cortese list, as provided by EDR, and dated 04/01/2001 has revealed that there are 4 Cortese sites within approximately 0.5 miles of the target property.

Lower Elevation	Address	Dist / Dir	Map ID	Page
CHEVRON #9-1683	*14061 RIVERSIDE DR*	*1/8 - 1/4 WNW*	*B12*	*14*
FASHION SQUARE CAR WASH	*4625 WOODMAN AVE*	*1/4 - 1/2 ESE*	*15*	*18*
TOSCO S.S. #3176	*13650 RIVERSIDE DR*	*1/4 - 1/2 ENE*	*C16*	*21*
SUNKIST GROWERS INC	*14130 RIVERSIDE DR*	*1/4 - 1/2 W*	*18*	*25*

LUST: The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the State Water Resources Control Board Leaking Underground Storage Tank Information System.

A review of the LUST list, as provided by EDR, and dated 10/10/2007 has revealed that there are 5 LUST sites within approximately 0.5 miles of the target property.

Lower Elevation	Address	Dist / Dir	Map ID	Page
CHEVRON #9-1683	*14061 RIVERSIDE DR*	*1/8 - 1/4 WNW*	*B12*	*14*
Facility Status: Case Closed				
FASHION SQUARE CAR WASH	*4625 WOODMAN AVE*	*1/4 - 1/2 ESE*	*15*	*18*
Facility Status: Remedial action (cleanup) Underway				

Lower Elevation	Address	Dist / Dir	Map ID	Page
TOSCO S.S. #3176 Facility Status: Case Closed	***13650 RIVERSIDE DR***	***1/4 - 1/2 ENE***	***C16***	***21***
76 STATION 3176 Facility Status: Pollution Characterization	13650 RIVERSIDE DRIVE	1/4 - 1/2 ENE	C17	24
SUNKIST GROWERS INC Facility Status: Case Closed	***14130 RIVERSIDE DR***	***1/4 - 1/2 W***	***18***	***25***

CA FID: The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

A review of the CA FID UST list, as provided by EDR, and dated 10/31/1994 has revealed that there is 1 CA FID UST site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Dist / Dir	Map ID	Page
CURRENT OCCUPANT	14061 RIVERSIDE DR	1/8 - 1/4 WNW	B11	14

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there is 1 HIST UST site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Dist / Dir	Map ID	Page
91683	14061 RIVERSIDE DR	1/8 - 1/4 WNW	B10	12

NOTIFY 65: Notify 65 records contain facility notifications about any release that could impact drinking water and thereby expose the public to a potential health risk. The data come from the State Water Resources Control Board's Proposition 65 database.

A review of the Notify 65 list, as provided by EDR, and dated 10/21/1993 has revealed that there is 1 Notify 65 site within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
TOSCO - 76 STATION #2421	***14478 VENTURA BLVD***	***1/2 - 1 WSW***	***20***	***32***

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 08/28/2007 has revealed that there is

EXECUTIVE SUMMARY

1 ENVIROSTOR site within approximately 1 mile of the target property.

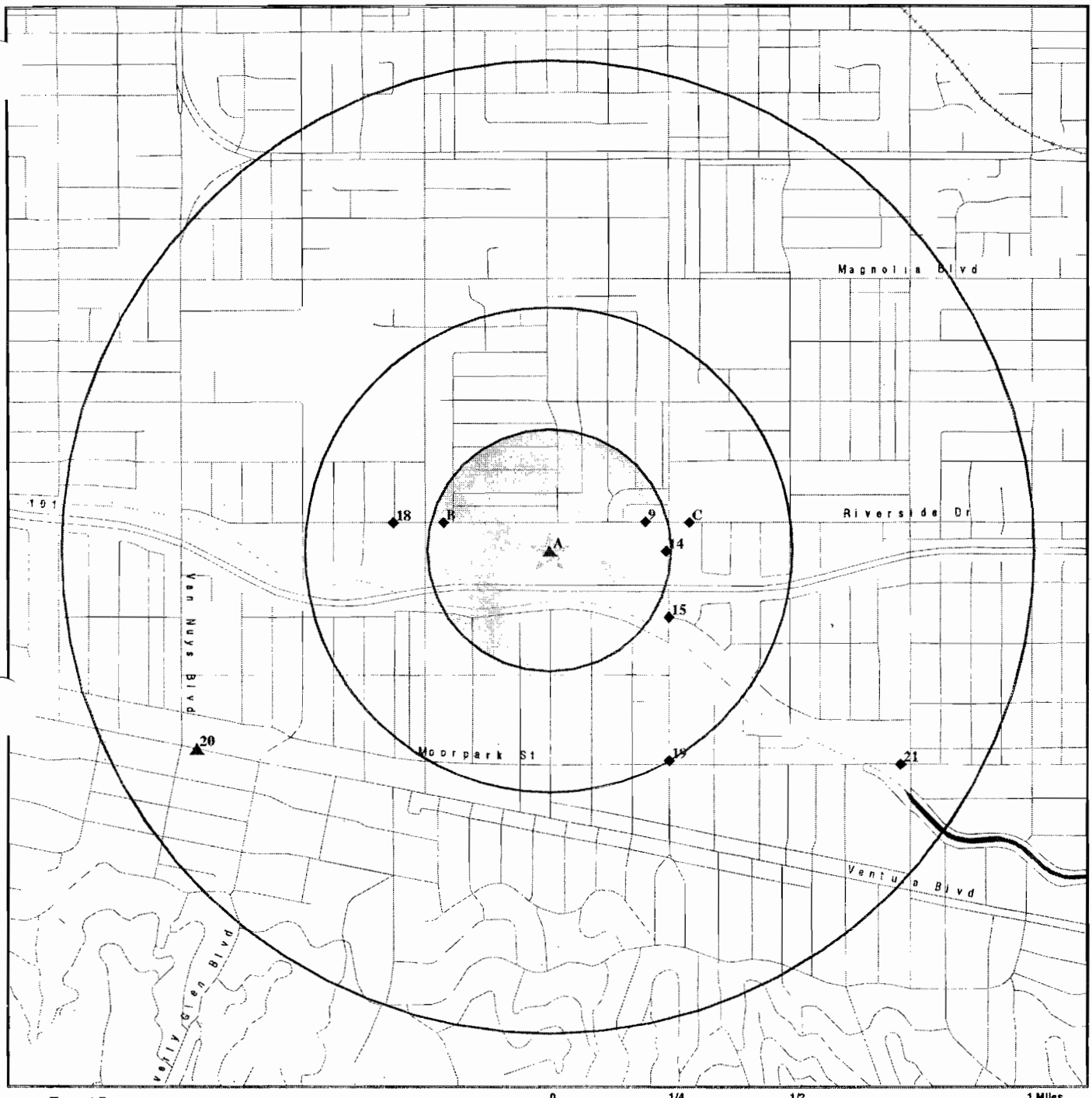
Lower Elevation	Address	Dist / Dir	Map ID	Page
JOY'S DRY CLEANERS Facility Status: Refer: 1248 Local Agency	13313 MOORPARK STREET	1/2 - 1 ESE	21	38

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped:

Site Name	Database(s)
1X MCKESSON DRUG CO	HAZNET, LUST, CHMIRS

OVERVIEW MAP - 2096148.2s



0 1/4 1/2 1 Miles

- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Oil & Gas pipelines
- 100-year flood zone
- 500-year flood zone
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Westfield Shopping Center ADDRESS: 14006 Riverside Drive Sherman Oaks CA 91423 LAT/LONG: 34.1568 / 118.4355	CLIENT: The Reynolds Group CONTACT: Gwen Tellegen INQUIRY #: 2096148.2s DATE: December 10, 2007 8:27 am

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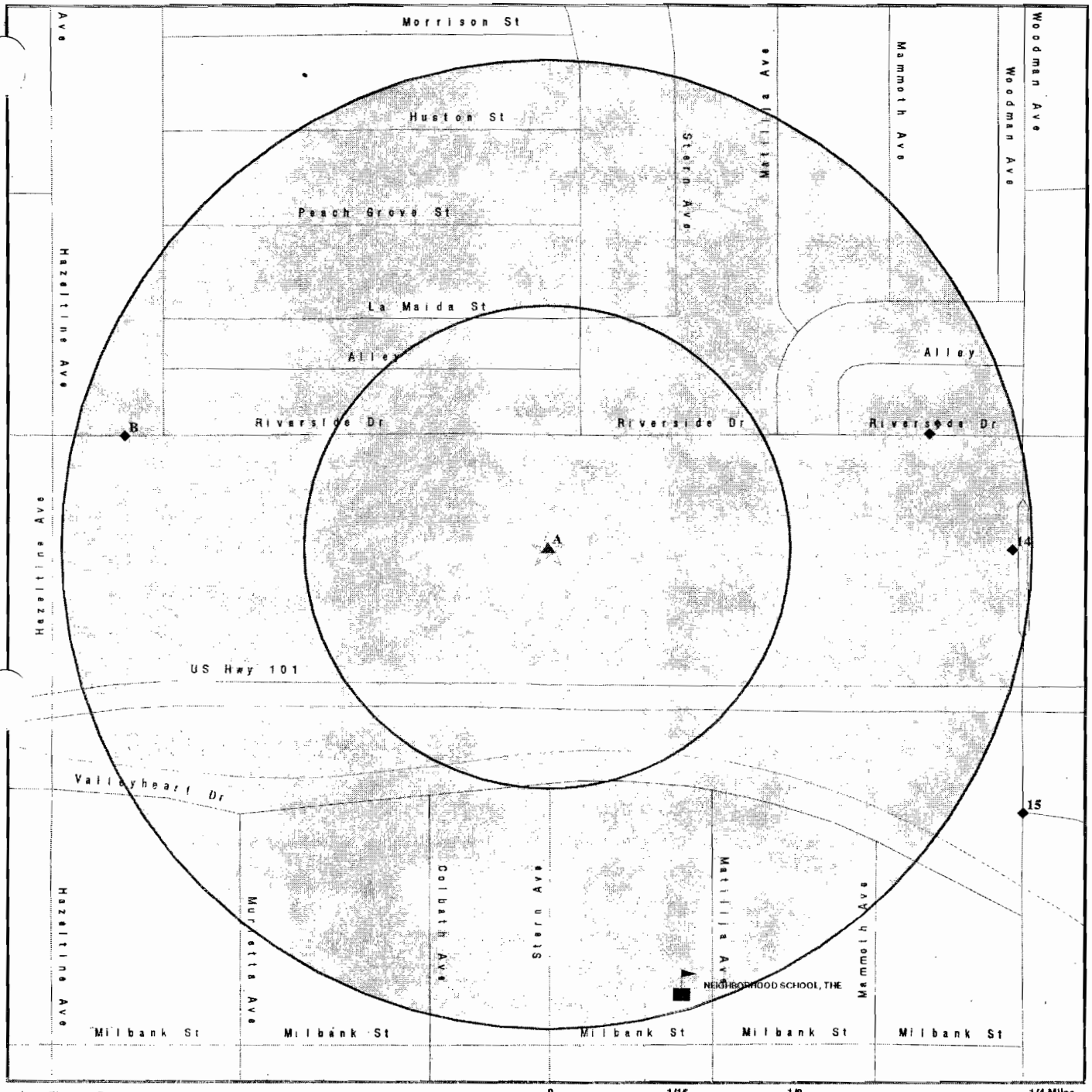
DETAIL MAP - 2096148.2s



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- Sensitive Receptors
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Oil & Gas pipelines
- 100-year flood zone
- 500-year flood zone
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Westfield Shopping Center ADDRESS: 14006 Riverside Drive Sherman Oaks CA 91423 LAT/LONG: 34.1568 / 118.4355	CLIENT: The Reynolds Group CONTACT: Gwen Tellegen INQUIRY #: 2096148.2s DATE: December 10, 2007 8:27 am

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MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
FEDERAL RECORDS								
NPL		1.000	0	0	0	0	NR	0
Proposed NPL		1.000	0	0	0	0	NR	0
Delisted NPL		1.000	0	0	0	0	NR	0
NPL LIENS		TP	NR	NR	NR	NR	NR	0
CERCLIS		0.500	0	0	0	NR	NR	0
CERC-NFRAP		0.500	0	0	0	NR	NR	0
CORRACTS		1.000	0	0	0	0	NR	0
RCRA TSD		0.500	0	0	0	NR	NR	0
RCRA Lg. Quan. Gen.		0.250	0	0	NR	NR	NR	0
RCRA Sm. Quan. Gen.	X	0.250	0	3	NR	NR	NR	3
ERNS		TP	NR	NR	NR	NR	NR	0
HMIRS		TP	NR	NR	NR	NR	NR	0
US ENG CONTROLS		0.500	0	0	0	NR	NR	0
US INST CONTROL		0.500	0	0	0	NR	NR	0
DOD		1.000	0	0	0	0	NR	0
FUDS		1.000	0	0	0	0	NR	0
US BROWNFIELDS		0.500	0	0	0	NR	NR	0
CONSENT		1.000	0	0	0	0	NR	0
ROD		1.000	0	0	0	0	NR	0
UMTRA		0.500	0	0	0	NR	NR	0
ODI		0.500	0	0	0	NR	NR	0
TRIS		TP	NR	NR	NR	NR	NR	0
TSCA		TP	NR	NR	NR	NR	NR	0
FTTS		TP	NR	NR	NR	NR	NR	0
SSTS		TP	NR	NR	NR	NR	NR	0
DOT OPS		TP	NR	NR	NR	NR	NR	0
DEBRIS REGION 9		0.500	0	0	0	NR	NR	0
ICIS		TP	NR	NR	NR	NR	NR	0
LUCIS		0.500	0	0	0	NR	NR	0
CDL		TP	NR	NR	NR	NR	NR	0
RADINFO		TP	NR	NR	NR	NR	NR	0
LIENS 2		TP	NR	NR	NR	NR	NR	0
HIST FTTS		TP	NR	NR	NR	NR	NR	0
PADS		TP	NR	NR	NR	NR	NR	0
MLTS		TP	NR	NR	NR	NR	NR	0
MINES		0.250	0	0	NR	NR	NR	0
FINDS	X	TP	NR	NR	NR	NR	NR	0
RAATS		TP	NR	NR	NR	NR	NR	0
STATE AND LOCAL RECORDS								
Hist Cal-Sites		1.000	0	0	0	0	NR	0
CA Bond Exp. Plan		1.000	0	0	0	0	NR	0
SCH		0.250	0	0	NR	NR	NR	0
Toxic Pits		1.000	0	0	0	0	NR	0
State Landfill		0.500	0	0	0	NR	NR	0
CA WDS		TP	NR	NR	NR	NR	NR	0
WMUDS/SWAT		0.500	0	0	0	NR	NR	0

MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
Cortese		0.500	0	1	3	NR	NR	4
SWRCY		0.500	0	0	0	NR	NR	0
LUST		0.500	0	1	4	NR	NR	5
CA FID UST		0.250	0	1	NR	NR	NR	1
SLIC		0.500	0	0	0	NR	NR	0
AOCONCERN		1.000	0	0	0	0	NR	0
UST		0.250	0	0	NR	NR	NR	0
HIST UST		0.250	0	1	NR	NR	NR	1
AST		0.250	0	0	NR	NR	NR	0
LIENS		TP	NR	NR	NR	NR	NR	0
SWEEPS UST		0.250	0	0	NR	NR	NR	0
CHMIRS		TP	NR	NR	NR	NR	NR	0
Notify 65		1.000	0	0	0	1	NR	1
LA Co. Site Mitigation		TP	NR	NR	NR	NR	NR	0
DEED		0.500	0	0	0	NR	NR	0
VCP		0.500	0	0	0	NR	NR	0
DRYCLEANERS		0.250	0	0	NR	NR	NR	0
WIP		0.250	0	0	NR	NR	NR	0
Los Angeles Co. HMS		TP	NR	NR	NR	NR	NR	0
CDL		TP	NR	NR	NR	NR	NR	0
RESPONSE		1.000	0	0	0	0	NR	0
HAZNET	X	TP	NR	NR	NR	NR	NR	0
EMI	X	TP	NR	NR	NR	NR	NR	0
ENVIROSTOR		1.000	0	0	0	1	NR	1
HAULERS		TP	NR	NR	NR	NR	NR	0
TRIBAL RECORDS								
INDIAN RESERV		1.000	0	0	0	0	NR	0
INDIAN LUST		0.500	0	0	0	NR	NR	0
INDIAN UST		0.250	0	0	NR	NR	NR	0
EDR PROPRIETARY RECORDS								
Manufactured Gas Plants		1.000	0	0	0	0	NR	0
EDR Historical Auto Stations		0.250	0	0	NR	NR	NR	0
EDR Historical Cleaners		0.250	0	0	NR	NR	NR	0

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
A1 **Target Property** **Actual: 659 ft.**	**SEPHORA STORES #22** **14006 RIVERSIDE DR STE 75** **SHERMAN OAKS, CA 91423**	**HAZNET**	**S108220189** **N/A**

Site 1 of 8 in cluster A

HAZNET:

Gepaid:	CAL000271061
Contact:	SANDI BAKER
Telephone:	4153483438
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	525 MARKET ST
Mailing City,St,Zip:	SAN FRANCISCO, CA 941050000
Gen County:	Los Angeles
TSD EPA ID:	KYD053348108
TSD County:	99
Waste Category:	Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method:	***
Tons:	0.1
Facility County:	Not reported

A2 **Target Property** **Actual: 659 ft.**	**KITS CAMERA 1 HOUR NO 87** **14006 RIVERSIDE DR STE 86** **SHERMAN OAKS, CA 91423**	**RCRA-SQG** **FINDS**	**1000857522** **CAD983669599**

Site 2 of 8 in cluster A

RCRAInfo:

Owner:	RITS CAMERA CENTERS INC (301) 419-0000
EPA ID:	CAD983669599
Contact:	Not reported
Classification:	Small Quantity Generator
TSDF Activities:	Not reported

Violation Status: No violations found

FINDS:

Other Pertinent Environmental Activity Identified at Site

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

A3 Target Property **SEPHORA STORE 22 FASHION SQUARE**
14006 RIVERSIDE DRIVE
SHERMAN OAKS, CA 91423

RCRA-SQG 1006930253
HAZNET CAR000147447

Site 3 of 8 in cluster A

Actual: 659 ft.

RCRAInfo:
Owner: SHERMAN OAKS FASHION ASSOC
EPA ID: CAR000147447

Contact: SANDI BAKER
415-348-3488

Classification: Small Quantity Generator
TSDF Activities: Not reported

Violation Status: No violations found

HAZNET:

Gepaid:	CAR000147447
Contact:	SANDI BAKER FACILITIES MGR.
Telephone:	4153483488
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	525 MARKET ST
Mailing City,St,Zip:	SAN FRANCISCO, CA 941050000
Gen County:	Los Angeles
TSD EPA ID:	AZD081705402
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Recycler
Tons:	0.03
Facility County:	Not reported

Gepaid:	CAR000147447
Contact:	SANDI BAKER FACILITIES MGR.
Telephone:	4153483488
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	525 MARKET ST
Mailing City,St,Zip:	SAN FRANCISCO, CA 941050000
Gen County:	Los Angeles
TSD EPA ID:	AZD081705402
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Recycler
Tons:	0.03
Facility County:	Not reported

Gepaid:	CAR000147447
Contact:	SANDI BAKER FACILITIES MGR.
Telephone:	4153483488
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	525 MARKET ST
Mailing City,St,Zip:	SAN FRANCISCO, CA 941050000
Gen County:	Los Angeles
TSD EPA ID:	CAD008364432
TSD County:	Los Angeles
Waste Category:	Unspecified solvent mixture Waste

SEPHORA STORE 22 FASHION SQUARE (Continued) **1006930253**

Disposal Method: Transfer Station
Tons: 0.1
Facility County: Los Angeles

A4 **J P MECHANICAL** **HAZNET** **S100937566**
Target **14006 RIVERSIDE** **N/A**
Property **SHERMAN OAKS, CA 91423**

Site 4 of 8 in cluster A

Actual:
659 ft.

HAZNET:
Gepaid: CAL000111233
Contact: PAUL BECKER
Telephone: 8189861540
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 14006 RIVERSIDE
Mailing City,St,Zip: SHERMAN OAKS, CA 914230000
Gen County: Los Angeles
TSD EPA ID: CAT080031628
TSD County: Kern
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: .4587
Facility County: Los Angeles

A5 **CITY FREEHOLDS (USA INC)** **HAZNET** **S102804950**
Target **14006 RIVERSIDE DRIVE** **N/A**
Property **SHERMAN OAKS, CA 91423**

Site 5 of 8 in cluster A

Actual:
659 ft.

HAZNET:
Gepaid: CAC001104816
Contact: CITY FREEHOLDS (USA INC)
Telephone: 8187893114
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 14006 RIVERSIDE DR
Mailing City,St,Zip: SHERMAN OAKS, CA 914230000
Gen County: Los Angeles
TSD EPA ID: CAD044429835
TSD County: Los Angeles
Waste Category: Other inorganic solid waste
Disposal Method: Treatment, Incineration
Tons: .0500
Facility County: Los Angeles

A6 **LENSCRAFTERS STORE #501** **HAZNET** **S103629874**
Target **14006 RIVERSIDE DR** **EMI** **N/A**
Property **SHERMAN OAKS, CA 91423**

Site 6 of 8 in cluster A

Actual:
659 ft.

HAZNET:

Gepaid:	CAD983669599
Contact:	RITZ CAMERA CENTERS INC
Telephone:	3014190000
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	6711 RITZ WAY
Mailing City,St,Zip:	BELTSVILLE, MD 207051318
Gen County:	Los Angeles
TSD EPA ID:	CAT000613976
TSD County:	Orange
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Transfer Station
Tons:	3.1815
Facility County:	Los Angeles

Gepaid:	CAD983669599
Contact:	RITZ CAMERA CENTERS INC
Telephone:	3014190000
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	6711 RITZ WAY
Mailing City,St,Zip:	BELTSVILLE, MD 207051318
Gen County:	Los Angeles
TSD EPA ID:	CAT000613976
TSD County:	Orange
Waste Category:	Not reported
Disposal Method:	Transfer Station
Tons:	.0000
Facility County:	Los Angeles

Gepaid:	CAD983669599
Contact:	RITZ CAMERA CENTERS INC
Telephone:	3014190000
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	6711 RITZ WAY
Mailing City,St,Zip:	BELTSVILLE, MD 207051318
Gen County:	Los Angeles
TSD EPA ID:	CAD981402522
TSD County:	Kern
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	1.3551
Facility County:	Los Angeles

Gepaid:	CAL000172107
Contact:	GRACE HAGGARD
Telephone:	5137656278
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	4000 LUXOTTICA PL
Mailing City,St,Zip:	MASON, OH 45040

LENSCRAFTERS STORE #501 (Continued) **S103629874**

Gen County:	Los Angeles
TSD EPA ID:	CAD008302903
TSD County:	Los Angeles
Waste Category:	Other organic solids
Disposal Method:	Transfer Station
Tons:	0.02
Facility County:	Not reported

Gepaid:	CAD983669599
Contact:	RITZ CAMERA CENTERS INC
Telephone:	3014190000
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	6711 RITZ WAY
Mailing City,St,Zip:	BELTSVILLE, MD 207051318
Gen County:	Los Angeles
TSD EPA ID:	CAD981402522
TSD County:	Kern
Waste Category:	Degreasing sludge
Disposal Method:	Recycler
Tons:	.0834
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
15 additional CA_HAZNET: record(s) in the EDR Site Report.

EMI:

Year:	1990
Carbon Monoxide Emissions Tons/Yr:	19
Air Basin:	SC
Facility ID:	76220
Air District Name:	SC
SIC Code:	6512
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

A7
Target
Property

SEPHORA STORES #18
14006 RIVERSIDE DR STE 75
SHERMAN OAKS, CA 91423

HAZNET **S107149329**
N/A

Site 7 of 8 in cluster A

Actual:
659 ft.

HAZNET:

Gepaid:	CAL000273801
Contact:	SANDI BAKER
Telephone:	4153483438
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	525 MARKET ST 11TH FLOOR

SEPHORA STORES #18 (Continued) **S107149329**

Mailing City,St,Zip:	SAN FRANCISCO, CA 941050000
Gen County:	Los Angeles
TSD EPA ID:	KYD053348108
TSD County:	Los Angeles
Waste Category:	Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method:	Not reported
Tons:	0.15
Facility County:	Los Angeles
Gepaid:	CAL000273801
Contact:	SANDI BAKER
Telephone:	4153483438
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	525 MARKET ST
Mailing City,St,Zip:	SAN FRANCISCO, CA 941050000
Gen County:	Los Angeles
TSD EPA ID:	KYD053348108
TSD County:	99
Waste Category:	Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method:	Not reported
Tons:	0.75
Facility County:	Not reported

A8 **SEPHORA STORE 22 FASHION SQUARE** **FINDS** **1007087658**
Target **14006 RIVERSIDE DRIVE** **110015672039**
Property **SHERMAN OAKS, CA 91423**

Site 8 of 8 in cluster A

Actual:
659 ft.

FINDS:
Other Pertinent Environmental Activity Identified at Site

California - Hazardous Waste Tracking System - Datamart

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

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9 **BURBANK MEDICAL CLINIC INC** **RCRA-SQG** **1000597751**
ENE **13739 RIVERSIDE DR** **FINDS** **CAD983617770**
1/8-1/4 **SHERMAN OAKS, CA 91423**
1086 ft.

Relative:
Lower

Actual:
652 ft.

BURBANK MEDICAL CLINIC INC (Continued) **1000597751**

RCRAInfo:
Owner: BURBANK MEDICAL CLINIC INC
(818) 842-4863
EPA ID: CAD983617770
Contact: RAEANN BLUE
(818) 842-4863
Classification: Small Quantity Generator
TSDF Activities: Not reported

Violation Status: No violations found

FINDS:
Other Pertinent Environmental Activity Identified at Site

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

B10 **91683** **HIST UST** **U001568123**
WNW **14061 RIVERSIDE DR** **N/A**
1/8-1/4 **SHERMAN OAKS, CA 91403**
1184 ft.

Site 1 of 4 in cluster B

Relative:
Lower

Actual:
652 ft.

HIST UST:

Region:	STATE
Facility ID:	00000062110
Tank Num:	001
Container Num:	1
Year Installed:	1958
Tank Capacity:	00004000
Facility Type:	Gas Station
Other Type:	Not reported
Total Tanks:	0004
Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Tank Construction:	0000170 unknown
Leak Detection:	Stock Inventor
Contact Name:	MAGUIRE,JOE J
Telephone:	8189959150
Owner Name:	CHEVRON U.S.A. INC.
Owner Address:	575 MARKET
Owner City,St,Zip:	SAN FRANCISCO, CA 94105

Region:	STATE
Facility ID:	00000062110
Tank Num:	002
Container Num:	2
Year Installed:	1958
Tank Capacity:	00005000
Facility Type:	Gas Station
Other Type:	Not reported

91683 (Continued) **U001568123**

Total Tanks:	0004
Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Tank Construction:	0000250 unknown
Leak Detection:	Stock Inventor
Contact Name:	MAGUIRE,JOE J
Telephone:	8189959150
Owner Name:	CHEVRON U.S.A. INC.
Owner Address:	575 MARKET
Owner City,St,Zip:	SAN FRANCISCO, CA 94105

Region:	STATE
Facility ID:	00000062110
Tank Num:	003
Container Num:	3
Year Installed:	1958
Tank Capacity:	00002000
Facility Type:	Gas Station
Other Type:	Not reported
Total Tanks:	0004
Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Tank Construction:	0000170 unknown
Leak Detection:	Stock Inventor
Contact Name:	MAGUIRE,JOE J
Telephone:	8189959150
Owner Name:	CHEVRON U.S.A. INC.
Owner Address:	575 MARKET
Owner City,St,Zip:	SAN FRANCISCO, CA 94105

Region:	STATE
Facility ID:	00000062110
Tank Num:	004
Container Num:	4
Year Installed:	1958
Tank Capacity:	00000550
Facility Type:	Gas Station
Other Type:	Not reported
Total Tanks:	0004
Tank Used for:	WASTE
Type of Fuel:	Not reported
Tank Construction:	0000100 unknown
Leak Detection:	Stock Inventor
Contact Name:	MAGUIRE,JOE J
Telephone:	8189959150
Owner Name:	CHEVRON U.S.A. INC.
Owner Address:	575 MARKET
Owner City,St,Zip:	SAN FRANCISCO, CA 94105

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
B11 WNW 1/8-1/4 1184 ft. Relative: Lower Actual: 652 ft.	**CURRENT OCCUPANT** **14061 RIVERSIDE DR** **SHERMAN OAKS, CA 91403** **Site 2 of 4 in cluster B**	**CA FID UST**	**S101582713** **N/A**

CA FID UST:

Facility ID:	19001159
Regulated By:	UTNKI
Regulated ID:	00062110
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	14061 RIVERSIDE DR
Mailing Address 2:	Not reported
Mailing City,St,Zip:	SHERMAN OAKS 914030000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

B12 WNW 1/8-1/4 1184 ft. Relative: Lower Actual: 652 ft.	**CHEVRON #9-1683** **14061 RIVERSIDE DR** **SHERMAN OAKS, CA 91423** **Site 3 of 4 in cluster B**	**LUST** **Cortese**	**S101298110** **N/A**

LUST:

Region:	STATE
Case Type:	Other ground water affected
Cross Street:	HAZELTON
Enf Type:	Not reported
Funding:	Not reported
How Discovered:	Tank Closure
How Stopped:	Not reported
Leak Cause:	Corrosion
Leak Source:	Tank
Global Id:	T0603702477
Stop Date:	1986-03-18 00:00:00
Confirm Leak:	Not reported
Workplan:	Not reported
Prelim Assess:	Not reported
Pollution Char:	Not reported
Remed Plan:	Not reported
Remed Action:	Not reported
Monitoring:	1988-01-07 00:00:00
Close Date:	1994-10-17 00:00:00
Discover Date:	1986-03-18 00:00:00
Enforcement Dt:	Not reported
Release Date:	1986-03-19 00:00:00
Review Date:	1994-10-21 00:00:00
Enter Date:	1986-12-31 00:00:00
MTBE Date:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Max MTBE GW ppb:	Not reported

CHEVRON #9-1683 (Continued) **S101298110**

Max MTBE Soil ppb: Not reported
County: 19
Org Name: Not reported
Reg Board: Los Angeles Region
Status: Case Closed
Chemical: Gasoline
Contact Person: Not reported
Responsible Party: CHEVRON USA, INC
RP Address: C
Interim: Yes
Oversight Prgm: LUST
MTBE Class: *
MTBE Conc: 0
MTBE Fuel: 1
MTBE Tested: Site NOT Tested for MTBE.Includes Unknown and Not Analyzed.
Staff: YR
Staff Initials: HRQ
Lead Agency: Regional Board
Local Agency: 19050
Hydr Basin #: SAN FERNANDO VALLEY
Beneficial: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Work Suspended: Not reported
Local Case #: Not reported
Case Number: 914230289
Qty Leaked: Not reported
Abate Method: Vent Soil - bore holes in soil to allow volatilization of contaminants
Operator: Not reported
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported
Summary: ALL TANKS REMOVED. SAP NOT SUBMITTED PRIOR TO WORK. ASSESSMENT IN PROGRESS. ADDITIONAL

LUST:
Region: 4
Staff: UNK
County: Los Angeles
Local Agency: 19050
Lead Agency: Regional Board
Case Type: Groundwater
Status: Case Closed
Substance: Gasoline
Cross Street: HAZELTON
Global ID: T0603702477
Enforcement Type: Not reported
Date Leak Discovered: 3/18/1986
Date Leak Record Entered: 12/31/1986
How Leak Discovered: Tank Closure
How Leak Stopped: Not reported
Cause of Leak: Corrosion
Leak Source: Tank
Date Leak Stopped: 3/18/1986
Date Confirmation Began: Not reported

CHEVRON #9-1683 (Continued) **S101298110**

Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		14222.015933717273347196822242
Abatement Method Used at the Site:		Vent Soil
Source of Cleanup Funding:		Vent Soil
Date Leak First Reported:		3/19/1986
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		1/7/1988
Date the Case was Closed:		10/17/1994
Date Case Last Changed on Database:		10/21/1994
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Yes
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Regional Board:	04	
Owner Contact:	Not reported	
Responsible Party:	CHEVRON USA, INC	
RP Address:	C	
Program:	LUST	
Lat/Long:	34.1576981 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Local Case No:	Not reported	
Substance Quantity:	Not reported	
Assigned Name:	Not reported	
W Global ID:	Not reported	
Summary:	ALL TANKS REMOVED. SAP NOT SUBMITTED PRIOR TO WORK. ASSESSMENT IN PROGRESS.	ADDITIONAL

Cortese:

Region:	CORTESE
Facility Addr2:	14061 RIVERSIDE DR

B13 **CHEVRON STATION 9 1683** **RCRA-SQG** **1000921662**
WNW **14061 RIVERSIDE DR** **FINDS** **CAD983668385**
1/8-1/4 **SHERMAN OAKS, CA 91423**
1184 ft.

Site 4 of 4 in cluster B

Relative:
Lower

Actual:
652 ft.

CHEVRON STATION 9 1683 (Continued) **1000921662**

RCRAInfo:
Owner: CHEVRON USA PRODUCTS CO
(310) 694-7452
EPA ID: CAD983668385
Contact: Not reported
Classification: Small Quantity Generator
TSDF Activities: Not reported
Violation Status: No violations found

FINDS:
Other Pertinent Environmental Activity Identified at Site

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

14
East
1/8-1/4
1268 ft.

Relative:
Lower

Actual:
645 ft.

HIGH TECH AUTO **RCRA-SQG** **1000238651**
4774 WOODMAN **FINDS** **CAD981966617**
SHERMAN OAKS, CA 91403

RCRAInfo:
Owner: LOUIE DIAZ & MARTY RUTHMAN
(415) 555-1212
EPA ID: CAD981966617
Contact: ENVIRONMENTAL MANAGER
(818) 986-9771
Classification: Small Quantity Generator
TSDF Activities: Not reported
Violation Status: No violations found

FINDS:
Other Pertinent Environmental Activity Identified at Site

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
15	**FASHION SQUARE CAR WASH**	**HAZNET**	**S102059830**
ESE	**4625 WOODMAN AVE**	**LUST**	**N/A**
1/4-1/2	**SHERMAN OAKS, CA 91423**	**Cortese**	
1486 ft.			

Relative:
Lower

Actual:
630 ft.

HAZNET:

Gepaid:	CAL000174184
Contact:	FASHION SQUARE ENTERPRISES
Telephone:	0000000000
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	4625 WOODMAN AVE
Mailing City,St,Zip:	SHERMAN OAKS, CA 914233131
Gen County:	Los Angeles
TSD EPA ID:	CAD028409019
TSD County:	Los Angeles
Waste Category:	Other empty containers 30 gallons or more
Disposal Method:	Transfer Station
Tons:	.1250
Facility County:	Los Angeles

Gepaid:	CAL000174184
Contact:	FASHION SQUARE ENTERPRISES
Telephone:	0000000000
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	4625 WOODMAN AVE
Mailing City,St,Zip:	SHERMAN OAKS, CA 914233131
Gen County:	Los Angeles
TSD EPA ID:	CAD044429835
TSD County:	Los Angeles
Waste Category:	Other inorganic solid waste
Disposal Method:	Disposal, Other
Tons:	.7000
Facility County:	Los Angeles

Gepaid:	CAC002246529
Contact:	SOCKET FAMILY TRUST
Telephone:	8189812333
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	4625 WOODMAN AVE
Mailing City,St,Zip:	SHERMAN OAKS, CA 914230000
Gen County:	Los Angeles
TSD EPA ID:	CAD028409019
TSD County:	Los Angeles
Waste Category:	Tank bottom waste
Disposal Method:	Treatment, Tank
Tons:	10.8420
Facility County:	Los Angeles

Gepaid:	CAL000174184
Contact:	--
Telephone:	8189812333
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	4625 WOODMAN AVE
Mailing City,St,Zip:	SHERMAN OAKS, CA 914233131
Gen County:	Los Angeles

FASHION SQUARE CAR WASH (Continued) **S102059830**

TSD EPA ID:	Not reported
TSD County:	Los Angeles
Waste Category:	Aqueous solution with less than 10% total organic residues
Disposal Method:	Recycler
Tons:	2.71
Facility County:	Not reported

Gepaid:	CAL000174184
Contact:	FASHION SQUARE ENTERPRISES
Telephone:	0000000000
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	4625 WOODMAN AVE
Mailing City,St,Zip:	SHERMAN OAKS, CA 914233131
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Waste Category:	Aqueous solution with less than 10% total organic residues
Disposal Method:	Recycler
Tons:	1.6680
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
6 additional CA_HAZNET: record(s) in the EDR Site Report.

LUST:

Region:	STATE
Case Type:	Other ground water affected
Cross Street:	101 FWY
Enf Type:	Not reported
Funding:	SEL
How Discovered:	Not reported
How Stopped:	Not reported
Leak Cause:	UNK
Leak Source:	UNK
Global Id:	T0603702480
Stop Date:	Not reported
Confirm Leak:	Not reported
Workplan:	1998-03-10 00:00:00
Prelim Assess:	1991-02-13 00:00:00
Pollution Char:	1995-05-05 00:00:00
Remed Plan:	1998-04-15 00:00:00
Remed Action:	2006-01-17 00:00:00
Monitoring:	Not reported
Close Date:	Not reported
Discover Date:	1991-01-07 00:00:00
Enforcement Dt:	Not reported
Release Date:	1991-02-13 00:00:00
Review Date:	Not reported
Enter Date:	1991-02-19 00:00:00
MTBE Date:	1965-01-01 00:00:00
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Max MTBE GW ppb:	4,100,000
Max MTBE Soil ppb:	17,000
County:	19
Org Name:	Not reported

FASHION SQUARE CAR WASH (Continued) **S102059830**

Reg Board: Los Angeles Region
Status: Remedial action (cleanup) Underway
Chemical: Gasoline
Contact Person: Not reported
Responsible Party: DINESH RAO
RP Address: 4625 WOODMAN AVE.
Interim: Not reported
Oversight Prgm: LUST
MTBE Class: *
MTBE Conc: 2
MTBE Fuel: 1
MTBE Tested: MTBE Detected. Site tested for MTBE and MTBE detected
Staff: CEC
Staff Initials: HRQ
Lead Agency: Regional Board
Local Agency: 19050
Hydr Basin #: SAN FERNANDO VALLEY
Beneficial: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Work Suspended: Not reported
Local Case #: Not reported
Case Number: 914230316
Qty Leaked: Not reported
Abate Method: Not reported
Operator: Not reported
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported
Summary: 6/19/00 WELL INSTALL. RPT; 7/1/00 2ND QTR GW MON RPT 2000; 10/11/00 3RD QTR GW MON RPT 2000; 4/11/01 1ST QTR GW MON RPT 2001

LUST:
Region: 4
Staff: CEC
County: Los Angeles
Local Agency: 19050
Lead Agency: Regional Board
Case Type: Groundwater
Status: Remedial action (cleanup) Underway
Substance: Gasoline
Cross Street: 101 FWY
Global ID: T0603702480
Enforcement Type: LET
Date Leak Discovered: 1/7/1991
Date Leak Record Entered: 2/19/1991
How Leak Discovered: Not reported
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: UNK
Date Leak Stopped: Not reported
Date Confirmation Began: Not reported
Operator: Not reported
Water System: Not reported
Well Name: Not reported

FASHION SQUARE CAR WASH (Continued) **S102059830**

Approx. Dist To Production Well (ft):	14721.309795986669480587094339
Abatement Method Used at the Site:	Not reported
Source of Cleanup Funding:	Not reported
Date Leak First Reported:	2/13/1991
Preliminary Site Assessment Workplan Submitted:	3/10/1998
Preliminary Site Assessment Began:	2/13/1991
Pollution Characterization Began:	5/5/1995
Remediation Plan Submitted:	4/15/1998
Remedial Action Underway:	3/9/2000
Post Remedial Action Monitoring Began:	2/13/1991
Date the Case was Closed:	Not reported
Date Case Last Changed on Database:	7/15/2002
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	1/1/1965
Hist Max MTBE Conc in Groundwater:	4100000
Hist Max MTBE Conc in Soil:	17000
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Regional Board:	04
Owner Contact:	Not reported
Responsible Party:	CHUCK SOCKETT/JEFF PAUL
RP Address:	4625 WOODMAN AVE.
Program:	LUST
Lat/Long:	34.1544072 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Local Case No:	Not reported
Substance Quantity:	Not reported
Assigned Name:	Not reported
W Global ID:	Not reported
Summary:	6/19/00 WELL INSTALL. RPT; 7/1/00 2ND QTR GW MON RPT 2000; 10/11/00 3RD QTR GW MON RPT 2000; 4/11/01 1ST QTR GW MON RPT 2001

Cortese:

Region:	CORTESE
Facility Addr2:	4625 WOODMAN AVE

C16
ENE
1/4-1/2
1551 ft.

TOSCO S.S. #3176 **LUST S103282041**
13650 RIVERSIDE DR **Cortese N/A**
SHERMAN OAKS, CA 91423

Site 1 of 2 in cluster C

Relative:
Lower

Actual:
652 ft.

LUST:

Region:	STATE
Case Type:	Soil only
Cross Street:	WOODMAN AVE
Enf Type:	Not reported
Funding:	Not reported
How Discovered:	OM
How Stopped:	Not reported
Leak Cause:	Not reported

TOSCO S.S. #3176 (Continued) **S103282041**

Leak Source:	Not reported
Global Id:	T0603702486
Stop Date:	Not reported
Confirm Leak:	Not reported
Workplan:	Not reported
Prelim Assess:	Not reported
Pollution Char:	Not reported
Remed Plan:	Not reported
Remed Action:	Not reported
Monitoring:	Not reported
Close Date:	1999-07-15 00:00:00
Discover Date:	1997-09-16 00:00:00
Enforcement Dt:	Not reported
Release Date:	1997-09-16 00:00:00
Review Date:	1999-07-15 00:00:00
Enter Date:	1998-03-10 00:00:00
MTBE Date:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Max MTBE GW ppb:	Not reported
Max MTBE Soil ppb:	Not reported
County:	19
Org Name:	Not reported
Reg Board:	Los Angeles Region
Status:	Case Closed
Chemical:	Benzene
Contact Person:	Not reported
Responsible Party:	TOSCO MARKETING CO
RP Address:	P.O. BOX 25376, SANTA ANA, CA 92799
Interim:	Not reported
Oversight Prgm:	LUST
MTBE Class:	*
MTBE Conc:	0
MTBE Fuel:	0
MTBE Tested:	Not Required to be Tested.
Staff:	YR
Staff Initials:	EL
Lead Agency:	Local Agency
Local Agency:	19050
Hydr Basin #:	SAN FERNANDO VALLEY
Beneficial:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Work Suspended:	Not reported
Local Case #:	Not reported
Case Number:	914230370
Qty Leaked:	Not reported
Abate Method:	Not reported
Operator:	Not reported
Water System Name:	Not reported
Well Name:	Not reported
Distance To Lust:	0
Waste Discharge Global ID:	Not reported
Waste Disch Assigned Name:	Not reported
Summary:	Not reported

TOSCO S.S. #3176 (Continued) **S103282041**

LUST:

Region:	4
Staff:	UNK
County:	Los Angeles
Local Agency:	19050
Lead Agency:	Local Agency
Case Type:	Soil
Status:	Case Closed
Substance:	Benzene
Cross Street:	WOODMAN AVE
Global ID:	T0603702486
Enforcement Type:	Not reported
Date Leak Discovered:	9/16/1997
Date Leak Record Entered:	3/10/1998
How Leak Discovered:	OM
How Leak Stopped:	Not reported
Cause of Leak:	Not reported
Leak Source:	Not reported
Date Leak Stopped:	Not reported
Date Confirmation Began:	Not reported
Operator:	Not reported
Water System:	Not reported
Well Name:	Not reported
Approx. Dist To Production Well (ft):	13932.030913639274210326536029
Abatement Method Used at the Site:	Not reported
Source of Cleanup Funding:	Not reported
Date Leak First Reported:	9/16/1997
Preliminary Site Assessment Workplan Submitted:	Not reported
Preliminary Site Assessment Began:	Not reported
Pollution Characterization Began:	Not reported
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Date the Case was Closed:	7/15/1999
Date Case Last Changed on Database:	7/15/1999
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Regional Board:	04
Owner Contact:	Not reported
Responsible Party:	TOSCO MARKETING CO
RP Address:	P.O. BOX 25376, SANTA ANA, CA 92799
Program:	LUST
Lat/Long:	34.1574601 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Local Case No:	Not reported
Substance Quantity:	Not reported
Assigned Name:	Not reported

TOSCO S.S. #3176 (Continued) — **S103282041**

W Global ID: Not reported
Summary: Not reported

Cortese:
Region: CORTESE
Facility Addr2: 13650 RIVERSIDE DR

C17
ENE
1/4-1/2
1551 ft.

Relative:
Lower

Actual:
652 ft.

76 STATION 3176 — **LUST** — **S108418237**
13650 RIVERSIDE DRIVE — **N/A**
SHERMAN OAKS, CA 91423

Site 2 of 2 in cluster C

LUST:

Region:	STATE
Case Type:	Soil only
Cross Street:	WOODMAN AVENUE
Enf Type:	LOC
Funding:	SEL
How Discovered:	OM
How Stopped:	Other Means
Leak Cause:	UNK
Leak Source:	UNK
Global Id:	T0603797414
Stop Date:	Not reported
Confirm Leak:	Not reported
Workplan:	Not reported
Prelim Assess:	Not reported
Pollution Char:	2007-06-07 00:00:00
Remed Plan:	Not reported
Remed Action:	Not reported
Monitoring:	Not reported
Close Date:	Not reported
Discover Date:	2003-10-15 00:00:00
Enforcement Dt:	Not reported
Release Date:	2005-05-19 00:00:00
Review Date:	Not reported
Enter Date:	Not reported
MTBE Date:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Max MTBE GW ppb:	Not reported
Max MTBE Soil ppb:	Not reported
County:	19
Org Name:	Not reported
Reg Board:	Los Angeles Region
Status:	Pollution Characterization
Chemical:	Gasoline
Contact Person:	Not reported
Responsible Party:	SHARI LONDON
RP Address:	911 S. PRIMROSE AVE., STE. K
Interim:	Not reported
Oversight Prgm:	LUST
MTBE Class:	*
MTBE Conc:	0
MTBE Fuel:	1
MTBE Tested:	Site NOT Tested for MTBE.Includes Unknown and Not Analyzed.

76 STATION 3176 (Continued) **S108418237**

Staff:	CEC
Staff Initials:	EL
Lead Agency:	Regional Board
Local Agency:	19050
Hydr Basin #:	Not reported
Beneficial:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Work Suspended:	Not reported
Local Case #:	16813
Case Number:	914230370A
Qty Leaked:	Not reported
Abate Method:	Not reported
Operator:	Not reported
Water System Name:	Not reported
Well Name:	Not reported
Distance To Lust:	0

Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported
Summary: Not reported

---

18 West 1/4-1/2 1718 ft. **SUNKIST GROWERS INC**
14130 RIVERSIDE DR
SHERMAN OAKS, CA 91423

HAZNET 1000271015
LUST N/A
Cortese
EMI

Relative: Lower

Actual: 655 ft.

HAZNET:

Gepaid:	CAD982328403
Contact:	SUNKIST GROWERS
Telephone:	8183797353
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	PO BOX 7888
Mailing City,St,Zip:	VAN NUYS, CA 914097888
Gen County:	Los Angeles
TSD EPA ID:	CAD003963592
TSD County:	Santa Clara
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	.7589
Facility County:	Los Angeles

Gepaid:	CAD982328403
Contact:	SUNKIST GROWERS
Telephone:	8183797353
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	PO BOX 7888
Mailing City,St,Zip:	VAN NUYS, CA 914097888
Gen County:	Los Angeles
TSD EPA ID:	CAD099452708
TSD County:	Los Angeles
Waste Category:	Waste oil and mixed oil
Disposal Method:	Recycler
Tons:	2.0640
Facility County:	Los Angeles

Gepaid: CAD982328403

SUNKIST GROWERS INC (Continued) **1000271015**

Contact:	SUNKIST GROWERS
Telephone:	8183797353
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	PO BOX 7888
Mailing City,St,Zip:	VAN NUYS, CA 914097888
Gen County:	Los Angeles
TSD EPA ID:	CAD099452708
TSD County:	Los Angeles
Waste Category:	Unspecified aqueous solution
Disposal Method:	Recycler
Tons:	3.4402
Facility County:	Los Angeles

Gepaid:	CAD982328403
Contact:	SUNKIST GROWERS
Telephone:	8183797353
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	PO BOX 7888
Mailing City,St,Zip:	VAN NUYS, CA 914097888
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Waste Category:	Aqueous solution with 10% or more total organic residues
Disposal Method:	Recycler
Tons:	.4587
Facility County:	Los Angeles

Gepaid:	CAD982328403
Contact:	SUNKIST GROWERS
Telephone:	8183797353
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	PO BOX 7888
Mailing City,St,Zip:	VAN NUYS, CA 914097888
Gen County:	Los Angeles
TSD EPA ID:	CAD009007626
TSD County:	Los Angeles
Waste Category:	Asbestos-containing waste
Disposal Method:	Not reported
Tons:	.0000
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
55 additional CA_HAZNET: record(s) in the EDR Site Report.

LUST:

Region:	STATE
Case Type:	Other ground water affected
Cross Street:	VAN NUYS
Enf Type:	Not reported
Funding:	Not reported
How Discovered:	Subsurface Monitoring
How Stopped:	Not reported
Leak Cause:	UNK
Leak Source:	Piping

SUNKIST GROWERS INC (Continued) **1000271015**

Global Id:	T0603702482
Stop Date:	1995-12-26 00:00:00
Confirm Leak:	Not reported
Workplan:	Not reported
Prelim Assess:	Not reported
Pollution Char:	Not reported
Remed Plan:	Not reported
Remed Action:	Not reported
Monitoring:	Not reported
Close Date:	1996-11-07 00:00:00
Discover Date:	1996-01-03 00:00:00
Enforcement Dt:	Not reported
Release Date:	1996-01-04 00:00:00
Review Date:	1996-10-08 00:00:00
Enter Date:	1996-02-16 00:00:00
MTBE Date:	1965-01-01 00:00:00
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Max MTBE GW ppb:	100
Max MTBE Soil ppb:	Not reported
County:	19
Org Name:	Not reported
Reg Board:	Los Angeles Region
Status:	Case Closed
Chemical:	Gasoline
Contact Person:	Not reported
Responsible Party:	SUNKIST GROWERS INC
RP Address:	14130 RIVERSIDE DR, SHERMAN OAKS, 91423
Interim:	Not reported
Oversight Prgm:	LUST
MTBE Class:	Not reported
MTBE Conc:	1
MTBE Fuel:	1
MTBE Tested:	MTBE Detected. Site tested for MTBE and MTBE detected
Staff:	YR
Staff Initials:	HRQ
Lead Agency:	Regional Board
Local Agency:	19050
Hydr Basin #:	SAN FERNANDO VALLEY
Beneficial:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Work Suspended:	Not reported
Local Case #:	Not reported
Case Number:	914230334
Qty Leaked:	Not reported
Abate Method:	Excavate and Dispose - remove contaminated soil and dispose in approved site
Operator:	OLD CASE #011603
Water System Name:	Not reported
Well Name:	Not reported
Distance To Lust:	0
Waste Discharge Global ID:	Not reported
Waste Disch Assigned Name:	Not reported
Summary:	O-RING WAS NOT PLACED IN SUB-UNIT CHECK VALVE PROPERLY. 10/08/96 3RD QUARTERLY GW MONITORING REPORT

SUNKIST GROWERS INC (Continued) **1000271015**

LUST:

Region:	4
Staff:	UNK
County:	Los Angeles
Local Agency:	19050
Lead Agency:	Regional Board
Case Type:	Groundwater
Status:	Case Closed
Substance:	Gasoline
Cross Street:	VAN NUYS
Global ID:	T0603702482
Enforcement Type:	Not reported
Date Leak Discovered:	1/3/1996
Date Leak Record Entered:	2/16/1996
How Leak Discovered:	Subsurface Monitoring
How Leak Stopped:	Not reported
Cause of Leak:	UNK
Leak Source:	Piping
Date Leak Stopped:	12/26/1995
Date Confirmation Began:	Not reported
Operator:	OLD CASE #011603
Water System:	Not reported
Well Name:	Not reported
Approx. Dist To Production Well (ft):	14499.892736142759254080938682
Abatement Method Used at the Site:	Excavate and Dispose
Source of Cleanup Funding:	Excavate and Dispose
Date Leak First Reported:	1/4/1996
Preliminary Site Assessment Workplan Submitted:	Not reported
Preliminary Site Assessment Began:	Not reported
Pollution Characterization Began:	Not reported
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Date the Case was Closed:	11/7/1996
Date Case Last Changed on Database:	10/8/1996
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	1/1/1965
Hist Max MTBE Conc in Groundwater:	100
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Regional Board:	04
Owner Contact:	Not reported
Responsible Party:	SUNKIST GROWERS INC
RP Address:	14130 RIVERSIDE DR, SHERMAN OAKS, 91423
Program:	LUST
Lat/Long:	34.1574791 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Local Case No:	Not reported
Substance Quantity:	Not reported
Assigned Name:	Not reported

SUNKIST GROWERS INC (Continued) **1000271015**

W Global ID: Not reported
Summary: O-RING WAS NOT PLACED IN SUB-UNIT CHECK VALVE PROPERLY. 10/08/96
3RD QUARTERLY GW MONITORING REPORT

Cortese:
Region: CORTESE
Facility Addr2: 14130 RIVERSIDE DR

EMI:

Year:	1990
Carbon Monoxide Emissions Tons/Yr:	19
Air Basin:	SC
Facility ID:	28081
Air District Name:	SC
SIC Code:	2033
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

19 **SHELL #204-7199-0307** **LUST** **S102437059**
SSE **4404 WOODMAN AVE** **Cortese** **N/A**
1/2-1 **SHERMAN OAKS, CA 91423**
2640 ft.

Relative:
Lower

Actual:
637 ft.

LUST:

Region:	STATE
Case Type:	Other ground water affected
Cross Street:	MOORPARK ST
Enf Type:	Not reported
Funding:	LET
How Discovered:	Tank Closure
How Stopped:	Not reported
Leak Cause:	UNK
Leak Source:	Piping
Global Id:	T0603702474
Stop Date:	1988-06-20 00:00:00
Confirm Leak:	1988-06-20 00:00:00
Workplan:	2002-01-23 00:00:00
Prelim Assess:	2002-01-23 00:00:00
Pollution Char:	2002-06-12 00:00:00
Remed Plan:	Not reported
Remed Action:	2002-06-13 00:00:00
Monitoring:	Not reported
Close Date:	1998-07-16 00:00:00
Discover Date:	2001-05-10 00:00:00
Enforcement Dt:	Not reported
Release Date:	2001-11-19 00:00:00
Review Date:	2001-12-12 00:00:00
Enter Date:	1986-12-31 00:00:00
MTBE Date:	1998-09-11 00:00:00

SHELL #204-7199-0307 (Continued) **S102437059**

GW Qualifier: =
Soil Qualifier: Not reported
Max MTBE GW ppb: 28,600
Max MTBE Soil ppb: Not reported
County: 19
Org Name: Not reported
Reg Board: Los Angeles Region
Status: Remedial action (cleanup) Underway
Chemical: Gasoline
Contact Person: Not reported
Responsible Party: SHELL OIL PRODUCTS CO
RP Address: P.O. BOX 7869
Interim: Yes
Oversight Prgm: LUST
MTBE Class: *
MTBE Conc: 1
MTBE Fuel: 1
MTBE Tested: MTBE Detected. Site tested for MTBE and MTBE detected
Staff: CEC
Staff Initials: HRQ
Lead Agency: Regional Board
Local Agency: 19050
Hydr Basin #: SAN FERNANDO VALLEY
Beneficial: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Work Suspended: Not reported
Local Case #: Not reported
Case Number: 914230170A
Qty Leaked: Not reported
Abate Method: Remove Free Product - remove floating product from water table
Operator: MR. ED PADEN
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported
Summary: 03/15/98 - TRANSM, OF QTR RPT (4TH QTR 97) 04/30/98 - TRANSM. OF QTR RPT (1ST QTR 98) 07/14/98 - EXTENSION REQUEST FOR QTRLY RPT

LUST:
Region: 4
Staff: CEC
County: Los Angeles
Local Agency: 19050
Lead Agency: Regional Board
Case Type: Groundwater
Status: Pollution Characterization
Substance: Gasoline
Cross Street: MOORPARK ST
Global ID: T0603702474
Enforcement Type: LET
Date Leak Discovered: 5/10/2001
Date Leak Record Entered: 12/31/1986
How Leak Discovered: Tank Closure
How Leak Stopped: Not reported

SHELL #204-7199-0307 (Continued) **S102437059**

Cause of Leak:	UNK	
Leak Source:	Piping	
Date Leak Stopped:	6/20/1988	
Date Confirmation Began:	6/20/1988	
Operator:	MR. ED PADEN	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):	16129.317889535663379150858187	
Abatement Method Used at the Site:	Remove Free Product	
Source of Cleanup Funding:	Remove Free Product	
Date Leak First Reported:	11/19/2001	
Preliminary Site Assessment Workplan Submitted:	1/23/2002	
Preliminary Site Assessment Began:	1/23/2002	
Pollution Characterization Began:	8/8/2002	
Remediation Plan Submitted:	Not reported	
Remedial Action Underway:	6/13/2002	
Post Remedial Action Monitoring Began:	11/19/2001	
Date the Case was Closed:	7/16/1998	
Date Case Last Changed on Database:	8/8/2002	
Enforcement Action Date:	Not reported	
Historical Max MTBE Date:	5/1/2003	
Hist Max MTBE Conc in Groundwater:	51000	
Hist Max MTBE Conc in Soil:	24000	
Significant Interim Remedial Action Taken:	Yes	
GW Qualifier:	=	
Soil Qualifier:	=	
Organization:	Not reported	
Regional Board:	04	
Owner Contact:	Not reported	
Responsible Party:	SHELL OIL PRODUCTS CO	
RP Address:	P.O. BOX 7869	
Program:	LUST	
Lat/Long:	34.1504484 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Local Case No:	Not reported	
Substance Quantity:	Not reported	
Assigned Name:	Not reported	
W Global ID:	Not reported	
Summary:	03/15/98 - TRANSM, OF QTR RPT (4TH QTR 97) 04/30/98 - TRANSM. OF QTR RPT (1ST QTR 98) 07/14/98 - EXTENSION REQUEST FOR QTRLY RPT	

Cortese:

Region:	CORTESE
Facility Addr2:	4404 WOODMAN AVE

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
20	**TOSCO - 76 STATION #2421**	**Notify 65**	**1000166679**
WSW	**14478 VENTURA BLVD**	**HAZNET**	**N/A**
1/2-1	**SHERMAN OAKS, CA 91423**	**LUST**	
4388 ft.		**Cortese**	
		CA FID UST	
Relative:		**HIST UST**	
Higher		**SWEEPS UST**	

Actual:
662 ft.

Notify 65:

Date Reported:	Not reported
Staff Initials:	Not reported
Board File Number:	Not reported
Facility Type:	Not reported
Discharge Date:	Not reported
Incident Description:	91423-2607

HAZNET:

Gepaid:	CAD981645377
Contact:	UNION OIL COMPANY OF CALIFORNI
Telephone:	7144286560
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	PO BOX 25376
Mailing City,St,Zip:	SANTA ANA, CA 927995376
Gen County:	Los Angeles
TSD EPA ID:	CAD099452708
TSD County:	Los Angeles
Waste Category:	Waste oil and mixed oil
Disposal Method:	Recycler
Tons:	3.0232
Facility County:	Los Angeles

Gepaid:	CAD981645377
Contact:	UNION OIL COMPANY OF CALIFORNI
Telephone:	7144286560
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	PO BOX 25376
Mailing City,St,Zip:	SANTA ANA, CA 927995376
Gen County:	Los Angeles
TSD EPA ID:	CAD099452708
TSD County:	Los Angeles
Waste Category:	Oil/water separation sludge
Disposal Method:	Recycler
Tons:	.5004
Facility County:	Los Angeles

Gepaid:	CAD981645377
Contact:	UNION OIL COMPANY OF CALIFORNI
Telephone:	7144286560
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	PO BOX 25376
Mailing City,St,Zip:	SANTA ANA, CA 927995376
Gen County:	Los Angeles
TSD EPA ID:	CAT080011059
TSD County:	Los Angeles
Waste Category:	Aqueous solution with 10% or more total organic residues
Disposal Method:	Not reported

TOSCO - 76 STATION #2421 (Continued) **1000166679**

Tons: .4378
Facility County: Los Angeles

Gepaid: CAD981645377
Contact: UNION OIL COMPANY OF CALIFORNI
Telephone: 7144286560
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: PO BOX 25376
Mailing City,St,Zip: SANTA ANA, CA 927995376
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Unspecified aqueous solution
Disposal Method: Recycler
Tons: .3127
Facility County: Los Angeles

Gepaid: CAD981645377
Contact: UNION OIL COMPANY OF CALIFORNI
Telephone: 7144286560
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: PO BOX 25376
Mailing City,St,Zip: SANTA ANA, CA 927995376
Gen County: Los Angeles
TSD EPA ID: CAD028409109
TSD County: 0
Waste Category: Aqueous solution with less than 10% total organic residues
Disposal Method: Treatment, Tank
Tons: 1.0008
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
7 additional CA_HAZNET: record(s) in the EDR Site Report.

LUST:
Region: STATE
Case Type: Other ground water affected
Cross Street: VAN NUYS BLVD
Enf Type: Not reported
Funding: DLSEL
How Discovered: OM
How Stopped: Not reported
Leak Cause: Other Cause
Leak Source: Piping
Global Id: T0603702483
Stop Date: 1988-04-12 00:00:00
Confirm Leak: Not reported
Workplan: 1999-03-01 00:00:00
Prelim Assess: Not reported
Pollution Char: 2007-01-09 00:00:00
Remed Plan: Not reported
Remed Action: Not reported
Monitoring: Not reported
Close Date: Not reported
Discover Date: 1988-04-12 00:00:00

TOSCO - 76 STATION #2421 (Continued) **1000166679**

Enforcement Dt: Not reported
Release Date: 1988-04-14 00:00:00
Review Date: 2002-07-15 00:00:00
Enter Date: 1988-04-21 00:00:00
MTBE Date: 2000-04-06 00:00:00
GW Qualifier: Not reported
Soil Qualifier: Not reported
Max MTBE GW ppb: 50,000
Max MTBE Soil ppb: Not reported
County: 19
Org Name: Not reported
Reg Board: Los Angeles Region
Status: Pollution Characterization
Chemical: Gasoline
Contact Person: Not reported
Responsible Party: SHARI LONDON
RP Address: 3611 HARBOR BLVD., SUITE #200
Interim: Not reported
Oversight Prgm: LUST
MTBE Class: *
MTBE Conc: 1
MTBE Fuel: 1
MTBE Tested: MTBE Detected. Site tested for MTBE and MTBE detected
Staff: AT
Staff Initials: HRQ
Lead Agency: Regional Board
Local Agency: 19050
Hydr Basin #: SAN FERNANDO VALLEY
Beneficial: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Work Suspended: Not reported
Local Case #: Not reported
Case Number: 914230343
Qty Leaked: Not reported
Abate Method: Not reported
Operator: NAMSON, JOSEPH N.
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported
Summary: ABANDONED PIPE CONNECTED TO OLD PUMP ISLAND WAS NOT CAPPED. CONTRACTOR DISCOVERED LEAKING UG PIPE.; 7/14/00 2ND QTR GW MON RPT; 10/30/00 SUPPLE. SITE ASESSM. RPT AND REMED. TESTING PROPOSAL; 12/31/00 4TH QTR GW MON RPT 2000

LUST:
Region: 4
Staff: AT
County: Los Angeles
Local Agency: 19050
Lead Agency: Regional Board
Case Type: Groundwater
Status: Pollution Characterization
Substance: Gasoline
Cross Street: VAN NUYS BLVD
Global ID: T0603702483

TOSCO - 76 STATION #2421 (Continued) **1000166679**

Enforcement Type:	DLSEL
Date Leak Discovered:	4/12/1988
Date Leak Record Entered:	4/21/1988
How Leak Discovered:	OM
How Leak Stopped:	Not reported
Cause of Leak:	Other Cause
Leak Source:	Piping
Date Leak Stopped:	4/12/1988
Date Confirmation Began:	Not reported
Operator:	NAMSON, JOSEPH N.
Water System:	Not reported
Well Name:	Not reported
Approx. Dist To Production Well (ft):	17639.953186757741589545141318
Abatement Method Used at the Site:	Not reported
Source of Cleanup Funding:	Not reported
Date Leak First Reported:	4/14/1988
Preliminary Site Assessment Workplan Submitted:	3/1/1999
Preliminary Site Assessment Began:	Not reported
Pollution Characterization Began:	7/25/2000
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Date the Case was Closed:	Not reported
Date Case Last Changed on Database:	7/15/2002
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	4/6/2000
Hist Max MTBE Conc in Groundwater:	50000
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Regional Board:	04
Owner Contact:	Not reported
Responsible Party:	SHARI LONDON
RP Address:	3611 HARBOR BLVD., SUITE #200
Program:	LUST
Lat/Long:	34.1506913 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Local Case No:	Not reported
Substance Quantity:	Not reported
Assigned Name:	Not reported
W Global ID:	Not reported
Summary:	ABANDONED PIPE CONNECTED TO OLD PUMP ISLAND WAS NOT CAPPED. CONTRACTOR DISCOVERED LEAKING UG PIPE.; 7/14/00 2ND QTR GW MON RPT; 10/30/00 SUPPLE. SITE ASESSM. RPT AND REMED. TESTING PROPOSAL; 12/31/00 4TH QTR GW MON RPT 2000

Cortese:

Region:	CORTESE
Facility Addr2:	14478 VENTURA BLVD

TOSCO - 76 STATION #2421 (Continued) **1000166679**

CA FID UST:

Facility ID:	19001622
Regulated By:	UTNKA
Regulated ID:	00029443
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	8187842275
Mail To:	Not reported
Mailing Address:	3701 WILSHIRE BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	SHERMAN OAKS 914030000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

HIST UST:

Region:	STATE
Facility ID:	00000029443
Tank Num:	001
Container Num:	2421-1
Year Installed:	1967
Tank Capacity:	00009950
Facility Type:	Gas Station
Other Type:	Not reported
Total Tanks:	0003
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Tank Construction:	Not reported
Leak Detection:	Stock Inventor, Pressure Test
Contact Name:	JOSEPH N NAMSON
Telephone:	8187842275
Owner Name:	UNION OIL COMPANY OF CALIFORNI
Owner Address:	3701 WILSHIRE BOULEVARD-SUITE
Owner City,St,Zip:	LOS ANGELES, CA 90010

Region:	STATE
Facility ID:	00000029443
Tank Num:	002
Container Num:	2421-2
Year Installed:	1967
Tank Capacity:	00009950
Facility Type:	Gas Station
Other Type:	Not reported
Total Tanks:	0003
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Tank Construction:	Not reported
Leak Detection:	Stock Inventor, Pressure Test
Contact Name:	JOSEPH N NAMSON
Telephone:	8187842275
Owner Name:	UNION OIL COMPANY OF CALIFORNI
Owner Address:	3701 WILSHIRE BOULEVARD-SUITE

TOSCO - 76 STATION #2421 (Continued) **1000166679**

Owner City,St,Zip: LOS ANGELES, CA 90010

Region: STATE
Facility ID: 00000029443
Tank Num: 003
Container Num: 2421-4
Year Installed: 1967
Tank Capacity: 00000550
Facility Type: Gas Station
Other Type: Not reported
Total Tanks: 0003
Tank Used for: PRODUCT
Type of Fuel: WASTE OIL
Tank Construction: Not reported
Leak Detection: Stock Inventor, Pressure Test
Contact Name: JOSEPH N NAMSON
Telephone: 8187842275
Owner Name: UNION OIL COMPANY OF CALIFORNI
Owner Address: 3701 WILSHIRE BOULEVARD-SUITE
Owner City,St,Zip: LOS ANGELES, CA 90010

SWEEPS UST:
Status: A
Comp Number: 1787
Number: 9
Board Of Equalization: 44-000051
Ref Date: 09-30-92
Act Date: 10-07-93
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: 000001787
Swrcb Tank Id: 19-050-001787-000004
Actv Date: 09-30-92
Capacity: 12000
Tank Use: M. V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: 3

Status: A
Comp Number: 1787
Number: 9
Board Of Equalization: 44-000051
Ref Date: 09-30-92
Act Date: 10-07-93
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: 000001787
Swrcb Tank Id: 19-050-001787-000005
Actv Date: 09-30-92
Capacity: 12000
Tank Use: M. V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: A

TOSCO - 76 STATION #2421 (Continued) **1000166679**

Comp Number:	1787
Number:	9
Board Of Equalization:	44-000051
Ref Date:	09-30-92
Act Date:	10-07-93
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	000001787
Swrcb Tank Id:	19-050-001787-000006
Actv Date:	09-30-92
Capacity:	550
Tank Use:	OIL
Stg:	W
Content:	WASTE OIL
Number Of Tanks:	Not reported

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21 **JOY'S DRY CLEANERS** **ENVIROSTOR** **S106665626**
ESE **13313 MOORPARK STREET** **N/A**
1/2-1 **SHERMAN OAKS, CA 91423**
4486 ft.

Relative:
Lower

Actual:
631 ft.

ENVIROSTOR:

Site Type:	Evaluation
Site Type Detailed:	Evaluation
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Referred - Not Assigned
Division Branch:	So Cal - Cypress
Facility ID:	19720026
Site Code:	Not reported
Assembly:	42
Senate:	23
Special Program:	Not reported
Status:	Refer: 1248 Local Agency
Status Date:	2004-04-16 00:00:00
Restricted Use:	NO
Funding:	Not Applicable
Latitude:	0
Longitude:	0
Alias Name:	19720026
Alias Type:	Envirostor ID Number
APN:	NONE SPECIFIED
APN Description:	Not reported
Comments:	Not reported
Completed Area Name:	Not reported
Completed Sub Area Name:	Not reported
Completed Document Type:	Not reported
Completed Date:	Not reported
Confirmed:	NONE SPECIFIED
Confirmed Description:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Media Affected:	NONE SPECIFIED

JOY'S DRY CLEANERS (Continued) **S106665626**

Media Affected Desc:	Not reported
Management Required:	NONE SPECIFIED
Management Required Desc:	Not reported
Potential:	NONE SPECIFIED
Potenital Description:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported
PastUse:	NONE SPECIFIED

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
LOS ANGELES COUNTY	S105642458	1X MCKESSON DRUG CO	2		HAZNET, LUST, CHMIRS

ZIP	EDR-ID	Facility ID	Name	Address	Map/Dir/Dist	City	State	Databases
** - Indicates location may or may not be in requested radius. Site has not been assigned a latitude/longitude coordinate. Further review recommended.								
91401	S106483356		COUNTY OF LOS ANGELES - TRANSPORT		**	VAN NUYS	CA	SLIC REG 2
91401	S106568525		COUNTY OF LOS ANGELES - TRANSPORT		**	VAN NUYS	CA	SLIC REG 2
91401	1009636721				**	LOS ANGELES	CA	
91401	1009638707				**	LOS ANGELES	CA	
91401	91220548		#5201 - 15711 VICTORY BLVD	#5201 - 15711 VICTORY BLVD	**	VAN NUYS	CA	ERNS
91401	1010161819	110030471567	SAWYER PETROLEUM	1543 W 16	**	VAN NUYS	BC	FINDS
91401	S100179418			24TH / PACIFIC		CAYUCOS	CA	NOTIFY 65
91401	S105637421			I 405 200 FT NORTH OF VICTORY BLVD	**	LOS ANGELES	CA	CHMIRS
91401	S104567107		ROGER LOVEGREN	6034 / 6036 HAZELTON	**	VAN NUYS	CA	HAZNET
91401	S100927090		1X LA CO TRANSPORTATION COMMISSIO	ACROSS THE ST FROM 14154 AETNA	**	VAN NUYS	CA	HAZNET
91401	1008940606	110023115920	SHELL SERVICE STATION 170563	14117 AETHNA ST	**	VAN NUYS	CA	FINDS
91401	1008879800	CAR000166454	SHELL SERVICE STATION 170563	14117 AETHNA ST	**	VAN NUYS	CA	RCRAInfo-SQG
91401	S108755005		SHELL SERVICE STATION 170563	14117 AETHNA ST UNIT S	**	VAN NUYS	CA	HAZNET
91401	S102432365	914010770	L.T. SAWYER INC	14117 AETNA ST		VAN NUYS	CA	WIP, CORTESE, LUST
91401	S101585219	19021126	L T "LEE" SAWYER INC	14117 AETNA ST		VAN NUYS	CA	CA FID UST, SWEEPS UST
91401	S106843018	FA0001896	LT SAWYER/SPRR	14117 AETNA ST		VAN NUYS	CA	LA Co. Site Mitigation
91401	S108742160		AMBER RESOURCES LLC DBA SAWYER F	14117 AETNA ST		VAN NUYS	CA	HAZNET
91401	U001568248	00000019078	BULK PLANT	14117 AETNA ST		VAN NUYS	CA	EMI, CHMIRS, HIST UST
91401	1000100235	110013830738	L T "LEE" SAYWER, INC	14117 AETNA ST		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HAZNET
91401	U001568082	00000050746	KSO	14152 AETNA ST		VAN NUYS	CA	HIST UST
91401	S101586633	19054272	UNK	14152 AETNA ST		VAN NUYS	CA	CA FID UST, SWEEPS UST
91401	1000190363	110002785950	LANDM STRIPPING	14232 AETNA ST		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91401	S103630407		L & M STRIPPING	14232 AETNA ST		VAN NUYS	CA	HAZNET
91401	S101584470	19011721	MC KAY LUMBER	14257 AETNA		VAN NUYS	CA	CA FID UST, SWEEPS UST
91401	U001560159	00000003540	CAL-WAL GYPSUM SUPPLY	14257 AETNA ST		VAN NUYS	CA	HIST UST
91401	S101584508	19012122	AETNA LUMBER CO INC	14301 AETNA ST		VAN NUYS	CA	CA FID UST, SWEEPS UST
91401	S102021662		AETNA LUMBER/SPRR	14301 AETNA ST		VAN NUYS	CA	LA Co. Site Mitigation
91401	U001568068	00000020523	AETNA LUMBER CO. INC.	14301 AETNA ST		VAN NUYS	CA	HIST UST
91401	94367643		14320 AETNA ST	14320 AETNA ST		VAN NUYS	CA	ERNS
91401	S105725705		MID VALLEY AUTO WORKS	14421 AETNA ST		VAN NUYS	CA	HAZNET
91401	S101584517	19012238	Y/L TOWING INC	14425 AETNA ST		VAN NUYS	CA	CA FID UST, SWEEPS UST
91401	S104573537		KAPE PROPERTY MANAGEMENT COMPAI	15822 ARMINTA		VAN NUYS	CA	HAZNET
91401	S104574523		LA FIRE STATION 83	5001 BALBOA BLVD		ENCINO	CA	HAZNET
91401	S103629656		HOME SAVINGS OF AMERICA	13921 BESSEMER ST		VAN NUYS	CA	HAZNET
91401	1010035609	110028233374	ADELPHIA COMMUNICATIONS CORPORA	14111-14165 BESSEMER		SHERMAN OAKS	CA	FINDS
91401	S102807778	59425	TORTOISE POWDER COATING	14129 BESSEMER ST		VAN NUYS	CA	EMI, HAZNET
91401	1000391657	110009541344	COAT COLOR INC	14129 BESSEMER STREET		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91401	S108224771		WALT DISNEY STUDIOS/HERBIE	1420 BESSEMER ST	**	VAN NUYS	CA	HAZNET
91401	S101618577	19011513	HEETLAND ROOFING COMPANY, INC	14200 BESSEMER ST		VAN NUYS	CA	CA FID UST, SWEEPS UST
91401	U001568076	00000005080	HEETLAND ROOFING CO., INC.	14200 BESSEMER ST		VAN NUYS	CA	HIST UST
91401	S108757112		UNIVERSAL PICTURES	14201 BESSEMER ST		VAN NUYS	CA	HAZNET
91401	S107139803		SONY PICTURES ENTERTAINMENT	14201 BESSEMER ST		VAN NUYS	CA	HAZNET
91401	S101586918	19054604	UNION ICE CO	14243 BESSEMER ST		VAN NUYS	CA	CA FID UST, SWEEPS UST
91401	S101586849	19054534	ACTIVE RECICLING	14300 BESSEMER ST		VAN NUYS	CA	SWRCY, CA FID UST, SWEEPS UST
91401	S101583567	19004512	MATT WEST CO	14346 BESSEMER ST		VAN NUYS	CA	CA FID UST, SWEEPS UST
91401	S102796235		1X MR ELTON	14741 BESSEMER		VAN NUYS	CA	HAZNET
91401	1006824563	110013831602	RICH & FAMOUS AUTO BODY & UPHO	14747 BESSEMER STREET		VAN NUYS	CA	EMI, FINDS
91401	S108756390		THE HELP GROUP	13100-13120 BURBANK BLVD		SHERMAN OAKS	CA	HAZNET
91401	U001568072	00000047406	FIRE STATION 102	13200 BURBANK BLVD		VAN NUYS	CA	HIST UST
91401	S101585534	19024503	LOS ANGELES FIRE STATION 102	13200 BURBANK BLVD		VAN NUYS	CA	CA FID UST
91401	1000229508	110006474635	LOS ANGELES FIRE STATION 102	13200 BURBANK BLVD		VAN NUYS	CA	RCRAInfo-SQG, FINDS, ORANGE CO. UST, HAZNET, SWEEPS UST
91401	S100864957		JAGUAR CAR SVC	13208 BURBANK BLVD		VAN NUYS	CA	HAZNET
91401	S103628276	8318	LANKERSHIM AUTO CORP.	13218 BURBANK BLVD		VAN NUYS	CA	EMI, HAZNET
91401	S107144828		LANKERSHIM AUTO CORP.	13218 BURBANK BLVD		SHERMAN OAKS	CA	HAZNET
91401	1000188467	110002720324	LANDERSHIME AUTO CORP	13218 BURBANK BLVD		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91401	1000455527	110002830777	ALCALAS BODY & PAINT	13244 BURBANK BLVD		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HAZNET
91401	S106825562	10925	ALCALAS BODY & PAINT SHOP	13244 BURBANK BLVD.		VAN NUYS	CA	EMI
91401	90171300		13244 BURBANK BLVD.	13244 BURBANK BLVD.		VAN NUYS	CA	ERNS
91401	S101588167	19056404	KARSTECK IMPORTS	13250 BURBANK BLVD		NORTH HOLLYWOOD	CA	CA FID UST, SWEEPS UST
91401	S102811488		DAD AND ME AUTO REPAIR	13300 BURBANK BLVD		VAN NUYS	CA	HAZNET
91401	S101584903	19016772	HENRY SERLIN	13321 BURBANK BLVD		NORTH HOLLYWOOD	CA	CA FID UST, SWEEPS UST
91401	1000818982	110002885281	TOBAR COLOR LAB	13326 BURBANK BLVD		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91401	S108212885		M G S LLC	13560 BURBANK BLVD		VAN NUYS	CA	HAZNET
91401	S102825283	56045	BURWOOD VILLAGE CLEANERS	13634 BURBANK BLVD		VAN NUYS	CA	CLEANERS, EMI, HAZNET

ZIP	EDR-ID	Facility ID	Name	Address	Map/Dir/Dist	City	State	Databases
91401	S106661848		BERNWOOD VILLAGE CLEANERS	13634 BURBANK BLVD.		VAN NUYS	CA	CLEANERS
91401	S103629868		LDS CHURCH	14001 BURBANK BLVD		VAN NUYS	CA	HAZNET
91401	S102430631	914061734	GAS S/S	14106 BURBANK BLVD		VAN NUYS	CA	CORTESE, LUST
91401	S106090087		ALEXEY TRAKHTENBERG	14106 BURBANK BLVD		SHERMAN OAKS	CA	HAZNET
91401	U001568220	00000017559	PANOSSIAN TEXACO	14106 BURBANK BLVD		VAN NUYS	CA	HAZNET, HIST UST
91401	U003780392	23911	ALEXTRAKHENBERG	14106 BURBANK BLVD		VAN NUYS	CA	ORANGE CO. UST
91401	S102810069	1391	R-A CLEANERS	14107 BURBANK BLVD		VAN NUYS	CA	CLEANERS, EMI, HAZNET
91401	S106166563		R-A CLEANERS	14107 BURBANK BLVD.		VAN NUYS	CA	CLEANERS
91401	S108741364		14242 BURBANK VENTURES LLC	14242 BURBANK BLVD		SHERMAN OAKS	CA	HAZNET
91401	S103960042		DAVID SHANNON D.S.S	14399 BURBANK BL.		VAN NUYS	CA	HAZNET
91401	S107148407		BARUCH TWERSKY DMD	14401 BURBANK BLVD		SHERMAN OAKS	CA	HAZNET
91401	S103994418	RC9592	VIDEO & PHOTO EXPRESS	14440 BURBANK BLVD.		VAN NUYS	CA	SWRCY, HAZNET
91401	S104576335		PANORAMA PRINTERS INC	14441 BURBANK BLVD		VAN NUYS	CA	HAZNET
91401	1000129087	110002753360	H & R CHEVRON	14850 BURBANK BLVD		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91401	S102427422	914010789	CHEVRON #9-9164	14850 BURBANK BLVD		VAN NUYS	CA	CORTESE, LUST
91401	U001568067	00000063188	99164	14850 BURBANK BLVD		VAN NUYS	CA	HIST UST
91401	S104580124		CHEVRON PRODUCTS SS#_99164	14850 BURBANK BLVD		VAN NUYS	CA	HAZNET
91401	S103631429		CHEVRON 99164	14850 BURBANK BLVD		VAN NUYS	CA	HAZNET
91401	S106827243	12306	BOULEVARD MERCEDES BENZ INC	14857 BURBANK BLVD.		VAN NUYS	CA	EMI
91401	S101585388	19023157	MICHAEL R DONLEY	14903 BURBANK BLVD		VAN NUYS	CA	HAZNET, CA FID UST
91401	1000166694	00000019102	SERVICE STATION 3485	14903 BURBANK BLVD		VAN NUYS	CA	HIST UST
91401	S106928027		K B AUTOMOTIVE	14106 BURNBANK BLVD	**	VAN NUYS	CA	SWEEPS UST
91401	S106929370		MICHAEL R DONLEY	14903 BURNBANK BLVD	**	VAN NUYS	CA	SWEEPS UST
91401	S101629857	19055308	AT&T INFORMATION SYSTEMS	14911 CALIFA ST		VAN NUYS	CA	CA FID UST, SWEEPS UST
91401	U001568070	00000004919	AT&T INFORMATION SYSTEMS	14911 CALIFA ST		VAN NUYS	CA	HIST UST
91401	1000125216	110002655092	VAN NUYS PUBLISHING CO#	14941 CALIFA STREET		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91401	S106825561	12015	ALBRIGHT-ZIMMERMAN, A & Z INC	15043 CALIFA ST.		VAN NUYS	CA	EMI
91401	S104580183		FINISHMASTER INC	15131 CALIFA ST		VAN NUYS	CA	HAZNET
91401	1000250032	110002673107	PACIFIC BELL	14911 CALIFER ST		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91401	S105086221		MAT WEST CO.	14911 CALIFER ST	**	VAN NUYS	CA	HAZNET
91401	S106090397		THE CORNERSTONE APARTMENTS	14128 CALVERT ST		VAN NUYS	CA	HAZNET
91401	S105655108			14318 W CALVERT ST		VAN NUYS	CA	CHMIRS
91401	S108747104		EXOTIC AUTO CENTER	14345 CALVERT ST		VAN NUYS	CA	HAZNET
91401	S103630601	70614	ADVANCED COLLISION CENTER	14348 CALVERT ST		VAN NUYS	CA	EMI, HAZNET
91401	S106828765	23233	CIVIC AUTO BODY INC	14348 CALVERT ST.		VAN NUYS	CA	EMI
91401	S101584227	19009669	UNK	14401 CALVERT		VAN NUYS	CA	CA FID UST, SWEEPS UST
91401	S106832682	19979	HOMEWAY LAUNDRY & DRY CLEANING	14401 CALVERT ST		VAN NUYS	CA	EMI
91401	S106090806		US AUTO BODY	14402 CALVERT ST		VAN NUYS	CA	HAZNET
91401	S103951551		AZ ENTERPRISES INC	14428 CALVERT ST		VAN NUYS	CA	HAZNET
91401	1000303949	110002742444	EVAN & JOSE S PLACE A/B	14428 CALVERT ST		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91401	1000357274	110002723786	GEORGE GRAYS PAINT SHOP	14737 CALVERT ST		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HAZNET
91401	1000255550	110002689467	KLEIN-FOREMAN MOTORS, INC	14804 CALVERT ST		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91401	S104575484		DGS/VAN NUYS STATE BUILDING	CALVERT / VAN NESS	**	VAN NUYS	CA	HAZNET
91401	S106842009	21737	VALLEY PLANING MILL OF VAN NUY	6103 CEDROS AV		VAN NUYS	CA	EMI
91401	S100220043			6803 CEDROS AVENUE		VAN NUYS	CA	CHMIRS
91401	S108744386		CHAIM NATHAN	13141 CHANDLER BLVD		SHERMAN OAKS	CA	HAZNET
91401	S108741906		AKOP TERPOGOFYAN	13359 CHANDLER BLVD		SHERMAN OAKS	CA	HAZNET
91401	S103670851		HOME SAVING OF AMERICA	7350 CHESTER AVE	**	VAN NUYS	CA	HAZNET
91401	1006805512	110013305565	POLICE DEPT FACILITY GARAGE	14310 DELANO ST		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HAZNET
91401	1000186958	110002786272	HAYDEN D HAMILTON	14540 DELANO ST		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91401	S104532770	914010861	HOLLYWOOD COMMUNITY HOSPITAL	14433 EMELIA AVE		VAN NUYS	CA	LUST
91401	S101587806	19056018	VAN NUYS COMMUNITY HOSPITAL	14433 EMELITA ST		VAN NUYS	CA	EMI, CA FID UST, SWEEPS UST
91401	S102792339		HOLLYWOOD COMMUNITY HOSPITAL OF	14433 EMELITA STREET		VAN NUYS	CA	HAZNET
91401	S100938565		LAUSD/ ERWIN ST ELEM	13400 ERWIN ST		VAN NUYS	CA	HAZNET
91401	1000427667	110002784540	LA USD ERWIN ELEM SCHOOL	13400 ERWIN ST		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91401	S106085220		LOS ANGELES PUBLIC WORKS	14,400 ERWIN ST	**	VAN NUYS	CA	HAZNET
91401	S101588015	19056247	VAN NUYS MUNICIPAL	14400 ERWIN ST		VAN NUYS	CA	CA FID UST, SWEEPS UST
91401	U003780211	23722	VAN NUYS MUNICIPAL	14400 ERWIN STREET MALL		VAN NUYS	CA	ORANGE CO. UST
91401	S106090475		CITY OF L A GENERAL SERVICES	14437 ERWIN ST		VAN NUYS	CA	HAZNET
91401	1000429369	110009540336	LA VALLEY ADMIN CENTER	14437 ERWIN STREET		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91401	1008153240	110019008535	CITY OF LA GENERAL SERVICES	14437 ERWIN STREET MALL		VAN NUYS	CA	FINDS
91401	1000128767	110002651568	D W PROCESSING CO	15232 ERWIN ST		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91401	U003780926	24510	LOS ANGELES VALLEY COLLEGE	5701 ETHEL AV		VAN NUYS	CA	ORANGE CO. UST
91401	1000102058	00000047386	LOS ANGELES VALLEY COLLEGE	5701 ETHEL AVE		VAN NUYS	CA	HAZNET, HIST UST, CA FID UST
91401	S106928837		LOS ANGELES VALLEY COLLEGE	5701 ETHEL AVE		VAN NUYS	CA	HAZNET, SWEEPS UST
91401	1000235219	110002794414	REGGIES AUTOBODY	14410 FRAIR		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91401	1000429403	110002766043	LA VAN NUYS PARKING STRUCTURE	14401 FRIAR ST		VAN NUYS	CA	RCRAInfo-SQG, FINDS

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91401	S106838153	59674	REGGIE'S BODY SHOP,REGINALDO S	14410 FRIAR ST		VAN NUYS	CA	EMI
91401	S102807762		1X KARSTEN IMPORTS	5538 FULTON AVE		VAN NUYS	CA	HAZNET
91401	S108749430		KARSTEN IMPORTS	5538 FULTON AVE STE 1	**	SHERMAN OAKS	CA	HAZNET
91401	S103664769		GOMORA AUTO SERVICE	5538 FULTON AVE STE 4		SHERMAN OAKS	CA	HAZNET
91401	S106928838		LOS ANGELES VALLEY COLLEGE	5800 FULTON AVE		VAN NUYS	CA	SWEEPS UST
91401	S108750009		LACCD-LOS ANGELES VALLEY COLLEGE	5800 FULTON AVE		VAN NUYS	CA	HAZNET
91401	S108212517		LOS ANGELES COMMUNITY COLLEGE DI	5800 FULTON AVE		VAN NUYS	CA	HAZNET
91401	S107145187		CITY OF LOS ANGELES - DPW - BUREAU	5800 FULTON AVE		VAN NUYS	CA	HAZNET
91401	S106834250	8345	LA VALLEY COL	5800 FULTON AVE.		VAN NUYS	CA	EMI
91401	S103630717		H REZA SHAHMOHAMMADI A DENTAL CO	14401 HAMLIN ST		VAN NUYS	CA	HAZNET
91401	S108746807		ELBERT TOM DDS	14419 HAMLIN ST		VAN NUYS	CA	HAZNET
91401	S103967148		HAMLIN-14 LP	14435 HAMLIN ST		VAN NUYS	CA	HAZNET
91401	S104581515		JADE LABORATORY SERVICES	14435 HAMLIN ST STE 109		VAN NUYS	CA	HAZNET
91401	S107146642		JADE LABORATORY SERVICES	14435 HAMLIN ST STE 202	**	VAN NUYS	CA	HAZNET
91401	S103630783		JAMES R. OSWALD, D.D.S.	14435 HAMLIN STREET		VAN NUYS	CA	HAZNET
91401	S106166937		HAZELTINE CLEANERS	5935 HAZELTINE AVE		VAN NUYS	CA	CLEANERS, HAZNET
91401	S106832445	3374	HAZELTINE CLEANERS	5935 HAZELTINE AVE.		VAN NUYS	CA	EMI
91401	S104566208		A AND A AUTOBODY/AUTOCRAFT	6020 HAZELTINE		VAN NUYS	CA	HAZNET
91401	S108213887		MID VALLEY AUTO WORKS	6020 HAZELTINE AVE		VAN NUYS	CA	HAZNET
91401	S105092027		A & A AUTOBODY & PAINT	6020 HAZELTINE AVE		VAN NUYS	CA	HAZNET
91401	S103951306		AUTO CRAFT	620 HAZELTINE AVE	**	VAN NUYS	CA	HAZNET
91401	1000597426	110002865748	HAZLETINE CLEANERS	5935 HAZLETINE AVE		VAN NUYS	CA	RCRAInfo-SQG, FINDS, CLEANERS, HAZNET
91401	S100937956		TEXACO AUTOMOTIVE SERVICE	6200 KESTER		VAN NUYS	CA	CORTESE
91401	1006835811	110013966299	VALLEY BRICK LANDFILL	6151 KESTIN	**	VAN NUYS	CA	FINDS
91401	S102808055		LAUSD/KITTRIDGE ST ELEM	13619 KITTRIDGE ST		VAN NUYS	CA	CHMIRS, HAZNET
91401	1008305944	110021981346	KITTRIDGE STREET ELEMENTARY	13619 KITTRIDGE ST.		VAN NUYS	CA	FINDS
91401	S104572626		COUNTY 0F LOS ANGELES	14414 DE LANO ST		VAN NUYS	CA	HAZNET
91401	S103990316		TANDEM MANAGEMENT	11847 LAURELWOOD DR		STUDIO CITY	CA	HAZNET
91401	S100932654		CITY OF LOS ANGELES/PUBLIC WORKS	LOS ANGELES VALLEY COLLEGE		VAN NUYS	CA	HAZNET
91401	S107137090	RC10236	H N A RECYCLING CENTER	6412 MATILIJA AVE		VAN NUYS	CA	SWRCY
91401	1000141039	110002629086	M.T.C.S. INC DBA MALLON TERMITE	6561 MATILIJA AVENUE		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91401	S101539972		COUNTY OF LOS ANGELES	MUNICIPAL COURTS		VAN NUYS	CA	HAZNET
91401	1009630255		SOUTHERN CALIFORNIA GAS CO	6228 MURIETTA AVENUE		VAN NUYS	CA	
91401	S100179437		24TH AND PACIFIC STREETS TO	OLD CREEK		CAYUCOS	CA	NOTIFY 65
91401	S103960696		DIC ENTERTAINMENT, L.P.	3601 WEST OLIVE AVE		BURBANK	CA	HAZNET
91401	1008312524	110022009360	LONDON (JACK) CONTINUATION	12924 OXNARD ST.		VAN NUYS	CA	FINDS
91401	S100866415	71572	LAUSD/ GRANT HS	13000 OXNARD ST		VAN NUYS	CA	EMI, HAZNET
91401	1000378515	110002780358	LAUSD GRANT HIGH SCHOOL	13000 OXNARD ST		VAN NUYS	CA	RCRAInfo-LQG, FINDS
91401	S103629256		VINCENT S MANFRE DC	13653 OXNARD ST		VAN NUYS	CA	HAZNET
91401	S103629568		HOME SAVINGS OF AMERICA	13855 OXNARD ST		VAN NUYS	CA	HAZNET
91401	S102802016		WALNUT VILLA HOA	13930 OXNARD STREET		VAN NUYS	CA	HAZNET
91401	S103980380		OXNARD HOUSING ASSO LP	14045 OXNARD AVE		VAN NUYS	CA	HAZNET
91401	S103630028		DISCOUNT TIRE CENTER #008	14053 OXNARD ST		VAN NUYS	CA	HAZNET
91401	S106922478		AKH COMPANY INC./DISCOUNT TIRE	14053 OXNARD ST		LOS ANGELES	CA	SWEEPS UST
91401	S104565819		ARTIN MARGOSSIAN	14059 OXNARD ST		VAN NUYS	CA	HAZNET
91401	S102815302		CASTLE AUTOMOTIVE	14101 OXNARD ST		VAN NUYS	CA	HAZNET
91401	S101584400	19011113	ADVANCED AUTO REPAIR	14101 OXNARD ST		VAN NUYS	CA	CA FID UST, SWEEPS UST
91401	U001568079	00000041474	KARL & EDS MOBIL	14101 OXNARD ST		VAN NUYS	CA	HIST UST
91401	S102823294	58250	JOE'S AUTOBODY INC	14116 OXNARD ST		VAN NUYS	CA	EMI, HAZNET
91401	S107138961		1X WHITE HOUSE PROPERTIES	14122 OXNARD AVENUE		VAN NUYS	CA	HAZNET
91401	1000818604	110002882319	TOPS TRANSMISSION	14122 OXNARD ST		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91401	S101584437	19011464	WHITE HOUSE PROPERTIES	14122 OXNARD ST		VAN NUYS	CA	CA FID UST, SWEEPS UST
91401	1000596755	110002862055	K WATANBE CORP	14125 OXNARD ST		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HAZNET
91401	S106087352		C K IMPORTS	14127 B OXNARD ST	**	VAN NUYS	CA	HAZNET
91401	S106092118		OXNARD AUTO BODY CENTER INC	14132 OXNARD ST		VAN NUYS	CA	HAZNET
91401	S103955636		CHARSTAR INC DBA AM MOTORS	14136 OXNARD		VAN NUYS	CA	HAZNET
91401	S106826525	56732	AZRAN MOTORS, ARMAND AZRAN DBA	14136 OXNARD ST		VAN NUYS, CA	CA	EMI
91401	S106826524	63952	AZRAN MOTOR, CHAR STAR DBA	14136 OXNARD ST.		VAN NUYS	CA	EMI
91401	S106828764	50985	CIVIC AUTO BODY INC, D M AUTO	14137 OXNARD ST		VAN NUYS	CA	EMI
91401	S100930235	42935	D&A VENTURES INC DBA COLLISION CRA	14143 OXNARD ST		VAN NUYS	CA	EMI, HAZNET
91401	S102811816		SAL'S AUTOMOTIVE INC	14146 OXNARD ST		VAN NUYS	CA	HAZNET
91401	S103630261		LUCAS AUTO AIR CONDITIONING INC.	14155 OXNARD ST		VAN NUYS	CA	HAZNET
91401	S108203744		CORVETTE CONNECTION	14212 OXNARD ST		VAN NUYS	CA	HAZNET
91401	S103630383		M DAVID PAUL	14213 OXNARD ST		VAN NUYS	CA	HAZNET
91401	1000238650	110002747323	HIGH TECH	14217 OXNARD ST		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91401	S100863760		HARVEYS AUTO BODY	14222 OXNARD ST		VAN NUYS	CA	HAZNET
91401	S102822086		Z BEST AUTOBODY AND PAINT	14222 OXNARD STREET		VAN NUYS	CA	HAZNET
91401	S106092710		JACKS CARS AUTOBODY	14223 OXNARD ST		VAN NUYS	CA	HAZNET
91401	S105091323		QUALITY GROUP AUTOMOTIVE DISTRIBU	14229 OXNARD ST		VAN NUYS	CA	HAZNET

ZIP	EDR-ID	Facility ID	Name	Address	Map/Dir/Dist	City	State	Databases
91401	S103953332		BEST COLLISION CENTER	14232 OXNARD ST		VAN NUYS	CA	HAZNET
91401	S101588145	19056381	TUCAN DEVELOPMENT	14235 OXNARD ST		LOS ANGELES	CA	CA FID UST, SWEEPS UST
91401	1000373119	110002797055	HARRYS COMPLETE AUTO WORKS INC	14242 OXNARD ST		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91401	S100926790	54137	PRECISE AUTOBODY INC	14242 OXNARD ST		VAN NUYS	CA	EMI, HAZNET
91401	S108225724		XTREME FUSION	14258 OXNARD ST		VAN NUYS	CA	HAZNET
91401	1000151404	110002677817	QUADRI CORP CORE PLANT	14265 OXNARD ST		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91401	1000192031	CAD981979925	QUADRI CORP CORE PLANT	14265 OXNARD ST		VAN NUYS	CA	RCRAInfo-SQG
91401	1000429368	110002755224	LA VALLEY	14306 OXNARD ST		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HAZNET
91401	S100932022		CASTOR & QUEEN AUTOMOTIVE CENTEF	14310 OXNARD		VAN NUYS	CA	HAZNET
91401	S108753443		QUEEN & RESTORE AUTOMOTIVE	14310 OXNARD ST		VAN NUYS	CA	HAZNET
91401	S108206410		EXPERT AUTOMOTIVE CENTER	14326 OXNARD ST		VAN NUYS	CA	HAZNET
91401	1000274914	00000068649	BILL RUDD MOTORS, INC.	14326 OXNARD ST		VAN NUYS	CA	HIST UST
91401	1000129280	110002754813	C A R S	14332 OXNARD ST		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HAZNET
91401	S103964918		FRANCOS EUROPEAN SPORTS CARS	14336 OXNARD ST		VAN NUYS	CA	HAZNET
91401	S108208682		HEKEN BRONSON	14336 OXNARD ST		VAN NUYS	CA	HAZNET
91401	S106843234	FA0019638	FRANCO'S EUROPEAN SPORTS CAR	14336 OXNARD ST		VAN NUYS	CA	LA Co. Site Mitigation
91401	S106092578	54317	COACH COLORS	14346 OXNARD ST		VAN NUYS	CA	EMI, HAZNET
91401	S108206414		EXPRESS AUTO BODY & PAINT	14358 OXNARD ST		VAN NUYS	CA	HAZNET
91401	S102824016		EXPERT AUTO BODY	14358 OXNARD ST		VAN NUYS	CA	HAZNET
91401	1006826948	110013861703	EXPERT AUTO BODY CENTER	14358 OXNARD ST		VAN NUYS	CA	EMI, FINDS
91401	1000283321	110002774454	VALLEY RADIATOR INC	14408 OXNARD ST		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HAZNET
91401	S103963551		EUROTECH AUTOMOTIVE INC	14418 OXNARD ST		VAN NUYS	CA	HAZNET
91401	S100934832		EUROTECH AUTOMOTIVE	14418 OXNARD ST		VAN NUYS	CA	HAZNET
91401	1000125223	110002806027	VAN NUYS MOTORS	14422 OXNARD ST		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91401	1007737583	110018968991	LA DEPARTMENT WATER & POWER	14453 OXNARD ST		VAN NUYS	CA	FINDS, HAZNET
91401	S103630812		LA DEPARTMENT WATER & POWER	14453 OXNARD ST		VAN NUYS	CA	HAZNET
91401	S101583827	19006553	PIPE SUPPLIER	14949 OXNARD ST		CANOGA PARK	CA	CA FID UST, SWEEPS UST
91401	1000422671	00000004849	CENTURY OLDSMOBILE CO	14950 OXNARD ST		VAN NUYS	CA	EMI, HAZNET, HIST UST, CA FID UST, SWEEPS UST
91401	1000283283	110002702362	VALLEY MOTOR CENTER INC	14954 OXNARD ST		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HAZNET
91401	S103980377	119754	DESESA AUTOCRAFT	15020 OXNARD ST		VAN NUYS	CA	EMI, HAZNET
91401	1007117584	CAR000149831	KEYES AUTO BODY	15106 OXNARD ST		VAN NUYS	CA	HAZNET, RCRAInfo-SQG
91401	1007218528	110016741025	KEYES AUTO BODY	15106 OXNARD ST		VAN NUYS	CA	FINDS
91401	S106832568	20478	HIGHLAND STUCCO & LIME PROD. I	15148 OXNARD STREET		VAN NUYS	CA	EMI
91401	1008341117	91401NTNLR15	NATIONAL READY MIX CONCRETE CO .	15203 OXNARD ST		VAN NUYS	CA	TRIS
91401	1008158399	110020516707	NATIONAL READY MIX CONCRETE CO .	15203 OXNARD ST		VAN NUYS	CA	ORANGE CO. UST, FINDS
91401	S101539881		CHEVRON - VAN NUYS TERMINAL	15359 OXNARD		VAN NUYS	CA	SLIC REG 2
91401	S104160086	4B192113025	VAN NUYS TERMINAL	15359 OXNARD ST.		VAN NUYS	CA	AST, CA WDS
91401	S101583989	19007806	VALLEY MOTORS	15370 OXNARD ST		VAN NUYS	CA	CA FID UST, SWEEPS UST
91401	S108199148		BIAFORA FAMILY TRUST	14920 PARTHENIA ST		PANORAMA	CA	HAZNET
91401	S105651489			13640 W. ROSCOE BLVD	**	LOS ANGELES	CA	CHMIRS
91401	S105884102			SANTA BARBARA ANCHORAGE NEAR MO	**	MONTECITO	CA	CHMIRS
91401	S103991395		TI SAN LI	14650 SATICOY ST UNIT 2,6 / 7	**	VAN NUYS	CA	HAZNET
91401	S103963213		SHELL	5556 SEPULVEDA		VAN NUYS	CA	HAZNET, CORTESE
91401	U001568084	00000003535	R&S #13	5556 SEPULVEDA BLVD		VAN NUYS	CA	HIST UST
91401	U001568065	00000062317	92766	5600 SEPULVEDA BLVD		VAN NUYS	CA	HIST UST
91401	S102427178	914010807	CHEVRON #9-2766	5600 SEPULVEDA BLVD		VAN NUYS	CA	CORTESE, SWEEPS UST, LUST
91401	1000234322	110002747403	BUDGET RENT A CAR	5651 SEPULVEDA BLVD		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HAZNET
91401	S101586269	19042878	MILLER AUTOMOTIVE GROUP	5905 SEPULVEDA BLVD		VAN NUYS	CA	CA FID UST, SWEEPS UST
91401	S103977730		MILLER PONTIAC KIA	5905 SEPULVEDA BLVD		VAN NUYS	CA	HAZNET
91401	U001568083	00000020510	PRESTIGE PONTIAC	5905B SEPULVEDA BLVD		VAN NUYS	CA	HIST UST
91401	1000374583	110002747216	VONS DIESEL & TRUCK RPR	6031 SEPULVEDA BLVD		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HAZNET
91401	U001568078	00000039928	JOHN KNADJIAN #14-122	6360 SEPULVEDA BLVD		VAN NUYS	CA	HIST UST
91401	S101618579	19055468	JOHN KNADJIAN #14-122	6360 SEPULVEDA BLVD		VAN NUYS	CA	CA FID UST
91401	S101586642	19054297	92389-CHEVRON STATION	6402 SEPULVEDA BLVD		VAN NUYS	CA	CA FID UST, SWEEPS UST
91401	U001568064	00000062249	92389	6402 SEPULVEDA BLVD		VAN NUYS	CA	HIST UST
91401	S102802153		BEVERLY MANOR NURSING & REHAB CEI	6700 SEPULVEDA BLVD		VAN NUYS	CA	HAZNET
91401	U001568066	00000062894	96542	6759 SEPULVEDA BLVD		VAN NUYS	CA	HIST UST
91401	S103955981		CHEVRON PRODUCTS SS# 92766	5600 SEPULVEDA BLVD		VAN NUYS	CA	HAZNET
91401	S103628150		ZYPHER INVESTMENTS CO	13163 SHERMAN WAY		NORTH HOLLYWOOD	CA	HAZNET
91401	S103966917		VERIZON CALIFORNIA INC	1314 7TH ST		SANTA MONICA	CA	HAZNET
91401	1004677158	110012243642	VERIZON CALIFORNIA INCORPORATED S	1314 7TH ST		SANTA MONICA	CA	RCRAInfo-SQG, FINDS
91401	S103957873		CNTY LOS ANGELES/PUBLIC WORKS	6230 SYLMAR AVE		VAN NUYS	CA	HAZNET
91401	S103958781		COUNTY OF LA - INTERNAL SERVICE DEF	6230 SYLMAR AVE		VAN NUYS	CA	HAZNET

ZIP	EDR-ID	Facility ID	Name	Address	Map/Dir/Dist	City	State	Databases
91401	U001562390	00000020831	VAN NUYS COURTS	6230 SYLMAR AVE		VAN NUYS	CA	HIST UST
91401	S101583852	19006797	LOS ANGELES COUNTY COURT	6230 SYLMAR AVE		VAN NUYS	CA	EMI, HAZNET, CA FID UST, SWEEPS UST
91401	1006805511	110013305556	VAN NUYS POLICE STATION	6240 SYLMAR AVE		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HAZNET
91401	S101618584	19010219	VAN NUYS POLICE STATION GARAGE	6240 SYLMAR AVE		VAN NUYS	CA	CA FID UST, SWEEPS UST
91401	S101297274	914010816	9/1 VALLEY POLICE HEADQUARTERS	6240 SYLMAR AVE		VAN NUYS	CA	CORTESE, LUST
91401	U001568093	00000047083	VAN NUYS POLICE STATION GARAGE	6240 SYLMAR AVE		VAN NUYS	CA	HIST UST
91401	1000429404	110002767462	LA VAN NUYS LIBRARY	6250 SYLMAR AVE		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HAZNET
91401	S107142045		VAN NUYS CIVIC CENTER	6280 SYLMAR AVE		VAN NUYS	CA	HAZNET
91401	1000102144	110002779280	LAUSD/ VAN NUYS ELEM	6464 SYLMAR AVE		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HAZNET
91401	1008298238	110021893183	KINDERGARTEN LEARNING ACADEMY	6555 SYLMAR AVE.		VAN NUYS	CA	FINDS
91401	S108750754		MAJIC CONSTRUCTION	13617 SYLVAN ST		VAN NUYS	CA	HAZNET
91401	S108745417		COUNTY OF LOS ANGELES/CHIEF ADMIN	14340 SYLVAN ST		VAN NUYS	CA	HAZNET
91401	S107144133		CNTY OF LOS ANGELES/CHIEF ADMIN OF	14340 SYLVAN ST		VAN NUYS	CA	HAZNET
91401	1006816684	110014460840	VAN NUYS MUNICIPAL BUILDING	14410 SYLVAN ST		VAN NUYS	CA	SWEEPS UST, RCRAInfo-SQG, FINDS
91401	S101618583	19022013	VAN NUYS MUNICIPAL BUILDING	14410 SYLVAN ST		VAN NUYS	CA	EMI, HAZNET, CA FID UST
91401	1000429402		LA VAN NUYS MUNIC BLDG	14410 SYLVAN ST		VAN NUYS	CA	HAZNET
91401	U001568092	00000047056	VAN NUYS MUNICIPAL BLDG.	14410 SYLVAN ST		VAN NUYS	CA	HIST UST
91401	S101585509	19024427	LOS ANGELES FIRE STATION 39	14415 SYLVAN ST		VAN NUYS	CA	CA FID UST, SWEEPS UST
91401	U003781187	24840	LAFD STATION 39	14415 SYLVAN ST		VAN NUYS	CA	ORANGE CO. UST
91401	U001568073	00000047488	FIRE STATION 39	14415 SYLVAN ST		VAN NUYS	CA	HIST UST
91401	1000229459	110006474369	LA FIRE STATION 38	14415 SYLVAN STREET		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HAZNET
91401	S106094322		FIRE PREVENTION OFFICE	14555 SYLVAN ST		VAN NUYS	CA	HAZNET
91401	1000289595	110002661227	APOLLO ENGRAVING CO	6115 TYRONE AVE		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HAZNET
91401	S106826055	11643	APOLLO ENGRAVING CO	6115 TYRONE AVENUE		VAN NUYS	CA	EMI
91401	S106834064	7530	LA CITY, DEPT OF GEN SERVICES	6171 TYRONE AVE		VAN NUYS	CA	EMI
91401	U003780935	24521	VAN NUYS POLICE STATION GARAGE	6171 TYRONE AVE		VAN NUYS	CA	ORANGE CO. UST
91401	S103667032		LAPD/VAN NUYS DIV GARAGE	6171 TYRONE ST		LOS ANGELES	CA	HAZNET
91401	S107536098	199910060		7317 TYRONE AVE		VAN NUYS	CA	CDL
91401	S108723545		SHELL STATION	5161 VAN NUYS	**	LOS ANGELES	CA	LUST
91401	S108744310		CENTER BMW	5201 VAN NUYS BLVD		SHERMAN OAKS	CA	HAZNET
91401	S108201139		CENTER AUTOMOTIVE INC DBA CENTER	5201 VAN NUYS BLVD		VAN NUYS	CA	HAZNET
91401	S102817678		CENTER BMW	5201 VAN NUYS BLVD		VAN NUYS	CA	HAZNET
91401	1000401481	CAD981676679	CENTER BMW	5230 VAN NUYS BLVD		VAN NUYS	CA	HIST UST, CA FID UST, SWEEPS UST, RCRAInfo-SQG
91401	1007739320	110019001907	CENTER CHRYSLER JEEP	5230 VAN NUYS BLVD		VAN NUYS	CA	FINDS, HAZNET
91401	S103663508		CENTER CHRYSLER JEEP	5230 VAN NUYS BLVD		VAN NUYS	CA	HAZNET
91401	1000597217	110002864124	KEYES LEXUS	5239 VAN NUYS		VAN NUYS	CA	RCRAInfo-SQG, FINDS, AST, HAZNET
91401	S101584788	19015611	VALLEY MOTOR CENTER	5253 VAN NUYS BLVD		VAN NUYS	CA	CA FID UST, SWEEPS UST
91401	S108204573		DAVKAT INC DBA MIDAS MUFFLER	5262 VAN NUYS BL		VAN NUYS	CA	HAZNET
91401	S103663824		ROBS CAR WASH	5300 VAN NUYS BLVD		SHERMAN OAKS	CA	HAZNET
91401	U001568085	00000050538	ROB'S CAR WASH	5300 VAN NUYS BLVD		VAN NUYS	CA	HIST UST
91401	S101618582	19055532	ROB'S CAR WASH	5300 VAN NUYS BLVD		VAN NUYS	CA	CA FID UST, SWEEPS UST
91401	1000280937	110002790445	MILLER MITSUBISHI	5319 VAN NUYS BLVD		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HAZNET
91401	1000125221	110002790533	VAN NUYS CHRYSLER PLYMOUTH	5344 VAN NUYS BLVD		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HAZNET, HIST UST
91401	S103955417		CENTURY AUTOMOTIVE GROUP	5344 VAN NUYS BLVD		VAN NUYS	CA	HAZNET
91401	S106843349	FA0027483	VAN NUYS CHRYSLER-PLYMOUTH	5344 VAN NUYS BLVD		VAN NUYS	CA	LA Co. Site Mitigation
91401	1007739513	110019005663	MILLER HONDA	5355 VAN NUYS BLVD		VAN NUYS	CA	FINDS
91401	S103664023		MILLER HONDA	5355 VAN NUYS BLVD		VAN NUYS	CA	HAZNET
91401	1000905397	CA0000575761	MILLER PONTIAC KIA	5355 VAN NUYS BLVD		VAN NUYS	CA	RCRAInfo-SQG
91401	U003780188	23692	KEYES EUROPEAN MOTOR INC.	5400 VAN NUYS BLVD		VAN NUYS	CA	ORANGE CO. UST
91401	1000249980	110002660852	KEYES EUROPEAN	5400 VAN NUYS BLVD		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HAZNET
91401	S104580154		HAK INC	5400 VAN NUYS BLVD		VAN NUYS	CA	HAZNET
91401	1000280935	110002786085	MILLER IMPORTS NISSAN	5425 VAN NUYS BLVD		VAN NUYS	CA	HAZNET, CA FID UST, SWEEPS UST, RCRAInfo-SQG, FINDS
91401	S101584039	19008045	MILLER IMPORTS	5455 VAN NUYS BLVD		VAN NUYS	CA	CA FID UST, SWEEPS UST
91401	S103281842	914010316	MILLER INFINITY SITE	5455 VAN NUYS BLVD		VAN NUYS	CA	CORTESE, LUST
91401	S103977712		MILLER AUTOMART	5511 VAN NUYS BLVD		VAN NUYS	CA	HAZNET
91401	S102430123	914110898	FOREMAN HONDA	5511 VAN NUYS BLVD		VAN NUYS	CA	HAZNET, CORTESE, SLIC

ZIP	EDR-ID	Facility ID	Name	Address	Map/Dir/Dist	City	State	Databases
								REG 2, LUST
91401	S103973580		KLEIN FOREMAN MOTORS DBA FORMAN	5511 VAN NYES BLVD		VAN NUYS	CA	HAZNET
91401	1000304932	110002657722	DUNN EDWARDS CORP	5529 VAN NUYS BLVD		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91401	S102428997	914010752	DUNN-EDWARDS PAINTS	5529 VAN NUYS BLVD		VAN NUYS	CA	CORTESE, LUST
91401	S100860901		DUNN-EDWARDS CORP	5529 VAN NUYS BLVD		VAN NUYS	CA	HAZNET
91401	S101583446	19003795	ARCO #5062	5555 VAN NUYS BLVD		VAN NUYS	CA	CA FID UST
91401	U001568088	00000026774	SIDNEY KOZEN	5555 VAN NUYS BLVD		VAN NUYS	CA	HIST UST
91401	S102424261	81418	ARCO #5062 (FORMER)	5555 VAN NUYS BLVD		VAN NUYS	CA	EMI, CORTESE, SWEEPS UST, LUST
91401	U003936728	24507	MOBIL SERVICE STATION #14-FE1	5560 VAN NUYS BLVD		VAN NUYS	CA	ORANGE CO. UST
91401	S105693179	914010870	MOBIL #18-FE1	5560 VAN NUYS BLVD		VAN NUYS	CA	LUST
91401	S108206481		EXXONMOBIL OIL CORP #11253	5560 VAN NUYS BLVD		VAN NUYS	CA	HAZNET
91401	S101618581	19055469	MOBIL OIL CORPORATION#14-117	5560 VAN NUYS BLVD		VAN NUYS	CA	CA FID UST, SWEEPS UST
91401	U001568081	00000039940	KHATCHIK HAIRABEDIAN #14-117	5560 VAN NUYS BLVD		VAN NUYS	CA	CHMIRS, HIST UST
91401	S105885158			5560 VAN NUYS BLVD.		VAN NUYS	CA	CHMIRS
91401	S101586858	19054543	VALLEY MOTOR CENTER	5613 VAN NUYS BLVD		VAN NUYS	CA	CA FID UST, SWEEPS UST
91401	S102824948		GUY A MANGIA DDS	5644 VAN NUYS BLVD STE 1		VAN NUYS	CA	HAZNET
91401	S103665158		MICHAEL S BJORNBAK DDS INC	5644 VAN NUYS BLVD STE 2		VAN NUYS	CA	HAZNET
91401	1000221758	110002667560	KEYES VOLVO.	5700 VAN NUYS BLVD		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HAZNET, HIST UST, CA FID UST, SWEEPS UST
91401	1000596905	110002863269	CENTURY OLDSMOBILE CO /C	5711 VAN NUYS BLVD		VAN NUYS	CA	RCRAInfo-SQG, FINDS, CA FID UST, SWEEPS UST
91401	S108751828		NORTHRIDGE TIRE & SERVICE CENTER II	5711 VAN NUYS BLVD		VAN NUYS	CA	HAZNET
91401	S103955439		CENTURY OLDSMOBILE COMPANY	5711 VAN NUYS BLVD		VAN NUYS	CA	HAZNET
91401	1000221224	110002710193	KEYES HYUNDAI	5746 VAN NUYS BLVD		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HAZNET
91401	U001568080	00000050800	KEYES MAZDA	5746 VAN NUYS BLVD		VAN NUYS	CA	HIST UST
91401	S101618580	19054274	KEYES MAZDA	5746 VAN NUYS BLVD		VAN NUYS	CA	CA FID UST, SWEEPS UST
91401	1000142399	110002832677	CASA DE CADILLAC BODY SHOP	5747 VAN NUYS BLVD		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HAZNET, HIST UST, CA FID UST, SWEEPS UST
91401	S105085461		CALIFORNIA PACIFIC	5800 VAN NUYS BLVD		VAN NUYS	CA	HAZNET
91401	S100865013		JAMES W NEEDHAM MD	5815 VAN NUYS BLVD		VAN NUYS	CA	HAZNET
91401	S106091485		R BRUCE KAUTZ DDS	5816 VAN NUYS BLVD		VAN NUYS	CA	HAZNET
91401	S103665684		CHARLES J YOUNG DDS	5819 VAN NUYS BLVD		VAN NUYS	CA	HAZNET
91401	1000388907	110002747500	PRESTIGE PONTIAC SUBARU	5848 VAN NUYS BLVD		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HIST UST, CA FID UST, SWEEPS UST
91401	S101584099	19008520	PRAISWATER MORTUARY	5849 VAN NUYS BLVD		VAN NUYS	CA	CA FID UST, SWEEPS UST
91401	S102805902		KEYES MOTORS	5849 VAN NUYS BLVD		VAN NUYS	CA	HAZNET
91401	S101585763	19029021	KEYES MOTORS INC.	5855 VAN NUYS BLVD		VAN NUYS	CA	CA FID UST
91401	U003780927	24511	KEYES MOTORS INC.	5855 VAN NUYS BLVD		VAN NUYS	CA	SWEEPS UST, ORANGE CO. UST
91401	1000221727	110002642418	KEYES TOYOTA	5855 VAN NUYS BLVD		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HAZNET, HIST UST
91401	S108748364		HERTZ RENT A CAR	5858 VAN NUYS BLVD		VAN NUYS	CA	HAZNET
91401	1000220503	110002710139	KEYES MOTORS, INC.	5905 VAN NUYS BLVD		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HAZNET, HIST UST
91401	S101585240	19021517	AHK INC	5905 VAN NUYS BLVD		VAN NUYS	CA	CA FID UST, SWEEPS UST
91401	S105093181		PERFECT IMAGE PRINTING	5924 VAN NUYS BLVD		VAN NUYS	CA	HAZNET
91401	S103948628		ACME PLUMBING	5951 VAN NEYS		VAN NUYS	CA	HAZNET
91401	S103666068		MAGIC MUFFLER SERVICE INC	5960 VAN NUYS BLVD		VAN NUYS	CA	HAZNET
91401	S101586134	19039366	MAGIC MUFFLER	5960 VAN NUYS BLVD		VAN NUYS	CA	CA FID UST, SWEEPS UST
91401	S101585057	13590	LA DEPT OF WATER & POWER	6000 VAN NUYS BLVD		VAN NUYS	CA	EMI, CA FID UST, SWEEPS UST
91401	1000125218	110002671662	VAN NUYS DIST HDQRS DEPT WATER & F	6000 VAN NUYS BLVD		VAN NUYS	CA	PADS, RCRAInfo-LQG, FINDS
91401	1009517533		LOS ANGELES DEPARTMENT OF WATER	6000 VAN NUYS BLVD		VAN NUYS	CA	FTTS INSP
91401	1000283251	110002637969	VALLEY MOTOR CENTER	6001 VAN NUYS BLVD		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HAZNET, CORTESE, SWEEPS UST, LUST
91401	S108754505		SAN FERNANDO VALLEY AUTOMOTIVE LI	6001 VAN NUYS BLVD		VAN NUYS	CA	HAZNET
91401	S104581493		DAEWOO OF VAN NUYS	6001 VAN NUYS BLVD		VAN NUYS	CA	HAZNET
91401	1007677863	110017947855	SAN FERNANDO VALLEY AUTOMOTIVE	6001 VAN NUYS BLVD.		VAN NUYS	CA	FINDS
91401	S101629859	16342	THE SALVATION ARMY ADULT REHAB	6059 VAN NUYS BLVD		VAN NUYS	CA	EMI, CA FID UST, SWEEPS UST
91401	S108747714		GARY RODRIGUEZ	6059 VAN NUYS BLVD		VAN NUYS	CA	HAZNET
91401	U001568089	00000020965	THE SALVATION ARMY ADULT REHAB	6059 VAN NUYS BLVD		VAN NUYS	CA	ORANGE CO. UST, HIST UST
91401	S108752778		PARTNERS RODRIGUES	6059 VAN NUYS BLVD		VAN NUYS	CA	HAZNET

ZIP	EDR-ID	Facility ID	Name	Address	Map/Dir/Dist	City	State	Databases
91401	1000283304	110002747467	VALLEY DODGE INC	6110 VAN NUYS BLVD		VAN NUYS	CA	RCRAInfo-SQG, FINDS, EMI, HAZNET, HIST UST, CA FID UST, SWEEPS UST
91401	U001568091	00000067673	VALLEY DODGE, INC.	6110 VAN NUYS BLVD.		VAN NUYS BLVD.	CA	HIST UST
91401	1000113834	CAD981677099	BOB FAEBER VOLKSWAGEN	6115 VAN NUYS BLVD		VAN NUYS	CA	CORTESE, LUST, RCRAInfo-SQG
91401	S101582780	19001364	VORELCO INC	6115 VAN NUYS BLVD		VAN NUYS	CA	CA FID UST, SWEEPS UST
91401	S100877719		VOLKSWAGEN OF VAN NUYS INC	6115 VAN NUYS BLVD		VAN NUYS	CA	HAZNET
91401	1008152845	110018966270	VOLKSWAGEN OF VAN NUYS INC	6115 VAN NUYS BLVD		VAN NUYS	CA	FINDS, HAZNET
91401	S101584452	19011550	STATE OFFICE BUILDING	6150 VAN NUYS BLVD		VAN NUYS	CA	CA FID UST
91401	U003780934	24519	STATE OFFICE BUILDING	6150 VAN NUYS BLVD		VAN NUYS	CA	SWEEPS UST, ORANGE CO. UST
91401	S104579057		VAN NUYS STATE BLDG	6150 VAN NUYS BLVD RM 120		VAN NUYS	CA	HAZNET
91401	S108224224		VAN NUYS STATE BUILDING	6150 VAN NUYS BLVD RM 120	**	VAN NUYS	CA	HAZNET
91401	S103960495		DEPT. OF GEN. SERV./BLDGS. & GROUNC	6150 VAN NUYS BLVD., ROOM 120		VAN NUYS	CA	HAZNET
91401	S101587639	19055843	KHALID A ALKASSIM/KHALIL A HAW	6171 VAN NUYS BLVD		VAN NUYS	CA	CA FID UST, SWEEPS UST
91401	U003780156	23645	KHALIL HAWA	6171 VAN NUYS BLVD		VAN NUYS	CA	ORANGE CO. UST, HAZNET
91401	S107863290		US-GAS-ARCO	6171 VAN NUYS BLVD		VAN NUYS	CA	LUST
91401	S107143795		CITY OF LOS ANGELES	6262 VAN NUYS BLVD		VAN NUYS	CA	HAZNET
91401	S108218532		ROBERT FIELDS, DDS	6301 VAN NUYS BLVD.		VAN NUYS	CA	HAZNET
91401	S105093362		GOLDEN CARE DENTAL	6330-B VAN NUYS BLVD		VAN NUYS	CA	HAZNET
91401	S102793800		MARTIN MAY	6472 VAN NUYS BLVD		VAN NUYS	CA	HAZNET
91401	1000283343	110002825756	VALLEY AUTO CLINIC INC	6478 VAN NUYS BLVD		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91401	S101584958	19017389	CLOSED STATION	6478 VAN NUYS BLVD		VAN NUYS	CA	CA FID UST, SWEEPS UST
91401	S103668258		CLINICA MEDICA GENERAL	6511 VAN NUYS BLVD		VAN NUYS	CA	HAZNET
91401	1007691112	110017956657	FIRESTONE STORE #67E3	6530 VAN NUYS BLVD		VAN NUYS	CA	FINDS
91401	U001561927	00000029046	FIRESTONE MASTERCARD	6530 VAN NUYS BLVD		VAN NUYS	CA	HIST UST
91401	S100862102		FIRESTONE STORE #67E3	6530 VAN NUYS BLVD		VAN NUYS	CA	HAZNET
91401	S101617521	19024831	FIRESTONE/BRIDGESTONE INC	6530 VAN NUYS BLVD		VAN NUYS	CA	CA FID UST, SWEEPS UST
91401	93325338		6551 N. VAN NUYS BLVD	6551 N. VAN NUYS BLVD		LOS ANGELES	CA	ERNS
91401	S104568085		BANK OF AMERICA	6551 VAN NUYS BLVD		VAN NUYS	CA	HAZNET
91401	S100579640		1X BANK OF AMERICA VAN NUYS BRANCI	6551 VAN NUYS BLVD.		VAN NUYS	CA	HAZNET
91401	1000415248	110002821322	PHOTO CITY	6566 VAN NUYS BLVD		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91401	S103952469		BEST PHOTO	6566 VAN NUYS BLVD		VAN NUYS	CA	HAZNET
91401	S107869744	RC13021	A & H RECYCLING INC	6569 VAN NUYS BLVD		VAN NUYS	CA	SWRCY
91401	S103961407		DR J. PATEL, DDS	6580 VAN NUYS BLVD		VAN NUYS	CA	HAZNET
91401	S101584986	19017859	FRANK DE PIETRO/SONS INC	6640 VAN NUYS BLVD		VAN NUYS	CA	CA FID UST, SWEEPS UST
91401	S104565823		TOYS'R US	7886 N VAN NUYS BLVD		VAN NUYS	CA	HAZNET
91401	91218693		8000 VAN NUYS BLVD	8000 VAN NUYS BLVD		VAN NUYS	CA	ERNS
91401	91466680		8000 VAN NUYS BLVD.	8000 VAN NUYS BLVD.		VAN NUYS	CA	ERNS
91401	94359109		VAN OWEN ST OFF I-405	VAN OWEN ST OFF I-405	**	VAN NUYS	CA	ERNS
91401	S100275540			15107 W. VANOWEN		VAN NUYS	CA	CHMIRS
91401	S106838164	75363	REMEDIAL ACTION CORP	VARIOUS LOCATIONS IN SCAQMD	**	LOS ANGELES	CA	EMI
91401	1000125215	110000831002	VAN NUYS PLATING INC	6109 VESPER AVE		VAN NUYS	CA	RCRAInfo-LQG, FINDS, CHMIRS, HAZNET
91401	S103628078		HOME SAVINGS OF AMERICA	13120 VICTORY BLVD		VAN NUYS	CA	HAZNET
91401	S108746075		DASHER LAWLESS INC	13137 VICTORY BLVD		SHERMAN OAKS	CA	HAZNET
91401	S108224535		VILLAGE TI PARTNER LP	13231 VICTORY BLVD		VAN NUYS	CA	HAZNET
91401	S106828338	67190	CGP MGMT CO INC, CHRIS & PITTS	13237 VICTORY BLVD.		VAN NUYS	CA	EMI
91401	S100948586		WIZARD LTD	13248 VICTORY BLVD		VAN NUYS	CA	HAZNET
91401	S105091154		GEVOL GEORGE FARAYAN DDS	13251 VICTORY BLVD		VAN NUYS	CA	HAZNET
91401	1000299798	46176	JASMINE CLEANERS	13304 VICTORY BLVD		VAN NUYS	CA	EMI, HAZNET
91401	S106245727		JASMINE CLEANERS	13304 VICTORY BLVD		VAN NUYS	CA	CLEANERS, HAZNET
91401	S101586837	19054521	SHELL OIL CO	13306 VICTORY BLVD		VAN NUYS	CA	CA FID UST, SWEEPS UST
91401	S108200052		C&S MEDICAL CENTER INC	13321 VICTORY BLVD (BACK PARK LOT)	**	VAN NUYS	CA	HAZNET
91401	1000424505	110002733597	VALUE CLEANERS	13606 VICTORY BLVD		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91401	1000424515	CAD982045445	VALUE CLEANERS	13606 VICTORY BLVD		VAN NUYS	CA	CLEANERS, HAZNET, RCRAInfo-SQG
91401	S106842032	77838	VALUE CLEANERS, MYUNG I KIM, I	13606 VICTORY BLVD.		VAN NUYS	CA	EMI
91401	S103629189		SCHNITMAN CHIROPRACTIC	13616 VICTORY BLVD		VAN NUYS	CA	HAZNET
91401	S101588140	19056376	HAL ELLIOTT CREATIVE DEV	13647 VICTORY BLVD		VAN NUYS	CA	CA FID UST, SWEEPS UST
91401	U004061473		TEXACO	13666 VICTORY BLVD		VAN NUYS	CA	ORANGE CO. UST
91401	S101586196	19040788	RICHMORE DISTRIBUTING CO. INC.	13666 VICTORY BLVD		VAN NUYS	CA	HAZNET, CA FID UST, SWEEPS UST
91401	S103629271		B & B TEXACO	13666 VICTORY BLVD		VAN NUYS	CA	HAZNET
91401	U001568074	00000021054	GEO WYLOT TEXACO	13666 VICTORY BLVD		VAN NUYS	CA	HIST UST
91401	1004678551	110012213201	TEXACO SERVICE STATION	13666 VICTORY BLVD		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91401	S107472855		B&K STATION	13666 VICTORY BLVD.		VAN NUYS	CA	LUST
91401	1000857661	110002901183	SUNSHINE CLEANERS	13667 VICTORY BLVD		VAN NUYS	CA	RCRAInfo-SQG, FINDS, CLEANERS
91401	U001568094	00000005086	WON ROK CHUN	13703 VICTORY BLVD		VAN NUYS	CA	HIST UST
91401	1006805222	110013291473	SHELL SERVICE STATION	13703 VICTORY BLVD		VAN NUYS	CA	RCRAInfo-LQG, FINDS, HAZNET

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91401	U003970924	24826	CHUN'S SHELL	13703 VICTORY BLVD		VAN NUYS	CA	ORANGE CO. UST
91401	1000288391	110008268098	SHELL	13703 VICTORY BLVD		VAN NUYS	CA	RCRAInfo-SQG, FINDS, CORTESE, LUST
91401	S101585171	19020590	CHUNS SHELL GAS STATION	13703 VICTORY BLVD		VAN NUYS	CA	CA FID UST, SWEEPS UST
91401	S101584163	19009130	M & J CAR WASH	13716 VICTORY BLVD		VAN NUYS	CA	CA FID UST, SWEEPS UST
91401	S107142780		VAN NUYS PLUMBING	13717 VICTORY BLVD		VAN NUYS	CA	HAZNET
91401	S103629383		HIGHLIGHT PHOTOGRAPHY	13735 VICTORY BLVD		VAN NUYS	CA	HAZNET
91401	S102817510		VICTORY AUTO SERVICE CENTER	13736 VICTORY BLVD		VAN NUYS	CA	HAZNET
91401	S103994412		VICTORY MED. GROUP	13743 VICTORY BLVD. #C		VAN NUYS	CA	HAZNET
91401	S106084832		EDUARDO FALCON	13758 VICTORY BLVD		VAN NUYS	CA	HAZNET
91401	S102811051	39670	JASMINE CLEANERS	14055 VICTORY BLVD		VAN NUYS	CA	EMI, HAZNET
91401	S106245763		JASMINE CLEANERS	14055 VICTORY BLVD		VAN NUYS	CA	CLEANERS
91401	1007678511	110017963872	AUTOZONE #5495	14058 VICTORY BLVD		VAN NUYS	CA	FINDS, HAZNET
91401	S105724554		GEORGIA FERRERIA DDS	14100 VICTORY BLVD		VAN NUYS	CA	HAZNET
91401	U001568075	00000039831	GEORGE JIZMIJIAN	14109 VICTORY BLVD		VAN NUYS	CA	HIST UST
91401	S101618576	19055464	GEORGE JIZMIJIAN	14109 VICTORY BLVD		VAN NUYS	CA	CA FID UST, SWEEPS UST
91401	S103994066		VALLEY SMOG & REPAIR	14329 VICTORY BLVD		VAN NUYS	CA	HAZNET
91401	S100947437		UNOCAL SERVICE STATION #2326	14401 VICTORY BLVD		VAN NUYS	CA	HAZNET
91401	1000166685	00000029428	UNOCAL STATION 2326	14401 VICTORY BLVD		VAN NUYS	CA	HIST UST, CA FID UST, SWEEPS UST
91401	U001568145	00000056051	UNION OIL SERVICE STATION #232	14401 VICTORY BLVD		VAN NUYS	CA	HIST UST
91401	S101587641	19055845	STEVAN R NOLLAU JR	14403 VICTORY BLVD		VAN NUYS	CA	CA FID UST, SWEEPS UST
91401	S107137167	RC12514	JD RECYCLING	14411 VICTORY BLVD		VAN NUYS	CA	SWRCY
91401	U001568158	00000021046	CONTURY CITY AUTO	14412 VICTORY BLVD		VAN NUYS	CA	HIST UST
91401	S101585991	19035825	JOSEF ROZEN	14412 VICTORY BLVD		VAN NUYS	CA	HAZNET, CA FID UST, SWEEPS UST
91401	1000819037	110002885735	UNITED TRANSMISSION	14412 VICTORY BLVD		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91401	1000192452	110002789484	FREDS ONE HOUR PHOTO	14437 VICTORY BLVD		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HAZNET
91401	U001568077	00000039832	JESUS M. ALFONSO	14859 VICTORY BLVD		VAN NUYS	CA	HIST UST
91401	S101618578	19055465	JESUS M ALFONSO	14859 VICTORY BLVD		VAN NUYS	CA	CA FID UST, SWEEPS UST
91401	S101588209	19056449	ARCO STATION	14901 VICTORY BLVD		VAN NUYS	CA	CA FID UST, SWEEPS UST
91401	S102424304	914010834	ARCO #6084	14903 VICTORY BLVD		VAN NUYS	CA	HAZNET, CORTESE, SWEEPS UST, LUST
91401	U001568069	00000026848	ALEX SABET	14903 VICTORY BLVD		VAN NUYS	CA	HAZNET, HIST UST
91401	1000128419	110002824052	VIP PRINTING	15240 VICTORY BLVD		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91401	92291181		16515 VICTORY BLVD	16515 VICTORY BLVD		VAN NUYS	CA	ERNS
91401	1000427723	110002786726	LA USD CHANDLER EL	14030 WEDDINGTON ST		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91401	S102808038		LAUSD/ CHANDLER ELEM	14030 WEDDINGTON ST		VAN NUYS	CA	HAZNET
91401	S101585199	19020943	TILLMAN RECLAMATION PLANT	6100 WOODLEY AVE		VAN NUYS	CA	EMI, HAZNET, CA FID UST, SWEEPS UST
91401	S103664883		BURWOOD LAUNDRY & CLEANERS	5550 WOODMAN AVE		VAN NUYS	CA	CLEANERS, HAZNET
91401	1000840797	110002697332	BURWOOD CLEANERS	5550 WOODMAN AVE		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91401	1000596398	CAD983603689	BURWOOD CLEANERS	5550 WOODMAN AVE		VAN NUYS	CA	RCRAInfo-SQG
91401	1000288367	110002696119	SHELL OIL CO	5600 WOODMAN		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91401	S101629858	19015424	SHELL OIL COMPANY	5600 WOODMAN AVE		VAN NUYS	CA	CA FID UST, SWEEPS UST
91401	U003780924	24508	SHELL SERVICE	5600 WOODMAN AVE		VAN NUYS	CA	ORANGE CO. UST
91401	U001568087	00000056149	SHELL OIL COMPANY	5600 WOODMAN AVE		VAN NUYS	CA	HIST UST
91401	S106094037		PHILLIP AYYAD SHELL STATION	56000 WOODMAN AVE	**	VAN NUYS	CA	HAZNET
91401	S103968110		HOME SAVINGS OF AMERICA	5937 41 WOODMAN AVENUE	**	VAN NUYS	CA	HAZNET
91401	S102796084		CHILD CARE RESOURCE CENTER	5944 WOODMAN AVE		VAN NUYS	CA	HAZNET
91401	U001568071	00000040046	EID A. HADDAD #14-763	5955 WOODMAN		NORTH HOLLYWOOD	CA	HIST UST
91401	S101298358		MOBIL #18-L1L FORMER #17-	5955 WOODMAN		VAN NUYS	CA	CORTESE
91401	S103666049		MOBIL OIL CORP #L1L	5955 WOODMAN AVE		VAN NUYS	CA	HAZNET
91401	S101618575	19001282	EID A HADDAD #14-763	5955 WOODMAN AVE		NORTH HOLLYWOOD	CA	CA FID UST, SWEEPS UST
91401	1000820304	110002895644	EDS MOBIL	5955 WOODMAN AVE		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HAZNET
91401	U003780928	24512	MOBIL SERVICE STATION L1L	5955 WOODMAN AVE		VAN NUYS	CA	ORANGE CO. UST
91401	S103281763	914010843	MOBIL #18-L1L FORMER #17-L1L	5955 WOODMAN AVE		VAN NUYS	CA	CHMIRS, LUST
91401	S103991900		TOSCO CORPORATION STATION #30475	6003 WOODMAN AVE		VAN NUYS	CA	HAZNET
91401	S101585358	19023097	WOODMAN & OXNARD UNION 76	6003 WOODMAN AVE		VAN NUYS	CA	CA FID UST, SWEEPS UST
91401	U001568086	00000029307	SERVICE STATION 3175	6003 WOODMAN AVE		VAN NUYS	CA	HIST UST
91401	U001568090	00000056044	UNION OIL SERVICE STATION LEAS	6003 WOODMAN AVE		VAN NUYS	CA	HIST UST
91401	S100947448		UNOCAL SERVICE STATION #3175	6003 WOODMAN AVE		VAN NUYS	CA	HAZNET
91401	U003942212	24243	TOSCO CORPORATION #30475	6003 WOODMAN AVE		VAN NUYS	CA	ORANGE CO. UST
91401	S103282042	914010852	TOSCO S.S. #3175	6003 WOODMAN AVE		VAN NUYS	CA	CORTESE, LUST
91401	1007679091	110017970043	WOODMAN OXNARD UNION 76	6003 WOODMAN AVE.		VAN NUYS	CA	FINDS
91401	S102804220		RAYMOND SCREBANT	6015 WOODMAN AVE		VAN NUYS	CA	HAZNET
91401	1000442703	110002739671	RITZ QUALITY DISCOUNT CLEANERS	6022 WOODMAN AVE		VAN NUYS	CA	RCRAInfo-SQG, FINDS, CLEANERS, EMI, HAZNET
91401	1006824375	110013829651	ANDERSON GRAPHICS INC	6037 WOODMAN AVE		VAN NUYS	CA	EMI, FINDS

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91401	S102817813		ANDERSON GRAPHICS INC	6037 WOODMAN AVE		VAN NUYS	CA	HAZNET
91401	S108199337		BLAKE WELLS	6305 WOODMAN AVE		VAN NUYS	CA	HAZNET
91401	S105087531		ERIKSON CENTER	6305 WOODMAN AVENUE		VAN NUYS	CA	HAZNET
91401	S104568489		HARRY DONOYAN	6336 N WOODMAN AVE		VAN NUYS	CA	HAZNET
91401	S108747059		EURO TECH AUTO BODY	6336 WOODMAN AVE		VAN NUYS	CA	HAZNET
91401	S106830813	55678	EURO-TECH	6336 WOODMAN AVE		VAN NUYS	CA	EMI
91401	S103667968		HOME SAVINGS OF AMERICA VAN NU	6434 WOODMAN AVE		VAN NUYS	CA	HAZNET
91401	S103963214		EQUILON ENTERPRISES LLC	5600 WOODMAN/BURBANK	**	VAN NUYS	CA	HAZNET
91403	1009636204				**	LOS ANGELES	CA	
91403	S107620926	110885	FAZIO CLEANERS, FLAIR, INC.		**	SHERMAN OAKS	CA	EMI
91403	1009639156				**	LOS ANGELES	CA	
91403	1004676845	110012211686	DEPT OF TRANSPORTATION	HWY 101 RTE 405 KP 59.6/62.4	**	SHERMAN OAKS	CA	RCRAInfo-LQG, FINDS, HAZNET
91403	1005904360	110012538860	DEPT OF TRANSPORTATION	RTE 101 AND SEPULVEDA BLVD	**	SHERMAN OAKS	CA	RCRAInfo-LQG, FINDS, HAZNET
91403	S106087951		CALTRANS DIST 7/CONSTRUCTION	RTE 101 PM 17.1	**	SHERMAN OAKS	CA	HAZNET
91403	S108200581		CALTRANS DIST 7/CONSTR EA 07-002304	RTE 101 SB KP 24.0-25.6	**	SHERMAN OAKS	CA	HAZNET
91403	S108743954		CALTRANS DIST 7/CONSTR/EA07-199624	APPROX PM 62.6	**	SHERMAN OAKS	CA	HAZNET
91403	S105024574		R-BOYS 99 CENTS STORE	601 ATLANTIC		LOS ANGELES	CA	CORTESE
91403	S101587398	19055509	S N PETIT RANCH - (NOW CLOSED)	6300 BALBOA BLVD		VAN NUYS	CA	CA FID UST, SWEEPS UST
91403	U001568139	00000047186	S. N. PETIT RANCH - (NOW CLOSE	6300 BALBOA BLVD		VAN NUYS	CA	HIST UST
91403	S103630944		KAUFER CONSTRUCTION	14506 BENEFIT ST		SHERMAN OAKS	CA	HAZNET
91403	S104569117		BENEFIT TERRACE CONDOS	14506 BENEFIT ST.		SHERMAN OAKS	CA	HAZNET
91403	1000229484	110006474500	LA FIRE STATION 78	4230 COLDWATER CANYON AVE		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS, HAZNET
91403	S101583300	19003300	ARCO #3050	4359 COLDWATER CANYON AVE		STUDIO CITY	CA	CA FID UST
91403	S106174640		ARCO SS# 3050	4359 COLDWATER CANYON AVE		STUDIO CITY	CA	SWEEPS UST
91403	U001568138	00000026730	R & S OIL CO	4359 COLDWATER CANYON AVE		STUDIO CITY	CA	HIST UST
91403	S102803671		LAURIE OBERSTEIN/ROBERT FRANCAIS	3847 DEERVALE		SHERMAN OAKS	CA	HAZNET
91403	S103965069		FRED NASSIF	14646 DICKEN ST		SHERMAN OAKS	CA	HAZNET
91403	S108218107		REGENCY HOMEOWNERS ASSOCIATION	14520 DICKENS ST		SHERMAN OAKS	CA	HAZNET
91403	S102792925		STEPHEN BORYZKI	15204 DICKENS STREET		SHERMAN OAKS	CA	HAZNET
91403	S103632406		DICKENS STREET GARDENS HOA	15224-152401/2 DICKENS ST		SHERMAN OAKS	CA	HAZNET
91403	1009634931			15255 DICKENS STREET		SHERMAN OAKS	CA	
91403	1000595628	110002853582	BILL SCOTT MOTORS	15314 DICKENS ST		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS, HAZNET
91403	S103980496		PACIFIC AUTO ELECTRIC	15314 DICKENS ST		SHERMAN OAKS	CA	HAZNET
91403	S108200576		CALTRANS DIST 7/ ROW	15314 DICKENS ST UNITS A / B	**	SHERMAN OAKS	CA	HAZNET
91403	S106835493	15380	MERLIN OLSEN BODY SHOP INC	15315 DICKENS ST.		SHERMAN OAKS	CA	EMI
91403	S104583628		KOESTER AUTOMOTIVE	15315 DICKENS STREET		SHERMAN OAKS	CA	HAZNET
91403	S105722058		LAUSD/ DIXIE CANYON AVE ELEM	4220 DIXIE CANYON AVE		LOS ANGELES	CA	HAZNET
91403	S103957975		COAST FED. BANK, F.S.B.	8433 FALLBROCK AVE.		CANOGA PARK	CA	HAZNET
91403	S108223093		TRAMMELL CROW INC	8413 FALLBROOK AVE		WEST HILLS	CA	HAZNET
91403	S108756766		TRAMMELL CROW INC	8521 FALLBROOK AVE		WEST HILLS	CA	HAZNET
91403	S107536087	200305078		730 FIRST ST, #235	**	POMONA	CA	CDL
91403	S100233900		UNOCAL SERVICE STATION	684 GRAND	**	GROVER CITY	CA	NOTIFY 65
91403	S106090572		LAUSD/ SHERMAN OAKS ELEM	14755 GREENLEAF ST		SHERMAN OAKS	CA	HAZNET
91403	1008316186	110022064889	SHERMAN OAKS ELEMENTARY	14755 GREENLEAF ST.		SHERMAN OAKS	CA	FINDS
91403	1009648161			4619 KESTER AVE.		NONE GIVEN	CA	
91403	1000250343	110002951011	PACIFIC BELL	4480 KESTOR		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS, ORANGE CO. UST, EMI, HAZNET, HIST UST, CA FID UST, SWEEPS UST
91403	S102805764		M.W.H. DEVELOPMENT CO.	4705 LEMONA AVE.		SHERMAN OAKS	CA	HAZNET
91403	S103947498		1X OLIVE COURT ASSOCIATES	1512-1514 E LINCOLN AVE		ORANGE	CA	HAZNET
91403	1006094085	110002421111	PRIDE COLLISION CTRS.,INC, R S	14535 MAGNOLIA BLVD		SHERMAN OAKS	CA	EMI, FINDS
91403	S103982617		PRIDE AUTO BODY	14535 MAGNOLIA BLVD		SHERMAN OAKS	CA	HAZNET
91403	1001122815	110009552849	CALIBER BODYWORKS INC	14535 MAGNOLIA BLVD		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS
91403	S101583915	19007336	RUTH H MORRISON	14615 MAGNOLIA BLVD		SHERMAN OAKS	CA	CA FID UST
91403	1000307950	56622	RAINBOW CLEANERS	14832 MAGNOLIA BLVD		SHERMAN OAKS	CA	CLEANERS, EMI, HAZNET
91403	S102810633		WINSTON TIRE COMPANY #10	14855 MAGNOLIA		VAN NUYS	CA	HAZNET
91403	S101584024	19007940	ARCO #1003	14856 MAGNOLIA BLVD		VAN NUYS	CA	CA FID UST
91403	S108203033		CONDOR MINI MART	14856 MAGNOLIA BLVD		SHERMAN OAKS	CA	HAZNET
91403	S103631434		ARCO PRODUCTS COMPANY	14856 MAGNOLIA BLVD		VAN NUYS	CA	HAZNET
91403	U001568127	00000047370	ARCO AM/PM	14856 MAGNOLIA BLVD		SHERMAN OAKS	CA	HIST UST
91403	S103065631	914030334	ARCO #1003	14856 MAGNOLIA BLVD		VAN NUYS	CA	HAZNET, CORTESE, SWEEPS UST, LUST
91403	U001568128	00000026524	ASHER ARAMNIA	14856 MAGNOLIA BLVD		VAN NUYS	CA	HIST UST
91403	U003937620	24851	ARCO #1003	14856 MAGNOLIA BLVD		SHERMAN OAKS	CA	ORANGE CO. UST
91403	S105083992		MAGNOLIA PK/DYLAN INVESTMENT PROF	15101 MAGNOLIA BLVD		SHERMAN OAKS	CA	HAZNET
91403	S103632151		HOME SAVINGS OF AMERICA	15106 MAGNOLIA BLVD		SHERMAN OAKS	CA	HAZNET

EDR ZIP Code Scan Re...

ZIP	EDR-ID	Facility ID	Name	Address	Map/Dir/Dist	City	State	Databases
91403	S101587142	19054947	DANIEL ROTHBART AND ASSOICATES	15315 MAGNOLIA BLVD		SHERMAN OAKS	CA	CA FID UST
91403	S106925149		DANIEL ROTHBART AND ASSOICATES	15315 MAGNOLIA BLVD 130		SHERMAN OAKS	CA	SWEEPS UST
91403	S108741368		15357 MAGNOLIA EMPTY LOT	15357 MAGNOLIA AVE	**	SHERMAN OAKS	CA	HAZNET
91403	S105675911			640 MARINA PARKWAY, DOCK B, SLIP 38		CHULA VISTA	CA	CHMIRS
91403	S101618600	19001390	WALTER SEERY #14-125 (MOBIL)	13272 MOORPARK ST		SHERMAN OAKS	CA	CA FID UST
91403	S108213833		MICHAEL PANTELEO PAINTING	15461 MOORPARK #11	**	SHERMAN OAKS	CA	HAZNET
91403	U001568134	00000064851	MANDEVILLE PUMP STATION	15115 MULHOLLAND		SHERMAN OAKS	CA	HIST UST
91403	S101587582	19055784	DEPARTMENT OF WATER & POWER/MAN	15115 MULHOLLAND DR		LOS ANGELES	CA	CA FID UST, SWEEPS UST
91403	S106834725	68801	LOS ANGELES DEPT OF WATER AND	15115 MULHOLLAND DR.		SHERMAN OAKS	CA	EMI
91403	S105083197		4540 NATICK PARTNERSHIP	4540 NATICK AVE		SHERMAN OAKS	CA	HAZNET
91403	S102803429		AMCORP/CEDAR COVE APTS	4610 NATICK AVE		SHERMAN OAKS	CA	HAZNET
91403	S103661159		HOME SAVINGS OF AMERICA	4702 ORION AVE		SHERMAN OAKS	CA	HAZNET
91403	S106842146	59146	VICKERS INC.	16301 RAYMER ST.		VAN NUYS	CA	EMI
91403	1000595922	110002855893	ULTRA CLEARNERS	13236 RIVERSIDE DR		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS
91403	S101582713	19001159	CURRENT OCCUPANT	14061 RIVERSIDE DR	B, WNW, 1/8 - 1/4	SHERMAN OAKS	CA	CA FID UST
91403	S104577966		EQUILON ENTERPRISES LLC	15710 ROSCOE		VAN NUYS	CA	HAZNET
91403	S103952486		BETA PHI ASSOCIATES INC.	3647 ROYAL WOODS DR		SHERMAN OAKS	CA	HAZNET
91403	S102808390		MR DRYCLEAN	4540 SAUGUS AVE		SHERMAN OAKS	CA	CLEANERS, HAZNET
91403	S108214451		MR. DRY CLEAN	4540 SAUGUS AVE		SHERMAN OAKS	CA	HAZNET
91403	1000472903	110002811324	MR DRY CLEAN	4540 SAUGUS AVE		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS
91403	S106836014	77273	MR. DRYCLEAN, INC	4540 SAUGUS ST		SHERMAN OAKS	CA	EMI
91403	1000299613	110002745780	EL POLLO LOCO PARKING LOT	4544 SAUGUS AVE		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS, CLEANERS, EMI, HAZNET
91403	S103977356		MICHAEL BATES CONSTRUCTION	3711 SCADLOCK LANE		SHERMAN OAKS	CA	HAZNET
91403	S103977355		MICHAEL BATES AND COMPANY	3711 SCADLOCK LANE		SHERMAN OAKS	CA	HAZNET
91403	S103632570		MCI COMMUNICATIONS	15303 SEPULVEDA	**	SHERMAN OAKS	CA	HAZNET
91403	S108220357		SHERMIN OAKS PARTNERS	4401 SEPULVEDA BLVD		SHERMAN OAKS	CA	HAZNET
91403	S100947801	2142	VALLEY OAKS CLEANERS	4501 SEPULVEDA BLVD		SHERMAN OAKS	CA	CLEANERS, EMI, HAZNET
91403	1000283626	110002733579	VALLEYS OAKS CLEANERS	4501 SEPULVEDA BLVD		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS
91403	S108200577		CALTRANS DIST 7/ ROW	4501 SEPULVEDA BLVD		SHERMAN OAKS	CA	HAZNET
91403	1000299619	110002816953	PALMIERI CLEANER	4527 SEPULVEDA BLVD		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS, EMI, HAZNET
91403	S108743278		BLN ENTERPRISES INC.	4528 SEPULVEDA BLVD		SHERMAN OAKS	CA	HAZNET
91403	S104576647		MOBIL OIL CORPORATION 18-FXV	4528 SEPULVEDA BLVD		SHERMAN OAKS	CA	HAZNET
91403	U001568133	00000040047	JUDITH NIELSEN 14-165	4528 SEPULVEDA BLVD		SHERMAN OAKS	CA	HIST UST
91403	S102433559	914030316	MOBIL #11-FXV	4528 SEPULVEDA BLVD		SHERMAN OAKS	CA	HAZNET, CORTESE, SWEEPS UST, LUST
91403	S101586331	19045238	B L N ENTERPRISES INC	4528 SEPULVEDA BLVD		SHERMAN OAKS	CA	CA FID UST
91403	S103972835		JUDY'S MOBIL SERVICE	4528 SEPULVEDA BLVD		SHERMAN OAKS	CA	HAZNET
91403	S107450200			4528 SEPULVEDA BLVD		SHERMAN OAKS	CA	CHMIRS
91403	U003780905	24488	MOBIL SERVICE STATION FXV	4528 SEPULVEDA BLVD		SHERMAN OAKS	CA	ORANGE CO. UST
91403	S105670772			4528 SEPULVEDA BLVD.		SHERMAN OAKS	CA	CHMIRS
91403	S108747473		FOUR SEANSONS/M DAVID PAUL & ASSO	4827 SEPULVEDA BLVD		SHERMAN OAKS	CA	HAZNET
91403	1000250083	19019414	PACIFIC BELL	4959 SEPULVEDA BLVD		SHERMAN OAKS	CA	CA FID UST
91403	S103662931		LOS ANGELES FIRE STA 88	5101 N SEPULVEDA		SHERMAN OAKS	CA	HAZNET
91403	S101618594	19024208	LOS ANGELES FIRE STATION 88	5101 N SEPULVEDA BLVD		SHERMAN OAKS	CA	EMI, CA FID UST, SWEEPS UST
91403	S106833970	2990	L A CITY FIRE STATION #88	5101 N SEPULVEDA BLVD		LOS ANGELES	CA	EMI
91403	S105026618		EXXON SERVICE STATION 7-0	5101 SEPULVEDA		SHERMAN OAKS	CA	HAZNET, CORTESE
91403	1006805508	110013305510	CITY OF LA GENERAL SERVICES	5101 SEPULVEDA BLVD		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS, HAZNET
91403	U001568130	00000047409	FIRE STATION 88	5101 SEPULVEDA BLVD		SHERMAN OAKS	CA	HIST UST
91403	U003780374	23891	LOS ANGELES FIRE STATION 88	5101 SEPULVEDA BLVD		SHERMAN OAKS	CA	ORANGE CO. UST
91403	S103663206		VAN NUYS SPORTS CAR SERVICE CT	5160 SEPULVEDA BLVD		SHERMAN OAKS	CA	HAZNET
91403	S108755013		SHERMAN OAKS ARMY RESERVE CENTE	5161 SEPULVEDA BLVD		VAN NUYS	CA	HAZNET
91403	S106843306		DANIELS HALL - US ARMY RESERVE CEN	5161 SEPULVEDA BLVD		SHERMAN OAKS	CA	LA Co. Site Mitigation
91403	S106797598	19970027	DANIELS HALL - US ARMY RESERVE CEN	5161 SEPULVEDA BLVD.		SHERMAN OAKS	CA	
91403	S103663232		F.D.I.C. RECEIVER FOR HOME FEDERAL	5170 SEPULVEDA		SHERMAN OAKS	CA	HAZNET
91403	S102437466	914030325	SHERMAN OAKS CENTRIUM	5170 SEPULVEDA BL		SHERMAN OAKS	CA	CORTESE, LUST
91403	2003646384		SEPULVEDA BLVD	SEPULVEDA BLVD	**	SHERMAN OAKS	CA	ERNS
91403	S101618596	19054286	PINECREST SCHOOL	14111 SHERMAN WAY		VAN NUYS	CA	HAZNET, CA FID UST, SWEEPS UST
91403	U001568136	00000060973	PINECREST SCHOOL	14111 SHERMAN WAY		VAN NUYS	CA	HIST UST
91403	S107147812		SHERMAN WAY DENTAL ASSOCIATES	15333 SHERMAN WY		SHERMAN OAKS	CA	HAZNET
91403	S103996104		WINALL OIL COMPANY/RESEDA	17707 SHERMAN WAY		RESEDA	CA	HAZNET
91403	S101586513	19053034	MR STANLEY PETIT	4278 SHERMAN OAKS AVE		SHERMAN OAKS	CA	CA FID UST, SWEEPS UST
91403	S103972675		JORGE A. ALVREZ, D.D.S.	4521 SHERMAN OAKS BLVD #1		SHERMAN OAKS	CA	HAZNET
91403	S102825570		SHERMAN OAKS MEDICAL GROUP	4529 SHERMAN OAKS AVE		SHERMAN OAKS	CA	HAZNET
91403	S108218326		RICK PALLACK-MENS WEAR	4554 SHERMAN OAKS AVE		SHERMAN OAKS	CA	HAZNET
91403	S103963784		EXPRESSLY PORTRAITS INC	SHERMAN OAKS	**	SHERMAN OAKS	CA	HAZNET
91403	S101582919	19001850	THE BUCKLEY SCHOOL	3900 STANSBURY AVE		SHERMAN OAKS	CA	HAZNET, CA FID UST

ZIP	EDR-ID	Facility ID	Name	Address	Map/Dir/Dist	City	State	Databases
91403	U001568129	00000064912	BEVERLY GLEN PUMPING STATION	36401 STONE CANYON AVE	**	SHERMAN OAKS	CA	HIST UST
91403	U003781759	25544	BEVERLY GLEN PUMP STATION	3641 STONE CANYON AVE		SHERMAN OAKS	CA	SWEEPS UST, ORANGE CO. UST
91403	S101587945	19056171	BEVERLY GLEN PUMP STATION	3641 STONE CANYON AVE		SHERMAN OAKS	CA	EMI, CA FID UST
91403	S108199324		BLACKBIRD ENTERPRISES LLC	14626 SUTTON ST		SHERMAN OAKS	CA	HAZNET
91403	S108209142		HOWARD WEISS	15140 SUTTON ST		SHERMAN OAKS	CA	HAZNET
91403	S101586933	19054620	RIAN ALDRICH	10164 TUJUNGA	**	TUJUNGA	CA	CA FID UST, SWEEPS UST
91403	S103659356		CRAIG HIRASAWA, DDS	4328 VAN NUYS BLVD		SHERMAN OAKS	CA	HAZNET
91403	S101583062	19002462	WINALL OIL CO.#17	4441 VAN NUYS BLVD		VAN NUYS	CA	CA FID UST, SWEEPS UST
91403	S108225563		WINALL OIL #17	4441 VAN NUYS BLVD		SHERMAN OAKS	CA	HAZNET
91403	U003982077	24484	WINALL #17	4441 VAN NUYS BLVD		SHERMAN OAKS	CA	ORANGE CO. UST
91403	S103659954		WINALL OIL CO	4441 VAN NUYS BLVD		SHERMAN OAKS	CA	HAZNET
91403	S101298112	914030298	WINALL STATION #17	4441 VAN NUYS BLVD N		SHERMAN OAKS	CA	CORTESE, LUST
91403	S107138944		1X WINALL OIL CO.	4441 VAN NUYS BLVD.		SHERMAN OAKS	CA	HAZNET
91403	S102811730		OXFORD CLEANERS	4454 VAN NUYS BLVD		SHERMAN OAKS	CA	CLEANERS, HAZNET
91403	1000820017	110002893334	CENTRAL VALLEY HEALTH CARE	4454 VAN NUYS BLVD NO 103		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS
91403	S106077071		DR. CLEANERS	4454 VAN NUYS BLVD STE L	**	SHERMAN OAKS	CA	CLEANERS
91403	S106836844	66481	OXFORD CLEANERS, CHAE HOON LEE	4454-I VAN NUYS BL		SHERMAN OAKS	CA	EMI
91403	S108212084		LENSCRAFTERS #108	4518 VAN NUYS BLVD		SHERMAN OAKS	CA	HAZNET
91403	S103660623		WRAM DEVELOPMENT	4556 VAN NUYS BLVD		SHERMAN OAKS	CA	HAZNET
91403	1000364883	110002733132	SHERMAN OAK CENTER CLEANERS	4562 VAN NUYS BLVD		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS, CLEANERS, EMI, HAZNET
91403	1000819537	110002889483	SHERMAN OAKS EXCLUSIVE AUTO	4601 VAN NUYS BLVD		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS
91403	S102805715		PUBLIC STORAGE INC	4616 VAN NUYS BLVD		SHERMAN OAKS	CA	HAZNET
91403	1001967474	110002934656	AUTOMOTIVE PITSTOP	4640 VAN NUYS BLVD		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS, HAZNET
91403	S104579682		AUTOMOTIVE PIT STOP	4640 VAN NUYS BLVD		SHERMAN OAKS	CA	HAZNET
91403	S102817576		AUTOMOTIVE M & M	4700 VAN NUYS BLVD		SHERMAN OAKS	CA	HAZNET
91403	1000857344	CAD983667577	EXXONMOBIL OIL CORPORATION 17885	4715 VAN NUYS		SHERMAN OAKS	CA	RCRAInfo-LQG, HAZNET
91403	S101582704	19001128	ABRAM ABRAHEMIAN #14-712	4715 VAN NUYS BLVD		SHERMAN OAKS	CA	CA FID UST
91403	1007200157	CAL000056117	EXXONMOBIL OIL CORP.	4715 VAN NUYS BLVD		SHERMAN OAKS	CA	RCRAInfo-LQG, HAZNET
91403	S102433610	914030234	MOBIL #11-LLD	4715 VAN NUYS BLVD		SHERMAN OAKS	CA	HAZNET, CORTESE, SWEEPS UST, LUST
91403	S104576646		MOBIL OIL CORPORATION 18-LLD	4715 VAN NUYS BLVD		SHERMAN OAKS	CA	HAZNET
91403	S100927361		1X MOBIL OIL CO #11-LLD	4715 VAN NUYS BLVD		SHERMAN OAKS	CA	HAZNET
91403	U001568125	00000040010	ABRAM ABRAHEMIAN #14-712	4715 VAN NUYS BLVD		SHERMAN OAKS	CA	HIST UST
91403	U003780907	24490	MOBIL SERVICE STATION LLD	4715 VAN NUYS BLVD		SHERMAN OAKS	CA	ORANGE CO. UST
91403	S107863210		EXXONMOBIL STATION #18-LLD	4715 VAN NUYS BLVD.		VAN NUYS	CA	LUST
91403	1007249299	110017213291	EXXONMOBIL OIL CORPORATION	4715 VAN NUYS BOULEVARD		SHERMAN OAKS	CA	FINDS
91403	90465526		4822 VAN NUYS BLVD	4822 VAN NUYS BLVD		SHERMAN OAKS	CA	ERNS
91403	1000166673	00000007898	SERVICE STATION 6183	4822 VAN NUYS BLVD		SHERMAN OAKS	CA	HIST UST
91403	S101583076	19002524	DALLA INC	4822 VAN NUYS BLVD		SHERMAN OAKS	CA	CA FID UST, SWEEPS UST
91403	S103281743	914030352	UNOCAL #6183 (FORMER)	4822 VAN NUYS BLVD		SHERMAN OAKS	CA	CORTESE, LUST
91403	U001568150	00000055413	UNION OIL SERVICE STATION LEAS	4822 VAN NUYS BLVD		SHERMAN OAKS	CA	HIST UST
91403	S100947559		UNOCAL SERVICE STATION #6183	4822 VAN NUYS BLVD		SHERMAN OAKS	CA	HAZNET
91403	U003949076	23640	SHERMAN OAKS UNOCAL AUTO &SERVIC	4822 VAN NUYS BLVD		SHERMAN OAKS	CA	ORANGE CO. UST
91403	90167643		4822 VAN NUYS BLVD.	4822 VAN NUYS BLVD.		SHERMAN OAKS	CA	ERNS
91403	S107863112		76 STATION #6183	4822 VAN NUYS BLVD.		SHERMAN OAKS	CA	LUST
91403	S103661641		RONALD KAPLAN A MEDICAL GROUP	4835 VAN NUYS BLVD STE 200		SHERMAN OAKS	CA	HAZNET
91403	S103981374		PENG THIM FAN MD	4835 VAN NUYS BLVD		SHERMAN OAKS	CA	HAZNET
91403	S103986598		SANFORD J WEITZBUCH DPM	4835 VAN NUYS BLVD		SHERMAN OAKS	CA	HAZNET
91403	S103994058		VALLEY PODIATRISTS GROUP	4835 VAN NUYS BLVD		SHERMAN OAKS	CA	HAZNET
91403	S103987784	62948	SHERMAN OAKS MEDICAL BLDG	4835 VAN NUYS BLVD		SHERMAN OAKS	CA	EMI, HAZNET
91403	S103959963		DAVID HESKIAOFF MD	4835 VAN NUYS BLVD #208		SHERMAN OAKS	CA	HAZNET
91403	1000685961	110002873114	ALLIED X RAY IMAGING	4835 VAN NUYS BLVD 209		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS
91403	S100938856		LEONARD WAGNER MD	4835 VAN NUYS BLVD.		SHERMAN OAKS	CA	HAZNET
91403	U001568137	00000020537	PIONEER PAINT CORPORATION	4836 VAN NUYS BLVD		SHERMAN OAKS	CA	HIST UST
91403	S101618597	19012560	PIONEER PAINT CORPORATION	4836 VAN NUYS BLVD		SHERMAN OAKS	CA	CA FID UST
91403	S103661678		COMDEN NATHANIEL MD	4849 VAN NUYS BL #415		SHERMAN OAKS	CA	HAZNET
91403	S103975071		LLORENS J PEMBROOK MD INC	4849 VAN NUYS BL STE 102		SHERMAN OAKS	CA	HAZNET
91403	S100859163		DR GARY SCHNEIDER DO	4849 VAN NUYS BLVD		SHERMAN OAKS	CA	HAZNET
91403	S103961485		DR MARK GREENSPAN MD	4849 VAN NUYS BLVD		SHERMAN OAKS	CA	HAZNET
91403	S103661679		GROSS & SILVERMAN HAND SURGERY	4849 VAN NUYS BLVD #205		SHERMAN OAKS	CA	HAZNET
91403	S100936397		GREENSPAN MARK MD	4849 VAN NUYS BLVD STE 103		SHERMAN OAKS	CA	HAZNET
91403	S103960869		DIVIVSION ALLIED MANAGEMENT	4910 VAN NUYS BLVD		SHERMAN OAKS	CA	HAZNET
91403	S100861423		SHARON NEMEC DDS	4910 VAN NUYS BLVD		SHERMAN OAKS	CA	HAZNET
91403	S103990053		SUSUMU TOGUCHI DDS	4910 VAN NUYS BLVD		SHERMAN OAKS	CA	HAZNET
91403	S103981211		PAUL R BILOVSKY DDS APC	4910 VAN NUYS BLVD		SHERMAN OAKS	CA	HAZNET
91403	1000819270	110002887396	CLIFFORD FRASER M D	4910 VAN NUYS BLVD NO 110		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS, HAZNET
91403	S108751962		OMAR T. SOSA DDS INC	4910 VAN NUYS BLVD STE 100	**	SHERMAN OAKS	CA	HAZNET

ZIP	EDR-ID	Facility ID	Name	Address	Map/Dir/Dist	City	State	Databases
91403	S104581102		OLIVIA S CAJULIS DDS INC	4910 VAN NUYS BLVD STE 210		SHERMAN OAKS	CA	HAZNET
91403	S107142384		ELMER SOUSA DDS	4910 VAN NUYS BLVD STE100	**	SHERMAN OAKS	CA	HAZNET
91403	S103996225		WKWS MDS	4911 VAN NUYS BL #102		SHERMAN OAKS	CA	HAZNET
91403	S107534479	200207069		4920 VAN NUYS BLVD, #118		VAN NUYS	CA	CDL
91403	S100217927			4929 N VAN NUYS BLVD		VAN NUYS	CA	CHMIRS
91403	S103661954		SHERMAN OAKS COMUNITY HOS	4929 VAN NUYS		SHERMAN OAKS	CA	HAZNET, CORTESE
91403	S104160080	914030307	SHERMAN OAKS COMUNITY HOSPITAL	4929 VAN NUYS BLVD		SHERMAN OAKS	CA	LUST
91403	S101618599	11485	SHERMAN OAKS COMMUNITY HOSPITAL	4929 VAN NUYS BLVD		SHERMAN OAKS	CA	EMI, HAZNET, CA FID UST, SWEEPS UST
91403	S105631504			4929 VAN NUYS BLVD		VAN NUYS	CA	CHMIRS
91403	U001568142	00000008046	SHERMAN OAKS HOSPITAL	4929 VAN NUYS BLVD		SHERMAN OAKS	CA	ORANGE CO. UST, HAZNET, HIST UST
91403	1000820220	110002894994	PACIFIC OAKS MEDICAL GROUP SO	4940 VAN NUYS BLVD 2ND FLOOR		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS
91403	S105724542		OAKS DENTAL CENTER	4940 VAN NUYS BLVD STE 102		SHERMAN OAKS	CA	HAZNET
91403	S104581041		VIEW POINT HEALTHCARE	4940 VAN NUYS BLVD STE 200		SHERMAN OAKS	CA	HAZNET
91403	S108213968		MIKE KIM	4954 VAN NUYS BLVD		VAN NUYS	CA	HAZNET
91403	S103662038	51837	CLASSIC 1 HR CLEANERS	4954 VAN NUYS BLVD		SHERMAN OAKS	CA	CLEANERS, EMI, HAZNET
91403	S108743070		BECHTELL INC	4955 VAN NUYS BLVD		SHERMAN OAKS	CA	HAZNET
91403	S103961288		RICHARD SWATT DDS INC	4955 VAN NUYS BLVD		SHERMAN OAKS	CA	HAZNET
91403	1000597986	110002869940	GOTTLIEB MEDICAL GRP	4955 VAN NUYS BLVD 715		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS
91403	S100944982		SHERMAN OAKS RADIOLOGY	4955 VAN NUYS BLVD STE 317		SHERMAN OAKS	CA	HAZNET
91403	S102821633		PAUL ENDLER, MD	4955 VAN NUYS BLVD STE 502		SHERMAN OAKS	CA	HAZNET
91403	S100936697		HARRY S KAHN MD INC	4955 VAN NUYS BLVD,#514		SHERMAN OAKS	CA	HAZNET
91403	S100866992		LOS ANGELES ORTHOPAEDIC	4955 VAN NUYS BLVD,#615		SHERMAN OAKS	CA	HAZNET
91403	S108755819		STUART R. MARKMAN, D.D.S.	4955 VAN NUYS BLVD. #611		SHERMAN OAKS	CA	HAZNET
91403	S105085095		G & L REALTY CORP	4955 VAN NUYS, #111		SHERMAN OAKS	CA	HAZNET
91403	1000396859	110002660772	ARETE ASSOCIATES	5000 VAN NUYS BLVD		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS, HAZNET
91403	S103994430		VIEWPORT HEALTH CARE MED GRP	5000 VAN NUYS BLVD #200		SHERMAN OAKS	CA	HAZNET
91403	S108198750		BARRY ROSENTHAL DDS	5000 VAN NUYS BLVD STE 320	**	SHERMAN OAKS	CA	HAZNET
91403	S103948814		ADVANCED ORTHOPAEDICS	5000 VAN NUYS BLVD, #210		SHERMAN OAKS	CA	HAZNET
91403	S101584900	19016757	UNK	5005 VAN NUYS BLVD		LOS ANGELES	CA	CA FID UST, SWEEPS UST
91403	1000424445	CAD982373805	CLAUDIO'S ITALIA SPORTS CARS INC	5015 VAN NUYS BLVD		SHERMAN OAKS	CA	RCRAInfo-SQG
91403	S103662544		ABE'S MERCEDES SERVICE	5015 VAN NUYS BLVD		VAN NUYS	CA	HAZNET
91403	1000283816	110002797466	ITALIA SPORTS CARS	5015 VAN NUYS BLVD		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS
91403	S101584445	19011512	TETRAD INC.	5015 VAN NUYS BLVD		LOS ANGELES	CA	CA FID UST, SWEEPS UST
91403	S101588320	19056566	LA FOGOTA	5142 VAN NUYS BLVD		SHERMAN OAKS	CA	CA FID UST
91403	1007678499	110017963499	AUTOZONE #5485	5150 VAN NUYS BLVD		SHERMAN OAKS	CA	FINDS
91403	1001126669	110002915702	MILLER HONDA	5151 VAN NUYS BLVD		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS
91403	U003780911	24495	FOREMAN HONDA MOTORS	5151 VAN NUYS BLVD		SHERMAN OAKS	CA	SWEEPS UST, ORANGE CO. UST
91403	S101586021	19036522	FOREMAN HONDA MOTORS	5151 VAN NUYS BLVD		SHERMAN OAKS	CA	CA FID UST
91403	1000905232	110002617972	CHEVRON STATION 96745	5160 VAN NUYS BLVD		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91403	S102427342	914030343	CHEVRON #9-6745	5160 VAN NUYS BLVD		VAN NUYS	CA	CORTESE, LUST
91403	S105126771		SHELL	5161 VAN NUYS		VAN NUYS	CA	HAZNET, CORTESE
91403	U003970907	24497	JERRY'S SHELL SERVICE CENTER	5161 VAN NUYS BLVD		SHERMAN OAKS	CA	ORANGE CO. UST
91403	1000373116	110002792782	SHELL SERVICE STATION	5161 VAN NUYS BLVD		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HIST UST
91403	S102436914	914030207	SHELL	5161 VAN NUYS BLVD		SHERMAN OAKS	CA	LUST
91403	S101583574	19004627	JERRY'S SHELL SERVICE CENTER	5161 VAN NUYS BLVD		VAN NUYS	CA	CA FID UST, SWEEPS UST
91403	S103663208		JERRY'S SHELL SVC CENTER INC	5161 VAN NUYS BLVD		SHERMAN OAKS	CA	HAZNET
91403	S103977563		MID VALLEY COLLISION CENTER	7300 VAN NUYS BLVD		VAN NUYS	CA	HAZNET
91403	1000103314	110002818719	TOP AUTO	7300 VAN NUYS BLVD		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91403	S101582950	19002008	JEFFREY N STEPHAN	13646 VENTURA BLVD		SHERMAN OAKS	CA	CA FID UST
91403	S106841146	71624	TLW INC, SHERMAN OAKS 'ALLEY G	14058 VENTURA BLVD		LOS ANGELES	CA	EMI
91403	1000686451	110002877147	GOODYEAR 9347	14210 VENTURA BLVD		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS
91403	90186252		14478 VENTURA BLVD	14478 VENTURA BLVD		SHERMAN OAKS	CA	ERNS
91403	90465968		14478 VENTURA BLVD.	14478 VENTURA BLVD.		SHERMAN OAKS	CA	ERNS
91403	S102427124	914030243	CHEVRON #9-1333	14505 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET, CORTESE, SWEEPS UST, LUST
91403	U003938942	23827	CHEVRON STATION #9-1333	14505 VENTURA BLVD		SHERMAN OAKS	CA	ORANGE CO. UST
91403	S101582739	19001252	HARJINDER MAC	14505 VENTURA BLVD		SHERMAN OAKS	CA	CA FID UST
91403	U001568122	00000062035	91333	14505 VENTURA BLVD		SHERMAN OAKS	CA	HIST UST
91403	S103630943		CHEVRON 91333	14505 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91403	S100941171		ONE HOUR PHOTO CENTER	14535 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91403	S100931628		LA REINA PLACE	14622 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91403	S100944980		SHERMAN OAKS CHIROPRACTORS	14629 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91403	S108541202		PRISTINE CLEANERS	14645 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET, CLEANERS
91403	S106827616	64979	CAFECO, MANHATTAN COOLERS REST	14649 VENTURA BLVD		SHERMAN OAKS	CA	EMI
91403	S101586917	19054603	SPECTRUM PARTNERS	14651 VENTURA BLVD		SHERMAN OAKS	CA	EMI, CA FID UST
91403	S108198671		BANK OF AMERICA	14701 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET

ZIP	EDR-ID	Facility ID	Name	Address	Map/Dir/Dist	City	State	Databases
91403	1000147644	110002742658	FLAIR INC DBA FAZIO CLEANERS	14715 VENTURA BLVD		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS, CLEANERS, EMI, HAZNET
91403	S102795064		1X TRUST COMPANY OF THE WEST	14724 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91403	S103992745		TRUST CO. OF THE WEST. A CA. CORP TI	14724 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91403	S103986895		SAV ON DRUG #3109	14735 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91403	S108745886		CVS PHARMACY # 9707	14735 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91403	S102793257		SAV ON 9707	14735 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91403	S106826360	46663	AT&T COMMUNICATIONS	14800 VENTURA BL, RM 200		SHERMAN OAKS	CA	EMI
91403	U001568140	00000046982	SHERMAN OAKS 4A	14800 VENTURA BLVD		SHERMAN OAKS	CA	HIST UST
91403	1000137384	CAT080032675	AT & T CORP	14800 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET, RCRAInfo-SQG
91403	S103949759		AMER TELE & TELEG CO SHERMAN OAKS	14800 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91403	1000250342	110002951002	PACIFIC BELL	14800 VENTURA BLVD		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS, HAZNET
91403	S101618598	19014843	SHERMAN OAKS 4A	14800 VENTURA BLVD		SHERMAN OAKS	CA	CA FID UST, SWEEPS UST
91403	U003938279	24848	AT&T COMMUNICATIONS	14800 VENTURA BLVD		SHERMAN OAKS	CA	ORANGE CO. UST
91403	S108742591		AT&T CORP.	14800 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91403	S107137521	RC12172	NEXCYCLE/VONS #226	14845 VENTURA BLVD		SHERMAN OAKS	CA	SWRCY
91403	S106833982	64920	L'EXPRESS, RAMILLON REST INC D	14910 VENTURA BLVD.		SHERMAN OAKS	CA	EMI
91403	S106840041	7072	STARR GLASS & MIRROR CO, STUEV	14950 VENTURA BLVD.		SHERMAN OAKS	CA	EMI
91403	S100864088		HITS MAGAZINE INC	14958 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91403	S106834188	64974	LA PERGOLA RESTORANTE	15005 VENTURA BLVD.		SHERMAN OAKS	CA	EMI
91403	S102811561		CARRIAGE TRADE	15030 VENTURA BL		SHERMAN OAKS	CA	HAZNET
91403	S106828096	72651	CARRIAGE TRADE CLEANERS, BYUNG	15030 VENTURA BLVD.		SHERMAN OAKS	CA	EMI
91403	S101298120	914030216	MOBIL #11-FQE (FORMER)	15053 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET, CORTESE, LUST
91403	U001568132	00000039933	HAROLD TEGGE #14-148-0	15053 VENTURA BLVD		SHERMAN OAKS	CA	HIST UST
91403	S101618595	19001492	HAROLD TEGGE #14-148-0	15053 VENTURA BLVD		SHERMAN OAKS	CA	CA FID UST
91403	S101588154	19056390	DENNIS GEILER	15111 VENTURA BLVD		SHERMAN OAKS	CA	CA FID UST
91403	S101583954	19007557	CHARLES COMPANY	15125 VENTURA BLVD		SHERMAN OAKS	CA	CA FID UST
91403	U001568141	00000050901	SHERMAN OAKS CAR WASH	15150 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET, HIST UST, LUST
91403	S101586090	19038111	RUSSEL E/PATSY A. LENHART	15150 VENTURA BLVD		SHERMAN OAKS	CA	CA FID UST, SWEEPS UST
91403	S108220356		SHERMAN OAKS CAR WASH METM INC	15150 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91403	S102801454		ALLEGIENCE REALTY GROUP -SANWA BA	15165 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91403	1000905092	110002616839	RITE AID NO 5564	15201 VENTURA BLVD		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS
91403	S103632361		RITE AID #5564	15201 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91403	S103632405		WELLS FARGO BANK	15222 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91403	S104571534		VALLEY OFFICE PARTNERS	15233 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91403	S100859255		COMPUTERIZED MEDICAL IMAGING	15233 VENTURA BLVD TWB W PLZ		SHERMAN OAKS	CA	HAZNET
91403	S102795063		1X TRUST COMPANY OF THE WEST	15250 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91403	S101586176	19040400	CROCKER/MCNEIL PROPERTIES	15260 VENTURA BLVD		SHERMAN OAKS	CA	CA FID UST, SWEEPS UST
91403	U003780180	23682	FIFTEEN TWO SIXTY	15260 VENTURA BLVD		SHERMAN OAKS	CA	ORANGE CO. UST
91403	S107142266		MOSS & CO INC	15300 VENTURA STE 203	**	SHERMAN OAKS	CA	HAZNET
91403	S104572469		SHERMAN OAK GALLERIA	15301 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91403	S104568293		SHERMAN OAKS GALLERIA	15301 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91403	S104565711	45845	ROBINSON -MAY	15301 VENTURA BLVD		SHERMAN OAKS	CA	EMI, HAZNET
91403	1000818603	110002882300	FROMEX ONE HR PHOTO SHERMAN OAK	15301 VENTURA BLVD NO 301		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS
91403	1004444026	110011659446	HEALTH CARE PRODUCTS	15301 VENTURA BLVD STE 400		SHERMAN OAKS	CA	FINDS, FTTS INSP
91403	S106833670	66914	KABOBY	15301 VENTURA BLVD.		SHERMAN OAKS	CA	EMI
91403	S106842806	66913	YANAGI SUSHI	15301 VENTURA BLVD.		SHERMAN OAKS	CA	EMI
91403	S106835384	76343	MCI TELECOMMUNICATIONS	15303 VENTURA BL. SUITE 300		SHERMAN OAKS	CA	EMI
91403	U003781203	24863	LASALLE PARTNERSHIP	15303 VENTURA BLVD		SHERMAN OAKS	CA	ORANGE CO. UST
91403	S100868858		NATIONWIDE ADVERTISING	15303 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91403	S101586440	19050185	M C I	15303 VENTURA BLVD		SHERMAN OAKS	CA	CA FID UST, SWEEPS UST
91403	U001568143	00000068772	SHERMAN OAKS GALLERIA OFFICE T	15303 VENTURA BLVD STE		SHERMAN OAKS	CA	HIST UST
91403	1000285221	110002777479	MERLIN OLSEN BODY SHOP INC	15318 VENTURA BLVD		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS, CA FID UST
91403	S103949474		ALLAN ERDY	15374 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91403	S101582717	19001175	SHERMAN OAKS UNOCAL TIRE CTR.	15410 VENTURA BLVD		SHERMAN OAKS	CA	CA FID UST, SWEEPS UST
91403	U003942227	24280	TOSCO CORPORATION #30529	15410 VENTURA BLVD		SHERMAN OAKS	CA	ORANGE CO. UST
91403	1000166934	00000019109	SERVICE STATION 3645	15410 VENTURA BLVD		SHERMAN OAKS	CA	HIST UST
91403	S100877008	914030025	TOSCO - 76 STATION #3645	15410 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET, CORTESE, LUST
91403	S106905351	4B197200020	76 STATION NO. 3645	15410 VENTURA BLVD		SHERMAN OAKS	CA	CA WDS
91403	U001568148	00000055997	UNION OIL SERVICE STATION #364	15410 VENTURA BLVD		SHERMAN OAKS	CA	HIST UST
91403	S104574709		REG MATHEWS UNION STATION	15410 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91403	S106905369	4B198300001	76 STATION NO. 3645	15410 VENTURA BLVD		SHERMAN OAKS	CA	CA WDS
91403	S108203248		CONOCO PHILLIPS #253645	15410 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91403	S103991927		TOSCO CORPORATION STATION #30529	15410 VENTURA BLVE	**	SHERMAN OAKS	CA	HAZNET
91403	S102799630		RADDISON VALLEY CTR HOTEL	15433 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91403	S106832272	67212	HAIFA RESTAURANT, BENIAMINE MI	15464 VENTURA BLVD		SHERMAN OAKS	CA	EMI
91403	S108754220		RPS CAPITOL INVESTMENTS	15477 VENTURA BLVD STE 300	**	SHERMAN OAKS	CA	HAZNET
91403	1000281902		BOULEVARD PRINTING & GRAPHIC INC	15478 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91403	1000857407	110002899249	CHEVRON STATION 96993	15492 VENTURA		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS

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91403	S101584046	19008093	96993 CHEVRON STATION	15492 VENTURA BLVD		SHERMAN OAKS	CA	CA FID UST
91403	U001568124	00000062946	96993	15492 VENTURA BLVD		SHERMAN OAKS	CA	HIST UST
91403	S103963429		ESSY NIKNEJAD	15422 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91403	S101618593	19052963	ANTON KARAM #14-512	24339 VICTORY BLVD		CANOGA PARK	CA	CA FID UST, SWEEPS UST
91403	U001568126	00000039683	ANTON KARAM #14-512	24339 VICTORY BLVD		CANOGA PARK	CA	HIST UST
91403	S103660523		WILLIS MANOR HOME OWNER ASSOC	4543 WILLIS AVE		SHERMAN OAKS	CA	HAZNET
91403	S104573469		G M S ELEVATOR SERVICES INC	4553 WILLIS ST		SHERMAN OAKS	CA	HAZNET
91403	S104571715		PCS/CAL MOR	4606 WILLIS		SHERMAN OAKS	CA	HAZNET
91403	S102799009		1X ADRIAN GODMAN	4616 WILLIS AVE		SHERMAN OAKS	CA	HAZNET
91403	S108754766		SCHWARTZ ELLIS AVE & ASSOCIATES	4623 WILLIS AVE		SHERMAN OAKS	CA	HAZNET
91403	1000238651	110002758418	HIGH TECH AUTO	4774 WOODMAN	14, East, 1/8 - 1/4	SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS
91411	1009644520				**		CA	
91411	1009647274				**	LOS ANGELES	CA	
91411	S101587561	19055763	DEPARTMENT OF WATER & POWER SYST	14601 AETNA ST		VAN NUYS	CA	CA FID UST, SWEEPS UST
91411	S106839429	47017	SILVER STAR BODY CRAFT	14617 AETNA ST		VAN NUYS	CA	EMI
91411	S106830319	59670	DURA-GLO PAINT&BODY,J.&G.RAMOS	14617 AETNA ST		VAN NUYS	CA	EMI
91411	1000350520		HI QUALITY MOTORS	14623 AETNA ST		VAN NUYS	CA	HAZNET
91411	S106832516	54574	HI QUALITY MOTORS	14623 AETNA STREET		VAN NUYS	CA	EMI
91411	S103961954	47139	DURA-GLO PAINT & BODY CENTER	14637 AETNA ST		VAN NUYS	CA	EMI, HAZNET
91411	1000143666	110002720253	DURA-GROW PAINT & BODY	14637 AETNA ST		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91411	S103955028		CARS R US	14637 AETNA ST		VAN NUYS	CA	HAZNET
91411	S108213550		MCGOLDRICK, INC.	14723 AETNA ST		VAN NUYS	CA	HAZNET
91411	S102813044		REDOE ENT INC LITTLE WILLY'S	14807 AETNA STREET		VAN NUYS	CA	HAZNET
91411	S106840637	52763	TERRENCE B. LEIKER	14821 AETNA ST		VAN NUYS	CA	EMI
91411	S107139871		ALBERS APARTMENTS	15328 ALBERS ST		SHERMAN OAKS	CA	HAZNET
91411	S101583987	19007786	MIKE COLABELLA	14528 ARCHWOOD ST		VAN NUYS	CA	CA FID UST, SWEEPS UST
91411	S103674950		LONGS DRUG STORE #55	880 3RD AVE		CHULA VISTA	CA	HAZNET
91411	S108540819		EXPERT AUTO CLINIC	14510 BESSEMER ST		VAN NUYS	CA	CLEANERS
91411	S108747269		FELIX TOOL & ENGINEERING	14535 BESSEMER ST		VAN NUYS	CA	HAZNET
91411	1000820460	110002896867	FELIX TOOL AND ENGINEERING	14535 BESSEMER ST		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HAZNET
91411	1008927228	110022866424	VAN NUYS PLATING INC.	14611 BESSEMER STREET		VAN NUYS	CA	FINDS
91411	1010239134		VAN NUYS PLATING INC.	14611 BESSEMER STREET		VAN NUYS	CA	ICIS
91411	S100947777	885	VALLEY PAINTING SERVICES	14619 BESSEMER ST.		VAN NUYS	CA	EMI, HAZNET
91411	1000260486	110002650998	CALIBER AUTO BODY	14637 BESSEMER ST		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HAZNET
91411	S104581209	78058	RICH & FAMOUS AUTO BODY	14747 BESSEMER ST		VAN NUYS	CA	EMI, HAZNET
91411	1000308868	110002713939	C AND B AUTO BODY INC	14761 BESSEMER STREET		VAN NUYS	CA	RCRAInfo-SQG, FINDS, EMI, HAZNET
91411	S104575303		STUDIO SERVICES INC	14811 BESSEMER ST		VAN NUYS	CA	HAZNET
91411	S101618645	19055419	STUDIO SERVICES INC	14817 BESSEMER ST		VAN NUYS	CA	HAZNET, CA FID UST, SWEEPS UST
91411	U001568272	00000029201	STUDIO SERVICES INC.	14817 BESSEMER ST		VAN NUYS	CA	HIST UST
91411	1004439572	110011798545	THORO CHEMICAL CO	14835 BESSEMER ST		VAN NUYS	CA	FINDS
91411	1005438102		THORO SSSTERIMATIC GLASSWASHING	14835 BESSEMER ST		VAN NUYS	CA	SSTS
91411	S106833704	77162	KALFON CRAFTS CORP.	14851 BESSEMER ST.		VAN NUYS	CA	EMI
91411	S105661376			14611 BESSENER STREET		VAN NUYS	CA	CHMIRS
91411	S103983461		RAFIS CHEVRON #2	14850 BURBANK BLVD		SHERMAN OAKS	CA	HAZNET
91411	S101583479	19003891	H & R CHEVRON	14850 BURBANK BLVD		VAN NUYS	CA	CA FID UST
91411	U003938996	23828	CHEVRON STATION #9-9164	14850 BURBANK BLVD		VAN NUYS	CA	ORANGE CO. UST
91411	S102811879		BOULEVARD AUTO REPAIR INC	14857 BURBANK BLVD		VAN NUYS	CA	HAZNET
91411	1000203448	110002762243	EXCEL CLEANERS	14900 BURBANK BLVD		VAN NUYS	CA	WIP, CLEANERS, HAZNET, RCRAInfo-SQG, FINDS
91411	S101585545	19024816	LA MANCHA DEVELOPMENT	14900 BURBANK BLVD		VAN NUYS	CA	CA FID UST, CORTESE, SWEEPS UST, LUST
91411	U001568250	00000004773	USA PETROLEUM COMPANY #224	14900 BURBANK BLVD		VAN NUYS	CA	HIST UST
91411	S106830842	55729	EXCEL CLEANERS , ARDA KALPAKCI	14900 BURBANK BLVD #102		VAN NUYS	CA	EMI
91411	U003942221	24279	TOSCO CORPORATION #30502	14903 BURBANK BLVD		VAN NUYS	CA	ORANGE CO. UST
91411	S100876996		UNOCAL SERVICE STATION #3485	14903 BURBANK BLVD		VAN NUYS	CA	HAZNET
91411	S108203562		CONOCO PHILLS	14903 BURBANK BLVD		VAN NUYS	CA	HAZNET
91411	S103977628		MIKE DONLEYS UNOCAL SERVICE	14903 BURBANK BLVD		VAN NUYS	CA	HAZNET
91411	S103991914		TOSCO CORPORATION STATION #30502	14903 BURBANK BLVD		VAN NUYS	CA	HAZNET
91411	S105632166			15236 W. BURBANK BLVD		SHERMAN OAK	CA	CHMIRS
91411	S106926981		H & R CHEVRON	14850 BURNBANK BLVD	**	VAN NUYS	CA	SWEEPS UST
91411	S103631268		COLOR ME MINE ENTERPRISES INC	14721 CALIFA ST		VAN NUYS	CA	HAZNET
91411	S101585478	19024196	N/A	14801 CALIFA ST		VAN NUYS	CA	CA FID UST, SWEEPS UST
91411	S100934580		EL PAYNE COMPANY	14823 CALIFA STREET		VAN NUYS	CA	HAZNET
91411	S103546844		SYSTRON DONNER	14837 CALIFA		VAN NUYS	CA	SLIC REG 2
91411	S106843078		SYSTRON DONNER/EL BAR	14837 CALIFA ST		VAN NUYS	CA	LA Co. Site Mitigation
91411	S102021681	23157	SYSTRON DONNER CORP, MICROWAVE	14837 CALIFA ST		VAN NUYS	CA	SLIC REG 2, EMI
91411	S101618639	19055338	DAILY NEWS-PRODUCTION & MTE	14931 CALIFA ST		VAN NUYS	CA	CA FID UST, SWEEPS UST

ZIP	EDR-ID	Facility ID	Name	Address	Map/Dir/Dist	City	State	Databases
91411	U001568263	00000006424	DAILY NEWS-PRODUCTION & MAINTE	14931 CALIFA ST		VAN NUYS	CA	HIST UST
91411	S102819383		CALIFA CORP.	14931 CALIFA ST.		VAN NUYS	CA	HAZNET
91411	1000321835	110002798517	PRINT WORKS THE	15005 CALIFA ST		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91411	S101586963	19054653	LANGENDORF BAKERY	15035 CALIFA ST		VAN NUYS	CA	CA FID UST, SWEEPS UST
91411	1000361868	110002636719	ALBRIGHT & ZIMMERMAN	15043 CALIFA ST		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91411	S106825475	50357	AIR GLAZE DRAPERY CLEANERS,D.M	151225-A CALIFA ST	**	VAN NUYS	CA	EMI
91411	S102812392		THOMPSON PBE	15131 CALIFA STREET		VAN NUYS	CA	HAZNET
91411	S100856827		BRENDAN TOURS	15137 CALIFA ST		VAN NUYS	CA	HAZNET
91411	S105084813		UNIVERSAL CRAFTSMAN INC	15155 CALIFA		VAN NUYS	CA	HAZNET
91411	S106085008		ALAN VARSHA	15137 CALIFIA ST		VAN NUYS	CA	HAZNET
91411	S102809357		H & H MOTORS	14535 CALVERT STREET		VAN NUYS	CA	HAZNET
91411	S102813168		KENNEDY'S INDEPENDENT	14540 CALVERT STREET		VAN NUYS	CA	HAZNET
91411	S102814847		ACADEMY AUTOMOTIVE SPECIALIST	14544 CALVERT		VAN NUYS	CA	HAZNET
91411	S106833372	58376	JAMES BROS	14717 CALVERT		VAN NUYS	CA	EMI
91411	1000220513	110002822919	JAMES BROS AUTO BODY	14717 CALVERT STREET		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91411	S103631280		JULIA FRANCO	14731 CALVERT ST		VAN NUYS	CA	HAZNET
91411	S108210734		JUST WHOLESALE SIGNS	14732 CALVERT ST		VAN NUYS	CA	HAZNET
91411	1000172309	110002637193	PRECISION DRILL REPOINTING CO#	14732 CALVERT ST		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91411	1000334514	110002645745	AUTOMATED TAPE & LABEL INC	14742 CALVERT ST		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91411	S106833639	50538	K & K AUTO BODY, R. KHOURY ET	14757 CALVERT		VAN NUYS	CA	EMI
91411	S108210744		K & K AUTO BODY	14757 CALVERT ST		VAN NUYS	CA	HAZNET
91411	S103979466		NORRIS PERFORMANCE PROD	14762 CALVERT ST		VAN NUYS	CA	HAZNET
91411	1000473089	110002814580	STERLING AUTO BODY	14767 CALVERT ST		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91411	S103970002		INTECH COLLEGE	14767 CALVERT ST		VAN NUYS	CA	HAZNET
91411	S103631373	17394	PRIDE COLLISION CENTERS	14804 CALVERT		VAN NUYS	CA	EMI, HAZNET
91411	S108217283		PRIDE COLLISION CENTERS	14804 CALVERT ST		VAN NUYS	CA	HAZNET
91411	S103631378		A. B. E. TRANSMISSIONS	14809 CALVERT ST		VAN NUYS	CA	HAZNET
91411	S101587978	19056210	IARON ANA INC	14811 CALVERT ST		VAN NUYS	CA	EMI, CA FID UST, SWEEPS UST
91411	1000905253	110002618089	STRICTLY WHOLESALE	14811 CALVERT ST		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HAZNET
91411	S108541062		MAVERIC MARINE	14832 CALVERT ST		VAN NUYS	CA	CLEANERS
91411	S108203603		CONTINENTAL VAN NUYS INDUSTRIAL PA	14911 CALVERT ST		VAN NUYS	CA	HAZNET
91411	S102804637		ROYAL OAK PROPERTY SERVICES	14920 CALVERT STREET		VAN NUYS	CA	HAZNET
91411	U003781198	24853	IMPAC	14921 CALVERT ST		VAN NUYS	CA	ORANGE CO. UST
91411	S107147412		CATALYST IMAGING INC	14932 CALVERT ST		VAN NUYS	CA	HAZNET
91411	S101587702	19055909	MONTAIR INDUSTRIES INCORPORATE	14933 CALVERT ST		LOS ANGELES	CA	CA FID UST, SWEEPS UST
91411	S102797551		PRO ACTION PRODUCTS	14940 CALVERT ST.		VAN NUYS	CA	HAZNET
91411	S108749099		JERICH	14945 CALVERT ST		VAN NUYS	CA	HAZNET
91411	1000109317	110002700462	KCL CORP	14950 CALVERT ST		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91411	S107140296		TOUCHSTONE TELEVSION, INC	14955 CALVERT ST		VAN NUYS	CA	HAZNET
91411	1000290541	110002691631	DUNLOP AVIATION, INC	14955 CALVERT ST		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91411	S108208140		GRANITE PRODUCTIONS	15001 CALVERT ST		VAN NUYS	CA	HAZNET
91411	S100853756		10-8 PRODUCTIONS INC	15001 CALVERT ST		VAN NUYS	CA	HAZNET
91411	S100943389		REGENCY THER MOGRAPHERS	15041 CALVERT		VAN NUYS	CA	HAZNET
91411	1001201438	110002918200	FIRST PRESS	15041 CALVERT ST STE B		VAN NUYS	CA	RCRAInfo-SQG, FINDS, EMI, HAZNET
91411	S101584115	19008621	VALLEY PLANNING MILL	6103 N CEDROS AVE		VAN NUYS	CA	CA FID UST, SWEEPS UST
91411	S106829109	45640	CONCEPTS BY J, JAY MEEPOS DBA	6161 CEDROS AVE		VAN NUYS	CA	EMI
91411	1000102145	110002779299	LOS ANGELES USD VAN NUYS HIGH SCH	6535 CEDROS AVE		VAN NUYS	CA	RCRAInfo-LQG, FINDS
91411	S103668296		LAUSD/ VAN NUYS HIGH SCHOOL	6535 CEDROS AVE		VAN NUYS	CA	HAZNET
91411	S102812703		DASCALU	14536 DELANO ST		VAN NUYS	CA	HAZNET
91411	S106838514	42002	ROYAL COACH CRAFT, MIKE LISCIA	14537 DELANO		VAN NUYS	CA	EMI
91411	S106092052	61651	MONEZA BODY & AUTOMECHANIC SHOP	14540 DELANO ST		VAN NUYS	CA	EMI, HAZNET
91411	S103631031		WHITNEY AUTO	14550 DELANO ST		VAN NUYS	CA	HAZNET, SWEEPS UST
91411	S101588144	19056380	HAYDEN HAMILTON	14636 DELANO ST		VAN NUYS	CA	CA FID UST, SWEEPS UST
91411	S102814354		TRU-LINE FRAME AND WHEEL INC	14920 DELANO ST		VAN NUYS	CA	HAZNET
91411	S103631514		PRO-TECH AUTOMOTIVE CENTER	14921 DELANO STREET		VAN NUYS	CA	HAZNET
91411	U001568267	00000047425	N.B. LESHER & SONS, INC.	14932 DELANO ST		VAN NUYS	CA	HIST UST
91411	S101583964	19007644	R & D ENTERPRISES	14932 DELANO ST		VAN NUYS	CA	CA FID UST, SWEEPS UST
91411	1004439353	110011463175	AQUA NOVA INC	14954 DELANO ST		VAN NUYS	CA	FINDS, FTTS INSP
91411	1005424551		AQUA-NOVA INC	14954 DELANO STREET		VAN NUYS	CA	SSTS
91411	S107141344		CRA/LA	15000 DELANO ST		VAN NUYS	CA	HAZNET
91411	U001568258	00000041293	ALL VALLEY WASHER SERVICE INC.	15008 DELANO ST		VAN NUYS	CA	ORANGE CO. UST, HAZNET, HIST UST
91411	S101618636	19040525	ALL VALLEY WASHER SERVICE INC	15008 DELANO ST		VAN NUYS	CA	CA FID UST, SWEEPS UST
91411	S100866439		LAUSD/ SYLVAN PARK CHILD CTR	15011 DELANO ST		VAN NUYS	CA	HAZNET
91411	1000686362	110002876353	PERRI COLOR	15028 DELANO ST		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HAZNET
91411	S106090310		HUD/GOLDEN FEATHERS REALITY INC	M14836 DELANO ST	**	VAN NUYS	CA	HAZNET
91411	S103985539		ROYAL COACH CRAFT	14537 DELAWO ST		VAN NUYS	CA	HAZNET

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91411	S107528942	200511008		15149 DOMINO ST		VAN NUYS	CA	CDL
91411	1000327577	110002826121	AUTOAID & RESCUE	14526 ERWIN ST		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HAZNET
91411	S105084374		LESTER GREGORY	14532 ERWIN ST		VAN NUYS	CA	HAZNET
91411	1000136391	110002770724	SUN WEST AUTO BODY,	14540 ERWIN ST		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HAZNET
91411	S103631129		WEST POINT HOMEOWNERS ASSOC	14610 ERWIN ST		VAN NUYS	CA	HAZNET
91411	S108204328		DALANO PARK RECREATION CENTER	15100 ERWIN ST		VAN NUYS	CA	HAZNET
91411	S101618640	19015744	FOX MOTORS INC	15152 ERWIN ST		VAN NUYS	CA	CA FID UST, SWEEPS UST
91411	S102791898		1X FOX MOTORS INC	15152 ERWIN ST		VAN NUYS	CA	HAZNET
91411	U001568264	00000017502	FOX MOTORS	15152 ERWIN ST		VAN NUYS	CA	HIST UST
91411	U001568265	00000034004	FOX MOTORS INC	15152 ERWIN ST		VAN NUYS	CA	HIST UST
91411	S100582436	21735	ASTRO CHROME & POLISHING CORP	15236 ERWIN ST		VAN NUYS	CA	CA WDS, EMI, HAZNET
91411	1000366273	110002636728	ASTRO CHROME AND POLISHING CORP.	15236 ERWIN ST.		VAN NUYS	CA	RCRAInfo-LQG, FINDS
91411	1000472930	110002811565	COMMERCIAL FILTERING INC	15500 ERWIN ST		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91411	S103632942		SELF STORAGE MANAGEMENT COMPAN	15500 ERWIN ST		VAN NUYS	CA	HAZNET
91411	1000597693	110002867602	STAR U S A CO	15500 ERWIN ST 1065		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91411	S108202160		CITY OF LOS ANGELES/BLDG & SAFETY	14618 GILMORE ST		VAN NUYS	CA	HAZNET
91411	S105088960		LAUSD/ROGERS CONTINUATION	14711 GILMORE ST		VAN NUYS	CA	HAZNET
91411	S100280631			14716 W. GILMORE ST.		VAN NUYS	CA	CHMIRS
91411	S103631007		VALLEY HEALTH MGMT.	14541 HAMLIN STREET		VAN NUYS	CA	HAZNET
91411	1000136769	110002830107	M & Y TRUCKING	14629 HAMLIN		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91411	S103979546		NORTH SHORE PRODUCTIONS	7605 HAZELTINE AVE		VAN NUYS	CA	HAZNET
91411	S102804737		1X WEST POINT HOMEOWNERS ASSOCIA	14610 IRWIN STREET		VAN NUYS	CA	HAZNET
91411	S103632944		SHERMAN OAKS/ VAN NUYS MINI STORA	15500 IRWIN		VAN NUYS	CA	HAZNET
91411	S105089729		MONZA AUTO REPAIR	6200 KASTER AVE		VAN NUYS	CA	HAZNET
91411	1000344561	CAD982050965	STEP IN CLEANERS	5214 KESTER AVE		VAN NUYS	CA	CLEANERS, HAZNET, RCRAInfo-SQG
91411	1000344560	110002739378	STEP IN CLEANERS	5214 KESTER AVE		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91411	S106840087	62246	STEP-IN CLEANER, CARLOS TOLEDO	5214 KESTER AVE.		VAN NUYS	CA	EMI
91411	S103664016		LAUSD/ KESTER AVE ELEM	5353 KESTER AVE		VAN NUYS	CA	HAZNET
91411	1008308428	110022017244	KESTER AVENUE ELEMENTARY	5353 KESTER AVE.		VAN NUYS	CA	FINDS
91411	S108753893		RICK WRIGHT	5616 KESTER AVE		VAN NUYS	CA	HAZNET
91411	1004444832	110011460980	WORM-GRO FARMS (AMERICAN DISTRIBU	5625 KESTER AVE STE 11		VAN NUYS	CA	FINDS, FTTS INSP
91411	1010012038		WORM-GRO FARMS	5625 KESTER AVE STE 11	**	VAN NUYS	CA	FTTS INSP
91411	1008193108		WORM-GRO FARMS	5625 KESTER AVE STE 11	**	VAN NUYS	CA	
91411	S103665898		RANKIN'S VOLVO-BENZ SERVICE	5905 KESTER AVE		VAN NUYS	CA	HAZNET
91411	1007678964	110017968644	VOLVO BENZ SERVICE	5905 KESTER AVE		VAN NUYS	CA	FINDS
91411	S104576967		ALL AMERICAN AIR COMPRESSOR	5927 KESTER		VAN NUYS	CA	HAZNET
91411	1000168338		PRICE ENGINEERING COMPANY INC	5934 KESTER AVENUE		VAN NUYS	CA	HAZNET
91411	S100932955		COLOR IMAGING, INC.	5935 KESTER AVE		VAN NUYS	CA	HAZNET
91411	S100877327		VALERIE SNYDER PHOTOGRAPHY	5939 KESTER AVENUE		VAN NUYS	CA	HAZNET
91411	1000819156	110002886583	VALLEY DRAPERY CLEANERS	5940 KESTER AVE		VAN NUYS	CA	RCRAInfo-SQG, FINDS, CLEANERS, EMI, HAZNET
91411	S101618646	19007302	VALLEY BUILDERS SUPPLIES, INC	6000 KESTER AVE		VAN NUYS	CA	CA FID UST, SWEEPS UST
91411	U001568275	00000029275	VALLEY BUILDERS SUPPLIES INC.	6000 KESTER AVE		VAN NUYS	CA	HIST UST
91411	1000401760	110002713573	CANTERBURY ENTERPRISES	6013 KESTER AVE		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HAZNET
91411	S103666477		CLASSIC CAR OF SWEDEN	6023 KESTER AVE		VAN NUYS	CA	HAZNET
91411	S105091915		EUROMOTORS	6030 KESTER		VAN NUYS	CA	HAZNET
91411	S106827995	43903	CAPITOL ARTS & FRAMES	6031 KESTER AV		VAN NUYS	CA	EMI
91411	S101584342	19010663	ROE/ROE INC.	6100 KESTER AVE		VAN NUYS	CA	CA FID UST, SWEEPS UST
91411	S104569153		RESTON SINCO	6103 KESTER		VAN NUYS	CA	HAZNET
91411	S104582858	38715	BOBS BODY & FENDER REPAIR	6103 KESTER AVE		VAN NUYS	CA	EMI, HAZNET
91411	1000263245	110009541530	PRECISION COACH CRAFT AUTO BODY	6103 KESTER AVE		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HAZNET
91411	1000172338	CAD981993835	PRECISION COACH CRAFT AUTO BODY	6103 KESTER AVE		VAN NUYS	CA	RCRAInfo-SQG
91411	S100928039		1X SHERWIN-WILLIAMS	6111 KESTER AVE		VAN NUYS	CA	HAZNET
91411	S101629866	19032191	THE SHERWIN-WILLIAMS COMPANY	6111 KESTER AVE		VAN NUYS	CA	CA FID UST
91411	S103991081		THE SHERWIN WILLIAMS COMPANY	6111 KESTER AVE		VAN NUYS	CA	HAZNET
91411	1000371814	110002944208	SHERWIN-WILLIAMS COMPANY	6111 KESTER AVE		VAN NUYS	CA	RCRAInfo-SQG, FINDS, EMI, CORTESE, SWEEPS UST, LUST
91411	U001568273	00000008081	THE SHERWIN-WILLIAMS COMPANY	6111 KESTER AVE		VAN NUYS	CA	HIST UST
91411	S104577800		AUTOMOTIVE TECH INC DBA XPERT TUNI	6144 KESTER		VAN NUYS	CA	HAZNET
91411	1000224630	19022115	TUNEUP MASTER	6144 KESTER AVE		VAN NUYS	CA	HAZNET, CA FID UST, SWEEPS UST
91411	S108211174		KEYES	6151 KESTER AVE		VAN NUYS	CA	HAZNET
91411	S106827136	71513	BOB'S BODY & FENDER REPAIR, U	6151 KESTER AVENUE		VAN NUYS	CA	EMI
91411	1000374087	110002833550	BOBS BODY & FENDER	6151 N KESTER AVE		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HAZNET
91411	S103971307		J S AUTO TECH	6153 KESTER AVE		VAN NUYS	CA	HAZNET

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91411	S101585654	19027200	TEXACO AUTOMOTIVE SERVICE (FORME	6200 KESTER AVE		VAN NUYS	CA	CA FID UST, SWEEPS UST, LUST
91411	S102811383	77773	JUAN AUTO REPAIR	6205 KESTER AVE		VAN NUYS	CA	EMI, HAZNET
91411	S108206795		FELIPE'S AUTO ELECTRIC	6205 KESTER AVE		VAN NUYS	CA	HAZNET
91411	S108754730		SBF ASSOCIATES LLC	6235 KESTER AVE APT 117	**	VAN NUYS	CA	HAZNET
91411	S108210358		JOE CAVAGLIERI	5916 LEMONA AVE		VAN NUYS	CA	HAZNET
91411	S102812562		DIFATTA GRAPHICS	5920 LEMONA AVENUE		VAN NUYS	CA	HAZNET
91411	S102806546	53566	AUTOPIA BODY WORKS	5921 LEMONA AVE		VAN NUYS	CA	EMI, HAZNET
91411	S108747987		GONZALEZ AUTO BODY	5921 LEMONA AVE		VAN NUYS	CA	HAZNET
91411	S103966372		GONZALEZ AUTOBODY	5921 LEMONA AVE		VAN NUYS	CA	HAZNET
91411	1000355341	110002668159	ALFRED AUTO BODY	5921 LEMONA AVE		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91411	S103665986	66750	ROSS TRAUB FINISHING	5937 LEMONA		VAN NUYS	CA	EMI, HAZNET
91411	S105093578		JIMENEZ CUSTOM PAINTING INC	5937 LEMONA AVE		VAN NUYS	CA	HAZNET
91411	S105648349			1 1/2 MILES NORTH OF SANTA MARIA RIV	**	UNINCORPORATED COUNTY		CHMIRS
91411	S108217738		RADIOLOGICAL SPECIALIST INC	5920 NOBLE AVE		VAN NUYS	CA	HAZNET
91411	S103983445		RADIOLOGICAL SPECIALIST INC.	5920 NOBLE AVE.		VAN NUYS	CA	HAZNET
91411	S104574646		LAUSD/ SYLVAN PARK ELEMENTARY	6238 NOBLE AVE		VAN NUYS	CA	HAZNET
91411	1008336593	110022225670	SYLVAN PARK ELEMENTARY	6238 NOBLE AVE.		VAN NUYS	CA	FINDS
91411	S107535119	200209021		5852 NORWICH AVENUE		VAN NUYS	CA	CDL
91411	S100614558		UNITED RENTALS INC #138	14540 OXNARD ST		VAN NUYS	CA	HAZNET
91411	U001568249	00000005154	SAM'S U-DRIVE	14540 OXNARD ST		VAN NUYS	CA	HIST UST
91411	S108757075		UNITED RENTALS #138	14540 OXNARD ST		VAN NUYS	CA	HAZNET
91411	U003781190	24843	ABLE EQUIPMENT RENTAL	14540 OXNARD ST		VAN NUYS	CA	ORANGE CO. UST
91411	S104579928		UNITED RENTALS	14540 OXNARD ST		VAN NUYS	CA	HAZNET
91411	S101618635	19037203	SAM'S U DRIVE	14540 OXNARD ST		VAN NUYS	CA	EMI, CA FID UST, SWEEPS UST
91411	S101586967	19054660		14601 OXNARD ST		VAN NUYS	CA	CA FID UST, SWEEPS UST
91411	S101584247	19009891	EL BAR INVESTMENT INC	14720 OXNARD ST		VAN NUYS	CA	CA FID UST, SWEEPS UST
91411	S108431636		CUSTOM FRAMING SERV	14726 OXNARD ST		VAN NUYS	CA	EMI
91411	S105723110		KUTZIN & KUTZIN INC	14726 OXNARD ST		VAN NUYS	CA	CLEANERS, HAZNET
91411	1001959785	110002931891	T L C	14743 OXNARD ST		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HAZNET
91411	S108199218		BILL FERRELL CO	14744 OXNARD ST		VAN NUYS	CA	HAZNET
91411	S106825532	40602	ALADDIN PROCESS CO, D. P. MAHO	14748 OXNARD ST		VAN NUYS	CA	EMI
91411	S106827788	71813	CALIFORNIA MILLWORKS CORP.	14748 OXNARD ST.		VAN NUYS	CA	EMI
91411	1000128305	110002957006	REX PRECISION PRODS INC	14806 OXNARD ST		VAN NUYS	CA	RCRAInfo-SQG, FINDS, CERCLIS-NFRAP
91411	S106829596	40075	CUSTOM FRAMING SERV	14810 OXNARD ST		VAN NUYS	CA	EMI
91411	S108205895		ELBAR INVESTMENT LP	14816-14844 OXNARD		VAN NUYS	CA	HAZNET
91411	S103963540		EUROPEAN AUTO REPAIR 91	14823 OXNARD ST		VAN NUYS	CA	HAZNET
91411	1000293093	110002423903	EXCLUSIVE AUTO BODY, INC	14830 OXNARD ST		VAN NUYS	CA	RCRAInfo-SQG, FINDS, EMI, HAZNET, CA FID UST, SWEEPS UST
91411	S108212928		M2 COLLISION CARE CENTERS	14830 OXNARD ST		VAN NUYS	CA	HAZNET
91411	S106840432	19135	SYSTRON DONNER CORP, MICROWAVE	14844 E. OXNARD ST.		VAN NUYS	CA	EMI
91411	1000880925	110002647271	SCOTT RESTORATION	14844 OXNARD ST		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91411	1000595508	110002852592	CYCLE TRENDS OF CA INC	14901 OXNARD ST		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HAZNET
91411	S104569760		WALTER WENTZ	14920 OXNARD ST		VAN NUYS	CA	HAZNET
91411	S101618638	19010008	DAILY NEWS GARAGE	14932 OXNARD ST		VAN NUYS	CA	CA FID UST, SWEEPS UST
91411	S100857305		CALIBER AUTO BODY	14932 OXNARD ST		VAN NUYS	CA	HAZNET
91411	U001568262	00000004072	DAILY NEWS GARAGE	14932 OXNARD ST		VAN NUYS	CA	HIST UST
91411	S104566235		CENTURY CHEVROLET	14932 OXNARD ST		VAN NUYS	CA	HAZNET
91411	S103631534		APU INC DBA AUTO PARTS UNLIMITED	14939 OXNARD ST		VAN NUYS	CA	HAZNET
91411	1004676909	110012242876	AUTO PARTS UNLIMITED INC	14939 OXNARD ST		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HAZNET
91411	S102799654		HIRSCH PIPE & SUPPLY CO	14949 OXNARD ST		VAN NUYS	CA	HAZNET
91411	S106842005	4388	VALLEY MOTOR CTR	14954 OXNARD ST		VAN NUYS	CA	EMI
91411	S102823656	100911	DANMER, INC.	15001 OXNARD ST.		VAN NUYS	CA	EMI, HAZNET
91411	S101588285	19056530	UNK	15007 OXNARD ST		VAN NUYS	CA	CA FID UST, SWEEPS UST
91411	U003780179	23681	BLUEWATER PLUMBING	15007 OXNARD ST		VAN NUYS	CA	ORANGE CO. UST, HAZNET
91411	1000154919	110002642427	CARS AUTO BODY	15020 OXNARD ST		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HAZNET
91411	1000260951	CAD982479024	ENRIQUES AUTO PAINTING	15020 OXNARD ST		VAN NUYS	CA	RCRAInfo-SQG
91411	S102424016	914110870	ANGELUS BLOCK COMPANY	15025 OXNARD ST		VAN NUYS	CA	CORTESE, LUST
91411	U001568270	00000047059	RECO BUSES	15025 OXNARD ST		VAN NUYS	CA	HIST UST
91411	S101618643	19048886	RECO BUSES	15025 OXNARD ST		VAN NUYS	CA	CA FID UST, SWEEPS UST
91411	S100857568		CAMERON-NEWELL ADVERTISING	15025 OXNARD STREET		VAN NUYS	CA	HAZNET
91411	S104580480		BAX GLOBAL	15026 OXNARD ST		VAN NUYS	CA	HAZNET
91411	S102822618	58364	EXPRESS SIGNS	15036 OXNARD ST		VAN NUYS	CA	EMI, HAZNET
91411	S108751832		NORTHWESTERN INC	15054 OXNARD ST		VAN NUYS	CA	HAZNET

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91411	1005775468	110002421558	NORTHWESTERN SHOWCASE & FIXTURE	15054 OXNARD ST		VAN NUYS	CA	FINDS
91411	S103632016	22844	NORTHWESTERN INC	15054 OXNARD STREET		VAN NUYS	CA	EMI, HAZNET
91411	S101618637	19008320	BONANZA CONCRETE	15115 OXNARD ST		VAN NUYS	CA	CA FID UST
91411	U001568259	00000007625	BONANZA CONCRETE	15115 OXNARD ST		VAN NUYS	CA	HIST UST, SWEEPS UST, ORANGE CO. UST
91411	S106827190	23441	BONANZA CONCRETE INC.	15115 OXNARD ST.		VAN NUYS	CA	EMI, HAZNET
91411	S106102597	4 19I004012	BONANZA CONCRETE	15115 OXNARD STREET		VAN NUYS	CA	CA WDS
91411	1007469120	110017436906	BONANZA CONCRETE CO.	15115 OXNARD STREET		VAN NUYS	CA	FINDS
91411	U001568266	00000005199	GLESBY BUILDING MATERIALS COMP	15119 OXNARD ST		VAN NUYS	CA	HIST UST
91411	S101618641	19010907	GLESBY BUILDING MATERIALS CO	15119 OXNARD ST		VAN NUYS	CA	CA FID UST, SWEEPS UST
91411	S103954847		M&J AUTO BODY SERVICES	15132 OXNARD ST		VAN NUYS	CA	HAZNET
91411	S103632206		M&J AUTO BODY SERVICES	15132 OXNARD ST		VAN NUYS	CA	HAZNET
91411	S106843233	FA0019614	LANNING DEVELOPMENT	15132 OXNARD ST		VAN NUYS	CA	LA Co. Site Mitigation
91411	S106828022	11476	CARCOA INC	15132 OXNARD ST.		VAN NUYS	CA	EMI
91411	1000102070	110002727693	LOS ANGELES VAN NUYS MAINT YARD	15145 OXNARD		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HAZNET, CORTESE
91411	S101582681	19001038	VAN NUYS MAINTENANCE	15145 OXNARD		VAN NUYS	CA	CA FID UST
91411	U001568280	00000047145	VAN NUYS STREET MAINTENANCE	15145 OXNARD ST		VAN NUYS	CA	ORANGE CO. UST, EMI, HIST UST, SWEEPS UST
91411	S101298335	4 19I009790	VAN NUYS MAINT. YARD	15145 OXNARD ST		VAN NUYS	CA	CA WDS, LUST
91411	S106102996	4 19I014168	HIGHLAND STUCCO & LIME PRODUCT	15148 OXNARD ST		VAN NUYS	CA	CA WDS
91411	1000122111	110002793558	A C LEASING INC	15201 #D OXNARD BLVD		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91411	S103983216		QUEIN AUTO SERVICE	15201 OXNARD ST		VAN NUYS	CA	HAZNET
91411	S100859477		CORVETTE BODY SHOP	15201 OXNARD ST		VAN NUYS	CA	HAZNET
91411	S104576036		BODY TOUCH AUTO BODY INC	15201 OXNARD ST UNIT #G		VAN NUYS	CA	HAZNET
91411	S102809899		AUTO-RITE TRANSMISSIONS	15201 OXNARD ST UNIT E / F		VAN NUYS	CA	HAZNET
91411	S106093635		JEV INTERNATIONAL AUTO BODY & REPA	15201 OXNARD ST UNITS H / I	**	VAN NUYS	CA	HAZNET
91411	S106827160	75326	BODY TOUCH, INC.	15201 OXNARD ST. #G		VAN NUYS	CA	EMI
91411	1000335037	110002806866	AUTOMOTIVE MAINTENANCE SERVICE	15201 OXNARD STREET		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91411	U001568282	00000003199	WAGNILD READY MIXED CONCRETE C	15203 OXNARD ST		VAN NUYS	CA	HIST UST
91411	S101618649	16216	WAGNILD READY MIXED CONCRETE C	15203 OXNARD ST		VAN NUYS	CA	CA WDS, EMI, CA FID UST, SWEEPS UST
91411	S105032605		WAGNILD READY MIXED CONCRETE C	15203 OXNARD STREET		VAN NUYS	CA	HAZNET
91411	S101585663	19027377	MIKE SILVER/SONS	15208 OXNARD ST		LOS ANGELES	CA	CA FID UST, SWEEPS UST
91411	S107145712		EUROPEAN AUTO REPAIR 91	15326 1/2 OXNARD ST		VAN NUYS	CA	HAZNET
91411	S103955521		CHANDLER & ASSOCIATES	15330 OXNARD ST		VAN NUYS	CA	HAZNET
91411	S103632665		ROBISON PREZISO INC	15359 OXNARD ST		VAN NUYS	CA	HAZNET
91411	1005454820	91411VNNYS15	CHEVRON VAN NUYS TERMINAL	15359 OXNARD ST		VAN NUYS	CA	TRIS
91411	1000434385	CAT000615013	CHEVRON TERMINAL	15359 OXNARD ST		VAN NUYS	CA	ORANGE CO. UST, RCRAInfo-LQG
91411	U001568261	00000020545	CHEVRON USA VAN NUYS TERMINAL	15359 OXNARD ST		VAN NUYS	CA	HIST UST
91411	1000434386	CAT000615070	CHEVRON USA INC VAN NUYS TERM	15359 OXNARD ST		VAN NUYS	CA	SLIC REG 2, HAZNET, CA FID UST, CORTESE, SWEEPS UST, LUST, RCRAInfo-SQG
91411	U001568279	00000008079	VAN NUYS STATION	15359 OXNARD ST		VAN NUYS	CA	EMI, HIST UST
91411	2005628277		15359 OXNARD STREET	15359 OXNARD STREET		VAN NUYS	CA	ERNS
91411	1007737174	110018953738	CHEVRON PIPE LINE COMPANY	15359 OXNARD STREET		VAN NUYS	CA	FINDS
91411	2003708345		15359 OXNARD STREET	15359 OXNARD STREET		VAN NUYS	CA	ERNS
91411	2002632267		15359 OXNARD STREET	15359 OXNARD STREET		VAN NUYS	CA	ERNS
91411	1009999979	91411LCTRR15	ELECTRO RENT CORP	15385 OXNARD ST		VAN NUYS	CA	TRIS
91411	1004441452	110000477145	ELECTRO RENT CORP	15385 OXNARD ST		VAN NUYS	CA	FINDS
91411	S106087015		ERIC RELYA	15385 OXNARD ST		VAN NUYS	CA	HAZNET
91411	1005773973	110010470926	ODEBRECHT CONTRACTORS OF CALIF	32330 SANTA ANA CANYON	**	SHERMAN OAKS	CA	FINDS
91411	S104571347		15 MINUTES	16555 SATICOY		VAN NUYS	CA	HAZNET
91411	1000141760	110002806312	ARIA BODY PAINT	5901 SEPULUEDA BLVD		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91411	1000103324	110002840588	ALF AUTO BODY	5905 SEPULUEDA BLVD		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91411	S103949962		AMERICAN STORES PROPERTIES INC	6201 SEPULVADA BLVD		VAN NUYS	CA	HAZNET
91411	1008019007	110012882434	LOS ANGELES-CITY, DEPT. OF WATER & I	13101 SEPULVEDA BLVD		VAN NUYS	CA	FINDS
91411	S107534746	200312049		525 SEPULVEDA BLVD, RM 245 (BEST WE	**	VAN NUYS	CA	CDL
91411	S103664256		5425 SEPULVEDA INVESTMENT CO	5415 SEPULVEDA BLVD		SHERMAN OAKS	CA	HAZNET
91411	S101588231	19056472	BUILDERS EMPORIUM	5460 N SEPULVEDA BLVD		VAN NUYS	CA	CA FID UST, SWEEPS UST
91411	S106843303		SEPULVEDA CONVALESCENT	5510 SEPULVEDA BLVD		VAN NUYS	CA	LA Co. Site Mitigation
91411	S103664737		CARRIAGE INN VAN NUYS	5525 SEPULVEDA BLVD		VAN NUYS	CA	HAZNET
91411	S101584260	19009986	OTTO C ALBURN	5540 SEPULVEDA BLVD		VAN NUYS	CA	CA FID UST, SWEEPS UST
91411	1000819016	110002885557	TERRY YORK ROLLS ROYCE	5540 SEPULVEDA BLVD		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91411	S105084267		TERRY YORK MANAGMENT	5546 SEPULVEDA BLVD		SHERMAN OAKS	CA	HAZNET
91411	S101583281	19003263	R&S OIL CORPORATION	5556 SEPULVEDA BLVD		VAN NUYS	CA	CA FID UST, SWEEPS UST
91411	U003780921	24505	BURBANK SHELL	5556 SEPULVEDA BLVD		VAN NUYS	CA	ORANGE CO. UST
91411	S104816198	914110952	SHELL SERVICE STATION #0204	5556 SEPULVEDA BLVD		VAN NUYS	CA	LUST
91411	1006804901	110013311264	SHELL SERVICE STATION	5556 SEPULVEDA BLVD		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS, HAZNET
91411	1006805132	110013291856	CHEVRON STATION NO 92766	5600 SEPULVEDA BLVD		VAN NUYS	CA	RCRAInfo-SQG, FINDS,

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								HAZNET
91411	S101583480	19003892	SUHEIL I/MASAD I ARBID	5600 SEPULVEDA BLVD		VAN NUYS	CA	CA FID UST
91411	S104565568		CHEVRON #92766	5600 SEPULVEDA BLVD		VAN NUYS	CA	HAZNET
91411	U003938953	23807	CHEVRON STATION #9-2766	5600 SEPULVEDA BLVD		VAN NUYS	CA	ORANGE CO. UST
91411	S101584777	19015468	CALIFORNIA EXPRESS INC	5616 N SEPULVEDA BLVD		VAN NUYS	CA	CA FID UST, SWEEPS UST
91411	U001568274	00000067731	THRIFTY CAR RENTAL	5616 SEPULVEDA BLVD		VAN NUYS	CA	HIST UST
91411	S101584058	19008201	CONTINENTAL COIN CORP	5627 SEPULVEDA BLVD		VAN NUYS	CA	CA FID UST, SWEEPS UST
91411	S107139786		CONTINENTAL COIN CORP	5637 SEPULVEDA BLVD		VAN NUYS	CA	HAZNET
91411	S101585461	19023940	BRAC OPCO	5651 SEPULVEDA BLVD		VAN NUYS	CA	EMI, CA FID UST, SWEEPS UST
91411	S108199845		BUDGET RENT A CAR SYSTEMS INC	5651 SEPULVEDA BLVD		VAN NUYS	CA	HAZNET
91411	U001568260	00000004059	BUDGET RENT A CAR	5651 SEPULVEDA BLVD		VAN NUYS	CA	HIST UST
91411	S103665202		COSMETIC & GENERAL DENTISTRY	5658 SEPULVEDA BLVD STE 204		VAN NUYS	CA	HAZNET
91411	S108756088		TARGET #1307	5711 SEPULVEDA BLVD		VAN NUYS	CA	HAZNET
91411	S105087208		TARGET STORES	5711 SEPULVEDA BLVD		VAN NUYS	CA	HAZNET
91411	S101587703	19055910	R W H, INCORPORATED	5719 SEPULVEDA BLVD		LOS ANGELES	CA	CA FID UST, SWEEPS UST
91411	S105084559		EC NICHOLS	5725 SEPULVEDA		LOS ANGELES	CA	HAZNET
91411	S101584593	19013187	LAIDLAW TRANSIT INC	5725 SEPULVEDA BLVD		VAN NUYS	CA	EMI, CA FID UST, SWEEPS UST
91411	S103974155		LAIDLAW TRANSIT SERVICES INC	5725 SEPULVEDA BLVD		VAN NUYS	CA	HAZNET
91411	1000189931	110002747430	LAIDLAW TRANSIT	5725 SEPULVEDA BLVD		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91411	U003780154	23642	SEPULVEDA - HATTERAS LTD.	5805 SEPULVEDA BLVD		VAN NUYS	CA	ORANGE CO. UST
91411	S101584156	19009054	INDUSTRIAL BANK	5805 SEPULVEDA BLVD		VAN NUYS	CA	CA FID UST, SWEEPS UST
91411	S101588253	19056495	INDUSTRIAL BANK	5815 SEPULVEDA BLVD		VAN NUYS	CA	CA FID UST
91411	1000195468		GENE BERG GMC, INC	5835 SEPULVEDA BLVD		VAN NUYS	CA	HAZNET
91411	S108747785		GENE BERG GMC	5835 SEPULVEDA BLVD		VAN NUYS	CA	HAZNET
91411	S106831615	1009	GENE BERG G.M.C. TRUCKS	5835 SEPULVEDA BLVD.		VAN NUYS	CA	EMI
91411	S103665887	58377	ARIA BODY PAINT	5901 SEPULVEDA BLVD		VAN NUYS	CA	EMI, HAZNET
91411	S108207341		FRONTLINE RECON SERVICES INC	5901 SEPULVEDA BLVD		VAN NUYS	CA	HAZNET
91411	S103988039		SILVER MOTORS	5901 SEPULVEDA BLVD		VAN NUYS	CA	HAZNET
91411	S106825581	75692	ALF AUTO BODY, JERRY M GREEN J	5905 SEPULVEDA BLVD. #A		VAN NUYS	CA	EMI
91411	S101618642	19009622	PETROLANE GAS SERVICE	5919 SEPULVEDA BLVD		VAN NUYS	CA	CA FID UST, SWEEPS UST
91411	U001568268	00000017618	PETROLANE GAS SERVICE	5919 SEPULVEDA BLVD		VAN NUYS	CA	HIST UST
91411	S101584014	19007889	BUILDERS EMPORIUM	5960 SEPULVEDA BLVD		VAN NUYS	CA	HAZNET, CA FID UST, SWEEPS UST
91411	S101584203	19009461	UNOCAL	5990 N SEPULVEDA BLVD		VAN NUYS	CA	CA FID UST, SWEEPS UST
91411	S108212714		LOWE ENTERPRISES REAL ESTATE GRP	5990 SEPULVEDA BLVD STE 260	**	VAN NUYS	CA	HAZNET
91411	S101583708	19005654	CAMBRIDGE CAR CORPORATION	6000 SEPULVEDA BLVD		LOS ANGELES	CA	CA FID UST, SWEEPS UST
91411	S106027532	19054637	LEWIS TODD CO	6010 N SEPULVEDA BLVD		VAN NUYS	CA	CA FID UST
91411	S106928659		LEWIS TODD CO	6010 N SEPULVEDA BLVD		LOS ANGELES	CA	SWEEPS UST
91411	S103666618		ELECTRO RENT CORP	6060 SEPULVEDA BLVD		VAN NUYS	CA	HAZNET
91411	S102821834		MOBIL #11-LKA	6100 SEPULVEDA		VAN NUYS	CA	HAZNET, CORTESE
91411	U001568269	00000005417	PRODUCTION EXPANSION SITE	6100 SEPULVEDA BLVD		VAN NUYS	CA	EMI, HIST UST
91411	1005904346	110012543603	COSTCO WHOLESALE NO 48	6100 SEPULVEDA BLVD		VAN NUYS	CA	RCRAInfo-SQG, FINDS, ORANGE CO. UST, HAZNET
91411	S108203762		COSTCO WHOLESALE #48	6100 SEPULVEDA BLVD		VAN NUYS	CA	HAZNET
91411	1007677829	110017948444	PEP BOYS #888	6110 SEPULVEDA BLVD		VAN NUYS	CA	FINDS
91411	S105092421		PEP BOYS #888	6110 SEPULVEDA DR		VAN NUYS	CA	HAZNET
91411	S104570336		COSTCO WHOLESALE CORP	6156 SEPULVEDA BLVD		VAN NUYS	CA	HAZNET
91411	S101586222	19041677	D H A	6156 SEPULVEDA BLVD		VAN NUYS	CA	EMI, CA FID UST, SWEEPS UST
91411	S100869181		NORTHBIOGE AUTOBODY & COLLISION	6156 SEPULVEDA BLVD		VAN NUYS	CA	HAZNET
91411	S103992906		JAMES TYLER GUITARS	6166 SEPULVEDA BLVD		VAN NUYS	CA	HAZNET
91411	S101586844	19054529	AMERICAN RESTAURANTS CORP	6181 SEPULVEDA BLVD		VAN NUYS	CA	CA FID UST, SWEEPS UST
91411	1001217322	110002919389	SAV ON DRUG NO 3330	6201 N SEPULVEDA BLVD		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HAZNET
91411	U001568271	00000017001	STANDARD BRANDS PAINT - #3	6201 SEPULVEDA BLVD		VAN NUYS	CA	HIST UST
91411	S101618644	19054205	STANDARD BRANDS PAINT - #3	6201 SEPULVEDA BLVD		VAN NUYS	CA	CA FID UST, SWEEPS UST
91411	S105724209		G & D DENTAL GROUP	6265 SEPULVEDA BLVD STE 14		VAN NUYS	CA	HAZNET
91411	S106077540		LUCAS GARDEN & POWER EQUIPMENT	6265 SEPULVEDA BLVD STE 3	**	VAN NUYS	CA	CLEANERS
91411	S103980063		ONE HOUR PRO PHOTO LAB	6265 SEPULVEDA BLVD STE 8		VAN NUYS	CA	HAZNET
91411	S103667385		MUNITEMAN PRESS	6265 SEPULVEDA BLVD STE 8		VAN NUYS	CA	HAZNET
91411	S104568149		THE FREEMAN GROUP	6315 SEPULVEDA BLVD		VAN NUYS	CA	HAZNET
91411	S102826332		BRITISH CARS ONLY	6318 SEPULVEDA BLVD		VAN NUYS	CA	HAZNET
91411	U001568284	00000003177	DAVE ALTMANS R.V.	6323 SEPULVEDA BLVD		VAN NUYS	CA	HIST UST
91411	S101618650	19032230	DAVE ALTMANS R V	6323 SEPULVEDA BLVD		VAN NUYS	CA	CA FID UST, SWEEPS UST
91411	S103667585		DAVE ALTMANS RV CENTER INC	6323 SEPULVEDA BLVD		VAN NUYS	CA	HAZNET
91411	1000295820	110002794575	ALTMANS WINNEBAGO	6323 SEPULVEDA BLVD		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91411	S103979308		NIETO AND SONS	6323 SEPULVEDA BLVD		VAN NUYS	CA	HAZNET
91411	S104569079		SEPULVEDA VICTORIES ASSOCIATES	6323 SEPULVEDA BLVD.		VAN NUYS	CA	HAZNET
91411	U001560463	00000006370	VICTORY CAR WASH	6344 SEPULVEDA BLVD		VAN NUYS	CA	HIST UST

ZIP	EDR-ID	Facility ID	Name	Address	Map/Dir/Dist	City	State	Databases
91411	S103992685		TRISTAR EXPRESS LUBE	6344 SEPULVEDA BLVD		VAN NUYS	CA	HAZNET
91411	S101617123	19009483	VICTORY CAR WASH	6344 SEPULVEDA BLVD		VAN NUYS	CA	CA FID UST, SWEEPS UST
91411	S106827153	22858	BOBS BODY & FENDER INC	6344 SEPULVEDA BLVD.		VAN NUYS	CA	EMI
91411	S103281961	914110934	MOBIL #18-FGC	6360 SEPULVEDA BLVD		VAN NUYS	CA	HAZNET, CORTESE, SWEEPS UST, LUST
91411	1008230119	110021008318	EXXONMOBIL OIL CORP NO 11368	6360 SEPULVEDA BLVD		VAN NUYS	CA	FINDS
91411	U003780941	24529	MOBIL SERVICE STATION FGC	6360 SEPULVEDA BLVD		VAN NUYS	CA	ORANGE CO. UST
91411	1008194502	CAL000056151	EXXONMOBIL OIL CORP NO 11368	6360 SEPULVEDA BLVD		VAN NUYS	CA	RCRAInfo-LQG
91411	S104576675		MOBIL OIL CORPORATION 18-FGC	6360 SEPULVEDA BLVD		VAN NUYS	CA	HAZNET
91411	1000118147	110002807927	ONE HOUR PRO PHOTO LAB	6411 SEPULVEDA BLVD #1K		VAN NUYS	CA	RCRAInfo-SQG, FINDS, HAZNET
91411	S108748565		HUGH FINKLE ENTERPRISES LLC	6609-6623 1/2 SEPULVEDA BLVD		VAN NUYS	CA	HAZNET
91411	S103948025		6640 INVESTMENT GROUP	6640 SEPULVEDA		VAN NUYS	CA	HAZNET
91411	S106089415		ESTANCIA APARTMENTS	6640 SEPULVEDA BLVD		VAN NUYS	CA	HAZNET
91411	S103981227		PAUL VANONI	6743 SEPULVEDA BLVD		VAN NUYS	CA	HAZNET
91411	S103668838		1.75 SEPULVEDA CLEANERS	6754 SEPULVEDA BLVD		VAN NUYS	CA	CLEANERS, HAZNET
91411	S106839135	62032	SEPULVEDA CLEANER	6754 SEPULVEDA BLVD.		VAN NUYS	CA	EMI
91411	S101586140	19039575	BORIS/GENIA SARNOFF	6759 SEPULVEDA BLVD		VAN NUYS	CA	CA FID UST, SWEEPS UST
91411	S107145849		CONNEX TCT LLC	6323 SUPULVEDA BLVD		VAN NUYS	CA	HAZNET
91411	S103951123		ASIAN MOTORS	14550 SYLVAN		VAN NUYS	CA	HAZNET
91411	S108742569		ASIAN MOTORS NIC	14550 SYLVAN ST		VAN NUYS	CA	HAZNET
91411	1006824594	110013831933	MR NISSAN	14550 SYLVAN ST, UNIT A		VAN NUYS	CA	EMI, FINDS
91411	S102801976		AUTO INSIDER SERVICE	14558 SYLVAN		VAN NUYS	CA	HAZNET
91411	S101585802	19029841	DUNN EDWARDS PAINT CO	5529 VAN NUYS BLVD		LOS ANGELES	CA	CA FID UST, SWEEPS UST
91411	S101584507	19012114	VALLEY MOTOR CENTER	6001 VAN NUYS BLVD		VAN NUYS	CA	CA FID UST
91411	S105086164		SENIOR GROUP LLC	540 VESPER AVE	**	SHERMAN OAKS	CA	HAZNET
91411	U001568276	00000067127	VAN NUYS JUNIOR HIGH SCHOOL	5435 VESPER AVE		VAN NUYS	CA	HIST UST
91411	S103664312		LAUSD/ VAN NUYS JR HG SCH	5435 VESPER AVE		VAN NUYS	CA	HAZNET
91411	1000102146	110002779306	LOS ANGELES USD VAN NUYS JR HG SCI	5435 VESPER AVE		VAN NUYS	CA	RCRAInfo-SQG, FINDS
91411	S101585842	19030958	VAN NUYS JR HIGH SCHOOL	5435 VESPER AVE		VAN NUYS	CA	EMI, HAZNET, CA FID UST, SWEEPS UST
91411	1008315734	110022064040	VAN NUYS MIDDLE	5435 VESPER AVE.		VAN NUYS	CA	FINDS
91411	S105087987		JOE BUSSE	5450 VESPER AVE		VAN NUYS	CA	HAZNET
91411	S101618647	19028539	VAN NUYS PLATING, INCORPORATED	6109 VESPER AVE		VAN NUYS	CA	CA FID UST, SWEEPS UST
91411	U001568278	00000008108	VAN NUYS PLATING INC.	6109 VESPER AVE		VAN NUYS	CA	HIST UST
91411	S105033067	914110561	VAN NUYS PLATING	6109 VESPER AVE		VAN NUYS	CA	CORTESE, LUST
91411	S106842050	13945	VAN NUYS PLATING INC	6109 VESPER ST		VAN NUYS	CA	EMI
91411	S103948236		A P F	14545 VICTORY BLVD		VAN NUYS	CA	HAZNET
91411	S103976804		MBS VICTORY ASSOCIATES LLC	14545 VICTORY BLVD		VAN NUYS	CA	HAZNET
91411	S103995332		WERTZ BROTHERS FURNITURE INC	14550 VICTORY BLVD		VAN NUYS	CA	HAZNET
91411	S102826794		VICTORY MEDICAL ASSOCIATES	14606 VICTORY BLVD		VAN NUYS	CA	HAZNET
91411	S102821536		VICTORIA MEDICAL CLINIC	14614 VICTORY BLVD.		VAN NUYS	CA	HAZNET
91411	S103631170		CEDARS HEALTH CLINIC	14649 VICTORY BLVD NO 22		VAN NUYS	CA	HAZNET
91411	S105090933		BARUCH TWERSKY DMD	14649 VICTORY BLVD STE 20		VAN NUYS	CA	HAZNET
91411	S104577607		DR JAMES GOLDMAN DDS	14649 VICTORY BLVD., #20		VAN NUYS	CA	HAZNET
91411	S101582728	19001201	LA MANCHA DEVELOPMENT	14655 VICTORY BLVD		VAN NUYS	CA	CA FID UST, SWEEPS UST
91411	S100229568	914110916	JOSEPH GOULD	14655 VICTORY BLVD		VAN NUYS	CA	CORTESE, LUST
91411	1000278358	110002678200	WORLD OIL CO	14659 VICTORY BLVD		VAN NUYS	CA	RCRAInfo-SQG, FINDS, CA FID UST, SWEEPS UST
91411	U001568283	00000003951	WORLD OIL MARKETING CO. #35	14659 VICTORY BLVD		VAN NUYS	CA	HIST UST
91411	S101588166	19056403	SAIED CONTRACTORS	14755 VICTORY BLVD		VAN NUYS	CA	CA FID UST, SWEEPS UST
91411	S100934997		EXXON RAS #7-3801	14850 VICTORY		VAN NUYS	CA	HAZNET
91411	U003781195	24850	EXXON STATION 7-3801	14850 VICTORY BLVD		VAN NUYS	CA	ORANGE CO. UST
91411	U001568160	00000029119	EXXON SERVICE STATION	14850 VICTORY BLVD		VAN NUYS	CA	HAZNET, HIST UST
91411	S101583380	19003559	EXXON STATION 7-3801	14850 VICTORY BLVD		VAN NUYS	CA	CA FID UST
91411	S101298353	914110925	EXXON #7-3801	14850 VICTORY BLVD		VAN NUYS	CA	CORTESE, SWEEPS UST, LUST
91411	S107137256	RC10931	LLOYDS RECYCLING CENTER/VICTORY C	14900 VICTORY BLVD		VAN NUYS	CA	SWRCY
91411	S101583427	19003713	BALVINDAR K BRAR	14903 VICTORY BLVD		VAN NUYS	CA	CA FID UST
91411	92263920		14903 VICTORY BLVD	14903 VICTORY BLVD		VAN NUYS	CA	ERNS
91411	U003937850	24852	ARCO SS# 6084	14903 VICTORY BLVD		VAN NUYS	CA	ORANGE CO. UST
91411	S107529219	200409025		15907 VICTORY BLVD		VAN NUYS	CA	CDL
91411	S108755842		SUMMERVIEW APARTMENTS	15353 WEDDINGTON ST		SHERMAN OAKS	CA	HAZNET
91411	2006796612		15353 WEDDINGTON ST.	15353 WEDDINGTON ST.		SHERMAN OAKS	CA	ERNS
91423	96486567				**	SHERMAN OAKS	CA	ERNS
91423	1009641742				**		CA	
91423	S100178287		BUENA VISTA MHP		**	NIPOMO	CA	NOTIFY 65
91423	S106387244		PLAZA DE ESCABAR - JOY'S DRY CLEANE	13301 - 09 MOORPARK	**	SHERMAN OAKS	CA	SLIC REG 2
91423	S105633890			#3234 13271 MOORPARK	**	SHERMAN OAKS	CA	CHMIRS
91423	S107144412		FURIO BASSALDI	13553 / 13555 VENTURA BLVD	**	SHERMAN OAKS	CA	HAZNET
91423	S107143216		WASHINGTON MUTUAL BANK	14103, 14105, 14107, 14111	**	SHERMAN OAKS	CA	HAZNET

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91423	S107142352		18019 VENTURA ASSOCIATES LLC	18019	**	ENCINO	CA	HAZNET
91423	S106092474		CALTRANS DIST 7/CONSTRUCTION FIELD	101 S/B 21.5KM (7)	**	GLENDALE	CA	HAZNET
91423	S104572545		SUNCORE DEVELOPMENT OF CALIFORN	580 / 590 6TH ST	**	SHERMAN OAKS	CA	HAZNET
91423	S103985817		S R W PROPERTIES INC	14311 ADDISON ST STE 316	**	SHERMAN OAKS	CA	HAZNET
91423	S103630618		ANCHOR INVESTMENT CORPORATION	14359 ADDISON ST		SHERMAN OAKS	CA	HAZNET
91423	S108197082		ALBERT PARETZ	3690 ALOMAR DR		SHERMAN OAKS	CA	HAZNET
91423	U001568287	00000029526	GOODYEAR SERVICE	14210-VENTURA BL.		SHERMAN OAKS	CA	HIST UST
91423	S103663048		HOME SAVINGS OF AMERICA	5131 BUFFALO AVE		SHERMAN OAKS	CA	HAZNET
91423	S108199063		BERSHON REALITY CO LP	4445 COLBATH AVE		SHERMAN OAKS	CA	HAZNET
91423	S103661558		UNOCAL SERVICE STATION #3375	4804 COLD WATER CYN		SHERMAN OAKS	CA	HAZNET
91423	S105643022			4804 COLDWATER CANYON		SHERMIN OAKS	CA	CHMIRS
91423	S104575328		JACKS UNION SERVICE	4804 COLDWATER CANYON		SHERMAN OAKS	CA	HAZNET
91423	S103282038	914230389	TOSCO S.S. #3375	4804 COLDWATER CANYON		SHERMAN OAKS	CA	CORTESE, LUST
91423	U003942218	24238	TOSCO CORPORATION #30496	4804 COLDWATER CANYON AVE		SHERMAN OAKS	CA	ORANGE CO. UST
91423	U001568149	00000055961	UNION OIL SERVICE STATION LEAS	4804 COLDWATER CANYON AVE		SHERMAN OAKS	CA	HIST UST
91423	S101586050	19036937	AGOP J SIKIYAN	4804 COLDWATER CANYON AVE		SHERMAN OAKS	CA	CA FID UST, SWEEPS UST
91423	1000166715	00000019082	SERVICE STATION 3375	4804 COLDWATER CANYON AVE		SHERMAN OAKS	CA	HIST UST
91423	S108240371		76 STATION 3375	4804 COLDWATER CANYON AVENUE		SHERMAN OAKS	CA	LUST
91423	S107534498	200301080		4950 COLDWATER CANYON BLVD, UNIT #		LOS ANGELES	CA	CDL
91423	S105792086	014052-037610	BRAMALEA LTD.	601 CORPORATE POINTE		CULVER CITY	CA	LOS ANGELES CO. HMS, SWEEPS UST
91423	S108215276		OAKDALE CONDOS	14141 DICKENS ST		SHERMAN OAKS	CA	HAZNET
91423	S102821617		SHERMAN VILLA HOMOWNER'S ASSN.	14144 DICKENS		SHERMAN OAKS	CA	HAZNET
91423	S106089451		PACIFIC NORTH STAR VALLEY PROPERTI	14322 DICKENS ST		SHERMAN OAKS	CA	HAZNET
91423	S102825143		DALE PETERSEN	3535 DIXIE CANYON PLACE		SHERMAN OAKS	CA	HAZNET
91423	1008312167	110022034500	DIXIE CANYON AVENUE ELEMENTARY	4220 DIXIE CANYON AVE.		SHERMAN OAKS	CA	FINDS
91423	S106929530		MOBIL SS# 11-FG9	EARTH ANALYST, 13272 MOORPARK ST	**	SHERMAN OAKS	CA	SWEEPS UST
91423	S108216591		PEDIATRIC ASSOC MED GROUP INC	4330 FULTON AVE		SHERMAN OAKS	CA	HAZNET
91423	S108221450		STEEL SYSTEM ENGINEERING	4340 FULTON AVE		SHERMAN OAKS	CA	HAZNET
91423	S108209380		IMT DEVOLPMENT FUND	4538-4542-4554-4558 FULTON AVE	**	SHERMAN OAKS	CA	HAZNET
91423	S104574378	35836	BOB'S CLEANING CLINIC	4816 FULTON AVE		SHERMAN OAKS	CA	EMI, HAZNET
91423	S105639633			4944 FULTON		SHERMAN OAKS	CA	CHMIRS
91423	S100178989		UNKNOWN	600 HILL STREET	**	NIPOMO	CA	NOTIFY 65
91423	S105726213		LOS ANGELES CITY	14201 HUSTON ST		SHERMAN OAKS	CA	HAZNET
91423	U004024737	FA0005586	RON NUNAN CHEVRON	13336 E HWY 88	**	LOCKEFORD	CA	ORANGE CO. UST
91423	S103658116		HUGH AND GAIL SLATE	4106 LONG RIDGE AVENUE		SHERMAN OAKS	CA	HAZNET
91423	S106091438		AL SAL OIL CO, INC #29	12903 MAGNOLIA BLVD		SHERMAN OAKS	CA	HAZNET
91423	S100947540		UNOCAL SERVICE STATION #5914	12909 MAGNOLIA BLVD		SHERMAN OAKS	CA	HAZNET
91423	S102430641	914230352	GAS S/S #5914	12909 MAGNOLIA BLVD		SHERMAN OAKS	CA	CORTESE, LUST
91423	93320537		12909 MAGNOLIA BLVD	12909 MAGNOLIA BLVD		SHERMAN OAK	CA	ERNS
91423	U003937478	24270	AL SAL #29	12909 MAGNOLIA BLVD		SHERMAN OAKS	CA	ORANGE CO. UST
91423	U001568291	00000007681	SERVICE STATION 5914	12909 MAGNOLIA BLVD		SHERMAN OAKS	CA	HIST UST
91423	S101618653	19003890	SERVICE STATION 5914	12909 MAGNOLIA BLVD		SHERMAN OAKS	CA	CA FID UST
91423	1000166789	00000055370	UNION OIL SERVICE STATION LEAS	12909 MAGNOLIA BLVD		SHERMAN OAKS	CA	HIST UST
91423	1007248976	110017209652	UNOCAL SERVICE STATION #5914	12909 MAGNOLIA BLVD.		SHERMAN OAKS	CA	FINDS
91423	S105631305			12909 MAGNOLIA BLVD.		SHERMAN OAKS	CA	CHMIRS
91423	1007199526	CAD981646581	UNOCAL SERVICE STATION #5914	12909 MAGNOLIA BLVD.		SHERMAN OAKS	CA	RCRAInfo-SQG
91423	S105026617		TEXACO	12910 MAGNOLIA		SHERMAN OAKS	CA	CLEANERS, CORTESE
91423	S101585429	19023339	ROBERT KUNNEA	12910 MAGNOLIA BLVD		SHERMAN OAKS	CA	CLEANERS, EMI, CA FID UST
91423	1000254953	110002737566	CLASSIC CLEANERS	12910 MAGNOLIA UNIT C		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS
91423	S107138132	RC12379	TOMRA PACIFIC INC/RALPHS #63	12921 MAGNOLIA BLVD		SHERMAN OAKS	CA	SWRCY
91423	S105666195			12925 MAGNOLIA BLVD.		SHERMAN OAKS	CA	CHMIRS
91423	S106831276	65987	FOXY'S CLEANERS,R. FRANZINI DB	12929 MAGNOLIA AVE		SHERMAN OAKS	CA	EMI
91423	S102811037		FOXY'S CLEANERS	12929 MAGNOLIA BLVD		SHERMAN OAKS	CA	CLEANERS, HAZNET
91423	S103630135	40626	A-1 CLNRS	14100 MAGNOLIA BL		SHERMAN OAKS	CA	EMI, HAZNET
91423	1000107747	110002724008	A-1 CLEANERS	14100 MAGNOLIA BLVD		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS, CLEANERS, HAZNET
91423	S105086434		CHURCH OF THE CHIMES	14115 MAGNOLIA BLVD		SHERMAN OAKS	CA	HAZNET
91423	S103984994		ROBERT MATTHEWS MD	14140 MAGNOLIA BLVD		SHERMAN OAKS	CA	HAZNET
91423	S100872395		ROBERT J MATHEW	14140 MAGNOLIA BLVD		SHERMAN OAKS	CA	HAZNET
91423	S105774845	4B196000546	MAMMOTH APARTMENTS	4328 MAMMOTH AVE		SHERMAN OAKS	CA	CA WDS
91423	1000472852	110002810922	JOY CLEANERS	13313 MOORE PARK		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS, CLEANERS, HAZNET
91423	S106245794		JOY CLEANERS	13313 MOORE PARK ST	**	SHERMAN OAKS	CA	CLEANERS
91423	S103628418		UNOCAL SERVICE STATION #3234	13271 MOOREPARK		SHERMAN OAKS	CA	HAZNET
91423	S103976744		MATTHEW'S UNION OIL	13271 MOOREPARK STREET		SHERMAN OAKS	CA	HAZNET
91423	S103628417		TOSCO CORPORATION STATION #30480	13271 MOORPARK		SHERMAN OAKS	CA	HAZNET
91423	S100876989	914230325	TOSCO - 76 STATION #3234 (FORMER)	13271 MOORPARK ST		SHERMAN OAKS	CA	CORTESE, LUST
91423	1000166761	00000029332	SERVICE STATION 3234	13271 MOORPARK ST		SHERMAN OAKS	CA	HIST UST
91423	U001568147	00000056030	UNION OIL SERVICE STATION #323	13271 MOORPARK ST		SHERMAN OAKS	CA	HIST UST

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91423	S106447034	4B192131038	FORMER 76 STATION NO. 3234	13271 MOORPARK ST		SHERMAN OAKS	CA	CA WDS
91423	U003942216	24273	TOSCO CORPORATION #30480	13271 MOORPARK ST		SHERMAN OAKS	CA	ORANGE CO. UST
91423	S101583452	19003809	UNION SERVICE STATION 3234	13271 MOORPARK ST		SHERMAN OAKS	CA	CA FID UST, SWEEPS UST
91423	U001568293	00000051048	UNION OIL SERVICE STATION	13271 MOORPARK ST.		SHERMAN OAKS, CA.	CA	HIST UST
91423	S104576648		MOBIL OIL CORPORATION 18-FG9	13272 MOORPARK ST		SHERMAN OAKS	CA	HAZNET
91423	1007249273	110017213031	EXXONMOBIL OIL CORP.	13272 MOORPARK ST		SHERMAN OAKS	CA	FINDS
91423	S104406382	914230189	MOBIL #18-FG9	13272 MOORPARK ST		SHERMAN OAKS	CA	HAZNET, CORTESE, LUST
91423	1007200158	CAL000056119	EXXONMOBIL OIL CORP.	13272 MOORPARK ST		SHERMAN OAKS	CA	RCRAInfo-LQG
91423	S103972563		JOHN'S MOBIL SERVICE	13272 MOORPARK ST		SHERMAN OAKS	CA	HAZNET
91423	U003781169	24816	MOBIL , 11-FG9	13272 MOORPARK ST		SHERMAN OAKS	CA	ORANGE CO. UST
91423	U001568151	00000039731	WALTER SEERY #14-125	13272 MOORPARK ST		SHERMAN OAKS	CA	HIST UST
91423	S106487315		PLAZA DE ESCABAR - JOY'S DRY CLEANE	13301-13309 MOORPARK ST		SHERMAN OAKS	CA	SLIC REG 2
91423	S106245801	66512	JOY CLEANERS, KWANG Y WOO DBA	13313 MOORPARK ST		SHERMAN OAKS	CA	CLEANERS, EMI
91423	S106843213	FA0018348	JOY'S DRY CLEANERS	13313 MOORPARK ST		SHERMAN OAKS	CA	LA Co. Site Mitigation
91423	S106665626	19720026	JOY'S DRY CLEANERS	13313 MOORPARK STREET	21, SE, 1/2 - 1	SHERMAN OAKS	CA	
91423	S108209437		INFINITY REALTY GROUP	13331 MOORPARK ST		SHERMAN OAKS	CA	HAZNET
91423	S105722023		CITY OF L A GENERAL SERVICES	14245 MOORPARK ST		SHERMAN OAKS	CA	HAZNET
91423	1000229500	110006474617	LOS ANGELES FIRE STATION 99	14145 MULHOLLAND DR		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS, HAZNET, SWEEPS UST
91423	U003781184	24836	LAFD STATION 99	14145 MULHOLLAND DR		SHERMAN OAKS	CA	ORANGE CO. UST
91423	1000102072	110006472174	LOS ANGELES FIRE STA 109	16500 MULHOLLAND DR		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS, HAZNET
91423	S108216385		PARK MURRIETA APTS	4532 MURRIETA AVE		SHERMAN OAKS	CA	HAZNET
91423	S105885913			12910 RIVERSIDE DR.		SHERMAN OAKS	CA	CHMIRS
91423	1008257151	110021505593	RIVERSIDE DRIVE ELEMENTARY	13061 RIVERSIDE DR.		SHERMAN OAKS	CA	FINDS
91423	S103628320		ULTRA CLEANERS	13236 RIVERSIDE DR		SHERMAN OAKS	CA	HAZNET
91423	S108223481		ULTRA CLEAN	13236 RIVERSIDE DR		SHERMAN OAKS	CA	HAZNET
91423	S101585885	19032203	EASY GAS	13256 RIVERSIDE DR		SHERMAN OAKS	CA	CA FID UST, SWEEPS UST
91423	S100874098		SHERMAN OAKS IMPORTS	13256 RIVERSIDE DR		SHERMAN OAKS	CA	HAZNET
91423	S104578881		STEINFELD AUTO CENTER	13256 RIVERSIDE DR		SHERMAN OAKS	CA	HAZNET
91423	1000173548	110002794076	CHUCK'S AUTO REPAIR SERVICE	13256B RIVERSIDE DR		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS, HIST UST
91423	S107144074		RIVERSIDE MEDICAL BUILDING, LP	13320 RIVERSIDE DR		SHERMAN OAKS	CA	HAZNET
91423	1000598008	110002870117	DALE J GIERTHY M D	13320 RIVERSIDE DR 110		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS
91423	S108199066		BERYL ALEXANDER	13330 RIVERSIDE DR		SHERMAN OAKS	CA	HAZNET
91423	S108218387		RITE AID #5569	13333 RIVERSIDE DR		SHERMAN OAKS	CA	HAZNET
91423	S102815592		THRIFTY DRUG-ONE HOUR PHOTO #6506	13333 RIVERSIDE DR		SHERMAN OAKS	CA	HAZNET
91423	1000593296	110002812699	MR DRY CLEAN	13351 RIVERSIDE DR		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS, HAZNET
91423	S102811820		HOUSE OF FABRICS	13400 RIVERSIDE DR		SHERMAN OAKS	CA	HAZNET
91423	S103979625		NOTRE DAME HIGH SCHOOL	13645 RIVERSIDE DR		SHERMAN OAKS	CA	HAZNET
91423	S101584235	19009752	NOTRE DAME HIGH SCHOOL	13645 W RIVERSIDE DR		SHERMAN OAKS	CA	CA FID UST
91423	U003942213	24275	TOSCO CORPORATION #30476	13650 RIVERSIDE DR		SHERMAN OAKS	CA	ORANGE CO. UST
91423	S103629250		UNOCAL SERVICE STATION #3176	13650 RIVERSIDE DR		SHERMAN OAKS	CA	HAZNET
91423	S103282041	914230370	TOSCO S.S. #3176	13650 RIVERSIDE DR	C, East, 1/4 - 1/2	SHERMAN OAKS	CA	CORTESE, LUST
91423	S104578928		TOSCO CORPORATION STATION #30476	13650 RIVERSIDE DR		SHERMAN OAKS	CA	HAZNET
91423	S101585399	19023184	VAHAKEN VICTOR KUPELIAN	13650 RIVERSIDE DR		SHERMAN OAKS	CA	CA FID UST, SWEEPS UST
91423	S108418237		76 STATION 3176	13650 RIVERSIDE DRIVE	C, East, 1/4 - 1/2	SHERMAN OAKS	CA	LUST
91423	S103951809		BANK OF AMERICA	13700 RIVERSIDE DR		SHERMAN OAKS	CA	HAZNET
91423	S104574947		MULLIKIN MEDICAL CENTER SHERMAN O	13739 RIVERSIDE DR		SHERMAN OAKS	CA	HAZNET
91423	1000597751	110002868077	BURBANK MEDICAL CLINIC INC	13739 RIVERSIDE DR	9, East, 1/8 - 1/4	SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS
91423	S103975882		MACY'S WEST INC	14000 RIVERSIDE DR		SHERMAN OAKS	CA	HAZNET
91423	S100937566		J P MECHANICAL	14006 RIVERSIDE	A, East, 0 - 1/8	SHERMAN OAKS	CA	HAZNET
91423	S103629874	76220	LENSCRAFTERS STORE #501	14006 RIVERSIDE DR	A, East, 0 - 1/8	SHERMAN OAKS	CA	EMI, HAZNET
91423	S108220189		SEPHORA STORES #22	14006 RIVERSIDE DR STE 75	A, East, 0 - 1/8	SHERMAN OAKS	CA	HAZNET
91423	S107149329		SEPHORA STORES #18	14006 RIVERSIDE DR STE 75	A, East, 0 - 1/8	SHERMAN OAKS	CA	HAZNET
91423	1000857522	110002900095	KITS CAMERA 1 HOUR NO 87	14006 RIVERSIDE DR STE 86	A, East, 0 - 1/8	SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS
91423	1006930253	CAR000147447	SEPHORA STORE 22 FASHION SQUARE	14006 RIVERSIDE DRIVE	A, East, 0 - 1/8	SHERMAN OAKS	CA	HAZNET, RCRAInfo-SQG
91423	1007087658	110015672039	SEPHORA STORE 22 FASHION SQUARE	14006 RIVERSIDE DRIVE	A, East, 0 - 1/8	SHERMAN OAKS	CA	FINDS
91423	S102804950		CITY FREEHOLDS (USA INC)	14006 RIVERSIDE DRIVE	A, East, 0 - 1/8	SHERMAN OAKS	CA	HAZNET
91423	S108225316		WESTFIELD SHERMAN OAKS FASHION CI	14007 RIVERSIDE DR		SHERMAN OAKS	CA	HAZNET
91423	S102816174		BLOOMINGDALES/SHERMAN OAKS	14060 RIVERSIDE DR		SHERMAN OAKS	CA	HAZNET
91423	S104580017		FEDERATED/SHERMAN OAKS	14060 RIVERSIDE DR		SHERMAN OAKS	CA	HAZNET
91423	S103630039		BROADWAY DEPT. STORES #35	14060 RIVERSIDE DR.		SHERMAN OAKS	CA	HAZNET
91423	S101298110	914230289	CHEVRON #9-1683	14061 RIVERSIDE DR	B, WNW, 1/8 - 1/4	SHERMAN OAKS	CA	CORTESE, LUST
91423	1000921662	110006484928	CHEVRON STATION 9 1683	14061 RIVERSIDE DR	B, WNW, 1/8 - 1/4	SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS
91423	S103630043		CHEVRON 91683	14061 RIVERSIDE DR		SHERMAN OAKS	CA	HAZNET
91423	U001568123	00000062110	91683	14061 RIVERSIDE DR	B, WNW, 1/8 - 1/4	SHERMAN OAKS	CA	HIST UST
91423	1000412367	110002661423	DISTINCTIVE DRY CLEANERS	14105 RIVERSIDE DR		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS, CLEANERS, EMI, HAZNET
91423	U001568285	00000050803	CORPORATE HEADQUARTERS	14130 RIVERSIDE DR		SHERMAN OAKS	CA	HIST UST

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91423	S101618651	19005159	GARAGE IN SUNKIST BUILDING	14130 RIVERSIDE DR		SHERMAN OAKS	CA	CA FID UST, SWEEPS UST
91423	1000271015	28081	SUNKIST GROWERS INC	14130 RIVERSIDE DR	18, WNW, 1/4 - 1/2	SHERMAN OAKS	CA	EMI, HAZNET, CORTESE, LUST
91423	U001568286	00000004942	GARAGE IN SUNKIST BUILDING	14130 RIVERSIDE DR		SHERMAN OAKS	CA	HIST UST
91423	S105647406			14130 RIVERSIDE DR PARKING LOT AREA		SHERMAN OAKS	CA	CHMIRS
91423	S103630362		OLIVER WILLIAMS ELEVATOR COMPANY	14209 RIVERSIDE DRIVE		SHERMAN OAKS	CA	HAZNET
91423	1010001713		BUCKLEY SCHOOL	3900 STANSBURY AVE		SHERMAN OAKS	CA	FTTS INSP
91423	1008176259		BUCKLEY SCHOOL	3900 STANSBURY AVE		SHERMAN OAKS	CA	LUST
91423	1006890270	916061598	BUCKLEY SCHOOL	3900 STANSBURY AVE		SHERMAN OAKS	CA	CORTESE, LUST
91423	1000591085	110002659070	BUCKLEY SCHOOL BUS GARAGE	3900 STANSBURY AVE		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS, HAZNET
91423	S107863179		BUCKLEY SCHOOL	3900 STANSBURY AVE.		SHERMAN OAKS	CA	LUST
91423	S102799651		EILEEN CIMORELL	4260 STERN AVE		SHERMAN OAKS	CA	HAZNET
91423	S103662640	72686	LAUSD/ MILLIKAN JH	5041 SUNNYSLOPE AVE		SHERMAN OAKS	CA	EMI, HAZNET
91423	1008262998	110021539780	MILLIKAN (ROBERT A.) MIDDLE	5041 SUNNYSLOPE AVE.		SHERMAN OAKS	CA	FINDS
91423	S100178004		ADOBE PLAZA	330 TEFFT STREET		NIPOMO	CA	NOTIFY 65
91423	S102805886		TILDEN II LTD PARTNERSHIP	5008 TILDEN AVE		SHERMAN OAKS	CA	HAZNET
91423	S107140651		PARKRIDGE APT UNLIMITED PATNERSHII	4915 TYRONE AVE		SHERMAN OAKS	CA	HAZNET
91423	S108199325		BLACKBIRD INVESTMENT LLC	13804 VALLEY VISTA BLVD		SHADOW HILLS	CA	HAZNET
91423	S108199326		BLACKBIRD INVESTMENTS LLC	13804 VALLEY VISTA BLVD		SHERMAN OAKS	CA	HAZNET
91423	S102801385		RICHARD BOROW	14995 VALLEY VISTA		SHERMAN OAKS	CA	HAZNET
91423	1005437476		SUN HOUSEWARES INC.	5359 VALLEY BLVD		LOS ANGELES	CA	SWEEPS UST, SSTS
91423	S101585040	19018620	SUN HOUSEWARES INC.	5359 VALLEY BLVD		LOS ANGELES	CA	CA FID UST
91423	S102800627		CHUCK SPEED	13201 VALLEYHEART DR.		SHERMAN OAKS	CA	HAZNET
91423	S102801452		ST. FRANCIS DESALES	13368 VALLEYHEART DR		SHERMAN OAKS	CA	HAZNET
91423	S100870272		PAULS AUTOMOTIVE SERVICE CENTE	5146 VAN NUYS BL		SHERMAN OAKS	CA	HAZNET
91423	S103981243		PAULS AUTOMOTIVE SERVICE CENTER	5146 VAN NUYS BLVD		SHERMAN OAKS	CA	HAZNET
91423	S106828133	15821	CASA DE CADILLAC	5727 VAN NUYS BLVD.		VAN NUYS	CA	EMI
91423	S106166655		SHERMAN OAKS NORGE CLEANERS	13435 VENTRUA BLVD	**	SHERMAN OAKS	CA	CLEANERS
91423	1000105784	110002761556	DRIVE IN CLEANERS	13317 VENTURA BLVD		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS, CLEANERS, EMI, HAZNET
91423	S106077067		DRIVE IN CLEANERS	13317 VENTURA BLVD #E		SHERMAN OAKS	CA	CLEANERS, HAZNET
91423	S108540729		CUSTOM CLEANERS	13317 VENTURA BLVD STE E	**	SHERMAN OAKS	CA	HAZNET, CLEANERS
91423	S104160088		VENTURA HAND WASH	13320 VENTURA		SHERMAN OAKS	CA	CORTESE
91423	S101618654	19003712	VENTURA CAR WASH	13320 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET, CA FID UST, SWEEPS UST, LUST
91423	U001568294	00000041525	VENTURA CAR WASH	13320 VENTURA BLVD		SHERMAN OAKS	CA	HIST UST
91423	S103994220		VENTURA CARWASH	13320 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91423	S106166903		MEMMOTT CLEANERS	13351 VENTURA BLVD		SHERMAN OAKS	CA	CLEANERS
91423	S106835452	46433	MEMMOTT CLEANERS	13351 VENTURA BLVD.		SHERMAN OAKS	CA	EMI
91423	1000857660	110002901174	MEMMOT CLEANERS	13357 VENTURA BLVD		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS, CLEANERS
91423	S106086220		SCHINDLER ELEVATOR CORPORATION	13412 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91423	S103946526		GREG MORGAN	13413 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91423	S108751167		MICHAEL MALAMUT	13425 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91423	S106839309	2195	SHERMAN OAKS NORGE VILLAGE CLE	13435 VENTURA BL		SHERMAN OAKS	CA	EMI
91423	U001568289	00000034338	PAUL'S GOLDEN HAMMER AUTO BODY	13460 1/2 VENTURA BLVD		SHERMAN OAKS	CA	HIST UST
91423	S101583779	19006152	CURRENT OCCUPANT	13460 VENTURA BLVD		SHERMAN OAKS	CA	CA FID UST
91423	S103978802		NAHAI INTERNATIONAL INC	13501-13507 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91423	S106836108	22381	NANTUCKET SHUTTER SHOP INC	13505 VENTURA BLVD.		SHERMAN OAKS	CA	EMI
91423	S103987783		SHERMAN OAKS CHIROPRACTIC CLIN	13509 VENTURA BL #B		SHERMAN OAKS	CA	HAZNET
91423	S101585951	19034636	JAN A/JOHN A PERRELLI	13526 VENTURA BLVD		SHERMAN OAKS	CA	CA FID UST, SWEEPS UST
91423	1000595050	110002849428	PERRELLI MTRS TEXACO	13526 VENTURA BLVD		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS
91423	S100934539		EFFRAM PERRY	13555 VENTURA BLVD		SHERMAN OAKS	CA	CLEANERS, HAZNET
91423	1000415906	110002728585	CUSTOM VALET DRY CLEANERS	13555 VENTURA BLVD		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS, CLEANERS
91423	S106829614	13604	CUSTOM VALET CLEANERS	13555 VENTURA BLVD.		SHERMAN OAKS	CA	EMI
91423	1001231458	110002925121	STEAMER CLEANERS	13646 VENTURA BLVD		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS, CLEANERS, HAZNET
91423	S101298116	914230089	UNOCAL #2058	13646 VENTURA BLVD		SHERMAN OAKS	CA	CORTESE, LUST
91423	1000166651	00000029331	SERVICE STATION 2058	13646 VENTURA BLVD		SHERMAN OAKS	CA	HIST UST
91423	U001568144	00000055751	UNION OIL SERVICE STATION #205	13646 VENTURA BLVD		SHERMAN OAKS	CA	HIST UST
91423	S100461123		UNOCAL SERVICE STATION #2058	13646 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91423	S105089128		WERNERS SERVICE	13647 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91423	S107620003		THE VIRGINIA JUSTINE BROWN INTER VI\	13702 VENTURA BLVD		SHERMAN OAKS	CA	SLIC REG 2
91423	S104574518	20746	LA BOUTIQUE DRY CLEANERS	13702 VENTURA BLVD		SHERMAN OAKS	CA	CLEANERS, EMI, HAZNET
91423	S106840933	65515	THE MOONLIGHT TANGO CAFE	13730 VENTURA BLVD.		SHERMAN OAKS	CA	EMI
91423	S103967527		HEIDI CHIN DDS	13732 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91423	S106839439	1346	SIMONS SUN VALLEY CLEANERS	13811 VENTURA BL		SHERMAN OAKS	CA	EMI
91423	S104574425		B&B CLEANERS INC DBA SIMONS SUN VA	13813 VENTURA		SHERMAN OAKS	CA	CLEANERS, HAZNET
91423	S108755211		SIMON'S SUN VALLEY CLEANERS	13813 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET

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91423	1000339488	110002745496	B&B CLEANERS INC DBA SIMONS SUN VA	13813 VENTURA BLVD		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS, CLEANERS, HAZNET
91423	S106840016	65512	STANLEY'S	13817 VENTURA BLVD		SHERMAN OAKS	CA	EMI
91423	S106836359	60278	NORGE CLEANERS OF SHERMAN OAKS	13832 VENTURA BLVD		SHERMAN OAKS	CA	EMI
91423	S104857346		STERN PLAZA	13901 VENTURA		SHERMAN OAKS	CA	SLIC REG 2
91423	S106484082		STERN PLAZA	13901 VENTURA BLVD		SHERMAN OAKS	CA	SLIC REG 2
91423	1000203467	110006472398	ANGEL CLEANER	13909 VENTURA BLVD		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS, CLEANERS, EMI, HAZNET
91423	S102815368		FOX PHOTO INC	13913 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91423	S103968024		HOME SAVINGS OF AMERICA	13949 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91423	S105774658	4B196000144	SHERMAN OAKS BRANCH	13949 VENTURA BLVD		SHERMAN OAKS	CA	CA WDS
91423	S107143230		STEVE BLOOM	14006 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91423	S106827610	65513	CAFE CORDIALE	14015-19 VENTURA BLVD.		SHERMAN OAKS	CA	EMI
91423	S106839176	66243	SHAIN'S RESTAURANT, C. TRAVIS	14016 VENTURA BLVD.		SHERMAN OAKS	CA	EMI
91423	1000246528	110002770243	MAGIC TOUCH CLEANERS	14020 VENTURA BLVD		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS, CLEANERS, EMI
91423	S104580198		JOHN D NEI	14040 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91423	S107138118	RC9737	TOMRA PACIFIC INC/RALPHS #31	14049 VENTURA BLVD		SHERMAN OAKS	CA	SWRCY
91423	S105090304		SHERMAN OAKS CAMERA AND SOUND IN	14078 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91423	S103630145		JIFFY LUBE # 1346	14103 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91423	1007650373	110017953151	JIFFY LUBE #1346	14103 VENTURA BLVD		SHERMAN OAKS	CA	FINDS
91423	S106838318	67510	RIVE GAUCHE CAFE, WATT CONTRUC	14106 VENTURA BLVD		SHERMAN OAKS	CA	EMI
91423	1000594424	110002844469	STANSBURY CLEANERS	14120 VENTURA BLVD		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS, CLEANERS, HAZNET
91423	S101585946	19034491	C B S REAL CORP	14120 VENTURA BLVD		SHERMAN OAKS	CA	CA FID UST
91423	S100945098		SILVER OAK VETERINARY CENTER	14120 VENTURA BLVD STE K		SHERMAN OAKS	CA	HAZNET
91423	S106840018	49917	STANSBURY CLEANERS, G. GEOULA	14120-G VENTURA BL		SHERMAN OAKS	CA	EMI
91423	S106826682	67010	BARONE'S INC	14151 VENTURA BLVD		SHERMAN OAKS	CA	EMI
91423	S105089123		GOODYEAR AUTO SERVICE CENTER	14210 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91423	S101618652	19027689	GOODYEAR SERVICE	14210 VENTURA BLVD		SHERMAN OAKS	CA	CA FID UST
91423	S103966138		SHERMAN OAKS DENTAL CARE	14256 VENTURA BLVD STE 1		SHERMAN OAKS	CA	HAZNET
91423	S106832270	65514	HAGOP RESTAURANT, HAGOP G GHAD	14280 VENTURA BLVD.		SHERMAN OAKS	CA	EMI
91423	S103952543		BEVERLY OAKS ANIMAL HOSPITAL	14302 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91423	U001568288	00000006463	HANDY J AUTOMATED WASH	14311 VENTURA BLVD		SHERMAN OAKS	CA	HIST UST
91423	S101587338	19055340	ARNOLD/JEFF/NEIL PAUL	14311 VENTURA BLVD		SHERMAN OAKS	CA	CA FID UST
91423	U001568131	00000047392	HANDY J CAR WASH	14311 VENTURA BLVD		SHERMAN OAKS	CA	HIST UST
91423	S100931972		CARRIAGE BODY SHOP INC	14315 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91423	S108199123		BEVERLY GLEN AUTO BODY	14315 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91423	S106828092	2125	CARRIAGE BODY SHOP	14315 VENTURA BLVD.		VAN NUYS	CA	EMI
91423	S101587652	19055856	KWIK-STOP, INCORPORATED	14321 VENTURA BLVD		SHERMAN OAKS	CA	CA FID UST, SWEEPS UST
91423	S102424172	914230307	ARCO #1361	14321 VENTURA BLVD		SHERMAN OAKS	CA	CORTESE, LUST
91423	S101588341	19056587	JOSEPH PERTUSATI	14325 VENTURA BLVD		SHERMAN OAKS	CA	CA FID UST
91423	S100624448		HIGH TECH 1/2 HOUR	14342 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91423	S103967776		HIGH-TECH HALF HOUR PHOTO	14342 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91423	S103630598		HIGH TECH 1/2 HOUR PHOTO	14342 VENTURA BLVD.		SHERMAN OAKS	CA	HAZNET
91423	U001568292	00000017115	TEXACO	14344 VENTURA / BEVERLY GLEN		SHERMAN OAKS	CA	HIST UST
91423	S101585514	19024444	TEXACO STATION	14344 VENTURA BLVD		SHERMAN OAKS	CA	CA FID UST
91423	S104164127	914230207	TEXACO	14344 VENTURA BLVD		SHERMAN OAKS	CA	CORTESE, LUST
91423	S108214144		MJ PAK INC	14352 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91423	1000593352	110002813108	CELEBRITY CLEANERS	14352 VENTURA BLVD		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS, CLEANERS, HAZNET
91423	1000142395	110002685764	CASA DE CADILLAC	14401 VENTURA BLVD		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS, HAZNET, HIST UST, CA FID UST, CORTESE, LUST
91423	1000373208	110008273359	OAKS 1 HOUR CLEANER	14445 3/4 VENTURA BLVD		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS, CLEANERS, EMI, HAZNET
91423	S103963881		F F SAVINGS	14455 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91423	S102798849		CRM FILMS	14455 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91423	U003982151	24278	TOSCO CORPORATION #30437	14478 VENTURA BLVD		SHERMAN OAKS	CA	ORANGE CO. UST
91423	S108203216		CONOCO PHILLIPS #252421	14478 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91423	S103994243		VENTURA VAN NUYS UNOCAL	14478 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91423	U001568146	00000056050	UNION OIL SERVICE STATION #242	14478 VENTURA BLVD		SHERMAN OAKS	CA	HIST UST
91423	1000166679	00000029443	TOSCO - 76 STATION #2421	14478 VENTURA BLVD	20, WSW, 1/2 - 1	SHERMAN OAKS	CA	NOTIFY 65, HAZNET, HIST UST, CA FID UST, CORTESE, SWEEPS UST, LUST
91423	S104580735		TOSCO CORPORATION STATION #30437	14478 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91423	S103987782		SHERMAN OAKS 76 CAR CARE CENTER	14478 VENTURA BLVD		SHERMAN OAKS	CA	HAZNET
91423	S106835451	74305	MELLS DRIVE IN	14846 VENTURA BLVD.		SHERMAN OAKS	CA	EMI
91423	S103659399		JOAN SANDERS	4336 VENTURA CANYON RD		SHERMAN OAKS	CA	HAZNET
91423	S104566751		ELDORADO APARTMENTS	4425 VENTURA CANYON AVE		SHERMAN OAKS	CA	HAZNET
91423	S105085986		THE APTS	4443 VENTURA CANYON RD		ENCINO	CA	HAZNET

ZIP	EDR-ID	Facility ID	Name	Address	Map/Dir/Dist	City	State	Databases
91423	S104572066		VENTURA CANYON HOME OWNERS ASS(	4454 VENTURA CANYON AVE		SHERMAN OAKS	CA	HAZNET
91423	S103973060		KARL M SAMUELIAN	14302-304 VENTURE BLVD		SHERMAN OAKS	CA	HAZNET
91423	S108201249		CERTIFIED COLLISION CRAFT	4330 WOODMAN AVE		SHERMAN OAKS	CA	HAZNET
91423	1000326219		AUTO MECHANIKA	4330 WOODMAN AVE		SHERMAN OAKS	CA	HAZNET
91423	S103987807		SHIBA LAWNMOWER	4345 WOODMAN		SHERMAN OAKS	CA	HAZNET
91423	1000124339	110002818283	DOC MILGFROMS CLEANERS	4351 WOODMAN AVE		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS, CLEANERS, EMI, HAZNET
91423	S106828078	71991	CARNIVAL RESTAURANT ,AFFHAKIN	4356 WOODMAN AVE		SHERMAN OAKS	CA	EMI
91423	S106245376		JASMINE CLEANERS	4360 WOODMAN AVE		SHERMAN OAKS	CA	CLEANERS, HAZNET
91423	S101586558	19053958	LA MANCHA ENTERPRISES	4367 WOODMAN AVE		SHERMAN OAKS	CA	CA FID UST, CORTESE, SWEEPS UST, LUST
91423	S106387218		DR. J CLEANERS	4369 WOODMAN		SHERMAN OAKS	CA	SLIC REG 2
91423	S103659579		DR J'S CLEANERS	4369 WOODMAN AVE		SHERMAN OAKS	CA	CLEANERS, HAZNET
91423	S108205189		DORA CHI HANG LI	4369 WOODMAN AVE		SHERMAN OAKS	CA	HAZNET
91423	S106487306	61007	ACE CLEANERS, SUE J. PARK DBA	4369 WOODMAN AVE.		SHERMAN OAKS	CA	SLIC REG 2, EMI
91423	1006805557	110013379860	DR J CLEANERS	4371 WOODMAN AVE		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS, CLEANERS, HAZNET
91423	1000597633	110002867112	JOHNS SHELL	4404 WOODMAN		SHERMAN OAKS	CA	RCRAInfo-SQG, FINDS, HAZNET
91423	S105126748		SHELL	4404 WOODMAN		SHERMAN OAKS	CA	HAZNET
91423	S101582695	19001094	TARAL INCORPORATED	4404 WOODMAN AVE		SHERMAN OAKS	CA	CA FID UST, SWEEPS UST
91423	U001568135	00000004025	PAULS AUTO CARE	4404 WOODMAN AVE		SHERMAN OAKS	CA	HIST UST
91423	U003970906	24482	JOHN'S SHELL STATION	4404 WOODMAN AVE		SHERMAN OAKS	CA	ORANGE CO. UST
91423	S102437059	914230170A	SHELL #204-7199-0307	4404 WOODMAN AVE	19, SSE, 1/4 - 1/2	SHERMAN OAKS	CA	CORTESE, LUST
91423	1004678516	CAR000110056	SHELL SERVICE STATION	4404 WOODMAN AVE U S TS		SHERMAN OAKS	CA	HAZNET, RCRAInfo-SQG
91423	S100616425		1 HOUR PHOTO	4407 WOODMAN AVE		SHERMAN OAK	CA	HAZNET
91423	S102810532		OAKWOOD SHERMAN OAKS	4500 WOODMAN AVE		SHERMAN OAKS	CA	HAZNET
91423	S103981307		PCS DEVELOPMENT	4500 WOODMAN AVE		SHERMAN OAKS	CA	HAZNET
91423	S103992545		TRAVELER'S INSURANCE CO	4500 WOODMAN AVE		SHERMAN OAKS	CA	HAZNET
91423	1004678435	110012234055	P C S PROPERTY MANAGEMENT	4500 WOODMAN AVE		SHERMAN OAKS	CA	RCRAInfo-LQG, FINDS, HAZNET
91423	1007679624	110017962882	FASHION SQUARE CAR WASH / EXPRESS	4625 WOODMAN AVE		SHERMAN OAKS	CA	FINDS
91423	S102059830	914230316	FASHION SQUARE CAR WASH	4625 WOODMAN AVE	15, SE, 1/4 - 1/2	SHERMAN OAKS	CA	HAZNET, CORTESE, LUST
91423	S101583197	016882-022599	FASHION SQUARE CARWASH	4625 WOODMAN AVE		SHERMAN OAKS	CA	LOS ANGELES CO. HMS, CA FID UST
91423	U003780151	23639	FASHION SQUARE CARWASH	4625 WOODMAN AVE		SHERMAN OAKS	CA	SWEEPS UST, ORANGE CO. UST
91423	S103964131		FASHION SQUARE EXPRESS LUBE & CAR	4625 WOODMAN AVE		SHERMAN OAKS	CA	HAZNET
91423	U001568290	00000017514	ROYAL CAR WASH	4625 WOODMAN AVE		SHERMAN OAKS	CA	HIST UST
91423	S103964130		FASHION SQUARE EXPRESS LUBE	4625-A WOODMAN AVE		SHERMAN OAKS	CA	HAZNET
91423	S103996306		WOODMAN PLAZA BUILDING	4730 WOODMAN AVE		SHERMAN OAKS	CA	HAZNET
91423	S103967738		HI-TECH AUTOMOBILE SERVICE INC	4774 WOODMAN		SHERMAN OAKS	CA	HAZNET
91423	S108749446		KAY CO INVESTMENTS	5100 WOODMAN AVE		SHERMAN OAKS	CA	HAZNET
91423	S103972735		JOSEPH HAFEZ	4374 WOODMAND AVE		SHERMAN OAKS	CA	HAZNET
91604	1009641607				**	LOS ANGELES	CA	
91604	1009645696				**	LOS ANGELES	CA	
91604	1009640720				**	LOS ANGELES	CA	
91604	1009645796				**	LOS ANGELES	CA	
91604	1009637609				**	LOS ANGELES	CA	
91604	1009636658				**	LOS ANGELES	CA	
91604	S107149516		CALTRANS DIST 7/CONSTR/07-002594	RTE 101 SB KP 20.8-24.0	**	STUDIO CITY	CA	HAZNET
91604	S106826687	11162	BARRI AUTO WKS	11467 / 11481 VENTURA BLVD.	**	STUDIO CITY	CA	EMI
91604	S108214310		MOORPARK INVESTORS LLC	1250 / 1252 MOORPARK ST	**	STUDIO CITY	CA	HAZNET
91604	S107149140		AUTO PLAZA RADFORD AVE	4021 / 4029 RADFORD AVE	**	STUDIO CITY	CA	HAZNET
91604	S102060673	013950-014422	CORONET CARPETS IND	6905 E ACCO ST		MONTEBELLO	CA	LOS ANGELES CO. HMS, SWEEPS UST
91604	S108197893		AQUA VISTA VILLA LP	11163-11167 AQUA VISTA ST		STUDIO CITY	CA	HAZNET
91604	S107142162		4151 ARCH APARTMENTS	4151 ARCH DR		LOS ANGELES	CA	HAZNET
91604	S102804692		1X O'RION APARTMENTS	4176 ARCH DRIVE		STUDIO CITY	CA	HAZNET
91604	S107143135		THE WILLOWS STUDIO CITY APTS/CAMBF	4185 ARCH DR		STUDIO CITY	CA	HAZNET
91604	S105643577			ARCO STATION 5158 LAUREL CANYON BL	**	N HOLLYWOOD	CA	CHMIRS
91604	S104568375		CHARLES GRILL	4219 BABCOCK AVE		STUDIO CITY	CA	HAZNET
91604	S103655815		ARCO #6143	3704 CAHUENGA		NORTH HOLLYWOOD	CA	HAZNET, CORTESE
91604	S108199573		BP WEST COAST PRODUCTS LLC 06143	3704 CAHUENGA BLVD		NORTH HOLLYWOOD	CA	HAZNET
91604	U001568512	00000026865	JIRAIR G BEZIKIAN	3704 CAHUENGA BLVD		NORTH HOLLYWOOD	CA	HIST UST
91604	S101297609	916040416	ARCO #6143	3704 CAHUENGA BLVD		STUDIO CITY	CA	LUST
91604	U003938204	25170	ARCO PRODUCTS COMPANY--#6143	3704 CAHUENGA BLVD		STUDIO CITY	CA	ORANGE CO. UST
91604	S101583374	19003552	ARCO #6143	3704 CAHUENGA BLVD.		NORTH HOLLYWOOD	CA	CA FID UST, LUST
91604	S106922827		ARCO PRODUCTS COMPANY	3704 N CAHUENGA BLVD		NORTH HOLLYWOOD	CA	SWEEPS UST
91604	1000350342	110002818498	COMPUTOR COLOR CORP	3711 CAHUENGA BLVD		STUDIO CITY	CA	RCRAInfo-SQG, FINDS
91604	1000819564	110002889688	BOINK SCREENERS	3717 CAHUENGA BLVD W		STUDIO CITY	CA	RCRAInfo-SQG, FINDS

ZIP	EDR-ID	Facility ID	Name	Address	Map/Dir/Dist	City	State	Databases
91604	U001568505	00000062872	96311	3780 CAHUENGA BLVD		STUDIO CITY	CA	HIST UST
91604	1005904327	110012538469	CHEVRON STATION NO 96311	3780 CAHUENGA BLVD		STUDIO CITY	CA	RCRAInfo-SQG, FINDS, HAZNET
91604	S101586400	19048899	HARBANS SINGH	3780 CAHUENGA BLVD		STUDIO CITY	CA	CA FID UST
91604	U003938981	23774	CHEVRON STATION #9-6311	3780 CAHUENGA BLVD		STUDIO CITY	CA	ORANGE CO. UST
91604	S106716230		CHEVRON #9-6311	3780 CAHUENGA BLVD.		STUDIO CITY	CA	LUST
91604	S106927067		HARBANS SINGH	3780 N CAHUENGA BLVD		STUDIO CITY	CA	SWEEPS UST
91604	S103656220		CHEVRON 96311	3780 CAHUGENGA BLVD	**	STUDIO CITY	CA	HAZNET
91604	1010040470	110028188547	ADELPHIA COMMUNICATIONS CORPORA	3535 CAHUNGA #103	**	STUDIO CITY	CA	FINDS
91604	1000378473	110002780170	LAUSD CARPENTER ELEM SCHOOL	3909 CARPENTER AVE		STUDIO CITY	CA	RCRAInfo-SQG, FINDS
91604	S103656842		LAUSD/ CARPENTER ELEM SCHOOL	3909 CARPENTER AVE		STUDIO CITY	CA	HAZNET
91604	1008310361	110022039738	CARPENTER AVENUE ELEMENTARY	3909 CARPENTER AVE.		STUDIO CITY	CA	FINDS
91604	S103655921		AKI YANADA	3722 CHUENGA BLVD		LOS ANGELES	CA	HAZNET
91604	1000412288	110002142654	FORTIN INDUSTRIES INC	5428 CLEON		NORTH HOLLYWOOD	CA	RCRAInfo-LQG, FINDS, HAZNET, CORTESE
91604	1001613543		HARVARD WESTLAKE SCHOOL	3700 COLD WATER CYN		NORTH HOLLYWOOD	CA	HAZNET
91604	S104567323		YSYL APARTMENSHIP	7439 COLD WATER CANYON	**	NORTH HOLLYWOOD	CA	HAZNET
91604	S103967373		HARVARD WESTLAKE SCHOOL	3700 COLDWATER CANYON		NORTH HOLLYWOOD	CA	HAZNET
91604	S107146257		HARVARD WESTLAKE SCHOOL	3700 COLDWATER CANYON AVE		NORTH HOLLYWOOD	CA	HAZNET
91604	1010004995		HARVARD SCHOOL	3700 COLDWATER CANYON RD		NORTH HOLLYWOOD	CA	FTTS INSP
91604	1008181602		HARVARD SCHOOL	3700 COLDWATER CANYON RD		NORTH HOLLYWOOD	CA	
91604	1006741504	110011560578	HARVARD SCHOOL	3700 COLDWATER CANYON ROAD		NORTH HOLLYWOOD	CA	FINDS
91604	S101585523	19024470	LOS ANGELES FIRE STATION 78	4230 COLDWATER CANYON AVE		STUDIO CITY	CA	CA FID UST
91604	U003780376	23893	LOS ANGELES FIRE STATION 78	4230 COLDWATER CANYON AVE		STUDIO CITY	CA	ORANGE CO. UST
91604	U001568511	00000047448	FIRE STATION 78	4230 COLDWATER CANYON AVE		STUDIO CITY	CA	HIST UST
91604	S103659532		BP WEST COAST PRODUCTS LLC 03050	4359 COLDWATER CANYON		STUDIO CITY	CA	HAZNET
91604	U003781762		ARCO #3050	4359 COLDWATER CANYON AVE		STUDIO CITY	CA	CORTESE
91604	U003937680	25548	ARCO #3050	4359 COLDWATER CANYON AVE		STUDIO CITY	CA	ORANGE CO. UST, LUST
91604	S102769646	916040443	COMMERCIAL BUILDING CENTER	4360 COLDWATER CANYON AVE		STUDIO CITY	CA	LUST
91604	S101588108	19056342	E & L A PARTNERSHIP	4360 COLDWATER CANYON AVE		NORTH HOLLYWOOD	CA	CA FID UST, SWEEPS UST
91604	S105025251		COMMERCIAL BUILDING CENTE	4360 COLDWATER CNYN		NORTH HOLLYWOOD	CA	CORTESE
91604	1001085554	CAR000008771	COLFAX CLEANERS	4362 COLDWATER CANYON		STUDIO CITY	CA	CLEANERS, HAZNET, RCRAInfo-SQG
91604	1007738370	110018983368	G.A.M.A.Z. INC DBA COLDWATER CLEANE	4362 COLDWATER CANYON		STUDIO CITY	CA	FINDS, CLEANERS, HAZNET
91604	S106828999	8170	COLFAX CLEANERS INC	4362 COLDWATER CANYON AVENUE		NORTH HOLLYWOOD	CA	EMI
91604	S106166718		COLFAX CLEANERS	4362 COLDWATER CYN	**	N HOLLYWOOD	CA	CLEANERS
91604	S108745126		COLD WATER CANYON VILLAS LLC	4551 COLDWATER CANYON AVE		STUDIO CITY	CA	HAZNET
91604	S105087407		FIRST CHRISTIAN CHURCH	4390 COLFAX AVENUE		STUDIO CITY	CA	HAZNET
91604	S103678440		CITY OF LOS ANGELES	COLFAX AVE OVER LA RIVER	**	LOS ANGELES	CA	HAZNET
91604	S106086201		DICK JACOBS	4325 CRAFT ST	**	STUDIO CITY	CA	HAZNET
91604	U003781073	24698	LAUREL CANYON PUMP STATION	11300 DONA DOROTEA DR		STUDIO CITY	CA	SWEEPS UST, ORANGE CO. UST
91604	U001568514	00000064840	LAUREL CANYON PUMPING STATION	11300 DONA DOROTEA DR		STUDIO CITY	CA	HIST UST
91604	S102802936		HOWARD & SANDRA CANTER	3100 DONA SUSANA		STUDIO CITY	CA	HAZNET
91604	S106932908		THE CBS/MTM/CO/C	AL ELLENA, 4024 RADFORD AVE	**	STUDIO CITY	CA	SWEEPS UST
91604	S108213163		MARGARET LYNCH	3800 EUREKA DR		STUDIO CITY	CA	HAZNET
91604	S108208585		HARVARD WESTLAKE SCHOOL	12876 HACIENDA DR		STUDIO CITY	CA	HAZNET
91604	S108207342		FROST CHADDOCK DEVELOPMENT LLC	12032-12038 HOFFMAN ST		STUDIO CITY	CA	HAZNET
91604	S108208919		HOFFMAN GARDENS LLC	12033-12104 HOFFMAN ST		STUDIO CITY	CA	HAZNET
91604	S108208922		HOFFMAN PROJECT LLC	12048 HOFFMAN ST		STUDIO CITY	CA	HAZNET
91604	S107143082		HUSTON GALLERIA APTS	11175 HUSTON		N HOLLYWOOD	CA	HAZNET
91604	S102816796		PERFORMANCE GRAPHICS	12360 LANDALE ST		STUDIO CITY	CA	HAZNET
91604	S106483381		TECHNICOLOR	4050 LANDERSHIM BLVD	**	NORTH HOLLYWOOD	CA	SLIC REG 2
91604	S105886730			3900 LANKERSHEIM BLVD		UNIVERSAL CITY	CA	CHMIRS
91604	U001568628	00000005341	10 UNIVERSAL CITY PLAZA	3800 LANKERSHIM BLVD		STUDIO CITY	CA	HIST UST
91604	S105051293	916080061	10 UNIVERSAL CITY PLAZA	3838 LANKERSHIM BLVD		UNIVERSAL CITY	CA	LUST
91604	S101583274	19003253	SHERATON UNIVERSAL HOTEL	3838 LANKERSHIM BLVD		UNIVERSAL CITY	CA	CA FID UST, SWEEPS UST
91604	S101588294	19056539	TUNTEX PROPERTIES INC	3840 LANKERSHIM BLVD		UNIVERSAL CITY	CA	CA FID UST, SWEEPS UST
91604	S106842154	73650	VICTORIA STATION UNIVERSAL	3850 LANKERSHIM BLVD		NORTH HOLLYWOOD	CA	EMI
91604	S101584036	19008020	BLACK FALCON LTD	3855 LANKERSHIM BLVD		NORTH HOLLYWOOD	CA	CA FID UST, SWEEPS UST
91604	S101587908	19056133	BUDGET RENT A CAR	3885 LANKERSHIM BLVD		NORTH HOLLYWOOD	CA	CA FID UST, SWEEPS UST
91604	S103993361		UNIVERSAL STUDIOS-STAGE #	3900 LANKERSHIM		STUDIO CITY	CA	CORTESE
91604	1007738108	110018979934	NBC-UNIVERSAL	3900 LANKERSHIM BLVD		UNIVERSAL CITY	CA	FINDS, HAZNET
91604	S105051409	916080025	UNIVERSAL STUDIOS-STAGE #27	3900 LANKERSHIM BLVD		UNIVERSAL CITY	CA	LUST
91604	U004049286	211	UNIVERSAL STUDIOS, INC	3900 LANKERSHIM BLVD		UNIVERSAL CITY	CA	ORANGE CO. UST
91604	S101582677	16862	UNIVERSAL STUDIOS/TRAM GARAGE	3900 LANKERSHIM BLVD		UNIVERSAL CITY	CA	EMI, CA FID UST, SWEEPS UST
91604	S103282140	R-00211	UNIVERSAL STUDIOS (TRAM BLDG)	3900 LANKERSHIM BLVD N		UNIVERSAL CITY	CA	LUST
91604	S105884048			3900 LANKERSHIM BLVD.		UNIVERSAL CITY	CA	CHMIRS
91604	S105089281		ANDERSON VIDEO BUILDING #153	3900 LANKERSHIM BOULEVARD		UNIVERSAL CITY	CA	HAZNET
91604	S108649784		UNIVERSAL CITY STUDIOS BACKLOT	3900 LANKERSHIM BOULEVARD		UNIVERSAL CITY	CA	VCP
91604	S108087212		UNIVERSAL STUDIOS, INC (TRAM)	3900 N LANKERSHIM BLVD	**	UNIVERSAL CITY	CA	LUST

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91604	S105093895		CAMPO DE CAHUENGA	3919 LANKERSHIM BLVD		N HOLLYWOOD	CA	HAZNET
91604	S108223796		UNIVERSAL APTS HOLDINGS LLC	4029 LANKERSHIM BLVD		STUDIO CITY	CA	HAZNET
91604	1000243100	110000782671	TECHNICOLOR INCORPORATED	4050 LANKERSHIM BLVD		NORTH HOLLYWOOD	CA	WIP, EMI, CA FID UST, SWEEPS UST, RCRAInfo-LQG, FINDS
91604	U003780150	23638	TECHNICOLOR INCORPORATED	4050 LANKERSHIM BLVD		STUDIO CITY	CA	ORANGE CO. UST
91604	S105088517		TECHNICOLOR INC	4050 LANKERSHIM BLVD		N HOLLYWOOD	CA	HAZNET
91604	S100875603	111.1033	TECHNICOLOR INC	4050 LANKERSHIM BLVD		STUDIO CITY	CA	CORTESE, LUST
91604	S103657809		HOWARD A ANDERSON CO TITLE DIV	4050 LANKERSHIM BLVD #504-3		UNIVERSAL CITY	CA	HAZNET
91604	S106837160	60006	PAPEL INCORPORATED	7355 LANKERSHIM BLVD		NORTH HOLLYWOOD	CA	EMI
91604	S105631338			3900 LANKERSHIN	**	UNIVERSAL CITY	CA	CHMIRS
91604	S103974399		LAUREL CANYON CHIROPRACTIC CLI	3959 LAURAL CANYON BLVD STE I		STUDIO CITY	CA	HAZNET
91604	S108757207		US POSTAL SERVICE	3950 LAUREL CANYON BLVD		N HOLLYWOOD	CA	HAZNET
91604	S104581077		SURESH S IYENGAR DDS	3959 LAUREL CANYON STE M		STUDIO CITY	CA	HAZNET
91604	S101587647	19055851	JERRY A HAYS	3960 LAUREL CANYON BLVD		STUDIO CITY	CA	CA FID UST
91604	S107137507	RC12149	NEXCYCLE/VONS #1674	4033 LAUREL CANYON BLVD		STUDIO CITY	CA	SWRCY
91604	S106831126	62069	FLAIR CLEANERS	40460 LAUREL CANYON	**	STUDIO CITY	CA	EMI
91604	1000260995	110002826130	FLAIR DRY CLEANERS	4060 LAUREL CANYON		STUDIO CITY	CA	RCRAInfo-SQG, FINDS
91604	S103657859		FLAIR CLEANERS INC	4060 LAUREL CANYON		STUDIO CITY	CA	CLEANERS, HAZNET
91604	S105030976	63644	FLAIR CLEANERS	4060 LAUREL CANYON BLVD		STUDIO CITY	CA	CLEANERS, EMI
91604	S106838330	14960	RIVERSIDE DRY CLEANERS	4060 LAUREL CYN BL		STUDIO CITY	CA	EMI
91604	S108750110		LAUREL CANYON-CHELSEA LLC	4220 LAUREL CANYON BLVD		STUDIO CITY	CA	HAZNET
91604	S103659396		MEDSTAR FOOT AND ANKLE CENTER	4335 LAUREL CANYON BLVD		STUDIO CITY	CA	HAZNET
91604	S105085176		STRUCTURE HOMES	4339 LAUREL GROVE	**	STUDIO CITY	CA	HAZNET
91604	U001568525	00000041652	SUNNY GAS	4354 LAUREL CANYON BLVD		NORTH HOLLYWOOD	CA	HIST UST
91604	S101618695	19055495	SUNNY GAS	4354 LAUREL CANYON BLVD		NORTH HOLLYWOOD	CA	CA FID UST, SWEEPS UST
91604	1000107746	110002723973	A-1 CLEANERS	4356 LAUREL CYN		STUDIO CITY	CA	RCRAInfo-SQG, FINDS, CLEANERS, HAZNET
91604	S106825160	52604	A-1 CLEANERS, SANG SOON LEE DB	4356 LAUREL CYN BL		NORTH HOLLYWOOD	CA	EMI
91604	S106825161	76627	A-1 CLEANERS, JOHN LEE DBA	4356 LAUREL CYN BL		STUDIO CITY	CA	EMI
91604	1000100720		QSS 1 HOUR PHOTO/STUDIO CITY, INC.	4358 LAUREL CANYON BLVD.		STUDIO CITY	CA	HAZNET
91604	U001568501	00000039951	OHANNES BALIAN #14-121	4359 LAUREL CANYON BLVD		NORTH HOLLYWOOD	CA	CHMIRS, HIST UST
91604	S101297613	916070325	MOBIL #11-FF3	4359 LAUREL CANYON BLVD		STUDIO CITY	CA	LUST
91604	U003948979	24480	MOBIL SERVICE STATION #11-FF3	4359 LAUREL CANYON BLVD		STUDIO CITY	CA	ORANGE CO. UST
91604	S101583372	19003546	MOBIL OIL CORP.	4359 LAUREL CANYON BLVD		NORTH HOLLYWOOD	CA	CA FID UST, SWEEPS UST
91604	S108206540		EXXONMOBIL OIL CORPORATION #13173	4359 LAUREL CANYON RD		NORTH HOLLYWOOD	CA	HAZNET
91604	S104576482		EXXONMOBIL OIL CORPORATION	4359 LAUREL CANYON RD		NORTH HOLLYWOOD	CA	HAZNET
91604	S105025252		MOBIL #11-FF3	4359 LAUREL CNYN	**	NORTH HOLLYWOOD	CA	CORTESE
91604	S101583692	19005556	ARCO #1680	5158 LAUREL CANYON BLVD		NORTH HOLLYWOOD	CA	CA FID UST, SWEEPS UST, LUST
91604	S102424180	916040452	ARCO #1680	5158 LAUREL CANYON BLVD		STUDIO CITY	CA	LUST
91604	S103663179		ARCO PRODUCTS COMPANY	5158 LAUREL CANYON BLVD		VAN NUYS	CA	HAZNET
91604	S106092298		BP WEST COAST PRODUCTS LLC 01680	5158 LAUREL CYN BLVD		NORTH HOLLYWOOD	CA	HAZNET
91604	91467117		LAUREL CANYON AND VENTURA BLVD.	LAUREL CANYON AND VENTURA BLVD.		STUDIO CITY	CA	ERNS
91604	S105085065		CITY OF LOS ANGELES/GEN SVS DEPT	11253 LAURIE DR		STUDIO CITY	CA	HAZNET
91604	S105085066		CITY OF LOS ANGELES/GEN SVS DEPT	11259 LAURIE DR		STUDIO CITY	CA	HAZNET
91604	S105085067		CITY OF LOS ANGELES/GEN SVS DEPT	11265 LAURIE DR		STUDIO CITY	CA	HAZNET
91604	S105085068		CITY OF LOS ANGELES/GEN SVS DEPT	11273 LAURIE DR		STUDIO CITY	CA	HAZNET
91604	S102802438		MCCOMMICK CONSTRUCTION CO	4249 LONGRIDGE AVE		STUDIO CITY	CA	HAZNET
91604	93342391		LOU'S 76 GASOLINE, 10984 RIVERSIDE DI	LOU'S 76 GASOLINE, 10984 RIVERSIDE DI	**	STUDIO CITY	CA	ERNS
91604	S105668935			11865 MOOR PARK AVE.	**	NORTH HOLLYWOOD	CA	CHMIRS
91604	94358026		MOOR PARK ST	MOOR PARK ST	**	STUDIO CITY	CA	ERNS
91604	S108214303		MOORE PARK MEADOWS LLC	11582 W MOORE PARK ST	**	STUDIO CITY	CA	HAZNET
91604	S107141328		MALIK CORP	12745-12751 MOORE PARK	**	STUDIO CITY	CA	HAZNET
91604	S105266312		HILL TOP CLEANERS	11705 MOOREPARK AVE	**	STUDIO CITY	CA	CLEANERS, HAZNET
91604	S103996482		YENTIS INTERVIVOS TRUST	12452 MOOREPARK		STUDIO CITY	CA	HAZNET
91604	S103624635		STUDIO VILLAGE -HOA	11732-796 MOOREPARK,4171-4249	**	STUDIO CITY	CA	HAZNET
91604	S107144271		MK PROJECT LLC	11444 MOORPARK		STUDIO CITY	CA	HAZNET
91604	1000596625	110002861056	GODMAN AUTO PARTS CO	11700 MOORPARK ST		NORTH HOLLYWOOD	CA	RCRAInfo-SQG, FINDS, HAZNET
91604	S101588149	19056385	VARKES KASSABIAN	11701 MOORPARK ST		NORTH HOLLYWOOD	CA	CA FID UST, SWEEPS UST
91604	S103967829		HILLTOP CLEANERS	11707 MOORPARK		STUDIO CITY	CA	CLEANERS, HAZNET
91604	1005932271		SIEFLOR CORP	11712 MOORPARK ST SUITE 106		STUDIO CITY	CA	TSCA
91604	1005932272		SIEFLOR CORP	11712 MOORPARK ST #106		STUDIO CITY	CA	TSCA
91604	1004444101	110011660050	SIEFLOR CORPORATION	11712 MOORPARK ST STE 106		STUDIO CITY	CA	FINDS, FTTS INSP
91604	1005932273		SIEFLOR CORP	11712 MOORPARK ST SUITE 101		STUDIO CITY	CA	TSCA
91604	1009523176		SIEFLOR CORPORATION	11712 MOORPARK STE 106	**	STUDIO CITY	CA	FTTS INSP
91604	S108221583		STR PROJECT LLC	12216 MOORPARK ST		STUDIO CITY	CA	HAZNET
91604	S108204450		DAVE DEPAW	12217 MOORPARK ST		STUDIO CITY	CA	HAZNET
91604	S103626280		MOORPARK	12325 MOORPARK ST.		STUDIO CITY	CA	HAZNET
91604	U001568508	00000063367	C & B TEXACO SERVICE	12452 MOORPARK ST		STUDIO CITY	CA	HIST UST

ZIP	EDR-ID	Facility ID	Name	Address	Map/Dir/Dist	City	State	Databases
91604	S101618691	19006951	SAM'S ARCO	12471 MOORPARK ST		NORTH HOLLYWOOD	CA	CA FID UST, SWEEPS UST
91604	U001568517	00000041488	SAM'S ARCO	12471 MOORPARK ST		NORTH HOLLYWOOD	CA	HIST UST
91604	1000857409	110002899267	CHEVRON STATION 98969	12505 MOORPARK ST		STUDIO CITY	CA	RCRAInfo-SQG, FINDS
91604	S101583800	19006364	IVAN'S CHEVRON	12505 MOORPARK ST		NORTH HOLLYWOOD	CA	CA FID UST, SWEEPS UST
91604	U001568506	00000063164	98969	12505 MOORPARK ST		STUDIO CITY	CA	HIST UST
91604	S104569097		MOORPARK APARTMENTS	12659 MOORPARK		STUDIO CITY	CA	HAZNET
91604	1001959940	110002933167	SHELL SERVICE STATION	12860 MOORPARK		STUDIO CITY	CA	RCRAInfo-SQG, FINDS, HAZNET
91604	S104577946		EQUILON ENTERPRISES LLC	12860 MOORPARK ST		STUDIO CITY	CA	HAZNET
91604	S108196028		12916 MOORPARK ST LLC	12916 MOORPARK ST		LOS ANGELES	CA	HAZNET
91604	S101585528	19024485	TANK PATROL #1	12520 MULHOLLAND		BEVERLY HILLS	CA	CA FID UST
91604	S107449266			22154 MULHOLLAND HWY		CALABASAS	CA	CHMIRS
91604	S108743265		BLACK STAR OIL COMPANY INC	7838 OCENAUS DR		LOS ANGELES	CA	HAZNET
91604	S103672154		BLACK STAR OIL COMPANY	7838 OCENAUS DRIVE		LOS ANGELES	CA	HAZNET
91604	U003781758	25543	COLDWATER CANYON PUMP STATION	3450 OESTE AV	**	STUDIO CITY	CA	ORANGE CO. UST
91604	S101587947	19056175	COLDWATER CANYON PUMP STATION	3450 OESTE AVE	**	STUDIO CITY	CA	EMI, CA FID UST, SWEEPS UST
91604	U001568510	00000064808	COLD WATER PUMPING STATION	3450 OESTE AVE.	**	STUDIO CITY	CA	HIST UST
91604	S103960911		DOGGIE PRODUCTIONS K-9	2501 ONTARIO BLVD	**	BURBANK	CA	HAZNET
91604	S107140611		LILLIAN KING	4021 RADFORD AVE		STUDIO CITY	CA	HAZNET
91604	1008176858		CBS/MTM COMPANY	4024 RADFORD AVE		STUDIO CITY	CA	
91604	U001568509	00000046926	CBS/FOX STUDIOS	4024 RADFORD AVE		NORTH HOLLYWOOD	CA	HIST UST
91604	1008152999	110018973093	RADFORD STUDIO CTR INC	4024 RADFORD AVE		STUDIO CITY	CA	FINDS, HAZNET
91604	S101618689	19024120	CBS/FOX STUDIOS	4024 RADFORD AVE		NORTH HOLLYWOOD	CA	CA FID UST
91604	S103657635		MALCOLM IN THE MIDDLE	4024 RADFORD AVE		STUDIO CITY	CA	HAZNET
91604	1010002072		CBS/MTM COMPANY	4024 RADFORD AVE		STUDIO CITY	CA	FTTS INSP
91604	1000100703	110002752557	CBS STUDIO CENTER	4024 RADFORD AVE		STUDIO CITY	CA	EMI, HAZNET, CORTESE, LUST, RCRAInfo-SQG, FINDS, ORANGE CO. UST
91604	1004677031	110013366749	COLUMBIA PICTURES INDUSTRIES INC	4024 RADFORD AVE STAGE 21		STUDIO CITY	CA	RCRAInfo-SQG, FINDS
91604	S105726211		COLUMBIA PICTURES INDUSTRIES	4024 RADFORD AVE STAGE 21B	**	STUDIO CITY	CA	HAZNET
91604	S105088218		TUCKER PRODUCTION INC	4024 RADFORD AVE STAGE 24		STUDIO CITY	CA	HAZNET
91604	S103960576		DESPERATE MEASURES LLC	4024 RADFORD STREET		STUDIO CITY	CA	HAZNET
91604	1004675712	110002939054	COMPLETE AUTO ELECTRIC	7263 RADFORD	**	N HOLLYWOOD	CA	RCRAInfo-LQG, FINDS
91604	1000170675	110002835148	MARCHESE COMMUNICATIONS	4105 REDFORD AVE		STUDIO CITY	CA	RCRAInfo-SQG, FINDS
91604	S108218453		RIVERTON APARTMENTS	3925 RIVERTON AVE		STUDIO CITY	CA	HAZNET
91604	S108200582		CALTRANS DIST 7/CONSTR FIELD/EA07-1	SB RTE 101 BETW 11.1-12.1 PM	**	N HOLLYWOOD	CA	HAZNET
91604	S106094224		STUDIO CITY RECREATION CTR	12621 RYE ST		LOS ANGELES	CA	HAZNET
91604	1004676071	110002942095	STUDIO CITY	12621 RYE ST		STUDIO CITY	CA	RCRAInfo-SQG, FINDS, HAZNET
91604	1000217289	110009528289	WARNER BROS DIV OF TIME WARNER EN	13051 SATICOY		NORTH HOLLYWOOD	CA	EMI, HAZNET, CORTESE, SLIC REG 2, LUST, RCRAInfo-LQG, FINDS
91604	S106841478	75045	TVC CLEANERS, AMNON COHEN DBA	13068 SATICOY AVE.		NORTH HOLLYWOOD	CA	EMI
91604	1000279174	110002711986	EAGLE EYE FILM CO	4019 TUJUNGA AVE		STUDIO CITY	CA	RCRAInfo-SQG, FINDS
91604	1000297879	110002659276	PALMER CLEANERS	4338 TUJUNGA AVE		STUDIO CITY	CA	RCRAInfo-SQG, FINDS, EMI, HIST UST, CA FID UST
91604	S106166544		OAKS CLEANERS	4338 TUJUNGA AVE.		NORTH HOLLYWOOD	CA	CLEANERS
91604	S103659572		S C DENTAL CARE INC	4366 TUJUNGA		STUDIO CITY	CA	HAZNET
91604	S108219063		S C DENTAL CARE	4366 TUJUNGA	**	STUDIO CITY	CA	HAZNET
91604	S103659636		HOVANNES UNION-76	4388 TUJUNGA AVE		NORTH HOLLYWOOD	CA	HAZNET
91604	U001568522	00000017698	SERVICE STATION 4401	4388 TUJUNGA AVE		NORTH HOLLYWOOD	CA	HIST UST
91604	S101618693	19023270	SERVICE STATION 4401	4388 TUJUNGA AVE		NORTH HOLLYWOOD	CA	CA FID UST, SWEEPS UST
91604	U003942242	24236	TOSCO CORPORATION #30649	4388 TUJUNGA AVE		STUDIO CITY	CA	ORANGE CO. UST
91604	S105723139		TOSCO CORPORATION STATION #30649	4388 TUJUNGA BLVD		NORTH HOLLYWOOD	CA	HAZNET
91604	S105088628		UNOCAL SERVICE STATION #4401	4388 TUJUNGA BLVD		N HOLLYWOOD	CA	HAZNET
91604	U001568529	00000056119	UNION OIL SERVICE STATION #440	4388 TUJUNGA BLVD.		SAME	CA	HIST UST
91604	S105025259		SHELL	4399 TUJUNGA		NORTH HOLLYWOOD	CA	CORTESE
91604	S102436901	916040343	SHELL	4399 TUJUNGA AVE		STUDIO CITY	CA	LUST
91604	S102360910	19-AR-0009	TUXFORD PIT LANDFILL	TUXFORD / GOLDEN STATE		SUN VALLEY	CA	SWF/LF (SWIS), CA WDS, WMUDS/SWAT
91604	S103891112	916080052	TEXACO OFFICE BUILDING	10 UNIVERSAL PLAZA		UNIVERSAL CITY	CA	CORTESE, LUST
91604	S107148978		EXCEL ENVIRONMENTAL FLUID INDUSTR	7029 VALJEAN AVE		VAN NUYS	CA	HAZNET
91604	S107528081	200106156		13004 VALLEYHEART DR, #3		STUDIO CITY	CA	CDL
91604	S108200885		CAROL REGLI	13017 VALLEYHEART DR		STUDIO CITY	CA	HAZNET
91604	S108224208		VALLEYHEART WEST HOA	13030 VALLEYHEART DR		STUDIO CITY	CA	HAZNET
91604	S108210375		JOEL MILLER HOMEOWNERS ASSOCIATI	13220 VALLEYHEART DR		STUDIO CITY	CA	HAZNET
91604	S106825717	71567	ALTURDYNE MOTION PICTURE SERVI	VARIOUS LOCATIONS IN CSAQMD	**	STUDIO CITY	CA	EMI
91604	S106830918	111028	F/X CONCEPTS INC	VARIOUS LOCATIONS IN SCAQMD	**	STUDIO CITY	CA	EMI
91604	S101586851	19054536	FOUR STAR VENTURA LTD	10600 VENTURA BLVD		NORTH HOLLYWOOD	CA	CA FID UST, SWEEPS UST

ZIP	EDR-ID	Facility ID	Name	Address	Map/Dir/Dist	City	State	Databases
91604	S100942374		PHOTO CITY	10602 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	1001085551	110002909808	WINDSOR CLEANERS	10606 VENTURA BLVD		STUDIO CITY	CA	RCRAInfo-SQG, FINDS, CLEANERS, EMI, HAZNET
91604	S108214382		MOTION PICTURE COSTUME CLEANERS	10606 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	1000473098	110002814660	LASER TECHNOLOGY INC	10624 VENTURA BLVD		NORTH HOLLYWOOD	CA	RCRAInfo-SQG, FINDS, HAZNET
91604	S103621856		OHALLORAN ASSOC	10700 VENTURA BLVD		NORTH HOLLYWOOD	CA	HAZNET
91604	S101586898	19054584	PUBLIC STORAGE INC	10830 VENTURA BLVD		NORTH HOLLYWOOD	CA	CA FID UST, SWEEPS UST
91604	S106835221	73834	MARY'S LAMB RESTAURANT, GALA P	10920 VENTURA BLVD		STUDIO CITY	CA	EMI
91604	1004675749	110002939385	ROXYS CLEANERS	10925 VENTURA BLVD		STUDIO CITY	CA	RCRAInfo-SQG, FINDS, CLEANERS, HAZNET
91604	S105084031		AL RADI	10960 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	S105088619		UNOCAL SERVICE STATION #1736	10974 VENTURA BLVD		N HOLLYWOOD	CA	HAZNET
91604	U001568526	00000055799	UNION OIL SERVICE STATION #173	10974 VENTURA BLVD		NORTH HOLLYWOOD	CA	HIST UST
91604	U001568520	00000003856	SERVICE STATION 1736	10974 VENTURA BLVD		NORTH HOLLYWOOD	CA	HIST UST
91604	S101583131	19002750	#1736 UNOLOCAL 76	10974 VENTURA BLVD		NORTH HOLLYWOOD	CA	CA FID UST, SWEEPS UST
91604	S103962461		EDWINS SERVICE CENTER	10974 VENTURA BLVD		NORTH HOLLYWOOD	CA	HAZNET
91604	1007200373	CAL000176047	TOSCO 30400	10974 VENTURA BLVD		NORTH HOLLYWOOD	CA	RCRAInfo-LQG
91604	S103066093	916040352	TOSCO - 76 STATION #1736	10974 VENTURA BLVD		NORTH HOLLYWOOD	CA	CORTESE, LUST
91604	U003942192	24258	TOSCO CORPORATION #30400	10974 VENTURA BLVD		STUDIO CITY	CA	ORANGE CO. UST
91604	1007249483	110017215208	TOSCO 30400	10974 VENTURA BLVD		NORTH HOLLYWOOD	CA	FINDS
91604	S103991865		TOSCO CORPORATION STATION #30400	10974 VENTURA BLVD		NORTH HOLLYWOOD	CA	HAZNET
91604	1007200065	CAL000050572	EXXONMOBIL OIL CORP.	11001 VENTURA BLVD		NORTH HOLLYWOOD	CA	RCRAInfo-LQG
91604	S101297624	913040361	MOBIL #11-KRF	11001 VENTURA BLVD		STUDIO CITY	CA	CORTESE, LUST
91604	S103989681		STUDIO CITY MOBIL	11001 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	U001568518	00000040012	SEONG TAE KIM	11001 VENTURA BLVD		NORTH HOLLYWOOD	CA	HIST UST
91604	S104576481		MOBIL OIL CORPORATION 18-KRF	11001 VENTURA BLVD		NORTH HOLLYWOOD	CA	HAZNET
91604	U003879687	24685	MOBIL , 11- KRF	11001 VENTURA BLVD		STUDIO CITY	CA	ORANGE CO. UST
91604	S101618692	19003240	SEONG TAE KIM	11001 VENTURA BLVD		NORTH HOLLYWOOD	CA	HAZNET, CA FID UST, SWEEPS UST
91604	1007249198	110017212283	EXXONMOBIL OIL CORP.	11001 VENTURA BLVD		NORTH HOLLYWOOD	CA	FINDS
91604	S105650307			11001 VENTURA BLVD.		NORTH HOLLYWOOD	CA	CHMIRS
91604	1001126667	110002915686	MEDALLION CLEANERS	11011 VENTURA BLVD		STUDIO CITY	CA	RCRAInfo-SQG, FINDS, CLEANERS, HAZNET
91604	S106092577		MINUTEMAN PRESS	11048 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	1000318637	110002642301	BRUNOS CORVETTE	1105 VENTURA BLVD		STUDIO CITY	CA	RCRAInfo-SQG, FINDS
91604	1000422368	110002739877	AMERICAN DRY CLEANERS	11050 VENTURA BLVD		STUDIO CITY	CA	RCRAInfo-SQG, FINDS, LA Co. Site Mitigation, CLEANERS, HAZNET
91604	S106797590	19720042	ALL STAR CLEANERS	11050 VENTURA BLVD.		STUDIO CITY	CA	
91604	S106827391	11484	BRUNOS CORVETTE REPAIRS	11055 VENTURA BLVD.		STUDIO CITY	CA	EMI
91604	S100941988		PAUL'S GOLDEN HAMMER	11101 VENTURA		STUDIO CITY	CA	HAZNET
91604	S106090959	54319	STUTT GART	11101 VENTURA BLVD		STUDIO CITY	CA	EMI, HAZNET
91604	S107527230	199711070		11117 VENTURA BLVD, ROOM 5		STUDIO CITY	CA	CDL
91604	S108209390		INALDA BLVD RETIREMENT HOME	11201 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	S104571533		G AND K MANAGEMENT	11201 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	S103954768		CANYON PARTNERS LLC	11239 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	S104405011		STUDIO CITY SHOPPING CENTER	11265 VENTURA		STUDIO CITY	CA	SLIC REG 2
91604	S106483908		STUDIO CITY SHOPPING CTR	11265 VENTURA BLVD		STUDIO CITY	CA	SLIC REG 2
91604	S106834408	75871	LEAN CHICK INC.	11273 VENTURA BLVD.		STUDIO CITY	CA	EMI
91604	S103623586		DANDEE CLEANERS	11275 VENTURA BLVD		STUDIO CITY	CA	CLEANERS, HAZNET
91604	1000595022	110002849188	STUDIO 1 HOUR CLEANERS	11302 VENTURA BLVD		STUDIO CITY	CA	RCRAInfo-SQG, FINDS, CLEANERS, EMI, HAZNET
91604	S100947317		UNIVERSAL 1 HOUR PHOTO	11318 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	S108205426		DT GROUP/DT SECURITY	11331 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	U003781076	24703	MOTION PICTURE INDUSTRY PENSION	11365 VENTURA BLVD		STUDIO CITY	CA	ORANGE CO. UST
91604	S101587918	19056143	MOTION PICTURE INDUSTRY PENSIO	11365 VENTURA BLVD		STUDIO CITY	CA	CA FID UST, SWEEPS UST
91604	1000597455	110002865882	HILL TOP CLEANERS	11384 VENTURA BLVD		STUDIO CITY	CA	RCRAInfo-SQG, FINDS, CLEANERS, EMI, HAZNET
91604	S104567007		SAM LANDERS	11397 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	1000594970	110008281331	STUDIO CITY AUTO REPAIR	11459 VENTURA BLVD		STUDIO CITY	CA	RCRAInfo-SQG, FINDS
91604	S103624035		RAYS AUTO REPAIR	11459 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	S108751406		MONTY'S AUTOMOTIVE CENTER, INC.	11481 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	S103986102		SALLER'S INTERNATIONAL BODY SHOP #	11481 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	S103953175	79146	BRAKE MASTERS	11485 VENTURA BLVD		STUDIO CITY	CA	EMI, HAZNET
91604	1000189569	110002829182	ORBIT MOTORS	11485 VENTURA BLVD		STUDIO CITY	CA	RCRAInfo-SQG, FINDS
91604	S108756194		TARZANA BRAKE MASTERS, INC.	11485 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	S108433086		SALLER'S INT'L BODY SHOP\DBA DICK SA	11511 VENTURA BLVD		STUDIO CITY	CA	EMI
91604	S103624210		STUDIO CITY AUTO BODY	11511 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	1000596668	110002861403	STUDIO CITY MTRS SAAB	11511 VENTURA BLVD		STUDIO CITY	CA	RCRAInfo-SQG, FINDS
91604	S104577279		ELECTRO LEON	11522 VENTURA BL		STUDIO CITY	CA	HAZNET

ZIP	EDR-ID	Facility ID	Name	Address	Map/Dir/Dist	City	State	Databases
91604	S100616064	66301	FOREIGN & DOMESTIC AUTO BODY I	11524 VENTURA BLVD		STUDIO CITY	CA	EMI, HAZNET
91604	S106842124	37114	VERBIESEN MOTOR CAR SALES	11545 VENTURA BL		STUDIO CITY	CA	EMI
91604	S103624292		PURRFECT AUTO SERVICE	11550 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	S106840059	21999	STD AUTO BODY	11553 1/2 VENTURA BLVD		STUDIO CITY	CA	EMI
91604	S106842807	61403	YATES AUTO BODY & PAINT	11557 VENTURA BL		STUDIO CITY	CA	EMI
91604	1000189570	110002829191	STUDIO CITY BODY SHOP	11601 VENTURA BLVD		STUDIO CITY	CA	RCRAInfo-SQG, FINDS
91604	S100928178	9667	1X STUDIO CITY AUTO BODY SHOP	11611 VENTURA BLVD		STUDIO CITY	CA	EMI, HAZNET
91604	S107148349		ZEN VOLVO SPECIALISTS OF STUDIO CIT	11617 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	S107148104		EL MONTE RV	11627 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	S103980009		OMNI CARE CHIROPRATIC CLINIC	11644 VENTURA BLVD STE A		STUDIO CITY	CA	HAZNET
91604	U001568524	00000017513	STUDIO CITY MOTORS	11647 VENTURA BLVD		STUDIO CITY	CA	HAZNET, HIST UST
91604	1000307681	110002768791	SIGNATURE CLEANERS	11707 VENTURA BLVD		STUDIO CITY	CA	RCRAInfo-SQG, FINDS, CLEANERS, HAZNET
91604	S106921453	101238	SIGNATURE CLEANERS, STEVE ABRA	11707 VENTURA BLVD		STUDIO CITY	CA	EMI
91604	S102826469		PARKER PET HOSPITAL	11723 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	S103624629		MARK BAISMAN, DDS	11724 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	S100945891		STUDIO CITY ANIMAL HOSPITAL	11800 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	S106831546	73894	GAUCHO GRILL ON VENTURA INC	11838 VENTURA BLVD.		STUDIO CITY	CA	EMI
91604	S101585845	19030973	FIRESTONE TIRE & RUBBER	11905 VENTURA BLVD		STUDIO CITY	CA	CA FID UST
91604	1007691032	110017956924	FIRESTONE STORE #67E9	11905 VENTURA BLVD		STUDIO CITY	CA	FINDS
91604	1000222984		FIRESTONE STORE #67E9	11905 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	S106092137		MGS DENTAL	11914 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	S103625023		PETS & PEOPLE PHOTOGRAPHY	11928 VENTURA BLVD.		STUDIO CITY	CA	HAZNET
91604	S106830759	77578	ERANAN II, KHORAPHIN THOMLOI D	11929 VENTURA BLVD		STUDIO CITY	CA	EMI
91604	S101588220	19056460	FIRESTONE T & R	11975 VENTURA BLVD		NORTH HOLLYWOOD	CA	CA FID UST
91604	1000355709	110002646094	LAURELWOOD CLEANERS	11986 VENTURA BLVD		STUDIO CITY	CA	RCRAInfo-SQG, FINDS, CLEANERS, EMI, HAZNET
91604	S108752113		P M REALITY GRP INC	12001 VENTURA PL		STUDIO CITY	CA	HAZNET
91604	S102438738	916040325	TEXACO SERVICE STATION	12007 VENTURA BLVD		STUDIO CITY	CA	CORTESE, LUST
91604	S103990661		TEXACO REFINING AND MARKETING INC	12007 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	U003941928	24724	TEXACO SS# 61-106-2258	12007 VENTURA BLVD		STUDIO CITY	CA	SWEEPS UST, ORANGE CO. UST
91604	1004677531	110012213443	SHELL SERVICE STATION	12007 VENTURA BLVD		STUDIO CITY	CA	RCRAInfo-SQG, FINDS, HAZNET
91604	U001568513	00000029244	JOHN NELSON TEXACO	12007 VENTURA BLVD		STUDIO CITY	CA	HIST UST
91604	S101618690	19001592	JOHN NELSON TEXACO	12007 VENTURA BLVD		STUDIO CITY	CA	CA FID UST
91604	S104578815		STUDIO CITY SHELL	12007 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	S107863263		SHELL SERVICE STATION	12007 VENTURA BLVD.		STUDIO CITY	CA	LUST
91604	S106833349	39169	JACK'S TRIANGLE CLEANERS	12043 VENTURA PL,		STUDIO CITY	CA	EMI
91604	1000272184		JACKS CLEANERS	12043 VENTURA PLACE		STUDIO CITY	CA	HAZNET
91604	S106245724		JACKS CLEANERS	12043 VENTURA PLACE		STUDIO CITY	CA	CLEANERS, HAZNET
91604	S108757713		WASHINGTON MUTUAL	12051 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	S103968171		HOMESAVINGS OF AMERICA	12051 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	S100937031		HOME SAVINGS OF AMERICA	12051 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	S101298207	916040307	UNOCAL #3459 (FORMER)	12080 VENTURA BLVD		STUDIO CITY	CA	CORTESE, LUST
91604	S102004377		UNOCAL SERVICE STATION #3459	12080 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	U001568528	00000055959	UNION OIL SERVICE STATION #345	12080 VENTURA BLVD		STUDIO CITY	CA	HIST UST
91604	U001568519	00000019094	SER ICE STATION 3459	12080 VENTURA BLVD		STUDIO CITY	CA	HIST UST
91604	S101583083	19002569	PAT GALATI UNION OIL SERVICE	12080 VENTURA BLVD		STUDIO CITY	CA	CA FID UST
91604	S102824577		TOTAL PHOTO EXPRESS	12080 VENTURA PLACE #3		STUDIO CITY	CA	HAZNET
91604	S102815184		LONGS DRUG STORE #527	12100 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	1000189566	110002733249	STUDIO CENTER CLEANERS	12114 VENTURA BLVD		STUDIO CITY	CA	RCRAInfo-SQG, FINDS, CLEANERS, HAZNET
91604	S106826761	8623	BE-CE PROPERTIES,STUDIO CTR CL	12114 VENTURA BLVD.		STUDIO CITY	CA	EMI
91604	S103625739		JACK RUTHBARD	12122 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	1000820373	110002896162	HARRYS CAMERA AND VIDEO	12132 VENTURA BLVD		STUDIO CITY	CA	RCRAInfo-SQG, FINDS
91604	S100863741		HARRY'S CAMERA & VIDEO	12132 VENTURA BLVD.		STUDIO CITY	CA	HAZNET
91604	1000373108	110002774597	HARRYS CAMERA & VIDEO	12142 VENTURA BLVD		STUDIO CITY	CA	RCRAInfo-SQG, FINDS
91604	S108745871		CVS PHARMACY # 9675	12143 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	S103986888		SAV-ON 9675	12143 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	1005415523	110012247737	GLIDDEN COMPANY	12203 VENTURA BLVD		STUDIO CITY	CA	RCRAInfo-SQG, FINDS
91604	S101298208	916040461	SINCLAIR PAINT COMPANY	12203 VENTURA BLVD		STUDIO CITY	CA	HAZNET, CORTESE, LUST
91604	S101618694	19000948	SINCLAIR PAINT STORE #7	12203 VENTURA BLVD		STUDIO CITY	CA	CA FID UST
91604	U001568523	00000041298	SINCLAIR PAINT STORE #7	12203 VENTURA BLVD		STUDIO CITY	CA	HIST UST
91604	S103626059		QSS 1-HR PHOTO/STUDIO CITY INC	12242 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	S106839354	64659	SIAM RESTAURANT, S MEKPONGSATO	12254 VENTURA BLVD.		STUDIO CITY	CA	EMI
91604	S103994371		VICTOR L KOVNER MD	12311 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	1000422456	CAD982520876	PICTURE PLACE THE	12322 VENTURA BLVD		STUDIO CITY	CA	HAZNET, RCRAInfo-SQG
91604	1000422455	110002840659	PICTURE PLACE THE	12322 VENTURA BLVD		STUDIO CITY	CA	RCRAInfo-SQG, FINDS
91604	S105085114		BROWN, LEIFER,SLATKIN, AND BURNS	12411 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	S108746829		ELISA FEINSTEIN DDS	12412 VENTURA BLVD		STUDIO CITY	CA	HAZNET

ZIP	EDR-ID	Facility ID	Name	Address	Map/Dir/Dist	City	State	Databases
91604	S102826039		ROBIN L FUTORAN DC INC	12412 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	S105083528		SHERMAN GLASS & MIRROR	12421 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	S103960024		DAVID R PODSADECKI DDS	12430 VENTURA BLVD STE 100		STUDIO CITY	CA	HAZNET
91604	S103626596		CONROYS FLOWERS	12456 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	S102437445	916040434	SHELL WIC#204-7564-0106	12456 VENTURA BLVD		STUDIO CITY	CA	CORTESE, LUST
91604	S103626597		PRINTING & COPYS LIMITED	12458 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	S101298209		THRIFTY OIL CO STATION #2	12500 VENTURA		STUDIO CITY	CA	CORTESE
91604	U001568507	00000005594	ARCO STN. #236	12500 VENTURA BLVD		STUDIO CITY	CA	HIST UST
91604	S101582975	19002092	ARCO STATION #236	12500 VENTURA BLVD		STUDIO CITY	CA	HAZNET, CA FID UST
91604	S102004338		THRIFTY OIL CO #236	12500 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	S103950729		ARCO PRODUCTS COMPANY #9635	12500 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	S103437940	916040298	THRIFTY OIL CO STATION #236	12500 VENTURA BLVD		STUDIO CITY	CA	LUST
91604	U003982285	24734	THRIFTY OIL COMPANY #236--#9635	12500 VENTURA BLVD		STUDIO CITY	CA	ORANGE CO. UST
91604	S106116318	916040298A	ARCO #9635	12500 VENTURA BLVD.		STUDIO CITY	CA	LUST
91604	S104566194		PHOTO ONE ONE HOUR PHOTO	12524 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	S102811609	35332	SNOWMAN CLEANERS	12546 VENTURA BLVD		STUDIO CITY	CA	CLEANERS, EMI, HAZNET
91604	S103627066		STUDIO CITY SPORTS CENTER	12655 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	S103989012		SPORTS BALL	12655 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	S106833440	64862	JERRY'S FAMOUS DELI	12655 VENTURA BLVD.		STUDIO CITY	CA	EMI
91604	1000390536	110002733436	DAISY FRESH DRY CLEANERS	12731 VENTURA BLVD		STUDIO CITY	CA	RCRAInfo-SQG, FINDS, CLEANERS, EMI, HAZNET
91604	S106838094	68573	RED LOBSTER RESTAURANT #535	12743 VENTURA BLVD		STUDIO CITY	CA	EMI
91604	1000472954	110002811743	ULTIMATE CLEANERS	12754 VENTURA BLVD		STUDIO CITY	CA	RCRAInfo-SQG, FINDS, CLEANERS, HAZNET
91604	S101298210	916040407	CHEVRON #9-4778	12814 VENTURA BLVD		STUDIO CITY	CA	CORTESE, LUST
91604	S103627338		CHEVRON 94778	12814 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	S101582956	19002023	94778 CHEVRON STATION	12814 VENTURA BLVD		STUDIO CITY	CA	CA FID UST
91604	U001568504	00000062671	94778	12814 VENTURA BLVD		STUDIO CITY	CA	HIST UST
91604	S108221253		SPORTSMAN'S LODGE HOTEL	12825 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	S106839939	64662	SPORTSMEN'S LODGE HOTEL	12825 VENTURA BLVD.		STUDIO CITY	CA	EMI
91604	S106839940	64869	SPORTSMEN'S LODGE RESTAURANT	12833 VENTURA BLVD.		STUDIO CITY	CA	EMI
91604	S104578785		STUDIO CITY 76	12863 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	S103991866		TOSCO CORPORATION STATION #30401	12863 VENTURA BLVD		NORTH HOLLYWOOD	CA	HAZNET
91604	S105088618		UNOCAL SERVICE STATION #1747	12863 VENTURA BLVD		N HOLLYWOOD	CA	HAZNET
91604	1000166693	19023156	UNOCAL STATION #1747	12863 VENTURA BLVD		NORTH HOLLYWOOD	CA	CA FID UST, SWEEPS UST
91604	S100947423	916040243	TOSCO - 76 STATION #1747	12863 VENTURA BLVD		STUDIO CITY	CA	CORTESE, LUST
91604	U001568527	00000055798	UNION OIL SERVICE STATION #174	12863 VENTURA BLVD		NORTH HOLLYWOOD	CA	HIST UST
91604	U001568521	00000003855	SERVICE STATION 1747	12863 VENTURA BLVD		NORTH HOLLYWOOD	CA	HIST UST
91604	U003942193	24269	TOSCO CORPORATION #30401	12863 VENTURA BLVD		STUDIO CITY	CA	ORANGE CO. UST
91604	1008229688	110021007934	EXXON MOBIL OIL CORP #10009	12904 VENTURA		NORTH HOLLYWOOD	CA	FINDS
91604	1008194485	CAL000050567	EXXON MOBIL OIL CORP #10009	12904 VENTURA		NORTH HOLLYWOOD	CA	RCRAInfo-LQG
91604	U001568515	00000039704	MOBIL OIL CORPORATION (SMI)	12904 VENTURA BLVD		NORTH HOLLYWOOD	CA	CHMIRS, HIST UST
91604	U003940734	24805	MOBIL SERVICE STATION #18-164	12904 VENTURA BLVD		STUDIO CITY	CA	ORANGE CO. UST
91604	S104576478		MOBIL OIL CORPORATION 18-164	12904 VENTURA BLVD		NORTH HOLLYWOOD	CA	HAZNET
91604	S102433521	916040189	MOBIL #11-164	12904 VENTURA BLVD		NORTH HOLLYWOOD	CA	HAZNET, CORTESE, LUST
91604	S101582656	19000955	MOBIL SERVICE STATION 11-164	12904 VENTURA BLVD		NORTH HOLLYWOOD	CA	CA FID UST, SWEEPS UST
91604	S106717183		MOBIL #18-164	12904 VENTURA BLVD.		STUDIO CITY	CA	LUST
91604	S105692638	916040189A	MOBIL #18-164	12904 VENTURA BLVD.		NORTH HOLLYWOOD	CA	LUST
91604	S108744309		CENTER AT COLD WATER	12950 VENTURA BLVD		STUDIO CITY	CA	HAZNET
91604	S106828295	37641	CENTURY CLEANERS	13251 VENTURA BLVD		SHERMAN OAKS	CA	EMI
91604	S106858467		CENTURY CLEANERS	13251-9 VENTURA BLVD		STUDIO CITY	CA	CLEANERS, HAZNET
91604	1000595385	110006481592	CENTURY CLEANERS	13259 VENTURA BLVD		STUDIO CITY	CA	RCRAInfo-SQG, FINDS, CLEANERS, EMI
91604	S105520892		VENTURA TAMPA PLAZA	19307 VENTURA	**	LOS ANGELES	CA	SLIC REG 2
91604	S106485837		VENTURA TAMPA PLAZA	19307 VENTURA BLVD		LOS ANGELES	CA	SLIC REG 2
91604	S102792436		D SNOWBALL	3741 VINELAND AVENUE		STUDIO CITY	CA	HAZNET
91604	S105724495		E & S RING MANAGEMENT CORPORATIOI	4045 VINELAND AVE		STUDIO CITY	CA	HAZNET
91604	S102798047		36TH CHURCH OF CHRIST SCIENTIST	4032 WHITSETT AVENUE		STUDIO CITY	CA	HAZNET
91604	S108744781		CITY OF LOS ANGELES	4041 WHITSETT AVE		STUDIO CITY	CA	HAZNET
91604	S101587646	19055850	STUDIO CITY GOLF COURSE INC	4141 WHITSETT AVE		STUDIO CITY	CA	HAZNET, CA FID UST, SWEEPS UST
91604	S106093405		LAUREL AUTOMOTIVE	4350 WHITSETT		STUDIO CITY	CA	HAZNET
91604	S106167675		CARRIAGE TRADE DRY CLEANERS	11803 WILSHIRE BLVD.		W.LOS ANGELES	CA	CLEANERS
91604	S108206837		FIDELITY MANAGEMENT SERVICES	12912 WOODBRIDGE ST		STUDIO CITY	CA	HAZNET
91604	S103946540		LESTER BASS	7535-7541 WOODMAN PLACE		VAN NUYS	CA	HAZNET
91604	S103622938		1X ROGER E KELLY	11075 WRIGHTWOOD LANE		STUDIO CITY	CA	HAZNET

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

FEDERAL RECORDS

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 07/18/2007
Date Data Arrived at EDR: 08/03/2007
Date Made Active in Reports: 08/29/2007
Number of Days to Update: 26

Source: EPA
Telephone: N/A
Last EDR Contact: 07/31/2007
Next Scheduled EDR Contact: 10/29/2007
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 3
Telephone 215-814-5418

EPA Region 4
Telephone 404-562-8033

EPA Region 5
Telephone 312-886-6686

EPA Region 10
Telephone 206-553-8665

EPA Region 6
Telephone: 214-655-6659

EPA Region 7
Telephone: 913-551-7247

EPA Region 8
Telephone: 303-312-6774

EPA Region 9
Telephone: 415-947-4246

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 08/09/2007
Date Data Arrived at EDR: 09/05/2007
Date Made Active in Reports: 10/11/2007
Number of Days to Update: 36

Source: EPA
Telephone: N/A
Last EDR Contact: 08/31/2007
Next Scheduled EDR Contact: 10/29/2007
Data Release Frequency: Quarterly

DELISTED NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 08/27/2007
Date Data Arrived at EDR: 08/29/2007
Date Made Active in Reports: 10/11/2007
Number of Days to Update: 43

Source: EPA
Telephone: N/A
Last EDR Contact: 08/29/2007
Next Scheduled EDR Contact: 10/29/2007
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 11/15/2007
Next Scheduled EDR Contact: 02/18/2008
Data Release Frequency: No Update Planned

CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System

CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 04/23/2007
Date Data Arrived at EDR: 06/20/2007
Date Made Active in Reports: 08/29/2007
Number of Days to Update: 70

Source: EPA
Telephone: 703-412-9810
Last EDR Contact: 12/06/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: Quarterly

CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned

Archived sites are sites that have been removed and archived from the inventory of CERCLIS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

Date of Government Version: 06/21/2007
Date Data Arrived at EDR: 07/23/2007
Date Made Active in Reports: 08/29/2007
Number of Days to Update: 37

Source: EPA
Telephone: 703-412-9810
Last EDR Contact: 12/06/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: Quarterly

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 06/26/2007
Date Data Arrived at EDR: 08/08/2007
Date Made Active in Reports: 08/29/2007
Number of Days to Update: 21

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 12/03/2007
Next Scheduled EDR Contact: 03/03/2008
Data Release Frequency: Quarterly

RCRA: Resource Conservation and Recovery Act Information

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRAInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS). The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month. Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month. Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month. Transporters are individuals or entities that move hazardous waste from the generator off-site to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 06/13/2006
Date Data Arrived at EDR: 06/28/2006
Date Made Active in Reports: 08/23/2006
Number of Days to Update: 56

Source: EPA
Telephone: (415) 495-8895
Last EDR Contact: 10/16/2007
Next Scheduled EDR Contact: 01/14/2008
Data Release Frequency: Quarterly

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 12/31/2006
Date Data Arrived at EDR: 01/24/2007
Date Made Active in Reports: 03/12/2007
Number of Days to Update: 47

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 10/19/2007
Next Scheduled EDR Contact: 01/21/2008
Data Release Frequency: Annually

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 07/02/2007
Date Data Arrived at EDR: 07/18/2007
Date Made Active in Reports: 09/18/2007
Number of Days to Update: 62

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 10/16/2007
Next Scheduled EDR Contact: 01/14/2008
Data Release Frequency: Annually

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 07/16/2007
Date Data Arrived at EDR: 08/03/2007
Date Made Active in Reports: 10/11/2007
Number of Days to Update: 69

Source: Environmental Protection Agency
Telephone: 703-603-8905
Last EDR Contact: 11/16/2007
Next Scheduled EDR Contact: 12/31/2007
Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 07/16/2007
Date Data Arrived at EDR: 08/03/2007
Date Made Active in Reports: 10/11/2007
Number of Days to Update: 69

Source: Environmental Protection Agency
Telephone: 703-603-8905
Last EDR Contact: 11/16/2007
Next Scheduled EDR Contact: 12/31/2007
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 11/10/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 62

Source: USGS
Telephone: 703-692-8801
Last EDR Contact: 11/09/2007
Next Scheduled EDR Contact: 02/04/2008
Data Release Frequency: Semi-Annually

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 12/31/2006
Date Data Arrived at EDR: 08/31/2007
Date Made Active in Reports: 10/11/2007
Number of Days to Update: 41

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 10/01/2007
Next Scheduled EDR Contact: 12/31/2007
Data Release Frequency: Varies

US BROWNFIELDS: A Listing of Brownfields Sites

Included in the listing are brownfields properties addresses by Cooperative Agreement Recipients and brownfields properties addressed by Targeted Brownfields Assessments. Targeted Brownfields Assessments-EPA's Targeted Brownfields Assessments (TBA) program is designed to help states, tribes, and municipalities--especially those without EPA Brownfields Assessment Demonstration Pilots--minimize the uncertainties of contamination often associated with brownfields. Under the TBA program, EPA provides funding and/or technical assistance for environmental assessments at brownfields sites throughout the country. Targeted Brownfields Assessments supplement and work with other efforts under EPA's Brownfields Initiative to promote cleanup and redevelopment of brownfields. Cooperative Agreement Recipients-States, political subdivisions, territories, and Indian tribes become Brownfields Cleanup Revolving Loan Fund (BCRLF) cooperative agreement recipients when they enter into BCRLF cooperative agreements with the U.S. EPA. EPA selects BCRLF cooperative agreement recipients based on a proposal and application process. BCRLF cooperative agreement recipients must use EPA funds provided through BCRLF cooperative agreement for specified brownfields-related cleanup activities.

Date of Government Version: 06/20/2007
Date Data Arrived at EDR: 07/09/2007
Date Made Active in Reports: 08/29/2007
Number of Days to Update: 51

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 09/10/2007
Next Scheduled EDR Contact: 12/10/2007
Data Release Frequency: Semi-Annually

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 04/13/2007
Date Data Arrived at EDR: 07/16/2007
Date Made Active in Reports: 08/29/2007
Number of Days to Update: 44

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 09/21/2007
Next Scheduled EDR Contact: 01/21/2008
Data Release Frequency: Varies

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 06/08/2007
Date Data Arrived at EDR: 07/03/2007
Date Made Active in Reports: 08/29/2007
Number of Days to Update: 57

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 11/08/2007
Next Scheduled EDR Contact: 12/31/2007
Data Release Frequency: Annually

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 11/08/2006
Date Made Active in Reports: 01/29/2007
Number of Days to Update: 82

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 09/19/2007
Next Scheduled EDR Contact: 12/17/2007
Data Release Frequency: Varies

ODI: Open Dump Inventory

An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 04/27/2007
Date Made Active in Reports: 07/05/2007
Number of Days to Update: 69

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 09/18/2007
Next Scheduled EDR Contact: 12/17/2007
Data Release Frequency: Annually

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2002
Date Data Arrived at EDR: 04/14/2006
Date Made Active in Reports: 05/30/2006
Number of Days to Update: 46

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 11/14/2007
Next Scheduled EDR Contact: 01/14/2008
Data Release Frequency: Every 4 Years

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 07/06/2007
Date Data Arrived at EDR: 07/20/2007
Date Made Active in Reports: 09/18/2007
Number of Days to Update: 60

Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 09/17/2007
Next Scheduled EDR Contact: 12/17/2007
Data Release Frequency: Quarterly

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 07/06/2007
Date Data Arrived at EDR: 07/20/2007
Date Made Active in Reports: 09/18/2007
Number of Days to Update: 60

Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 09/17/2007
Next Scheduled EDR Contact: 12/17/2007
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 03/13/2007
Date Made Active in Reports: 04/27/2007
Number of Days to Update: 45

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 10/15/2007
Next Scheduled EDR Contact: 01/14/2008
Data Release Frequency: Annually

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 12/09/2005
Date Data Arrived at EDR: 12/11/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 31

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 09/12/2007
Next Scheduled EDR Contact: 12/10/2007
Data Release Frequency: Varies

DOT OPS: Incident and Accident Data

Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 08/14/2007
Date Data Arrived at EDR: 08/29/2007
Date Made Active in Reports: 10/11/2007
Number of Days to Update: 43

Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 11/29/2007
Next Scheduled EDR Contact: 02/25/2008
Data Release Frequency: Varies

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 07/27/2007
Date Data Arrived at EDR: 08/13/2007
Date Made Active in Reports: 10/11/2007
Number of Days to Update: 59

Source: Environmental Protection Agency
Telephone: 202-564-5088
Last EDR Contact: 10/15/2007
Next Scheduled EDR Contact: 01/14/2008
Data Release Frequency: Quarterly

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations

A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 07/25/2007
Date Data Arrived at EDR: 07/31/2007
Date Made Active in Reports: 10/11/2007
Number of Days to Update: 72

Source: EPA, Region 9
Telephone: 415-972-3336
Last EDR Contact: 09/24/2007
Next Scheduled EDR Contact: 12/24/2007
Data Release Frequency: Varies

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing

A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 09/17/2007
Next Scheduled EDR Contact: 12/17/2007
Data Release Frequency: No Update Planned

CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 12/01/2006
Date Data Arrived at EDR: 01/08/2007
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 3

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 10/02/2007
Next Scheduled EDR Contact: 12/24/2007
Data Release Frequency: Quarterly

RADINFO: Radiation Information Database

The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 07/31/2007
Date Data Arrived at EDR: 08/01/2007
Date Made Active in Reports: 08/29/2007
Number of Days to Update: 28

Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 10/31/2007
Next Scheduled EDR Contact: 01/28/2008
Data Release Frequency: Quarterly

LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 03/08/2007
Date Data Arrived at EDR: 04/12/2007
Date Made Active in Reports: 05/14/2007
Number of Days to Update: 32

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 11/15/2007
Next Scheduled EDR Contact: 02/18/2008
Data Release Frequency: Varies

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 04/12/2007
Date Data Arrived at EDR: 06/08/2007
Date Made Active in Reports: 08/29/2007
Number of Days to Update: 82

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 08/09/2007
Next Scheduled EDR Contact: 11/05/2007
Data Release Frequency: Annually

MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 07/09/2007
Date Data Arrived at EDR: 07/24/2007
Date Made Active in Reports: 09/18/2007
Number of Days to Update: 56

Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 10/01/2007
Next Scheduled EDR Contact: 12/31/2007
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

MINES: Mines Master Index File
Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 05/09/2007
Date Data Arrived at EDR: 06/28/2007
Date Made Active in Reports: 08/29/2007
Number of Days to Update: 62

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 09/26/2007
Next Scheduled EDR Contact: 12/24/2007
Data Release Frequency: Semi-Annually

FINDS: Facility Index System/Facility Registry System
Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 07/19/2007
Date Data Arrived at EDR: 07/25/2007
Date Made Active in Reports: 09/18/2007
Number of Days to Update: 55

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 10/01/2007
Next Scheduled EDR Contact: 12/31/2007
Data Release Frequency: Quarterly

RAATS: RCRA Administrative Action Tracking System
RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 12/03/2007
Next Scheduled EDR Contact: 03/03/2008
Data Release Frequency: No Update Planned

BRS: Biennial Reporting System
The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 03/06/2007
Date Made Active in Reports: 04/13/2007
Number of Days to Update: 38

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 09/12/2007
Next Scheduled EDR Contact: 12/10/2007
Data Release Frequency: Biennially

USGS WATER WELLS: National Water Information System (NWIS)
This database consists of well records in the United States. Available site descriptive information includes well location information (latitude and longitude, well depth, site use, water use, and aquifer).

Date of Government Version: 03/25/2005
Date Data Arrived at EDR: 03/25/2005
Date Made Active in Reports: N/A
Number of Days to Update: 0

Source: USGS
Telephone: N/A
Last EDR Contact: 03/25/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: N/A

PWS: Public Water System Data
This Safe Drinking Water Information System (SDWIS) file contains public water systems name and address, population served and the primary source of water

Date of Government Version: 02/24/2000
Date Data Arrived at EDR: 04/27/2005
Date Made Active in Reports: N/A
Number of Days to Update: 0

Source: EPA
Telephone: N/A
Last EDR Contact: 11/15/2007
Next Scheduled EDR Contact: 02/18/2008
Data Release Frequency: N/A

STATE AND LOCAL RECORDS

HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005
Date Data Arrived at EDR: 08/03/2006
Date Made Active in Reports: 08/24/2006
Number of Days to Update: 21

Source: Department of Toxic Substance Control
Telephone: 916-323-3400
Last EDR Contact: 11/26/2007
Next Scheduled EDR Contact: 02/25/2008
Data Release Frequency: No Update Planned

CA BOND EXP. PLAN: Bond Expenditure Plan

Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989
Date Data Arrived at EDR: 07/27/1994
Date Made Active in Reports: 08/02/1994
Number of Days to Update: 6

Source: Department of Health Services
Telephone: 916-255-2118
Last EDR Contact: 05/31/1994
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 08/28/2007
Date Data Arrived at EDR: 08/29/2007
Date Made Active in Reports: 09/26/2007
Number of Days to Update: 28

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 11/28/2007
Next Scheduled EDR Contact: 02/25/2008
Data Release Frequency: Quarterly

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995
Date Data Arrived at EDR: 08/30/1995
Date Made Active in Reports: 09/26/1995
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 916-227-4364
Last EDR Contact: 10/26/2007
Next Scheduled EDR Contact: 01/28/2008
Data Release Frequency: No Update Planned

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inve ntory of solid waste disposal facilities or landfills. These may be active or i nactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/12/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 16

Source: Integrated Waste Management Board
Telephone: 916-341-6320
Last EDR Contact: 09/12/2007
Next Scheduled EDR Contact: 12/10/2007
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

WMUDS/SWAT: Waste Management Unit Database

Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000
Date Data Arrived at EDR: 04/10/2000
Date Made Active in Reports: 05/10/2000
Number of Days to Update: 30

Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 12/03/2007
Next Scheduled EDR Contact: 03/03/2008
Data Release Frequency: Quarterly

CA WDS: Waste Discharge System

Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007
Date Data Arrived at EDR: 06/20/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 9

Source: State Water Resources Control Board
Telephone: 916-341-5227
Last EDR Contact: 09/17/2007
Next Scheduled EDR Contact: 12/17/2007
Data Release Frequency: Quarterly

CORTESE: "Cortese" Hazardous Waste & Substances Sites List

The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites). This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001
Date Data Arrived at EDR: 05/29/2001
Date Made Active in Reports: 07/26/2001
Number of Days to Update: 58

Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-3400
Last EDR Contact: 10/19/2007
Next Scheduled EDR Contact: 01/21/2008
Data Release Frequency: No Update Planned

SWRCY: Recycler Database

A listing of recycling facilities in California.

Date of Government Version: 10/09/2007
Date Data Arrived at EDR: 10/11/2007
Date Made Active in Reports: 11/07/2007
Number of Days to Update: 27

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 10/11/2007
Next Scheduled EDR Contact: 01/07/2008
Data Release Frequency: Quarterly

LUST REG 9: Leaking Underground Storage Tank Report

Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001
Date Data Arrived at EDR: 04/23/2001
Date Made Active in Reports: 05/21/2001
Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-637-5595
Last EDR Contact: 10/15/2007
Next Scheduled EDR Contact: 01/14/2008
Data Release Frequency: No Update Planned

LUST REG 8: Leaking Underground Storage Tanks

California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005
Date Data Arrived at EDR: 02/15/2005
Date Made Active in Reports: 03/28/2005
Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-4496
Last EDR Contact: 11/05/2007
Next Scheduled EDR Contact: 02/04/2008
Data Release Frequency: Varies

LUST REG 6V: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005
Date Data Arrived at EDR: 06/07/2005
Date Made Active in Reports: 06/29/2005
Number of Days to Update: 22

Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Telephone: 760-241-7365
Last EDR Contact: 10/01/2007
Next Scheduled EDR Contact: 12/31/2007
Data Release Frequency: No Update Planned

LUST REG 6L: Leaking Underground Storage Tank Case Listing
For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003
Date Data Arrived at EDR: 09/10/2003
Date Made Active in Reports: 10/07/2003
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Lahontan Region (6)
Telephone: 530-542-5572
Last EDR Contact: 12/03/2007
Next Scheduled EDR Contact: 03/03/2008
Data Release Frequency: No Update Planned

LUST REG 5: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2007
Date Data Arrived at EDR: 08/01/2007
Date Made Active in Reports: 08/09/2007
Number of Days to Update: 8

Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-4834
Last EDR Contact: 11/07/2007
Next Scheduled EDR Contact: 12/31/2007
Data Release Frequency: Quarterly

LUST REG 4: Underground Storage Tank Leak List
Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6710
Last EDR Contact: 09/24/2007
Next Scheduled EDR Contact: 12/24/2007
Data Release Frequency: No Update Planned

LUST REG 3: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003
Date Data Arrived at EDR: 05/19/2003
Date Made Active in Reports: 06/02/2003
Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-542-4786
Last EDR Contact: 11/13/2007
Next Scheduled EDR Contact: 02/11/2008
Data Release Frequency: No Update Planned

LUST REG 2: Fuel Leak List
Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-622-2433
Last EDR Contact: 10/09/2007
Next Scheduled EDR Contact: 01/07/2008
Data Release Frequency: Quarterly

LUST REG 1: Active Toxic Site Investigation
Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001
Date Data Arrived at EDR: 02/28/2001
Date Made Active in Reports: 03/29/2001
Number of Days to Update: 29

Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-570-3769
Last EDR Contact: 11/15/2007
Next Scheduled EDR Contact: 02/18/2008
Data Release Frequency: No Update Planned

LUST: Geotracker's Leaking Underground Fuel Tank Report

Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state. For more information on a particular leaking underground storage tank sites, please contact the appropriate regulatory agency.

Date of Government Version: 10/10/2007
Date Data Arrived at EDR: 10/11/2007
Date Made Active in Reports: 11/07/2007
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: see region list
Last EDR Contact: 10/11/2007
Next Scheduled EDR Contact: 01/07/2008
Data Release Frequency: Quarterly

LUST REG 7: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004
Date Data Arrived at EDR: 02/26/2004
Date Made Active in Reports: 03/24/2004
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Telephone: 760-776-8943
Last EDR Contact: 11/15/2007
Next Scheduled EDR Contact: 02/18/2008
Data Release Frequency: No Update Planned

CA FID UST: Facility Inventory Database

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994
Date Data Arrived at EDR: 09/05/1995
Date Made Active in Reports: 09/29/1995
Number of Days to Update: 24

Source: California Environmental Protection Agency
Telephone: 916-341-5851
Last EDR Contact: 12/28/1998
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SLIC: Statewide SLIC Cases

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 10/10/2007
Date Data Arrived at EDR: 10/11/2007
Date Made Active in Reports: 11/07/2007
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 10/11/2007
Next Scheduled EDR Contact: 01/07/2008
Data Release Frequency: Varies

SLIC REG 1: Active Toxic Site Investigations

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003
Date Data Arrived at EDR: 04/07/2003
Date Made Active in Reports: 04/25/2003
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220
Last EDR Contact: 11/15/2007
Next Scheduled EDR Contact: 02/18/2008
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 10/09/2007
Next Scheduled EDR Contact: 01/07/2008
Data Release Frequency: Quarterly

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006
Date Data Arrived at EDR: 05/18/2006
Date Made Active in Reports: 06/15/2006
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 11/13/2007
Next Scheduled EDR Contact: 02/11/2008
Data Release Frequency: Semi-Annually

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 10/19/2007
Next Scheduled EDR Contact: 01/21/2008
Data Release Frequency: Varies

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 10/01/2007
Next Scheduled EDR Contact: 12/31/2007
Data Release Frequency: Semi-Annually

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 10/01/2007
Next Scheduled EDR Contact: 12/31/2007
Data Release Frequency: Semi-Annually

SLIC REG 6L: SLIC Sites
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 12/03/2007
Next Scheduled EDR Contact: 03/03/2008
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36

Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 11/15/2007
Next Scheduled EDR Contact: 02/18/2008
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 10/02/2007
Date Data Arrived at EDR: 10/03/2007
Date Made Active in Reports: 11/07/2007
Number of Days to Update: 35

Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 10/01/2007
Next Scheduled EDR Contact: 12/31/2007
Data Release Frequency: Semi-Annually

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/11/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 17

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 11/26/2007
Next Scheduled EDR Contact: 02/25/2008
Data Release Frequency: Annually

UST: Active UST Facilities
Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 10/10/2007
Date Data Arrived at EDR: 10/11/2007
Date Made Active in Reports: 11/01/2007
Number of Days to Update: 21

Source: SWRCB
Telephone: 916-480-1028
Last EDR Contact: 10/11/2007
Next Scheduled EDR Contact: 01/07/2008
Data Release Frequency: Semi-Annually

UST MENDOCINO: Mendocino County UST Database
A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 09/25/2007
Date Data Arrived at EDR: 09/25/2007
Date Made Active in Reports: 11/01/2007
Number of Days to Update: 37

Source: Department of Public Health
Telephone: 707-463-4466
Last EDR Contact: 09/24/2007
Next Scheduled EDR Contact: 12/24/2007
Data Release Frequency: Varies

HIST UST: Hazardous Substance Storage Container Database
The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990
Date Data Arrived at EDR: 01/25/1991
Date Made Active in Reports: 02/12/1991
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-341-5851
Last EDR Contact: 07/26/2001
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

LIENS: Environmental Liens Listing
A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 08/27/2007
Date Data Arrived at EDR: 08/28/2007
Date Made Active in Reports: 09/26/2007
Number of Days to Update: 29

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 11/05/2007
Next Scheduled EDR Contact: 02/04/2008
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

AST: Aboveground Petroleum Storage Tank Facilities
Registered Aboveground Storage Tanks.

Date of Government Version: 09/17/2007
Date Data Arrived at EDR: 09/18/2007
Date Made Active in Reports: 11/01/2007
Number of Days to Update: 44

Source: State Water Resources Control Board
Telephone: 916-341-5712
Last EDR Contact: 11/13/2007
Next Scheduled EDR Contact: 01/28/2008
Data Release Frequency: Quarterly

SWEEPS UST: SWEEPS UST Listing
Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1980's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994
Date Data Arrived at EDR: 07/07/2005
Date Made Active in Reports: 08/11/2005
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/03/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CHMIRS: California Hazardous Material Incident Report System
California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 02/23/2007
Date Made Active in Reports: 04/06/2007
Number of Days to Update: 42

Source: Office of Emergency Services
Telephone: 916-845-8400
Last EDR Contact: 11/15/2007
Next Scheduled EDR Contact: 02/18/2008
Data Release Frequency: Varies

NOTIFY 65: Proposition 65 Records
Proposition 65 Notification Records. NOTIFY 65 contains facility notifications about any release which could impact drinking water and thereby expose the public to a potential health risk.

Date of Government Version: 10/21/1993
Date Data Arrived at EDR: 11/01/1993
Date Made Active in Reports: 11/19/1993
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-445-3846
Last EDR Contact: 10/15/2007
Next Scheduled EDR Contact: 01/14/2008
Data Release Frequency: No Update Planned

DEED: Deed Restriction Listing
Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 10/02/2007
Date Data Arrived at EDR: 10/03/2007
Date Made Active in Reports: 11/07/2007
Number of Days to Update: 35

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 10/03/2007
Next Scheduled EDR Contact: 12/31/2007
Data Release Frequency: Semi-Annually

VCP: Voluntary Cleanup Program Properties
Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 08/28/2007
Date Data Arrived at EDR: 08/29/2007
Date Made Active in Reports: 09/26/2007
Number of Days to Update: 28

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 11/28/2007
Next Scheduled EDR Contact: 02/25/2008
Data Release Frequency: Quarterly

DRYCLEANERS: Cleaner Facilities

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 07/31/2007
Date Data Arrived at EDR: 07/31/2007
Date Made Active in Reports: 08/09/2007
Number of Days to Update: 9

Source: Department of Toxic Substance Control
Telephone: 916-327-4498
Last EDR Contact: 10/15/2007
Next Scheduled EDR Contact: 12/31/2007
Data Release Frequency: Annually

WIP: Well Investigation Program Case List

Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 09/30/2007
Date Data Arrived at EDR: 10/31/2007
Date Made Active in Reports: 11/07/2007
Number of Days to Update: 7

Source: Los Angeles Water Quality Control Board
Telephone: 213-576-6726
Last EDR Contact: 10/23/2007
Next Scheduled EDR Contact: 01/21/2008
Data Release Frequency: Varies

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 09/30/2007
Date Data Arrived at EDR: 10/15/2007
Date Made Active in Reports: 11/07/2007
Number of Days to Update: 23

Source: Department of Toxic Substances Control
Telephone: 916-255-6504
Last EDR Contact: 10/15/2007
Next Scheduled EDR Contact: 01/21/2008
Data Release Frequency: Varies

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 08/28/2007
Date Data Arrived at EDR: 08/29/2007
Date Made Active in Reports: 09/26/2007
Number of Days to Update: 28

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 11/28/2007
Next Scheduled EDR Contact: 02/25/2008
Data Release Frequency: Quarterly

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method.

Date of Government Version: 12/31/2006
Date Data Arrived at EDR: 10/04/2007
Date Made Active in Reports: 11/07/2007
Number of Days to Update: 34

Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 11/07/2007
Next Scheduled EDR Contact: 02/04/2008
Data Release Frequency: Annually

EMI: Emissions Inventory Data
Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 04/17/2007
Date Made Active in Reports: 05/10/2007
Number of Days to Update: 23

Source: California Air Resources Board
Telephone: 916-322-2990
Last EDR Contact: 10/18/2007
Next Scheduled EDR Contact: 01/14/2008
Data Release Frequency: Varies

HAULERS: Registered Waste Tire Haulers Listing
A listing of registered waste tire haulers.

Date of Government Version: 09/17/2007
Date Data Arrived at EDR: 09/18/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 10

Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 09/10/2007
Next Scheduled EDR Contact: 12/10/2007
Data Release Frequency: Varies

ENVIROSTOR: EnviroStor Database
The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 08/28/2007
Date Data Arrived at EDR: 08/29/2007
Date Made Active in Reports: 09/26/2007
Number of Days to Update: 28

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 11/28/2007
Next Scheduled EDR Contact: 02/25/2008
Data Release Frequency: Quarterly

TRIBAL RECORDS

INDIAN RESERV: Indian Reservations
This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 12/08/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 34

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 11/09/2007
Next Scheduled EDR Contact: 02/04/2008
Data Release Frequency: Semi-Annually

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 06/01/2007
Date Data Arrived at EDR: 06/14/2007
Date Made Active in Reports: 07/05/2007
Number of Days to Update: 21

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 11/15/2007
Next Scheduled EDR Contact: 02/18/2008
Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 01/04/2005
Date Data Arrived at EDR: 01/21/2005
Date Made Active in Reports: 02/28/2005
Number of Days to Update: 38

Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 11/15/2007
Next Scheduled EDR Contact: 02/18/2008
Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 08/27/2007
Date Data Arrived at EDR: 09/07/2007
Date Made Active in Reports: 10/11/2007
Number of Days to Update: 34

Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 11/15/2007
Next Scheduled EDR Contact: 02/18/2008
Data Release Frequency: Quarterly

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 09/05/2007
Date Data Arrived at EDR: 10/02/2007
Date Made Active in Reports: 10/11/2007
Number of Days to Update: 9

Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 11/15/2007
Next Scheduled EDR Contact: 02/18/2008
Data Release Frequency: Semi-Annually

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 12/01/2006
Date Data Arrived at EDR: 12/01/2006
Date Made Active in Reports: 01/29/2007
Number of Days to Update: 59

Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 11/15/2007
Next Scheduled EDR Contact: 02/18/2008
Data Release Frequency: Varies

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 09/12/2007
Date Data Arrived at EDR: 09/14/2007
Date Made Active in Reports: 10/11/2007
Number of Days to Update: 27

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 11/15/2007
Next Scheduled EDR Contact: 02/18/2008
Data Release Frequency: Quarterly

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 09/11/2007
Date Data Arrived at EDR: 09/14/2007
Date Made Active in Reports: 10/11/2007
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 11/15/2007
Next Scheduled EDR Contact: 02/18/2008
Data Release Frequency: Quarterly

INDIAN UST R7: Underground Storage Tanks on Indian Land

Date of Government Version: 06/01/2007
Date Data Arrived at EDR: 06/14/2007
Date Made Active in Reports: 07/05/2007
Number of Days to Update: 21

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 11/15/2007
Next Scheduled EDR Contact: 02/18/2008
Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land

Date of Government Version: 08/31/2007
Date Data Arrived at EDR: 08/31/2007
Date Made Active in Reports: 10/11/2007
Number of Days to Update: 41

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 11/15/2007
Next Scheduled EDR Contact: 02/18/2008
Data Release Frequency: Semi-Annually

INDIAN UST R9: Underground Storage Tanks on Indian Land

Date of Government Version: 09/11/2007
Date Data Arrived at EDR: 09/14/2007
Date Made Active in Reports: 10/11/2007
Number of Days to Update: 27

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 11/15/2007
Next Scheduled EDR Contact: 02/18/2008
Data Release Frequency: Quarterly

INDIAN UST R1: Underground Storage Tanks on Indian Land

A listing of underground storage tank locations on Indian Land.

Date of Government Version: 12/01/2006
Date Data Arrived at EDR: 12/01/2006
Date Made Active in Reports: 01/29/2007
Number of Days to Update: 59

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 11/15/2007
Next Scheduled EDR Contact: 02/18/2008
Data Release Frequency: Varies

INDIAN UST R8: Underground Storage Tanks on Indian Land

Date of Government Version: 08/27/2007
Date Data Arrived at EDR: 09/07/2007
Date Made Active in Reports: 10/11/2007
Number of Days to Update: 34

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 11/15/2007
Next Scheduled EDR Contact: 02/18/2008
Data Release Frequency: Quarterly

INDIAN UST R4: Underground Storage Tanks on Indian Land

Date of Government Version: 09/05/2007
Date Data Arrived at EDR: 10/02/2007
Date Made Active in Reports: 10/11/2007
Number of Days to Update: 9

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 11/15/2007
Next Scheduled EDR Contact: 02/18/2008
Data Release Frequency: Semi-Annually

INDIAN UST R10: Underground Storage Tanks on Indian Land

Date of Government Version: 09/12/2007
Date Data Arrived at EDR: 09/14/2007
Date Made Active in Reports: 10/11/2007
Number of Days to Update: 27

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 11/15/2007
Next Scheduled EDR Contact: 02/18/2008
Data Release Frequency: Quarterly

INDIAN UST R5: Underground Storage Tanks on Indian Land

Date of Government Version: 12/02/2004
Date Data Arrived at EDR: 12/29/2004
Date Made Active in Reports: 02/04/2005
Number of Days to Update: 37

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 11/15/2007
Next Scheduled EDR Contact: 02/18/2008
Data Release Frequency: Varies

EDR PROPRIETARY RECORDS

Manufactured Gas Plants: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Historical Auto Stations: EDR Proprietary Historic Gas Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Historical Cleaners: EDR Proprietary Historic Dry Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

FEDERAL RECORDS

COLLEGES: Integrated Postsecondary Education Data

The National Center for Education Statistics' primary database on integrated postsecondary education in the United States.

Date of Government Version: N/A
Date Data Arrived at EDR: 10/12/2005
Date Made Active in Reports: N/A
Number of Days to Update: 0

Source: National Center for Education Statistics
Telephone: 202-502-7300
Last EDR Contact: 09/22/2006
Next Scheduled EDR Contact: N/A
Data Release Frequency: N/A

PUBLIC SCHOOLS: Public Schools

The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/13/2004
Date Made Active in Reports: N/A
Number of Days to Update: 0

Source: National Center for Education statistics
Telephone: 202-502-7300
Last EDR Contact: 10/10/2007
Next Scheduled EDR Contact: 01/07/2008
Data Release Frequency: N/A

PRIVATE SCHOOLS: Private Schools of the United States

The National Center for Education Statistics' primary database on private school locations in the United States.

Date of Government Version: N/A
Date Data Arrived at EDR: 10/07/2005
Date Made Active in Reports: N/A
Number of Days to Update: 0

Source: National Center for Education Statistics
Telephone: 202-502-7300
Last EDR Contact: 09/22/2006
Next Scheduled EDR Contact: N/A
Data Release Frequency: N/A

NURSING HOMES: Directory of Nursing Homes
Information on Medicare and Medicaid certified nursing homes in the United States.

Date of Government Version: N/A
Date Data Arrived at EDR: 10/11/2005
Date Made Active in Reports: N/A
Number of Days to Update: 0

Source: N/A
Telephone: 800-568-3282
Last EDR Contact: 09/22/2006
Next Scheduled EDR Contact: N/A
Data Release Frequency: N/A

MEDICAL CENTERS: Provider of Services Listing
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health & Human Services.

Date of Government Version: 06/01/1998
Date Data Arrived at EDR: 11/10/2005
Date Made Active in Reports: N/A
Number of Days to Update: 0

Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
Last EDR Contact: 01/12/2007
Next Scheduled EDR Contact: N/A
Data Release Frequency: N/A

HOSPITALS: AHA Hospital Guide
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Date of Government Version: N/A
Date Data Arrived at EDR: 10/19/1994
Date Made Active in Reports: N/A
Number of Days to Update: 0

Source: American Hospital Association
Telephone: 800-242-2626
Last EDR Contact: 09/22/2006
Next Scheduled EDR Contact: N/A
Data Release Frequency: N/A

COUNTY RECORDS

ALAMEDA COUNTY:

Contaminated Sites
A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 10/22/2007
Date Data Arrived at EDR: 10/23/2007
Date Made Active in Reports: 11/07/2007
Number of Days to Update: 15

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 10/22/2007
Next Scheduled EDR Contact: 01/21/2008
Data Release Frequency: Semi-Annually

Underground Tanks
Underground storage tank sites located in Alameda county.

Date of Government Version: 08/03/2007
Date Data Arrived at EDR: 08/07/2007
Date Made Active in Reports: 09/24/2007
Number of Days to Update: 48

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 11/05/2007
Next Scheduled EDR Contact: 01/21/2008
Data Release Frequency: Semi-Annually

CONTRA COSTA COUNTY:

Site List
List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 09/11/2007
Date Data Arrived at EDR: 09/14/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 14

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 11/26/2007
Next Scheduled EDR Contact: 02/25/2008
Data Release Frequency: Semi-Annually

FRESNO COUNTY:

CUPA Resources List

Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 10/09/2007
Date Data Arrived at EDR: 10/10/2007
Date Made Active in Reports: 11/07/2007
Number of Days to Update: 28

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 11/05/2007
Next Scheduled EDR Contact: 02/04/2008
Data Release Frequency: Semi-Annually

KERN COUNTY:

Underground Storage Tank Sites & Tank Listing

Kern County Sites and Tanks Listing.

Date of Government Version: 10/03/2007
Date Data Arrived at EDR: 10/04/2007
Date Made Active in Reports: 11/01/2007
Number of Days to Update: 28

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 12/03/2007
Next Scheduled EDR Contact: 03/03/2008
Data Release Frequency: Quarterly

LOS ANGELES COUNTY:

San Gabriel Valley Areas of Concern

San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 07/07/1999
Date Made Active in Reports: N/A
Number of Days to Update: 0

Source: EPA Region 9
Telephone: 415-972-3178
Last EDR Contact: 07/16/2007
Next Scheduled EDR Contact: 10/15/2007
Data Release Frequency: No Update Planned

HMS: Street Number List

Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 07/11/2007
Date Data Arrived at EDR: 10/23/2007
Date Made Active in Reports: 11/07/2007
Number of Days to Update: 15

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 11/13/2007
Next Scheduled EDR Contact: 02/11/2008
Data Release Frequency: Semi-Annually

List of Solid Waste Facilities

Solid Waste Facilities in Los Angeles County.

Date of Government Version: 08/17/2007
Date Data Arrived at EDR: 09/24/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 4

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 11/14/2007
Next Scheduled EDR Contact: 02/11/2008
Data Release Frequency: Varies

City of Los Angeles Landfills

Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 03/01/2007
Date Data Arrived at EDR: 03/27/2007
Date Made Active in Reports: 04/27/2007
Number of Days to Update: 31

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 09/10/2007
Next Scheduled EDR Contact: 12/10/2007
Data Release Frequency: Varies

Site Mitigation List
Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 05/30/2007
Date Data Arrived at EDR: 07/11/2007
Date Made Active in Reports: 08/09/2007
Number of Days to Update: 29

Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 11/13/2007
Next Scheduled EDR Contact: 02/11/2008
Data Release Frequency: Annually

City of El Segundo Underground Storage Tank
Underground storage tank sites located in El Segundo city.

Date of Government Version: 08/13/2007
Date Data Arrived at EDR: 09/24/2007
Date Made Active in Reports: 11/01/2007
Number of Days to Update: 38

Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 11/13/2007
Next Scheduled EDR Contact: 02/11/2008
Data Release Frequency: Semi-Annually

City of Long Beach Underground Storage Tank
Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 03/28/2003
Date Data Arrived at EDR: 10/23/2003
Date Made Active in Reports: 11/26/2003
Number of Days to Update: 34

Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 11/16/2007
Next Scheduled EDR Contact: 02/18/2008
Data Release Frequency: Annually

City of Torrance Underground Storage Tank
Underground storage tank sites located in the city of Torrance.

Date of Government Version: 09/24/2007
Date Data Arrived at EDR: 09/25/2007
Date Made Active in Reports: 11/01/2007
Number of Days to Update: 37

Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 11/26/2007
Next Scheduled EDR Contact: 02/11/2008
Data Release Frequency: Semi-Annually

MARIN COUNTY:

Underground Storage Tank Sites
Currently permitted USTs in Marin County.

Date of Government Version: 08/06/2007
Date Data Arrived at EDR: 09/24/2007
Date Made Active in Reports: 11/01/2007
Number of Days to Update: 38

Source: Public Works Department Waste Management
Telephone: 415-499-6647
Last EDR Contact: 11/29/2007
Next Scheduled EDR Contact: 01/28/2008
Data Release Frequency: Semi-Annually

NAPA COUNTY:

Sites With Reported Contamination
A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 09/24/2007
Date Data Arrived at EDR: 09/25/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 3

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 09/24/2007
Next Scheduled EDR Contact: 12/24/2007
Data Release Frequency: Semi-Annually

Closed and Operating Underground Storage Tank Sites
Underground storage tank sites located in Napa county.

Date of Government Version: 09/24/2007
Date Data Arrived at EDR: 09/25/2007
Date Made Active in Reports: 11/01/2007
Number of Days to Update: 37

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 09/24/2007
Next Scheduled EDR Contact: 12/24/2007
Data Release Frequency: Annually

ORANGE COUNTY:

List of Industrial Site Cleanups
Petroleum and non-petroleum spills.

Date of Government Version: 08/01/2007
Date Data Arrived at EDR: 09/28/2007
Date Made Active in Reports: 11/07/2007
Number of Days to Update: 40

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 12/06/2007
Next Scheduled EDR Contact: 03/03/2008
Data Release Frequency: Annually

List of Underground Storage Tank Cleanups
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 08/01/2007
Date Data Arrived at EDR: 09/28/2007
Date Made Active in Reports: 11/07/2007
Number of Days to Update: 40

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 12/06/2007
Next Scheduled EDR Contact: 03/03/2008
Data Release Frequency: Quarterly

List of Underground Storage Tank Facilities
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 08/01/2007
Date Data Arrived at EDR: 09/25/2007
Date Made Active in Reports: 11/01/2007
Number of Days to Update: 37

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 12/06/2007
Next Scheduled EDR Contact: 03/03/2008
Data Release Frequency: Quarterly

PLACER COUNTY:

Master List of Facilities
List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 07/23/2007
Date Data Arrived at EDR: 07/23/2007
Date Made Active in Reports: 08/09/2007
Number of Days to Update: 17

Source: Placer County Health and Human Services
Telephone: 530-889-7312
Last EDR Contact: 09/17/2007
Next Scheduled EDR Contact: 12/17/2007
Data Release Frequency: Semi-Annually

RIVERSIDE COUNTY:

Listing of Underground Tank Cleanup Sites
Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 08/06/2007
Date Data Arrived at EDR: 08/07/2007
Date Made Active in Reports: 09/26/2007
Number of Days to Update: 50

Source: Department of Public Health
Telephone: 951-358-5055
Last EDR Contact: 10/15/2007
Next Scheduled EDR Contact: 01/14/2008
Data Release Frequency: Quarterly

Underground Storage Tank Tank List

Underground storage tank sites located in Riverside county.

Date of Government Version: 08/06/2007
Date Data Arrived at EDR: 08/07/2007
Date Made Active in Reports: 09/24/2007
Number of Days to Update: 48

Source: Health Services Agency
Telephone: 951-358-5055
Last EDR Contact: 10/15/2007
Next Scheduled EDR Contact: 01/14/2008
Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

Contaminated Sites

List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 10/29/2007
Date Data Arrived at EDR: 10/30/2007
Date Made Active in Reports: 11/07/2007
Number of Days to Update: 8

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 10/26/2007
Next Scheduled EDR Contact: 01/28/2008
Data Release Frequency: Quarterly

ML - Regulatory Compliance Master List

Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 10/29/2007
Date Data Arrived at EDR: 10/30/2007
Date Made Active in Reports: 11/07/2007
Number of Days to Update: 8

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 10/26/2007
Next Scheduled EDR Contact: 01/28/2008
Data Release Frequency: Quarterly

SAN BERNARDINO COUNTY:

Hazardous Material Permits

This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 09/27/2007
Date Data Arrived at EDR: 09/28/2007
Date Made Active in Reports: 11/07/2007
Number of Days to Update: 40

Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 12/03/2007
Next Scheduled EDR Contact: 12/03/2007
Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 05/16/2005
Date Data Arrived at EDR: 05/18/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 29

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 10/05/2007
Next Scheduled EDR Contact: 12/31/2007
Data Release Frequency: Quarterly

Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 11/01/2006
Date Data Arrived at EDR: 01/03/2007
Date Made Active in Reports: 01/24/2007
Number of Days to Update: 21

Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 11/19/2007
Next Scheduled EDR Contact: 02/18/2008
Data Release Frequency: Varies

Environmental Case Listing

The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 08/22/2007
Date Data Arrived at EDR: 10/03/2007
Date Made Active in Reports: 11/07/2007
Number of Days to Update: 35

Source: San Diego County Department of Environmental Health
Telephone: 619-338-2371
Last EDR Contact: 10/03/2007
Next Scheduled EDR Contact: 12/31/2007
Data Release Frequency: Varies

SAN FRANCISCO COUNTY:

Local Oversite Facilities

A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/07/2007
Date Data Arrived at EDR: 09/07/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 21

Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920
Last EDR Contact: 12/03/2007
Next Scheduled EDR Contact: 03/03/2008
Data Release Frequency: Quarterly

Underground Storage Tank Information

Underground storage tank sites located in San Francisco county.

Date of Government Version: 09/07/2007
Date Data Arrived at EDR: 09/07/2007
Date Made Active in Reports: 09/24/2007
Number of Days to Update: 17

Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 12/03/2007
Next Scheduled EDR Contact: 03/03/2008
Data Release Frequency: Quarterly

SAN JOAQUIN COUNTY:

San Joaquin Co. UST

A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 08/21/2007
Date Data Arrived at EDR: 08/22/2007
Date Made Active in Reports: 09/24/2007
Number of Days to Update: 33

Source: Environmental Health Department
Telephone: N/A
Last EDR Contact: 10/15/2007
Next Scheduled EDR Contact: 01/14/2008
Data Release Frequency: Semi-Annually

SAN MATEO COUNTY:

Business Inventory

List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 10/24/2007
Date Data Arrived at EDR: 10/25/2007
Date Made Active in Reports: 11/07/2007
Number of Days to Update: 13

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 10/09/2007
Next Scheduled EDR Contact: 01/07/2008
Data Release Frequency: Annually

Fuel Leak List
A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 10/09/2007
Date Data Arrived at EDR: 10/10/2007
Date Made Active in Reports: 11/07/2007
Number of Days to Update: 28

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 10/09/2007
Next Scheduled EDR Contact: 01/07/2008
Data Release Frequency: Semi-Annually

SANTA CLARA COUNTY:

HIST LUST - Fuel Leak Site Activity Report
A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005
Date Data Arrived at EDR: 03/30/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 22

Source: Santa Clara Valley Water District
Telephone: 408-265-2600
Last EDR Contact: 09/24/2007
Next Scheduled EDR Contact: 12/24/2007
Data Release Frequency: No Update Planned

LOP Listing
A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/26/2007
Date Data Arrived at EDR: 03/27/2007
Date Made Active in Reports: 04/27/2007
Number of Days to Update: 31

Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 09/24/2007
Next Scheduled EDR Contact: 12/24/2007
Data Release Frequency: Varies

Hazardous Material Facilities
Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 09/17/2007
Date Data Arrived at EDR: 09/17/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 11

Source: City of San Jose Fire Department
Telephone: 408-277-4659
Last EDR Contact: 12/03/2007
Next Scheduled EDR Contact: 03/03/2008
Data Release Frequency: Annually

SOLANO COUNTY:

Leaking Underground Storage Tanks
A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 09/24/2007
Date Data Arrived at EDR: 10/23/2007
Date Made Active in Reports: 11/07/2007
Number of Days to Update: 15

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 09/24/2007
Next Scheduled EDR Contact: 12/24/2007
Data Release Frequency: Quarterly

Underground Storage Tanks
Underground storage tank sites located in Solano county.

Date of Government Version: 09/24/2007
Date Data Arrived at EDR: 10/23/2007
Date Made Active in Reports: 11/01/2007
Number of Days to Update: 9

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 09/24/2007
Next Scheduled EDR Contact: 12/24/2007
Data Release Frequency: Quarterly

SONOMA COUNTY:

Leaking Underground Storage Tank Sites
A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 10/22/2007
Date Data Arrived at EDR: 10/23/2007
Date Made Active in Reports: 11/07/2007
Number of Days to Update: 15

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 10/22/2007
Next Scheduled EDR Contact: 01/21/2008
Data Release Frequency: Quarterly

SUTTER COUNTY:

Underground Storage Tanks
Underground storage tank sites located in Sutter county.

Date of Government Version: 05/04/2007
Date Data Arrived at EDR: 05/04/2007
Date Made Active in Reports: 05/24/2007
Number of Days to Update: 20

Source: Sutter County Department of Agriculture
Telephone: 530-822-7500
Last EDR Contact: 10/01/2007
Next Scheduled EDR Contact: 12/31/2007
Data Release Frequency: Semi-Annually

VENTURA COUNTY:

Business Plan, Hazardous Waste Producers, and Operating Underground Tanks
The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 08/24/2007
Date Data Arrived at EDR: 10/04/2007
Date Made Active in Reports: 11/07/2007
Number of Days to Update: 34

Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 09/12/2007
Next Scheduled EDR Contact: 12/10/2007
Data Release Frequency: Quarterly

Inventory of Illegal Abandoned and Inactive Sites
Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 08/01/2007
Date Data Arrived at EDR: 08/29/2007
Date Made Active in Reports: 09/26/2007
Number of Days to Update: 28

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 11/19/2007
Next Scheduled EDR Contact: 02/18/2008
Data Release Frequency: Annually

Listing of Underground Tank Cleanup Sites
Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 08/27/2007
Date Data Arrived at EDR: 10/02/2007
Date Made Active in Reports: 11/07/2007
Number of Days to Update: 36

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 09/12/2007
Next Scheduled EDR Contact: 12/10/2007
Data Release Frequency: Quarterly

Underground Tank Closed Sites List
Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 09/26/2007
Date Data Arrived at EDR: 10/11/2007
Date Made Active in Reports: 11/01/2007
Number of Days to Update: 21

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 10/11/2007
Next Scheduled EDR Contact: 01/07/2008
Data Release Frequency: Quarterly

YOLO COUNTY:

Underground Storage Tank Comprehensive Facility Report
Underground storage tank sites located in Yolo county.

Date of Government Version: 07/30/2007
Date Data Arrived at EDR: 09/04/2007
Date Made Active in Reports: 09/24/2007
Number of Days to Update: 20

Source: Yolo County Department of Health
Telephone: 530-666-8646
Last EDR Contact: 10/15/2007
Next Scheduled EDR Contact: 01/14/2008
Data Release Frequency: Annually

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data
Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 06/15/2007
Date Made Active in Reports: 08/20/2007
Number of Days to Update: 66

Source: Department of Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 09/12/2007
Next Scheduled EDR Contact: 12/10/2007
Data Release Frequency: Annually

NJ MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 04/01/2007
Date Data Arrived at EDR: 04/05/2007
Date Made Active in Reports: 05/08/2007
Number of Days to Update: 33

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 11/07/2007
Next Scheduled EDR Contact: 12/31/2007
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data
Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 08/27/2007
Date Data Arrived at EDR: 08/30/2007
Date Made Active in Reports: 09/21/2007
Number of Days to Update: 22

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 11/29/2007
Next Scheduled EDR Contact: 02/25/2008
Data Release Frequency: Annually

PA MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2006
Date Data Arrived at EDR: 08/23/2007
Date Made Active in Reports: 09/27/2007
Number of Days to Update: 35

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 09/10/2007
Next Scheduled EDR Contact: 12/10/2007
Data Release Frequency: Annually

RI MANIFEST: Manifest information
Hazardous waste manifest information

Date of Government Version: 04/09/2007
Date Data Arrived at EDR: 04/12/2007
Date Made Active in Reports: 04/27/2007
Number of Days to Update: 15

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 10/16/2007
Next Scheduled EDR Contact: 12/17/2007
Data Release Frequency: Annually

WI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2006
Date Data Arrived at EDR: 04/27/2007
Date Made Active in Reports: 06/08/2007
Number of Days to Update: 42

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 10/09/2007
Next Scheduled EDR Contact: 01/07/2008
Data Release Frequency: Annually

Oil/Gas Pipelines: This data was obtained by EDR from the USGS in 1994. It is referred to by USGS as GeoData Digital Line Graphs from 1:100,000-Scale Maps. It was extracted from the transportation category including some oil, but primarily gas pipelines.

Electric Power Transmission Line Data
Source: PennWell Corporation
Telephone: (800) 823-6277
This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Licensed Facilities
Source: Department of Social Services
Telephone: 916-657-4041

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 1999 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 and 2005 from the U.S. Fish and Wildlife Service.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Scanned Digital USGS 7.5' Topographic Map (DRG)

Source: United States Geologic Survey

A digital raster graphic (DRG) is a scanned image of a U.S. Geological Survey topographic map. The map images are made by scanning published paper maps on high-resolution scanners. The raster image is georeferenced and fit to the Universal Transverse Mercator (UTM) projection.

STREET AND ADDRESS INFORMATION

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GEOCHECK® - PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

WESTFIELD SHOPPING CENTER
14006 RIVERSIDE DRIVE
SHERMAN OAKS, CA 91423

TARGET PROPERTY COORDINATES

Latitude (North):	34.15677 - 34° 9' 24.4"
Longitude (West):	118.43552 - 118° 26' 7.9"
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	367668.7
UTM Y (Meters):	3780274.5
Elevation:	659 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	34118-B4 VAN NUYS, CA
Most Recent Revision:	1991

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principle investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

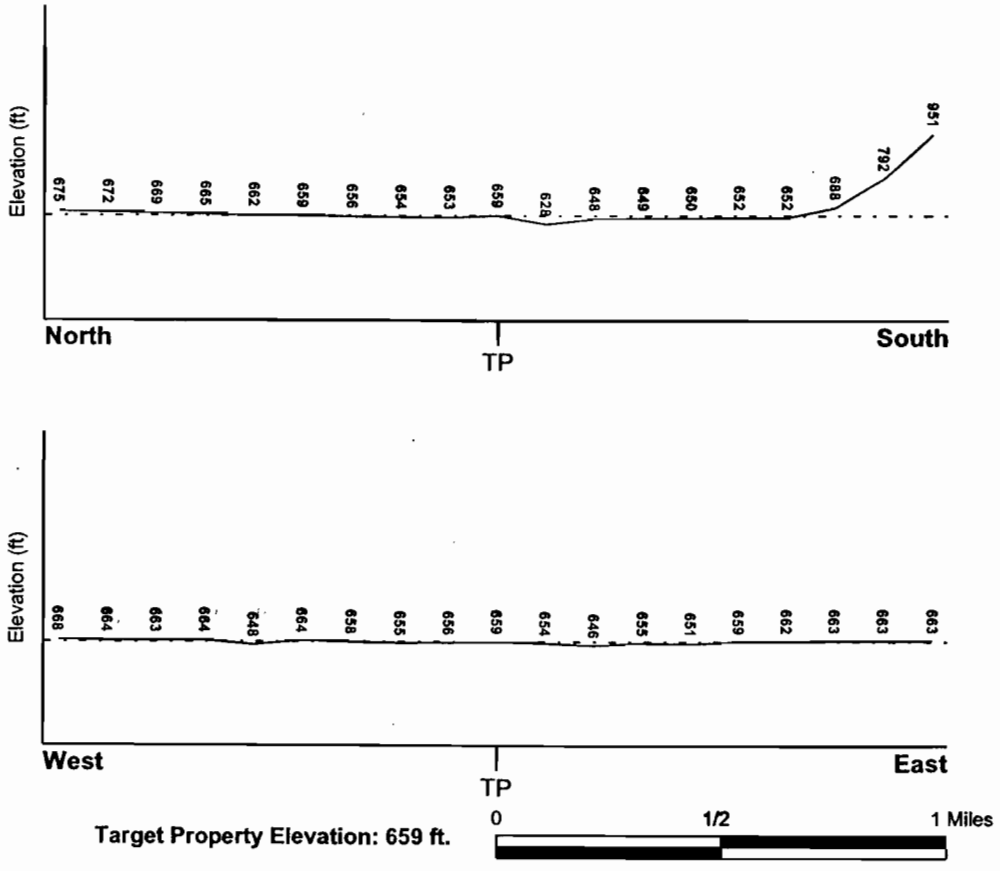
TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General SSE

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Target Property County	FEMA Flood Electronic Data
LOS ANGELES, CA	YES - refer to the Overview Map and Detail Map

Flood Plain Panel at Target Property:	0601370045C
Additional Panels in search area:	0601370039C 0601370038C 0601370044C

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
VAN NUYS	YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius:	1.25 miles
Status:	Not found

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
Not Reported		

* ©1996 Site- specific hydrogeological data gathered by CERCLIS Alerts, Inc., Bainbridge Island, WA. All rights reserved. All of the information and opinions presented are those of the cited EPA report(s), which were completed under a Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) investigation.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT **GEOLOGIC AGE IDENTIFICATION**

Era:	Cenozoic	Category:	Stratified Sequence
System:	Tertiary		
Series:	Miocene		
Code:	Tm *(decoded above as Era, System & Series)*		

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps. The following information is based on Soil Conservation Service STATSGO data.

Soil Component Name:	URBAN LAND
Soil Surface Texture:	variable
Hydrologic Group:	Not reported
Soil Drainage Class:	Not reported

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel:	Not Reported
Depth to Bedrock Min:	> 10 inches
Depth to Bedrock Max:	> 10 inches

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
1	0 inches	6 inches	variable	Not reported	Not reported	Max: 0.00 Min: 0.00	Max: 0.00 Min: 0.00

OTHER SOIL TYPES IN AREA

Based on Soil Conservation Service STATSGO data, the following additional subordinant soil types may appear within the general area of target property.

Soil Surface Textures:
loam
clay
silt loam
loamy sand
sandy loam
fine sand
clay loam
gravelly - sandy loam
coarse sand
gravelly - sand
sand

Surficial Soil Types:
loam
clay
silt loam
loamy sand
sandy loam
fine sand
clay loam
gravelly - sandy loam
coarse sand
gravelly - sand
sand

Shallow Soil Types:
fine sandy loam
gravelly - loam
sand
silty clay

Deeper Soil Types:
stratified
clay loam
silty clay loam
gravelly - sandy loam
coarse sand
sand
weathered bedrock
very fine sandy loam

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

DATABASE	SEARCH DISTANCE (miles)
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile
State Database	1.000

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No Wells Found		

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

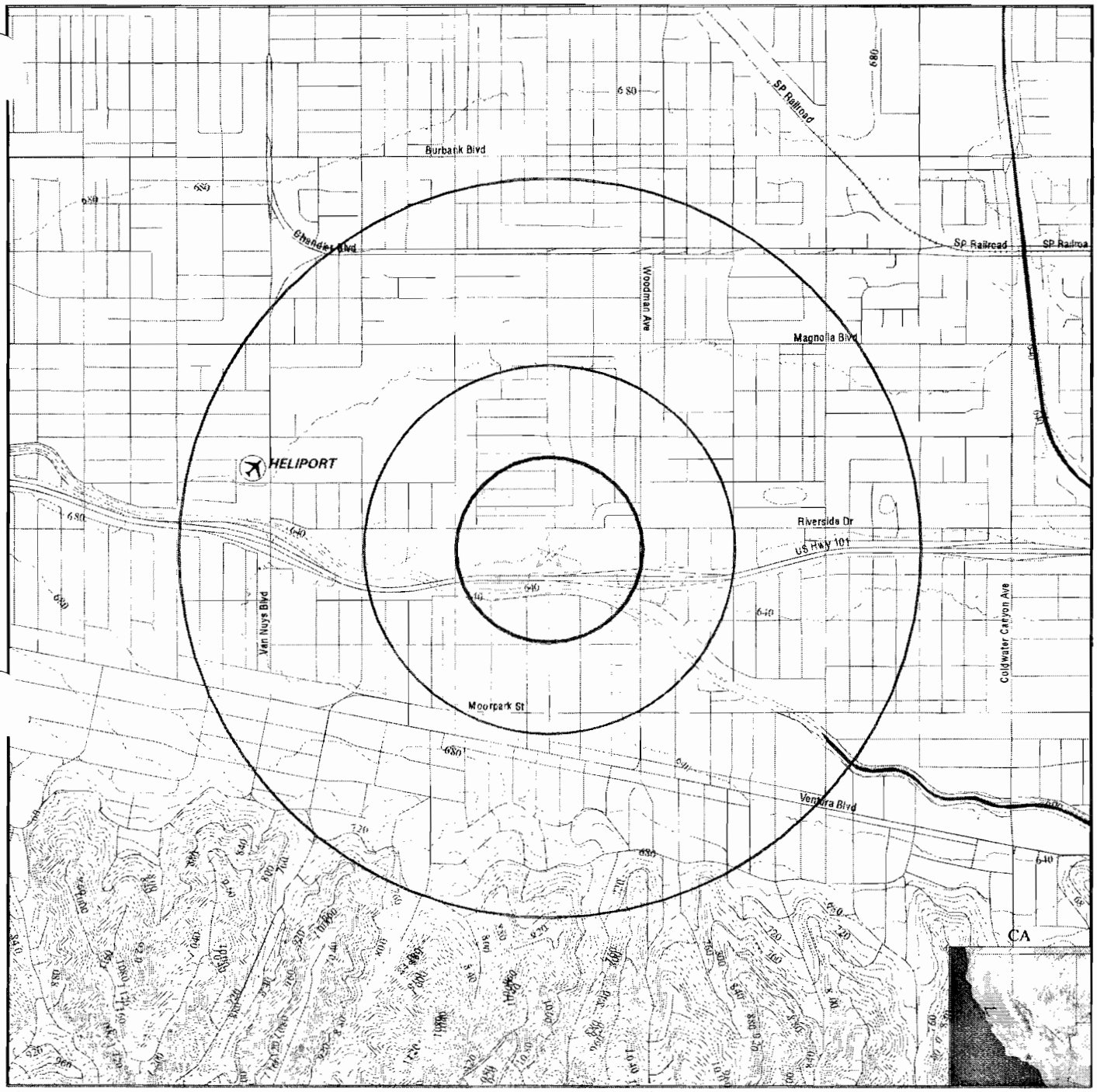
MAP ID	WELL ID	LOCATION FROM TP
No PWS System Found		

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No Wells Found		

PHYSICAL SETTING SOURCE MAP - 2096148.2s



- County Boundary
- Major Roads
- Contour Lines
- Earthquake Fault Lines
- Airports
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons
- Groundwater Flow Direction
- Indeterminate Groundwater Flow at Location
- Groundwater Flow Varies at Location
- Closest Hydrogeological Data
- Oil, gas or related wells

SITE NAME:	Westfield Shopping Center	CLIENT:	The Reynolds Group
ADDRESS:	14006 Riverside Drive Sherman Oaks CA 91423	CONTACT:	Gwen Tellegen
		INQUIRY #:	2096148.2s
LAT/LONG:	34.1568 / 118.4355	DATE:	December 10, 2007 **8:27 am**

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GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

Zip	Total Sites	> 4 Pci/L	Pct. > 4 Pci/L
91423	102	14	13.73

Federal EPA Radon Zone for LOS ANGELES County: 2

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for Zip Code: 91423

Number of sites tested: 1

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	0.500 pCi/L	100%	0%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	Not Reported	Not Reported	Not Reported	Not Reported

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Scanned Digital USGS 7.5' Topographic Map (DRG)
Source: United States Geologic Survey
A digital raster graphic (DRG) is a scanned image of a U.S. Geological Survey topographic map. The map images are made by scanning published paper maps on high-resolution scanners. The raster image is georeferenced and fit to the Universal Transverse Mercator (UTM) projection.

HYDROLOGIC INFORMATION

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 1999 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 and 2005 from the U.S. Fish and Wildlife Service.

HYDROGEOLOGIC INFORMATION

AQUIFLOW^{R} Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Services
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Services (NRCS)
Telephone: 800-672-5559
SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Services, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

STATE RECORDS

Water Well Database
Source: Department of Water Resources
Telephone: 916-651-9648

California Drinking Water Quality Database
Source: Department of Health Services
Telephone: 916-324-2319
The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

OTHER STATE DATABASE INFORMATION

California Oil and Gas Well Locations
Source: Department of Conservation
Telephone: 916-323-1779

RADON

State Database: CA Radon
Source: Department of Health Services
Telephone: 916-324-2208
Radon Database for California

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

STREET AND ADDRESS INFORMATION

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The EDR Multi-Tenant Retail Facility® Report

Westfield Shopping Center
14006 Riverside Drive
Sherman Oaks, CA 91423

Inquiry Number: 2096148.8

Friday, December 14, 2007

The Standard in Environmental Risk Information

440 Wheelers Farms Road
Milford, Connecticut 06461

Nationwide Customer Service

Telephone: 1-800-352-0050
Fax: 1-800-231-6802
Internet: www.edrnet.com

EDR Multi-Tenant Retail Facility ® Report

Environmental Data Resources, Inc.'s (EDR) Multi-Tenant Retail Facility Report is a screening report designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. The EDR Multi-Tenant Retail Facility Report includes a search and abstract of multiple reasonably ascertainable standard historical sources. The Report provides information including tenants and other occupants.

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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Target Property
Westfield Shopping Center
14006 Riverside Drive
Sherman Oaks, CA 91423

Year	Occupant(s)
1957	Address Not Listed
1958	Address Not Listed
1959	Address Not Listed
1960	Address Not Listed
1961	Address Not Listed
1962	Address Not Listed
1963	Address Not Listed
1964	Address Not Listed
1965	Address Not Listed
1966	Resource Not Available
1967	Address Not Listed
1968	Address Not Listed
1969	Resource Not Available
1970	Address Not Listed
1971	MAGIC MIRROR BEAUTY I SHOP BELLS GIFTS & CHINA BERGGRENS JEWELERS MANDELS SHOES MENS SHOES MONTE FACTOR MENS PHELPS-WILGER MENS PICKWICK WOMENS TOT ROBERTS TOYS ROYAL CAR WASH STOCKBROKER SEES CANDY SHOP LEEDS SHOE STORE MAGNIN WOMENS FASHIONS WOMENS FORGAN & CO ZZZZZ FREDS SANDWICH SHOP BULLOCKS DEPT ST COUNTRY CLUB C H BAKER SHOES

Year	Occupant(s)
1971	RESTAURANT DAVID ORGELL GIFTS & SILVER DESMONDS DEPT STORE DE LUCA DRAPERS WOMENS JUDYS WOMENS LANZ WOMENS PARTI-TIME PARTY SHOP GARLANDS HUNTERS BOOKS GUDES BARNETT SHOES JOLLY ROGER EXHIBIT I ART GALLERY F I DU PONT GLORE MORRIS BOOTMAKER ORANGE JULIUS TOGGERY WESTWARD HO MKT WETHERBY KAYSER SHOES CHARLOTTES WOMENS HOUSE OF NINE WOMENS CHILDRENS SHOE CORRAL SY DEVORE MENS
1972	BULLOCKS
1973	BULLOCKS
1974	BULLOCKS
1975	BULLOCKS DEPT ST C H BAKER SHOES DRAPERS WOMENS DU PONT GLORE FORGAN DE LUCA JEWELERS DESMONDS DEPT STORE DAVID ORGELL GIFTS & SILVER GARLANDS WOMENS PARTI-TIME PARTY SHOP LANZ WOMENS JUDYS WOMENS MORRIS BOOTMAKER MENS SHOES JOLLY ROGER RESTAURANT GUDES BARNETT SHOES HUNTERS BOOKS I MAGNIN WOMENS FREDS SANDWICH SHOP LEEDS SHOE STORE SEES CANDY SHOP ROYAL CAR WASH SIMI VENTURA ROBERTS TOYS INC STOCKBROKER POTTERY BARN PICKWICK WOMENS PHELPS-MEAGER MENS MONTE FACTOR MENS MANDELS SHOES BERGGRENS JEWELERS BELLS GIFTS & CHINA ART ATTIC ART GALLERY MAGIC MIRROR BEAUTY SHOP SY DEVORE MENS CHILDRENS SHOE CORRAL CHARLOTTES WOMENS COUNTRY CLUB FASHIONS WOMENS HOUSE OF NINE WOMENS

Year	Occupant(s)
1975	WETHERBY KAYSER SHOES ORANGE JULIUS
1976	DRAPERS
1977	BAKER SHOES
1978	BROADWAY
1979	BROADWAY
1980	BROADWAY
1981	Address Not Listed
1982	Address Not Listed
1983	Address Not Listed
1984	AMERICAN EXPRESS
1985	AMERICAN EXPRESS
1986	AMERICAN EXPRESS
1987	AMERICAN EXPRESS
1988	AMERICAN EXPRESS
1989	AMERICAN EXPRESS
1990	AMERICAN EXPRESS
1991	ANN TAYLOR
1992	ANN TAYLOR AEROPOSTALE A J MORROW ACCESSORY LADY ADEPT RESEARCH FRENCH CAJUN GABYS JEWELERS FLORSHEIM SHOES FOOTLOCKER FINAL TOUCH FASHION CONSPIRACY FASHION SQUARE DELI FLOWERS SECURITY PACIFIC NATIONAL BANK SHOE DOCTOR SEBASTIANO MENS SEES CANDIES SACHA LONDON ROYAL PHOTO SATURDAYS LEEDS SHOES LERNER LEATHER LAND LECHTERS MACYS LILLIE RUBIN LIZ CLAIBORNE BACHRACHS AUDREY JONES BEBE

Year	Occupant(s)
1992	BEN BRIDGE JEWELERS
	BERNINI MENS
	MARTIN LAWRENCE GALLERIES
	MONOGRAMS PLUS
	PEA N POD
	PETITE SOPHISTICATES
	PRINTS PLUS
	ROCKS
	PIGEONS
	PRESTIGIO
	SLAVICKS JEWELERS
	SILVERWOODS
	SILVANO SHOE
	SNACKS
	SOCKS DU JOUR
	SPLENDIFEROUS
	SUNSHINE BEAUTY SUPPLY
	BROADWAY DEPARTMENT STORE
	SUNGLASS PLACE
	BODY SHOP HEALTH SPA
	BOWS N THINGS
	BRENTANOS
	BULLOCKS DEPARTMENT STORE
	BROOKS KIDS SHOES
	DRAPERS
	DR CROW OPT
	EDDIE BAUER
	RICHTERS
	DEJAUN JEWELERS
	DEVON BECK
	DIMATTIAS PIZZA & PASTA
	KARLS TOYS
	ROBERTS & CO FINE JEWELERS
	KAY JEWELERS
	KITS CAMERAS
	LANE BRYANT
	KNOW BODIES
	LADY FOOTLOCKER
	PARTY TIME
	GEMS
	GHQ FOR MEN
	GODIVA CHOCOLATIER
	GREEK ISRAELI EXPRESS
	GRINGOS
	I MAGNIN & CO
	I WISH
	GYMBOREE
	IMAGINARIUM
	IMPOSTERS
	JACKS BURGERS
	JACQUES VERT
	JOHNSTON & MURPHY
	CACHE
	JUDYS
	CAL CRISP
	CARAMAR
	CARLTON HAIR
	CASTLEBY SHOES
	CASUAL CORNER
	MUSICLAND
	PARADISE BAKERY
	CELIO PARIS
	PANDA EXPRESS
	NANCEE G
	NATURAL WONDERS
	NATURALIZER

Year	Occupant(s)
1992	EXPANDING WALL
	ETCETERA
	EXPRESS
	EXTRAVAGNZA
	ERIKS SHOES
	ESPRIT
	PACIFIC EYES & TS
	PACIFIC SUNWEAR
	TIE RACK
	WET SEAL
	WE WRAP
	VICTORIAS SECRET
	WALDENBOOKS
	WETHERBY-KAYSER
	WESTMINSTER LACE
	WIENERS LUGGAGE
	HALLMARK CARDS
	HOFFRITZ FOR CUTLERY
	HANNAH
	HELFTS
	HICKORY FARMS
	COUNTRY LINEN
	COUSINS CHILDRENS STORES
	COFFEE BEAN & TEA LEAF
	CONTEMPO CASUALS
	CHAYO HAIR SALON
	HOWARD & PHILS WQSTERN WEAR
	HUDSON GOODMAN JEWELERS
	CIGNAL
	CLAIRES BOUTIQUE
	TAMARAS
	SY DEVORE
	TEEZ
	TESTING 1-2-3
	THE BOMBAY COMPANY
	THE GAP
	THE LIMITED
	THINGS REMEMBERED
	THIS END UP
	WIKI WIKI
	WINDSOR
	WLLIAMS-SONOMA
1993	WILLIAMS-SONOMA
	WLKL WIKI
	WINDSOR
	COUNITRY LINTEN
	THIS END UP
	THINGS REMEMBERED
	THE LIMITED
	THE GAP
	THE BOMBAY COMPANY
	TEEZ
	SY DEVORE
	TAMARAS
	CLALRES BOUTIQUE
	CIGNAL
	CHAYO HAIR SALON
	CONTEMPO CASUALS
	COFFEE BEAN & TEA LEAL
	COPELANDS SPORTS
	HANNIAHI
	HFLICKORY FARRNS
	HELFTS
	HOFFRITZ FOR CUTLERY
	HOLD EVERTHING

Year	Occupant(s)
1993	HOWARD & PHILS WESTERN WEAR
	HALLMARK CARDS
	H20 PLUS
	WIENERS LUGGAGE
	WESTMINSTER LACE
	WETHERBY-KAYSER
	WALDENBOOKS
	VICTORIAS SECRET
	WE WRAP
	WET SEAL
	TIE RACK
	PACIFIC SUNWEAR
	ONE HOUR PHOTO
	ESPRIT
	ERIKS SHOES
	CATCH 21
	CELLO PARIS
	EXTRAVAGNZA
	EXPRESS
	ETCETERA
	EXPANDING WALL
	NATURALIZER
	NATURAL WONDERS
	NANCEE G
	PANDA EXPRESS
	PACILIC EYES & TS
	PARADISE BAKERY
	MUSICLAND
	CASUAL CORNER
	CASTLEBY SHOES
	CARLTON HAIR
	CARAMAR
	CAL CRISP
	JUDYS
	CACHE
	JOHLNSTON & MURPHY
	JACQUES VERT
	JESSICA MCCUNTOCK
	IMPOSTORS
	HUDSON GOODMAN JEWELERS
	JACKS BUIRGERS
	IMAGINARIUM
	GYMBOREE
	I WISH
	GRINGOS
	GODIVA CHOCOLATLER
	GHQ FOR MEN
	GIFTWRAP
	GENERAL NUTRITION CENTER
	GEMS
	PASTILE
	LADY FOOTLOCKER
	COUSINS CHLLDRENS STORES
	KITS CANMERAS
	KNOW BODIES
	LARNE BRYANT
	DIMNATTIAS PIZZA & PASTA
	KAY JEWELERS
	ROBERTS & CO FINE JEWELERS
	KARLS TOYS
	DEVON BECKE
	DEJAUN JEWELERS
	RICHTERS
	EDDIE BAUER
	DR CROW OPT
	DRAPERS

Year	Occupant(s)
1993	BROOKS KIDS SHOES
	BULLOCKS DEPARTMENT STORE
	SPLENDITEROUS
	BRENTANOS
	SUNGLASS PLACE
	BROADWAY DEPARTMENT STORE
	SUNSHINE BEAUTY SUPPLY
	STREAMERS
	STRUCTURES
	SOCKS DU JOUR
	SNACKS
	SILVANO SHOE
	PORT OCALL
	SLVERWOODS
	PRESTIGIO
	PIGEONS
	ROCKS
	PETITE SOPHISTICATES
	PEA N POD
	MONOGRAMS PLUS
	MARTIN LAWRENCE GALLERIES
	MAX STUDIO
	BENETTON
	MEDITERRANEAN DELIGHT
	BERNINI MENS
	BEN BRIDGE JEWELERS
	BEBE
	AUDREY JONES
	LIZ CLALBORNE
	BACHRACHS
	LEEDS SHIOES
	LILLIE RUBIN
	MACYS
	LEATHIER LAND
	LECHTER S
	FLORSHEIM SHLOES
	LERNER
	SATURDAYS
	ROYAL PHOTO
	SACHA LONDON
	SEES CANDIES
	SEBASTIANO MENS
	SHOE DOCTOR
	SECURITY PACIFIC NATIONAL BANK
	FLOWERS
	FASHIION CONSPIRACY
	FASHION SQUARE DELI
	FINAL TOUCH
	FOOTLOCKER
	FREDERICKS
	GABYS JEWELERS
	1 MAGNIN & CO
	9 WEST
	ADEPT RESEARCH
	ACCESSORY LADY
	AEROPOSTALE
	ANN TAYLOR
1994	AT T
1995	BEBE
	BEN BRIDGE JEWELERS
	MEDITERRANEAN DELIGHT
	BENETTON
	MERLE NORMAN
	MAX STUDIO

Year	Occupant(s)
1995	MARTIN LAWRENCE GALLERIES
	SILVANO SHOE
	AUDREY JONES
	BANANA REPUBLIC
	PEA N POD
	PERFUMAY
	BATH N BODY WORKS
	ROCKS
	PIGEONS
	PRESTIGIO
	SNACKS
	SPLENDIFEROUS
	SUNCOAST MOTION PICTURE CO
	STREAMERS
	SUNSHINE BEAUTY SUPPLY
	ANN TAYLOR
	AEROPOSTALE
	ACCESSORY LADY
	ADEPT RESEARCH
	9 WEST
	GABYS JEWELERS
	FREDERICKS
	FOOTLOCKER
	FLORSHEIM SHOES
	FINAL TOUCH
	FASHION SQUARE DELI
	BERNINI MENS
	FIRST ISSUE
	FLOWERS
	SHOE DOCTOR
	SEBASTIANO MENS
	SEES CANDIES
	SACHA LONDON
	ROYAL PHOTO
	SATURDAYS
	SAM GOODY
	LERNER
	LEEDS SHOES
	LEATHER LAND
	LECHTERS
	LILLIE RUBIN
	GAP
	LIZ CLAIBORNE
	BROADWAY DEPARTMENT STORE
	SUNGLASS PLACE
	BRENTANOS
	BULLOCKS DEPARTMENT STORE
	BROOKS KIDS SHOES
	DRAPERS
	DR CROW OPT
	EDDIE BAUER
	RICHTERS
	STRUCTURE
	DEJAUN JEWELERS
	DEVON BECKE
	DIMATTIAS PIZZA & PASTA
	ROBERTS & CO FINE JEWELERS
	KAY JEWELERS
	KITS CAMERAS
	LANE BRYANT
	KNOW BODIES
	LADY FOOTLOCKER
	PASTILE
	GEMS
	GAP KIDS
	GNC

Year	Occupant(s)
1995	GIFTWRAP
	GODIVA CHOCOLATIER
	GRINGOS
	I WISH
	GYMBOREE
	IMAGINARIUM
	HUDSON GOODMAN JEWELERS
	JESSICA MCCUNTOCK
	JACKS BURGERS
	CACHE
	JUDYS
	CACIQUE
	CAL CRISP
	CARAMAR
	CARLTON HAIR INTERNATIONAL
	CASTLEBY SHOES
	CASUAL CORNER
	PARADISE BAKERY
	PANDA EXPRESS
	NANCEE G
	NATURAL WONDERS
	NATURALIZER
	NUT KETTLE
	EXPANDING WALL
	ETCETERA
	EXPRESS
	EXTRAVAGNZA
	CELLO PARIS
	CATCH 21
	ERIKS SHOES
	ESPRIT
	ONE HOUR PHOTO
	PACIFIC EYES & TS
	ORGELL
	PACIFIC SUNWEAR
	TIC TIME
	TIE RACK
	WET SEAL
	VICTORIAS SECRET
	WALDENBOOKS
	WIENERS LUGGAGE
	H20 PLUS
	HALLMARK CARDS
	HOWARD & PHILS WESTERN WEAR
	HOLD EVERTHING
	HANNAH
	HICKORY FARMS
	COPELANDS SPORTS
	COUSINS CHILDRENS STORES
	CONTEMPO CASUALS
	COFFEE BEAN & TEA LEAF
	CHAYO HAIR SALON
	HOME SHOP
	CIGNAL
	CLAIRES BOUTIQUE
	SY DEVORE
	THE BOMBAY COMPANY
	THE DISNEY STORE
	THE LIMITED
	THINGS REMEMBERED
	THIS END UP FURNITURE
	WILLIAMS SONOMA
	WIKI WIKI
	WINDSOR
1996	WINDSOR

Year	Occupant(s)
1996	WIKI WIKI
	WILLIAMS-SONOMA
	WIENERS LUGGAGE
	THIS END UP
	THINGS REMEMBERED
	THE LIMITED
	THE DISNEY STORE
	THE BOMBAY COMPANY
	SY DEVORE
	CLAIRES BOUTIQUE
	CIGNAL
	HOME SHOP
	CHAYO HAIR SALON
	COFFEE BEAN & TEA LEAF
	CONTEMPO CASUALS
	COUSINS CHILDRENS STORES
	COPELANDS SPORTS
	HICKORY FARMS
	HANNAH
	HOLD EVERTHING
	HOWARD & PHILS WESTERN WEAR
	HALLMARK CARDS
	H20 PLUS
	GYMBOREE
	WALDENBOOKS
	VICTORIAS SECRET
	WET SEAL
	TIE RACK
	TIC TIME
	ORGELL
	PACIFIC EYES & TS
	ONE HOUR PHOTO
	ESPRIT
	ERIKS SHOES
	CATCH 21
	EDDIE BAUER
	EXTRAVAGNZA
	EXPRESS
	ETCETERA
	EXPANDING WALL
	NUT KETTLE
	NATURALIZER
	NINE WEST
	NATURAL WONDERS
	NANCEE G
	PANDA EXPRESS
	CELIO PARIS
	PARADISE BAKERY
	CASUAL CORNER
	CASTLEBY SHOES
	CARLTON HAIR INTERNATIONAL
	CARAMAR
	CAL CRISP
	CACIQUE
	CACHE
	JACKS BURGERS
	JESSICA MCCLINTOCK
	HUDSON GOODMAN JEWELERS
	LADY FOOT LOCKER
	IMAGINARIUM
	I WISH
	GRINGOS
	GODIVA CHOCOLATIER
	GIFTWRAP
	GNC
	GAPKIDS

Year	Occupant(s)
1996	GEMS
	PASTILE
	GAP
	KNOW BODIES
	LANE BRYANT
	KITS CAMERAS
	KAY JEWELERS
	JUDYS
	DIMATTIAS PIZZA & PASTA
	DEVON BECKE
	DEJAUN JEWELERS
	RICHTERS
	DR CROW OPT
	DRAPERS
	BROOKS KIDS SHOES
	BULLOCKS DEPARTMENT STORE
	BRENTANOS
	SUNGLASS PLACE
	BROADWAY DEPARTMENT STORE
	LIZ CLAIBORNE
	LILLIE RUBIN
	LECHTERS
	LEATHER LAND
	BERNINI MENS
	LEEDS SHOES
	LERNER NEW YORK
	SAM GOODY
	ROYAL PHOTO
	SACHA LONDON
	SEES CANDIES
	SEBASTIANO MENS
	SHOE DOCTOR
	FLOWERS
	FOOT LOCKER
	FIRST ISSUE
	FASHION SQUARE DELI
	FINAL TOUCH
	FLORSHEIM SHOES
	FREDERICKS OF HOLLYWOOD
	GABYS JEWELERS
	ADEPT RESEARCH
	ACCESSORY LADY
	AEROPOSTALE
	SUNSHINE BEAUTY SUPPLY
	STREAMERS
	STRUCTURE
	SUNCOAST MOTION PICTURE CO
	SPLENDIFEROUS
	SNACKS
	SILVANO SHOE
	PRESTIGIO
	PIGEONS
	ROCKS
	ROBERTS & CO FINE JEWELERS
	PERFUMAY
	PEA N POD
	PACIFIC SUNWEAR
	BANANA REPUBLIC
	AUDREY JONES
	ANN TAYLOR
	SATURDAYS
	MARTIN LAWRENCE GALLERIES
	MAX STUDIO
	MERLE NORMAN COSMETIC STUDIOS
	BENETTON
	MEDITERRANEAN DELIGHT

Year	Occupant(s)
1996	BEN BRIDGE JEWELERS BEBE BATH & BODY WORKS
1997	ANN TAYLOR
1998	ANN TAYLOR
1999	A PEA IN THE POD
2000	A PEA IN THE POD
2001	A PEA IN THE POD
2002	A PEA IN THE POD
2003	ANCHOR BLUE
2004	ANCHOR BLUE A PEA IN THE POD ABERCROMBIE & FITCH ACCESS TO MONEY ADEPT RESEARCH 818 FREIGHT FOOT LOCKER SHOE DOCTOR SIANY SEPHORA SEES CANDIES SANRIO SURPRISES SANSEI JAPANESE RESTAURANT SBARRO LENSCRAFTERS LIMITED TOO MACYS MACYS SWIMWEAR MAISON DOPTIQUE PACIFIC SUNWEAR RADIO SHACK ANN TAYLOR ARDEN B BANANA REPUBLIC BANK OF AMERICA ATM BATH & BODY WORKS BEBE MISSION RENAISSANCE MAX STUDIO MASSIS KABOB POTTERY BARN PLANET FUNK POL ACHECKS JEWELERS PRESTIGIO PRETZELMAKER SILVANO FASHION FOOTWEAR SPEEDO AUTHENTIC FITNESS SUNGLASS HUT SUBWAY SURF CITY SQUEEZE BETSEY JOHNSON BISOU! BISOUL BLOOMINGDALES BRENTANOS BRIGHTON COLLECTIBLES BROOKS SHOES FOR KIDS BROOKSTONE RESTORATION HARDWARE

Year	Occupant(s)
2004	RAMPAGE
	RENAISSANCE DESIGNS
	RITZ CAMERA
	DEJAUN JEWELERS
	DENISE CAROLYN
	DEAGUIAR DESIGNS
	KENSINGTONS
	KIPLING
	DISCOVERY CHANNEL STORE
	LANE BRYANT
	LAVENDERS HALLMARK
	LA SALSA
	GAP
	GAPKIDS
	GARYS TUX SHOP
	GNC LIVE WELL
	GEORGIOU
	GREAT STEAK & POTATO CO
	GUESS
	ITS A BLOOMING BUSINESS
	J CREW
	J JILL
	JACQUELINE JARROT
	JOURNEYS
	CALIFORNIA CRISP
	CARITON HAIR INTERNATIONAL
	CARLS JR
	CASUAL CORNER
	MRS FIELDS COOKIES
	PAJAMA PARTY
	PANDA EXPRESS
	PAPYRUS
	NINE WEST
	NORDIC TRACK
	OH BABY! I
	OLD PRO GALLERY
	EXPRESS
	EXPRESS MENS
	EDMUNDS ARTCARVED DIAMOND CENTER
	ENZO
	CATHY JEAN
	ERIKS SHOES
	OSIM GLOBAL HEALTH CARE
	TIC TIME
	WET SEAL
	TUMI
	VICTORIAS SECRET
	VICTORIAS SECRET BEAUTY
	WALKING COMPANY
	WATCH STATION
	GYMBOREE
	HOLD EVERYTHING
	HEPBURNS
	COLDWATER CREEK
	SWEET SUE
	COFFEE BEAN & TEA LEAF
	CHAYO HAIR SALON
	HOME SHOP
	CLAIRES ACCESSORIES
	CLEO & CUCCI
	COACH
	TCBY TREATS
	THE BOMBAY COMPANY
	THE BODY SHOP
	THE DISNEY STORE
	THE LIMITED

Year	Occupant(s)
2004	THINGS REMEMBERED
	WILLIAMS-SONOMA
	YANKEE CANDLE
	Z GALLERIE
	ZALES JEWELERS

APPENDIX G

STORMWATER QUALITY

Surface and Stormwater Quality - Introduction

The proposed Fashion Square shopping center located in the Sherman Oaks community of the City of Los Angeles will include project design features (PDFs) specifically designed to reduce urban runoff and associated pollutants. These PDFs include source controls, low impact development concepts, and treatment control best management practices (BMPs) that will be selected and sized in accordance with applicable regulations. The project is in the early stages of conceptual design and, therefore, the site-specific BMPs have not been selected or designed. However, in keeping with Westfield's forward-thinking approach to this and other projects, several stormwater quality improvement PDFs are being evaluated as part of best practice management (BPM) for project. Ultimately, site-specific constraints, such as needed paved surface area to meet parking requirements and traffic control and ADA requirements, and surface and underground utility clearance requirements for the project upgrades will dictate PDFs that will be evaluated as part of final design.

The purpose of this section of the EIR is to:

1) identify potential pollutants of concern that exist in the receiving waters adjacent to the project and/or that may be generated or transported from the proposed Project site and potentially impact receiving waters,

2) briefly summarize the applicable stormwater treatment and design requirements, and

3) provide a list of recommended project design features (PDFs) for implementation.

Potential Pollutants of Concern

Potential pollutants of concern consist of those pollutants that exhibit one or more of the following characteristics: current loadings or historic deposits of the pollutant are impacting the beneficial uses of a receiving water, elevated levels of the pollutant are found in sediments of a receiving water and/or have the potential to bioaccumulate in organisms therein, or the detectable inputs of the pollutant are at concentrations or loads considered potentially toxic to humans and/or flora and fauna. The potential pollutants of concern for the water quality analysis are those that are anticipated or potentially could be generated by the Project at concentrations, based on water quality data collected in Los Angeles County from land uses that are the same as those proposed by the Project, that exhibit these characteristics. Identification of the pollutants of concern for the Project considered proposed land uses, current 303(d) listings and Total Maximum Daily Loads (TMDLs) in the Los Angeles River, as well as pollutants that have the potential to cause toxicity or bioaccumulate in the Project's receiving waters.

The following pollutants were chosen as the potential pollutants of concern for purposes of evaluating water based upon the above considerations:

Sediments (TSS and Turbidity) − Excessive erosion, transport, and deposition of sediment in surface waters are a significant form of pollution resulting in water quality impairments. Sediment imbalances impair waters' designated uses. Excessive sediment can impair aquatic life by reducing beneficial habitat structure in stream channels affecting benthic infauna, by filling interstitial spaces of spawning gravels, impairing fish food sources, and filling rearing pools. In

addition, excessive sediment can cause taste and odor problems in drinking water supplies and block water intake structures or recharge systems.

Nutrients (Phosphorus and Nitrogen (Nitrate-N, Nitrite-N and Ammonia-N)) − Inorganic forms of nitrogen include nitrate, nitrite and ammonia. Organic forms of nitrogen are associated with vegetative matter such as particulates from sticks and leaves. Total Nitrogen (TN) is a measure of nitrogen present, including inorganic and particulate forms. There are several sources of nutrients in urban areas, mainly fertilizers in runoff from lawns, pet wastes, failing septic systems, and atmospheric deposition from industry and automobile emissions. Nutrient over-enrichment is especially prevalent in agricultural areas where manure and fertilizer inputs to crops significantly contribute to nitrogen and phosphorus levels in streams and other receiving waters. Eutrophication due to excessive nutrient input can lead to changes in algae, benthic, and fish communities; extreme eutrophication can cause hypoxia or anoxia, resulting in fish kills. Surface algal scum, water discoloration, and the release of toxins from sediment can also occur.

Various downstream reaches of the Los Angeles River are identified as impaired by nutrients in general and nitrogen compounds in particular. Evidence of impairment includes low diversity of benthic macroinvertebrates and observations of excessive algae growth. TMDLs have been developed and adopted into the Los Angeles Region Basin Plan for nitrogen compounds, including nitrate/nitrite and ammonia.

Trace Metals (Copper, Lead, and Zinc) − The primary sources of trace metals in stormwater are typically commercially available metals used in transportation (e.g., automobiles), buildings, and infrastructure. Metals are also found in fuels, adhesives, paints, and other coatings. Copper, lead, and zinc are the most prevalent metals typically found in urban runoff. Other trace metals, such as cadmium, chromium, and mercury, are typically not detected in urban runoff or are detected at very low levels. Metals are of concern because of the potential for toxic effects on aquatic life and the potential for ground water contamination resulting from surface water infiltration to underlying aquifer systems. High metal concentrations can lead to bioaccumulation in fish and shellfish and affect beneficial uses of receiving waters.

Various downstream reaches of the Los Angeles River are identified as impaired for metals including cadmium, copper, lead, and zinc and TMDLS have been developed and adopted into the Los Angeles Region Basin Plan.

Pathogens (Bacteria, Viruses, and Protozoa) – Elevated pathogens are typically caused by the transport of domestic animal, wildlife, or human fecal wastes from the watershed. Runoff that flows over land such as urban runoff can mobilize pathogens, including bacteria and viruses. Even runoff from natural areas can contain pathogens (e.g., from wildlife). Other sources of pathogens in urban areas include pets, leaky sanitary sewer pipes, and recreational vehicle waste discharges to the storm sewer system. The presence of pathogens in runoff can impair receiving waters and contaminate drinking water sources. Many of the downstream reaches of the Los Angeles River are identified as impaired by high fecal coliform counts. However, coliform TMDLs have not yet been developed.

Petroleum Hydrocarbons (Oil and Grease and PAHs) – The sources of oil, grease, and other petroleum hydrocarbons in urban areas include spillage fuels and lubricants, discharge of

domestic and industrial wastes, atmospheric deposition, and runoff. Runoff can be contaminated by leachate from road surfaces, wearing of tires, and deposition from automobile exhaust. Also, do-it-yourself auto mechanics may dump used oil and other automobile-related fluids directly into storm drains. Petroleum hydrocarbons, such as polycyclic aromatic hydrocarbons (PAHs), can bioaccumulate in aquatic organisms from contaminated water, sediments, and food and are toxic to aquatic life at low concentrations. Hydrocarbons can persist in sediments for long periods of time and result in adverse impacts on the diversity and abundance of benthic communities. Hydrocarbons can be measured as total petroleum hydrocarbons (TPH), oil and grease, or as individual groups of hydrocarbons, such as PAHs.

Pesticides – Pesticides (including herbicides, insecticides and fungicides) are chemical compounds commonly used to control insects, rodents, plant diseases, and weeds. Excessive application of a pesticide may result in runoff containing toxic levels of its active component. Pesticides may be classified as organochlorine pesticides or organophosphorus pesticides, the former being associated with persistent bioaccumulative pesticides (e.g., DDT and other legacy pesticides) which have been banned. The Los Angeles River estuary is listed as impaired for legacy pesticides. Organophosphorus pesticides include diazinon and chlorpyrifos whose uses also are being restricted by EPA.

Trash and Debris – Trash (such as paper, plastic, polystyrene packing foam, and aluminum materials) and biodegradable organic debris (such as leaves, grass cuttings, and food waste) are general waste products on the landscape that can be entrained in urban runoff. The presence of trash and debris may have a significant impact on the recreational value of a water body and aquatic habitat. Excess organic matter can create a high biochemical oxygen demand in a water body and thereby lower its water quality. Also, in areas where stagnant water exists, the presence of excess organic matter can promote septic conditions resulting in the growth of undesirable organisms and the release of odorous and hazardous compounds such as hydrogen sulfide. Trash TMDLs for the Los Angeles River Watershed are currently being scoped by the Los Angeles Regional Water Quality Control Board (RWQCB).

SUSMP Requirements

On March 8, 2000, the Los Angeles County Standard Urban Stormwater Mitigation Plan (SUSMP) requirements were approved by the RWQCB as part of the National Pollutant Discharge Elimination System (NPDES) MS4 program to address stormwater pollution from new construction and redevelopment projects in the County. The SUSMP contains a list of minimum site design, source control and treatment controls best management practices (BMPs) that must be employed to infiltrate or treat stormwater runoff, control peak flow discharge, and reduce the post-Project discharge of pollutants from stormwater conveyance systems. The SUSMP defines, based upon land use type, the types of practices that must be included and issues that must be addressed as appropriate to the development type and size.

The table below provides a summary of the SUSMP requirements and stormwater BMPs to be implemented on all significant new development and redevelopment projects in Los Angeles County. The Fashion Square Project fits the criteria of redevelopment projects requiring SUSMP mitigation for potential storm water quality impairments. The Project will adhere to SUSMP requirements to the maximum extent practicable.

SUSMP Requirement	Criteria/ Description
1. Peak Flow Controls	• Control post-development peak discharge rates, velocities and duration in Natural Drainage Systems to prevent accelerated downstream erosion and to protect habitat related beneficial uses.[1] • All post-development runoff from a 2-year, 24-hour storm shall not exceed the predevelopment peak flow rate, burned, from a 2-year, 24-hour storm when the predevelopment peak flow rate equals or exceeds five cfs. Discharge flow rates shall be calculated using the County of Los Angeles Modified Rational Method. • Post-development runoff from the 50-year capital storm shall not exceed the predevelopment peak flow rate, burned and bulked, from the 50-year capital storm. • Control peak flow discharge to provide stream channel and over bank flood protection, based on flow design criteria selected by the local agency.
2. Conserve Natural Areas	• Concentrate or cluster development on portions of a site while leaving the remaining land in a natural undisturbed condition. • Limit clearing and grading of native vegetation at a site to the minimum amount needed to build lots, allow access, and provide fire protection. • Maximize trees and other vegetation at each site, planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants. • Promote natural vegetation by using parking lot islands and other landscaped areas. • Preserve riparian areas and wetlands.
3. Minimize Stormwater Pollutants of Concern	• Minimize, to the maximum extent practicable, the introduction of pollutants of concern that may result in significant impacts generated from site runoff of directly connected impervious areas (DCIA) to the stormwater conveyance system as approved by the building official.

[1] This requirement is from Part 4, § D.1 of the MS4 Permit.

SUSMP Requirement	Criteria/ Description
4. Protect Slopes and Channels	Project plans must include BMPs consistent with local codes and ordinances and the SUSMP requirements to decrease the potential of slopes and/or channels from eroding and impacting stormwater runoff: • Convey runoff safely from the tops of slopes and stabilize disturbed slopes • Utilize natural drainage systems to the maximum extent practicable • Control or reduce or eliminate flow to natural drainage systems to the maximum extent practicable • Stabilize permanent channel crossings • Vegetate slopes with native or drought tolerant vegetation • Install energy dissipaters, such as riprap, at the outlets of new storm drains, culverts, conduits, or channels that enter unlined channels in accordance with applicable specifications to minimize erosion with the approval of all agencies with jurisdiction, e.g., the U.S. Army Corps of Engineers and the California Department of Fish and Game.
5. Provide Storm Drain System Stenciling and Signage	• All storm drain inlets and catch basins within the Project area must be stenciled with prohibitive language and/or graphical icons to discourage illegal dumping. • Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the Project area. • Legibility of stencils and signs must be maintained.
6. Properly Design Outdoor Material Storage Areas	• Where proposed Project plans include outdoor areas for storage of materials that may contribute pollutants to the stormwater conveyance system measures to mitigate impacts must be included.
7. Properly Design Trash Storage Areas	All trash containers must meet the following structural or treatment control BMP requirements: • Trash container areas must have drainage from adjoining roofs and pavement diverter around the areas. • Trash container areas must be screened or walled to prevent offsite transport of trash.
8. Provide Proof of Ongoing BMP Maintenance	• Applicant required to provide verification of maintenance provisions through such means as may be appropriate, including, but not limited to legal agreements, covenants, and/or Conditional Use Permits.
9. Design Standards for Structural or Treatment Control BMPs	• Post-construction Structural or Treatment Control BMPs shall be designed to mitigate (infiltrate or treat) stormwater runoff using either volumetric treatment control BMPs or flow-based treatment control BMPs sized per listed criteria (see section 3.6.2 above).

SUSMP Requirement	Criteria/ Description
10.B.1 Properly Design Loading/ Unloading Dock Areas (100,000 ft^2 Commercial Developments)	• Cover loading dock areas or design drainage to minimize run-on and runoff of stormwater. • Direct connections to storm drains from depressed loading docks (truck wells) are prohibited.
10B.2. Properly Design Repair/ Maintenance Bays (100,000 ft^2 Commercial Developments)	• Repair/ maintenance bays must be indoors or designed in such a way that does not allow stormwater run-on or contact with stormwater runoff. • Design a repair/maintenance bay drainage system to capture all wash water, leaks, and spills. Connect drains to a sump for collection and disposal. Direct connection of the repair/ maintenance bays to the storm drain system is prohibited. If required by local jurisdiction, obtain an Industrial Waste Discharge Permit.
10B.3. Properly Design Vehicle/ Equipment Wash Areas (100,000 ft^2 Commercial Developments)	• Self-contained and /or covered, equipped with a clarifier, or other pretreatment facility, and properly connected to a sanitary sewer.
10.D. Properly design fueling area (Retail Gasoline Outlets)	• The fuel dispensing area must be covered with an overhanging roof structure or canopy. The cover's minimum dimensions must be equal to or greater than the area within the grade break. The cover must not drain onto the fuel dispensing area and the downspouts must be routed to prevent drainage across the fueling area. • The fuel dispensing area must be paved with Portland cement concrete (or equivalent smooth impervious surface). The use of asphalt concrete shall be prohibited. • The fuel dispensing areas must have a 2% to 4% slope to prevent ponding, and must be separated from the rest of the site by a grade break that prevents run-on of urban runoff. • At a minimum, the concrete fuel dispensing area must extend 6.5 feet (2.0 meters) from the corner of each fuel dispenser, or the length at which the hose and nozzle assembly may be operated plus 1 foot (0.3 meter), whichever is less.
10.E.1. Properly design fueling area (Automotive Repair Shops)	• See requirement 10.D. above.
10.E.2. Properly design repair/ maintenance bays (Automotive Repair Shops)	• See requirement 10.B.2 above.
10.E.3. Properly design vehicle/equipment wash areas (Automotive Repair Shops)	• Self-contained and/or covered, equipped with a clarifier, or other pretreatment facility, and properly connected to a sanitary sewer or to a permitted disposal facility.
10.E.4. Properly design loading/ unloading dock areas (Automotive Repair Shops)	• See requirement 10.B.1. above.

SUSMP Requirement	Criteria/ Description
10.F.1. Properly Design Parking Area (Parking Lots)	• Reduce impervious land coverage of parking areas. • Infiltrate runoff before it reaches the storm drain system. • Treat runoff before it reaches storm drain system.
10.F.2 Properly Design to Limit Oil Contamination and Perform Maintenance (Parking Lots)	• Treat to remove oil and petroleum hydrocarbons at parking lots that are heavily used. • Ensure adequate operation and maintenance of treatment systems particularly sludge and oil removal.
13. Limitation of Use of Infiltration BMPs	• Infiltration is limited based on design of BMP, pollutant characteristics, land use, soil conditions, and traffic. • Appropriate conditions (groundwater >10 ft from grade) must exist to utilize infiltration to treat and reduce stormwater runoff for the Project.

Recommended Project Design Features (PDFs)

The Project will likely utilize a mosaic of water quality improvement PDFs. Preferred over a "one size fits all" approach, the potential use of a few appropriately-placed PDFs will allow the Project meet the tight space constraints of the upgrade and to potentially divide flows for desired reduction in flow and water quality impacts to surrounding systems (both natural and engineered). Project Design Features (PDFs) for water quality and hydrologic impacts include site design, source control, and treatment control BMPs that will be incorporated into the Project and are considered a part of the Project for impact analysis. Effective management of wet and dry weather runoff water quality begins with limiting increases in runoff pollutants and flows at the source. Site design and source control BMPs are practices designed to minimize runoff peaks and volumes, as well as the initial introduction of pollutants in stormwater runoff. Treatment control BMPs are designed to remove pollutants once they have been mobilized by rainfall and runoff.

In accordance with the SUSMP requirements, minimum site design and source control BMPs will be met or exceeded. The proposed Project will also incorporate, as PDFs, treatment control BMPs that will minimize urban runoff and associated impacts to receiving water quality and specifically address the identified pollutants of concern. Many BMP alternatives can be easily integrated into planned landscaping, right-of-ways, and infrastructure without requiring large areas of dedicated open space while still meeting the SUSMP sizing requirements.

The following paragraphs describe the types of BMP alternatives that recommended for implementation at the proposed Project. While these alternatives are described herein for planning purposes only (i.e., no site-specific designs have been finalized), they provide a listing of the water quality improvement BMPs specifically being evaluated for the Fashion Square Project. The alternatives have been grouped into 1) vegetated treatment BMPs, 2) onsite storage and reuse, 3) permeable paving, 4) roof top BMPs, and 5) media filters.

Vegetated Treatment BMPs

Vegetated treatment BMPs include swales, filter strips, bioretention and planter boxes. When properly designed and maintained, vegetated BMPs are among the most effective, cost efficient treatment approaches for dry and wet-weather runoff. While the Project is significantly space-constrained, areas such as the northern frontage of the Project adjacent to Riverside Drive will be evaluated for possible siting of such PDFs. Treatment occurs through sedimentation, filtration, adsorption to organic matter, and vegetative uptake. Additionally, vegetated treatment systems can help to reduce runoff volumes through soil soaking, infiltration, and evapotranspiration. A beneficial feature of vegetated treatment systems is that their design and implementation is highly flexible and adaptable. On-site implementation of these systems can be integrated into surface conveyances and on-site landscaping in innovative ways that provide site amenities, are functionally effective for runoff conveyance and water quality treatment, and in some cases are less costly to construct than traditional storm sewers.


Vegetated Swales − Vegetated swales are engineered vegetation-lined channels that provide water quality benefits in addition to stormwater conveyance. Swales provide pollutant removal through settling and filtration in the vegetation (often grasses) lining the channels and also provide the opportunity for volume reductions through infiltration and evapotranspiration. Swales are most effective where longitudinal slopes are small (two to six percent), increasing the residence time for treatment, and where water depths are less than the vegetation height.




Bioretention − Bioretention is a structural BMP that makes use of soils and plants to remove pollutants from runoff. Runoff is typically directed over a grass buffer strip to a shallow vegetated depression that contains deep, porous soils. These depressions are designed to incorporate many of the pollutant removal mechanisms that operate in forested ecosystems, including, filtration, sorption, plant uptake, microbial activity, decomposition, sedimentation and volatilization. Bioretention provides volume reduction through infiltration, soil soaking and evapotranspiration. Runoff is designed to pond in the bioretention area to allow for adequate time for infiltration and pollutant adsorption and uptake. During large storms, a portion of runoff is diverted past the facility to the storm drain system. Depending on location and site constraints, bioretention systems can be designed with and without perforated

underdrains, which return filtered runoff to the storm drain system. Bioretention systems are flexible in their configuration and design, and can be readily integrated into site landscaping.

Stormwater Planter Boxes - Stormwater planter boxes are structural landscaped reservoirs similar to bioretention that are used to collect and filter stormwater runoff, typically from rooftops, but sometimes from roadways. Infiltration planters allow water to infiltrate through the planter soil matrix and into the ground. Flow-through planters include the use of a waterproof lining and underdrain. Both types of planter boxes require an overflow to an approved stormwater conveyance system and may be used to help fulfill site landscaping requirements.

Onsite Storage and Reuse

The goal of onsite storage and reuse is to temporarily detain stormwater and then use it to meet irrigation or other non-potable water demands. With the space and geotechnical constraints of the existing on-site (commercial buildings) and off-site (utility corridors and roadways) structures, large-scale retention is not feasible. Nevertheless, small-scale systems such as small storage tanks strategically located next to and upgradient from landscaped areas will be evaluated for feasibility at the Project.

Cisterns and Rain Barrels − Cisterns and rain barrels are low-cost water conservation devices that could be used to reduce runoff volume and, for smaller storm events, delay and reduce the peak runoff flow rates. They store and divert runoff from impervious roof areas. This stored runoff could provide a source of chemically untreated 'soft water' for landscaping, free of most sediment and dissolved salts.

Individual cisterns and rain barrels can be located above-ground and beneath downspouts, or the desired storage volume could be provided in one common cistern that collects rainwater from several sources. Pre-manufactured cisterns are typically available in sizes ranging from 57 to 10,000 gallons, but cast-in-place tanks can also be used. Although the cistern option would not manage sufficient quantities of runoff to eliminate the need for other runoff management options, it can provide both a positive effect with regard to water conservation and can eliminate low flow runoff and associated loadings from very small storm events. The cisterns and rain barrels should have lids and screened inlets to minimize potential for breeding mosquitoes in the stored water.

Underground Storage − Underground storage involves capturing runoff from areas other than, or in addition to, rooftops and storing it for subsequent reuse on-site. These other areas may include driveways, parking lots, and sidewalks. Capturing and storing runoff from these areas would help to reduce runoff from common source areas of urban stormwater constituents of concern and would also help to reduce dry-weather runoff from common sources such as over-watering of landscape. Each system would be designed and sized to collect and treat runoff and would be stored underground in a system sized to supply an appropriate percentage of the water demand. This option could also include some treatment (such as on-site filtration and disinfection) and would require careful management and consideration of water distribution systems. These facilities would need to be installed underground in order to facilitate storage of large volumes of runoff. Without adequate treatment, landscape irrigation may require a controlled subsurface distribution system (i.e., no sprinkler system) so that direct public contact would essentially be eliminated. Examples of these types systems include proprietary products by Evaporative Control Systems, Inc (http://www.ecsgreen.com) and Glenn Rehbein Companies (http://www.rehbein.com). As with the considerations described above related to the potential use of cisterns, the opportunities for these types of PDFs would have to be evaluated based on space and geotechnical constraints of the Project.

Permeable Paving

Areas such as roadways, driveways, parking areas, and walkways covered with impermeable (non-porous) pavement are one of the largest contributors to wet weather urban runoff. Permeable, or porous pavements are a special type of material that allows water to drain down to the underlying soil, yet are strong enough to structurally support vehicular or pedestrian traffic. Many types of porous pavements and configurations have been developed for a variety of applications. Most of the systems are supported by a stone base that has large pore spaces. This base acts both as pavement support and as a reservoir to store water so that it can be infiltrated, if the soil conditions allow, or detained and slowly released to the storm drain system. In addition, the pavement roughness may be improved (i.e., increased with no significant effect on the driver) thereby providing greater control of runoff hydraulics (i.e., increasing the time required to reach discharge points). Supplemental storage facilities, such as underground vaults (described above) or drainage blankets, can be used in conjunction with these systems. Some of the available permeable pavements that may be further evaluated as PDFs for the Project, subject to geotechnical constraints, are described below. Similar to other PDF alternatives described above, these paving alternatives may be used in specific locations and in conjunction with other PDFs. It should also be noted that these systems are currently being evaluated for the concrete matrix ability to support beneficial bacterial growth that can provide treatment benefits to the water percolating through the pavement.

Pervious Concrete − Pervious concrete has stable air pockets that allow water to drain uniformly into the ground or engineered drainage structure below, where it can be naturally filtered. The material becomes stronger and more stable when it gets wet, so it does not deteriorate as fast as other paving materials. Its use should be restricted to parking lots and local roads since it may not support loads similar to those supported by standard concrete. Pervious concrete is cement based and therefore will not release harmful chemicals into the environment. It has been in use throughout Europe for about fifty years. A domestic formula known as the Portland Cement Pervious Pavement has been used successfully since the 1970s in the U.S. The pavement is a special blend of Portland cement, sand-free coarse aggregate, and water.

Pervious Asphalt − Pervious asphalt mix pavements consist of a layer of pervious asphalt paving, underlain with a pervious base rock section. There may or may not be a layer of geotextile fabric that separates the base rock from underlying native soils. There also may be a perforated pipe underdrain system where native soils do not infiltrate well or where it is undesirable to infiltrate. The base rock section typically has very little fines to maximize the void ratio while providing for adequate compaction. The base rock section is typically designed to temporarily store the volume of stormwater generated from a design storm and infiltrate it into underlying soils or into an underdrain system. Similar to pervious concrete designs, pervious asphalt mix pavements have been used in parking lots, private streets, driveways, and pedestrian access areas since the 1970s.

Media Filters

Media filtration is primarily intended to separate fine particulates and associated pollutants, but depending on the type of media, dissolved constituents, such as metals and nutrients, may be removed via sorption processes. Stormwater is captured and directed either under gravity or pressure through media such as sand, engineered media, compost, zeolite, or combinations of media. These PDFs can be either large installations (not described herein due to Project size constraints), or sized to address a portion of the Project runoff.

Cartridge Filters - Several proprietary filtration systems are now available that utilize disposable cartridge filters that are typically placed in an underground vault or manhole. These designs often include siphon-actuated filtration that provides backflushing of the filter media as the water level drops. A variety of media types engineered for the removal of specific stormwater constituents are available for these cartridges in several sizes depending on runoff area. Given the Project space constraints, further evaluation of the feasibility of media filtration is warranted.

APPENDIX H

URBAN DECAY REPORT

HR&A ADVISORS, INC.
Economic Development, Real Estate Advisory & Public Policy Consultants

Final Draft

ANALYSIS OF POTENTIAL "URBAN DECAY" AS A CONSEQUENCE OF THE PROPOSED EXPANSION OF THE WESTFIELD FASHION SQUARE SHOPPING CENTER SHERMAN OAKS, CALIFORNIA

Prepared for:

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August 2007

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EXECUTIVE SUMMARY

This Report analyzes the potential for the operation of the proposed expansion of the Westfield Fashion Square regional shopping center, located in the community of Sherman Oaks within the San Fernando Valley, City of Los Angeles, to directly or indirectly cause "urban decay," as that concept has been addressed in court decisions interpreting the California Environmental Quality Act (CEQA).

Analysis of the potential for new retail development to cause urban decay — which has been described as a chain reaction of store closures and long term vacancies, ultimately destroying existing neighborhoods and leaving decaying shells in their wake — suggests a two-part analysis. First, it must be determined whether the new retail development will attract retail sales away from existing and/or other planned future retail centers to any significant degree. Second, if sales will be attracted away, it must be determined whether the severity of this change in economic circumstances will cause disinvestment such that it is reasonably foreseeable that significant business closures, abandonment or other forms of physical deterioration or "decay" will result.

The proposed project consists of 280,000 square feet of Gross Leasable Area (GLA) to be distributed between retail stores and eating and drinking facilities as summarized in Table 1 below ("Expansion Project"):

Table 1
PROPOSED EXPANSION PROJECT USE CATEGORIES

Space Category	Square Feet Gross Leasable Area (GLA)
In-Line Retail Space	240,000
Eating and Drinking Facilities	40,000
Grand Total	280,000

Source: Sherman Oaks Fashion Associates, L.P.

Construction is planned for completion in 2010; stabilized conditions are projected to be reached in 2012, the second full year of Expansion Project operations.

The analysis presented here evaluates whether the retail space contained in the Expansion Project will result in a significant adverse economic impact on existing retail developments in the market area. Methodologically, the potential for such an impact can be determined in a given market area through a comparison of the relative growth in demand for retail goods, as measured by the change in supportable retail space for particular retail store categories, with the amount of proposed additions to the supply of retail space. In this particular context, the analysis focuses on whether the proposed amount of floor area in each major retail and dining use category planned for the Expansion Project exceeds the likely increase in demand for those uses within the relevant market area(s) around Fashion Square, as measured by the anticipated growth in population and per capita personal income that would be available for expenditure on specified retail goods and dining opportunities. If the proposed change in the supply of floor area for retail and eating and drinking activities exceeds anticipated growth in demand, the resulting

competitive conditions would challenge existing retailers and restaurateurs to such a degree that net sales could be attracted away from existing stores without their likely replacement by sales from the new sources of demand. Under such circumstances, further in-depth analyses would be required to assess whether it is foreseeable that this draining of sales from existing businesses would logically result in significant disinvestment, business closures, abandonment, other forms of physical deterioration, or other forms of "urban decay."

If, on the other hand, the amount of retail and eating and drinking facility space planned for the Expansion Project, together with space for such uses in other projects, *is less than* the increase in space that can be supported by projected increases in future demand, there are no significant adverse competitive pressures that could potentially lead to urban decay. This is because growth in customer demand will be large enough to comfortably support both the Expansion Project and other existing and planned projects offering comparable retail and restaurant uses. In this case, there is no need to evaluate the potential for urban decay as a consequence of the development of the Expansion Project.

Making these economic impact measurements requires: (1) establishing an appropriate market area for each retail and dining category in the Expansion Project for which future customer demand will be generated; (2) projecting the scale of customer demand based on population growth, income growth and spending growth for those relevant use categories over a relevant time period (i.e., 2007-2012); and (3) converting projected changes in future customer retail and eating and drinking facility spending into magnitudes of supportable square feet of GLA floor area, so that the projected increase in supportable space can be compared directly with the projected change in supply proposed for each use category in the Expansion Project development program.

Accordingly, separate market impact analyses were conducted for the types of commercial uses that are to be included in the Expansion Project: (1) three types of in-line regional retail space, including Apparel and Accessories, Furniture/Furnishings/Appliances and Specialty or "Other" retail; and (2) Eating and Drinking facility space.

The analysis concludes that, while the Expansion Project may add some new competitive retail and restaurant facilities to the regional market area, there is no reasonable likelihood that the operation of the Expansion Project would result in significant adverse economic competition within the regional market area to the degree that this competition would lead to urban decay. This conclusion is based on the finding that the amount of new retail and eating and drinking facility space that can be supported by future growth in customer demand exceeds the amounts of new retail and eating and drinking facility space that is planned for inclusion in the Expansion Project.

More specifically, the analysis includes the following impact findings and conclusions:

- ***Shopper Goods (Apparel, Furniture/Home Furnishings and Specialty Goods).*** The applicable regional market area (RMA) for analysis of the Expansion Project's shopper goods is the same as the regional market area for the existing shopping center. It consists of the land area represented by all or a portion of 26 ZIP codes, including all or portions of the

following cities and communities: Sherman Oaks; Toluca Lake; North Hollywood; Valley Village; Encino; Studio City; Van Nuys; Valley Glen; Tarzana; Bel Air Estates; Mount Olympus; Trousdale Estates; Beverly Glen; Brentwood; Hollywood; Hollywood Hills; City of Beverly Hills; and City of Burbank. Based on an analysis of this RMA, the net addition of 240,000 square feet GLA of Shopper Goods space in the Expansion Project is projected to capture the following market shares of the anticipated growth in demand for Apparel and Accessories space; Furniture, Furnishings and Appliances space; and Specialty or "Other" retail space over the period 2007 through 2012:

Table 2
EXPANSION PROJECT'S SHARE OF SUPPORTABLE SHOPPER GOODS SPACE
IN THE FASHION SQUARE REGIONAL MARKET AREA

Retail Category	Expansion Area Square Feet GLA	Percent of RMA Supportable Space
Apparel and Accessories	144,000	43%
Furniture,Furnishings and Appliances	24,000	9%
Specialty ("Other")	72,000	8%
Total	240,000	

Source: HR&A, Inc.; W & W, Inc.

This leaves substantial market share to be captured by other retailers in the RMA as well as allowing existing stores to expand their sales at rates above anticipated the inflationary growth rate. Thus, it may be concluded that the development of Shopper Goods uses in the Expansion Project will not be a cause of urban decay at any of the existing shopping centers and business districts found in the market area served by Westfield Fashion Square.

- ***Eating and Drinking Facilities.*** The applicable market area for analysis of the Expansion Project's Eating and Drinking Facilities could also be defined as the RMA for shopper goods, but it is likely that patrons of the dinner restaurants will come from a more local area. Accordingly, the market area for all of the Eating and Drinking Facilities space has been conservatively defined as a more limited three-mile radius around the existing center. Analysis of the potential impact of the proposed Eating and Drinking Facility component of the Expansion Project indicates that there is ample market support generated by local resident population and purchasing power growth within a three-mile market radius to support the proposed net addition of 40,000 square feet GLA of Eating and Drinking Facility space. As summarized below, the market shares required to sustain the Expansion Project allow for significant future demand to be captured by existing and future competition.

Table 3
EXPANSION PROJECT'S SHARE OF SUPPORTABLE EATING & DRINKING FACILITIES SPACE IN A 3-MILE MARKET RADIUS AROUND FASHION SQUARE

Restaurant Category	Expansion Area Square Feet GLA	Percent of Local M Supportable Sp
Fast Food Restaurants	10,000	8%
Restaurants with Alcohol	30,000	25%
Total	40,000	

Source: HR&A, Inc.; W & W, Inc.

Because the addition of the proposed eating and drinking uses in the Expansion Project will not have a significant negative impact on the existing supply of competitive uses in the local market area, this component of the Expansion Project will not lead to urban decay at any of the existing shopping centers and business districts found in the market area served by Westfield Fashion Square.

Since we find that the scale of incremental growth in supportable shopper goods retail and eating and drinking facility space implied by future customer demand for these types of retail goods and services exceeds the floor area planned for the Expansion Project in each of the use categories that were evaluated, we conclude that no adverse economic impacts will result in the regional market area that will be served by the Expansion Project. As a result, there is no compelling economic reason to further evaluate potential changes in the physical environment (e.g., "urban decay") that could be associated with the economic interactions between the Expansion Project and its market context.

I. INTRODUCTION

A. Purpose of the Analysis

This Report analyzes the potential for the operation of a 280,000 square foot GLA addition ("Expansion Project") to the Westfield Fashion Square ("Westfield Fashion Square"), an existing regional shopping center located in the community of Sherman Oaks in the San Fernando Valley, City of Los Angeles, to directly or indirectly cause "urban decay," as that concept has been defined in court decisions interpreting the California Environmental Quality Act (CEQA).[1]

Analysis of the potential for new retail development to cause urban decay — ". . . a chain reaction of store closures and long term vacancies, ultimately destroying existing neighborhoods and leaving decaying shells in their wake"[2] — suggests a two-part analysis. First, it must be determined whether the new retail development will attract retail sales away from existing and/or other planned future retail centers to any significant degree. Second, if so, it must be determined whether the severity of this change in economic circumstances will cause significant disinvestment to such a degree such that it is reasonably foreseeable that business closures, abandonment or other forms of physical deterioration or "urban decay" will result.

This report was prepared for Sherman Oaks Fashion Associates, L.P., the owner of Westfield Fashion Square, by HR&A Advisors, Inc. (HR&A), in association with Whitney & Whitney, Inc. (W&W). The two firms provide independent professional urban and other economic analysis to a wide range of public and private clients. Summaries of the firms' respective qualifications are included in Appendix A to this Report.

B. Overview of Westfield Fashion Square and Expansion

The following is a description of the existing Westfield Fashion Square regional shopping center and the proposed Expansion Project.

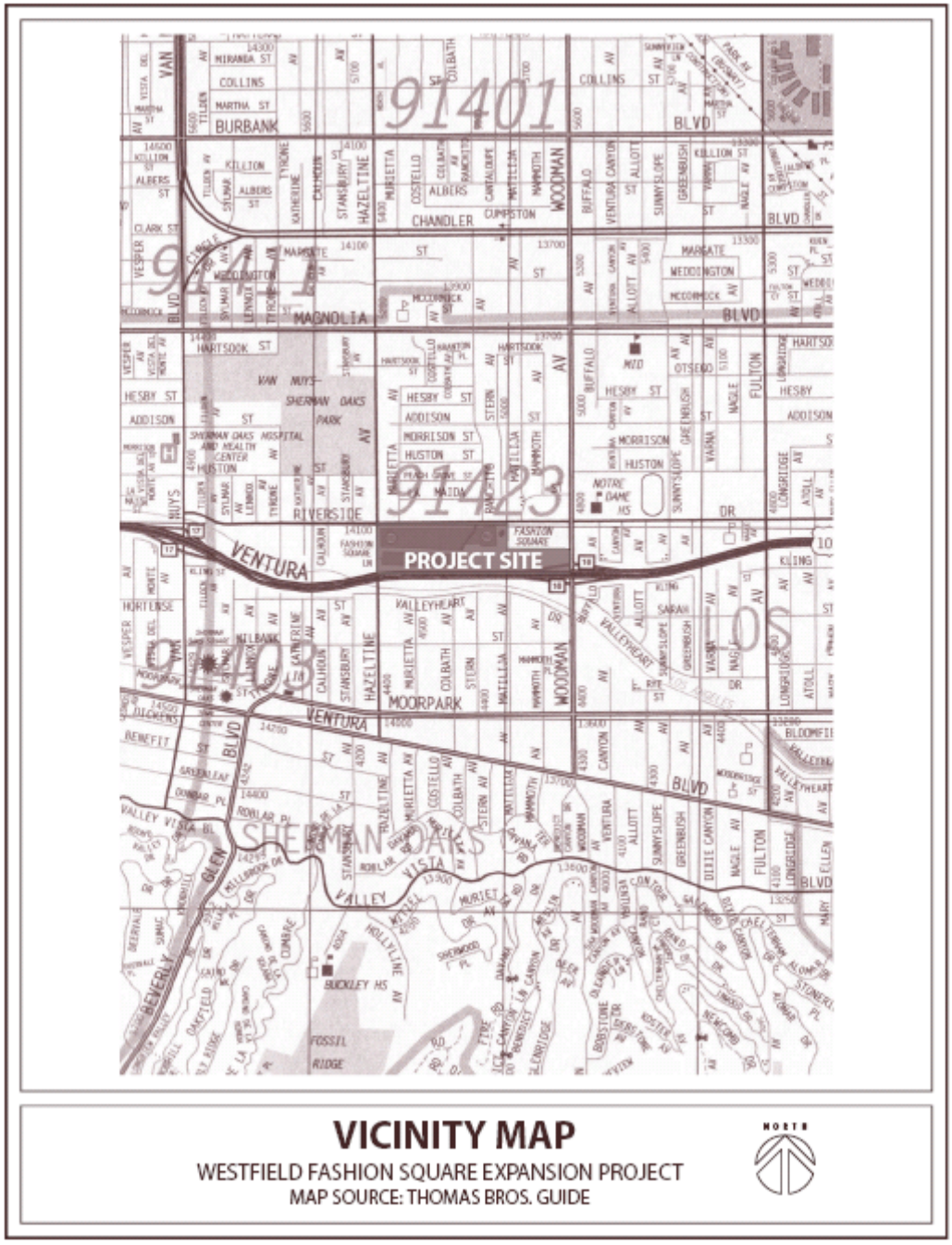
1. Project Location

The subject property is located along Riverside Drive between Woodman Avenue and Hazeltine Avenue at the existing Fashion Square shopping center. The entire shopping center is approximately 28.8 acres and is bordered by Riverside Drive to the north, Hazeltine Avenue to the west, the Ventura Freeway (101) to the south, and Woodman Avenue to the east within the Van Nuys–North Sherman Oaks Community Plan Area of the City of Los Angeles (see Figure 1).

[2] Collectively, Cal. Public Resources Code § 21000, *et seq.* and Calif. Admin. Code §15000 *et seq.*, commonly referred to as the "CEQA Guidelines."

[2] *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184 at 1204.

Figure 1
Regional and Project Vicinity Map



The project site is roughly rectangular covering almost the entire area bound by the roadways identified above. An approximately 3.0 acre parcel located at the southwest corner of the Riverside Drive/Woodman Avenue intersection that is currently developed with retail uses (Linens N' Things, a Ross store, a toy store, and a Bank of America) is not part of the project.

2. Project Background

The subject property is commonly known as the Fashion Square shopping center, which has been a vital commercial and retail portion of the Sherman Oaks community since the early 1960s. The entire shopping center is approximately 28.8 acres and is currently entirely developed with mall buildings or surface and structure parking. The shopping center features Macy's and Bloomingdale's department stores at the east and west ends of the center, respectively, as well as a collection of smaller retail stores and a food court. Under City of Los Angeles Department of City Planning case ZA-95-0899-CUZ, the shopping center was approved for a total of 975,000 gross leasable square feet, of which 867,000 square feet have been constructed to date, leaving an approved remainder of 108,000 gross leasable square feet.

The proposed project includes construction of the remaining 108,000 gross leasable square feet of development previously permitted and the development of an additional 172,000 gross leasable square feet, for a total of approximately 280,000 gross leasable square feet of retail and restaurant uses. Accounting for mechanical/electrical equipment rooms, emergency access, tenant storage space, corridors and other City requirements, 280,000 gross leasable square feet is approximately 426,556 square feet and the building footprint is approximately, 482,740 square feet in size.

Land uses to the north, across Riverside Drive, include multi-and single-family residential properties. To the west, land uses include an office building west of Hazeltine Avenue, retail office, and City of Los Angeles Department of Water and Power uses at the intersection of Riverside Drive and Hazeltine Avenue. To the south, the site is bordered by the Ventura (101) Freeway. To the east, land uses include commercial along Woodman Avenue, south of Riverside Drive as well as the Notre Dame High School on the northeast corner of the intersection of Riverside Drive and Woodman Avenue.

3. Project Description

The proposed Expansion Project will be located on the southerly portion of the site, primarily between the existing shopping center and the Ventura (101) Freeway. Due to the revised access scheme along Riverside Drive and construction on an enhanced parking structure for the site, a portion of the parking structure will extend toward Riverside Drive, between the existing Macy's building and the approximately 3.0 acre parcel at the southwesterly corner of the Riverside Drive/Woodman Avenue intersection that is not a part of this project (see Figure 2).

Figure 2.
Conceptual Site Plan

The Expansion Project is proposed to the completed in one phase with two stages. The first stage would include the construction of a seven-level parking structure (one subterranean level, a grade level and five above-grade levels) south of the existing two-level parking structure serving the Macy's department store. The second stage would include demolition of the southern three-level parking structure serving the existing shopping center, and construction of two shopping mall levels, with one level of subterranean parking and rooftop parking. Construction of the Expansion Project is planned to be completed in 2010, making 2011 the first full year of operations. It is anticipated that stabilized operations in terms of retail and dining sales would be achieved by 2012.

The GLA in the Expansion Project will be distributed between two general tenant types commonly found in regional shopping centers. This distribution is detailed below in Table 4, together with projections of the expected sales volume per square foot of GLA for each type of space and the expected annual sales volume of the total addition expressed in 2007 dollars. The projected sales per square foot standards utilized in the table and at other places in this Report are based upon discussions held with market analysts at Westfield; published industry reports such as The Urban Land Institute's (ULI) *Dollars & Cents of Shopping Centers* biennial reports, discussions with other retail shopping center experts, and HR&A/W&W expert opinion of the market potential of the Westfield Fashion Square site.

Table 4
PROPOSED TENANT PROFILE, EXPANSION SPACE AT WESTFIELD FASHION SQUARE

Retail Space Category	Proposed Tenant Type	Square Feet GLA 1/	Projected Sales 2/ per Sq Ft GLA	Projected Annual Sales
Shopper Goods 3/	Apparel/Homeware/ Other Specialty	240,000	$ 400	$ 96,000,000
Eating & Drinking	Food Court/Restaurants	40,000	$ 550	$ 22,000,000
	Total	180,000		$ 118,000,000

1/ GLA: Gross Leasable Area.
2/ Measured in Constant 2007 Dollars.
3/ Shopper Goods, also referred to as Comparison Goods, refer to four categories of retail stores commonly found in regional shopping centers: Apparel and Accessories; General Merchandise except Drug Stores; Home Furnishings, Appliances and Related; and Specialty Retail items such as Books, Sporting Goods, Office Supplies and Jewelry.

Source: Sherman Oaks Fashion Associates, L.P., Inc.; HR&A, Inc.; W&W, Inc.

A more detailed description of the proposed space in the Expansion Project floor area program is provided below:

- ***Shopper Goods***. Almost 86 percent of the proposed GLA in the Expansion Project, or 240,000 square feet, are to be allocated for "Shopper Goods." Also referred to as "Comparison Goods," this type of retail activity is the staple of regional shopping centers, as department stores and in-line retail stores selling Shopper Goods typically constitute at least 80 percent of the total occupied space. By definition, Shopper Goods encompass four types

of retail stores:[3] apparel and accessories stores; general merchandise stores (most commonly, department stores); furniture, home furnishings, appliance and related stores; and specialty retail stores, encompassing a diverse array of retail shops selling such items as gifts, art goods, sporting goods, florists, photographic equipment, musical instruments, stationery, books, jewelry, and office and school supplies. Shopper or Comparison Goods derive their name from shopper behavior commonly related to their purchase. Characteristically, given the level of expenditure and the diversity of product choice involved, a shopper will travel a reasonable distance to compare prices and consider a range of alternative goods as part of the purchase decision.

Because department stores are not being considered for the Expansion Project, this analysis focuses on the three other major categories of Shopper Goods: Apparel and Accessories; Furniture, Home Furnishings and Appliances; and Specialty or "Other" retail stores.

- ***Eating and Drinking Facilities***. This use category will constitute a net addition of 40,000 square feet GLA, or slightly over 14 percent of the Expansion Project. Eating and drinking facilities will include both dinner restaurants offering full bar or wine and beer as well as fast-food units organized around a central food court. While a substantial amount of eating and drinking facility patronage will come from shoppers who are visiting other stores at Fashion Square, it is likely that there will also be local support for these facilities independent of shopping center customers that will be drawn from a local market that is best represented by a 3.0- mile radius around the existing center.

A preliminary distribution of the Expansion space by major retail space category is provided in Table 5 below:

Table 5
DISTRIBUTION OF SPACE BY MAJOR CATEGORY
WESTFIELD FASHION SQUARE EXPANSION PROGRAM

Space Category	Square Feet Gross Leasable Area (GLA)
Retail	
Apparel	144,000
Furniture/Furnishings	24,000
Specialty/Other	72,000
Subtotal, Retail	240,000
Eating & Drinking	
Four Dinner Restaurants	30,000
13 Fast Food Units	10,000
Subtotal, Eating & Drinking	40,000
GRAND TOTAL	280,000

Source: Sherman Oaks Fashion Associates, L.P.

[3] The definition of "Shopper Goods" generally follows the retail store classification system utilized by the State of California Board of Equalization.

C. The "Urban Decay" Concept in Environmental Impact Analysis

When a proposed development project is subject to CEQA, both direct and indirect (or "secondary") impacts of the project on the physical environment must be analyzed.[4] Economic and social impacts of a project, though they may be included in a CEQA document, are not to be treated as "significant" impacts on the physical environment,[5] as defined.[6] To the extent that there is a direct or indirect causal connection between a change in economic or social circumstances and a change in the physical environment, the economic or social change may be used to establish whether the physical change is "significant."[7]

With this statutory and interpretive guidance in mind, the courts have recognized that there is a potential for a proposed new retail development to trigger economic competition with existing retailers in the project's host community. If existing retailers are adversely affected by this competition, declines in sales could directly result in and/or lead to disinvestment, business closures, abandonment and other forms of physical deterioration that are indicative of "urban decay." If the severity of this change in physical circumstances is so substantial that it adversely affects appropriate use of the area or otherwise threatens the public health, safety or general welfare, this situation may cross a threshold that defines a "significant impact" under CEQA, such that mitigation capable of reducing the impact on that physical environment must be considered.

Thus, for urban decay to be an issue within the meaning of CEQA, there must first be an adverse economic circumstance that is likely to be caused by a proposed project. If such an adverse effect is identified, then the severity of this economic impact must be evaluated for its potential to cause a significant change in the physical environment (i.e., "decay"). Accordingly, this Report presents an assessment of whether the proposed Expansion retail uses could reasonably be projected to cause adverse economic circumstances in the surrounding market areas applicable to the Expansion improvements. Only to the degree that such adverse circumstances can be predicted reasonably is there any need to evaluate the potential to cause "decay" or other significant physical changes in the environment.

Section II of this Report presents an analytic framework for assessing whether the Expansion development could cause adverse economic impacts on the surrounding retail market context, then applies this framework to the specific retail components of the Expansion improvements and their respective market areas. Appendix B includes further details on the data sources and projections used in this analysis.

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[4] CEQA Guidelines § 15358.

[5] CEQA Guidelines §§ 15064 and 15382.

[6] "A substantial or potentially substantial adverse change in the environment." (Public Resources Code § 21068). The focus on physical changes in the environment is further reinforced by §§ 21100 and 21151.

[7] See, in general, CEQA Guidelines §§ 15131(a) and (b), and their associated discussion section.

II. METHODOLOGICAL APPROACH AND IMPACT MEASUREMENT

The analysis measures the degree to which the Expansion Project could result in a significant adverse economic impact on their respective market areas. Methodologically, any such impact is identified and measured by assessing the degree to which the amount of space planned for each Expansion Project retail and dining use category would *exceed* the anticipated increase in the supportable amount of retail and dining space that can be inferred from growth in future customer demand for comparable retail and dining in a defined market area. If proposed supply exceeds anticipated growth in demand, it could be argued that the Expansion Project could attract sales away from other existing or planned new retail and dining establishments of the same type. Such a finding, in turn, would require further investigation to assess whether it is foreseeable that this potential attraction of sales away from other retail and dining businesses could result in disinvestment, business closures, abandonment, other forms of physical deterioration that are effectively indicators of "urban decay." If, on the other hand, the amount of retail and dining space planned for Expansion Project *is less than* the amount of retail and dining space that can be supported by projected future demand, it can be concluded that the scale of potential customer demand is sufficiently large that it can support both the Expansion Project and all other existing and planned retail and dining space of the same general categories, and, as a result, there would be no need to evaluate the potential for urban decay.

Making these economic impact measurements typically requires: (1) establishing market area appropriate for each retail and dining category from which future customer demand will be generated; (2) projecting the likely increase in customer demand based on population growth, income growth and spending patterns for particular categories of retail goods and types of dining over a relevant time period (i.e., 2007-2012); and (3) converting the projected changes in future customer demand to amounts of supportable retail and dining GLA floor area, so that the level of change in demand can be compared directly to the projected change in GLA proposed for the Expansion Project.

Accordingly, separate market impact analyses were conducted for each of the three principal types of retail shopper goods space that are to be included in Expansion as well as the eating and drinking facilities space. These analyses are presented below.

A. Shopper Goods Space Impact Analysis

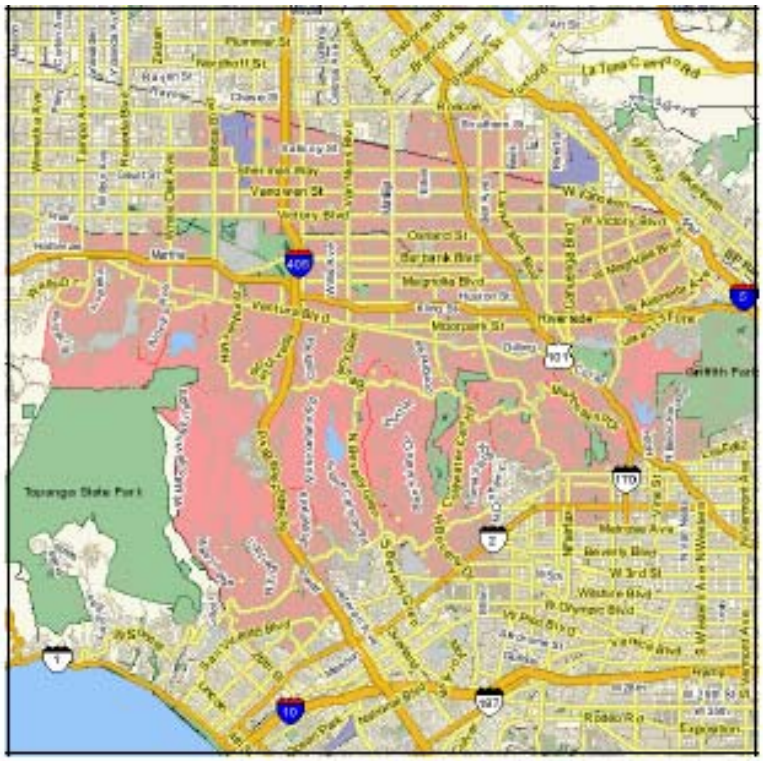
As noted above, the Expansion Project will provide a total of 240,000 square feet of Shopper Goods space that will encompass a variety of apparel, home furnishings and specialty goods retailers. In the existing Westfield Fashion Square, about 783,000 square feet (90% of total current floor area) are devoted to Shopper Goods space, per the ULI definition of shopper goods. The Expansion Project therefore represents a 31 percent expansion in the amount of shopper goods floor area at Westfield Fashion Square.

While this addition represents an important change in the center's composition of shopper goods merchandise, it does not alter the strong attraction of the exiting center, which is determined by its two Department Stores. Thus, the scale of the Regional Market Area (RMA) that applies to Westfield Fashion Square center today will be the same RMA that applies to the

Expansion Project. This RMA consists of the land area represented by all or a portion of 26 ZIP codes. The RMA, delineated in Figure 3 below, covers all or portions of the following cities and communities: Sherman Oaks; Toluca Lake; North Hollywood; Valley Village; Encino; Studio City; Van Nuys; Valley Glen; Tarzana; Bel Air Estates; Mount Olympus; Trousdale Estates; Beverly Glen; Brentwood; Hollywood; Hollywood Hills; City of Beverly Hills; and City of Burbank. These boundaries take into account customer patronage information provided by the center's on-site manager, the local and regional highway and road systems, locations of competitor centers, among other factors.

Figure 3: Shopper Goods Regional Market Area

(need better graphic to be prepared by environmental consultant)



Within this market area there are several shopping districts and community shopping centers which, to one degree or another, compete with Westfield Fashion Square. This competitive market supply principally includes the various retail offerings that are located along Ventura Boulevard from its origin at Lankershim Boulevard near Universal Studios on the east to Reseda Boulevard on the west. To a limited extent, the Beverly Hills Triangle, located within the RMA, is a source of competition for shoppers residing south of Mulholland Drive, along with a number of regional centers that are located on the periphery just outside the RMA, including:

Burbank Town Center (also known as Media Center); Westfield Topanga; Westfield Promenade; Westfield Century City; and Beverly Center.[8]

Estimates for the RMA prepared by Claritas, Inc., a well-accepted third party demographic data source, indicate that as of 2007 the population for the RMA is 728,332 persons. Existing per capita income[9] is estimated at $56,208, and the aggregate RMA personal income is estimated at $40.9 billion. The demand for retail goods in the RMA is estimated at nearly $13.6 billion in 2007, equivalent to 33.3 percent of the market area's aggregate personal income. As shown in Table 6, of this total retail demand, slightly under one-fifth (19.7%) can be expected to be captured by three categories of Shopper Goods stores: Apparel and Accessories Stores; Furniture, Furnishings and Appliance Stores (Household); and Specialty or "Other" Retail Stores.

Table 6
DISTRIBUTION OF NON-DEPARTMENT STORE SHOPPER GOODS
RETAIL SALES IN THE FASHION SQUARE RETAIL MARKET AREA

Retail Category	Percent of Retail Sales
Apparel and Accessories	4.41%
Furniture,Furnishings and Appliances	3.58%
Specialty ("Other")	11.71%
Total	19.70%

Source: California State Board of Equalization, 2005 Annual Report; HR&A, Inc.; W & W, Inc.

Together, these three shopper goods categories are anticipated to comprise nearly 86 percent of the Expansion space. As shown in a summary fashion in Table 7, and with greater detail in Table 8, between 2007 and 2012 the growth in demand in the RMA for these three retail store categories is projected to total over $688.4 million, based upon anticipated population increases and personal income growth.

[8] There is one older existing complex—the Laurel Plaza complex which is currently undergoing significant renovation—that is located within the RMA, but it serves a very different socioeconomic stratum and is not considered as a major competitive influence. Similarly, the Panorama Mall and Northridge regional shopping centers, located north and west of Westfield Fashion Square in the San Fernando Valley, though just outside the boundaries of the RMA, are not considered to be competitive, as their market orientations are very different from that of Westfield Fashion Square.

[9] The per capita income measure utilized here is the personal income definition utilized by the Bureau of Economic Analysis as reported for residents of the State of California and each individual county. The percentage of personal income utilized for retail sales is based upon estimates of aggregate personal income for the state *vis a vis* total retail sales. For further detail on these relationships, please see the discussion of income concepts presented in Appendix B.

Table 7
SUMMARY OF PROJECTED INCREASES IN NON-DEPARTMENT STORE
SHOPPER GOODS RETAIL SALES DEMAND
IN THE FASHION SQUARE REGIONAL MARKET AREA, 2007-2012

Retail Category	(in millions) 2007-2012
Apparel and Accessories	$ 154.1
Furniture,Furnishings and Appliances	$ 125.1
Specialty ("Other")	$ 409.2
Total	$ 688.4

Source: HR&A, Inc.; W & W, Inc.

Table 8
PROJECTED GROWTH IN DEMAND FOR SELECTED SHOPPER GOODS
WESTFIELD FASHION SQUARE REGIONAL MARKET AREA (RMA)
2007-2012

	Net Change ('000s) 2007-2012	2007	2008	2009	2010	2011	2012
Regional Market Area (PMA) Population	42,102	728,332	736,564	744,889	753,309	761,823	770,434
Per Capita Personal Income	$ 10,549	$ 56,208	$ 58,175	$ 60,211	$ 62,319	$ 64,500	$ 66,757
Aggregate Regional Market Area Income ('000s))	$ 10,494,141	$ 40,938,085	$ 42,849,828	$ 44,850,846	$ 46,945,309	$ 49,137,580	$ 51,432,226
Percent of Personal Income Allocable for Retail Sales:		33.3%	33.3%	33.3%	33.3%	33.3%	33.3%
Potential Demand for Retail Sales ('000s))	$ 3,494,549	$ 13,632,382	$ 14,268,993	$ 14,935,332	$ 15,632,788	$ 16,362,814	$ 17,126,931
Calculation of Demand for Selected Shopper Goods by Major Category:							
	% of Total Demand / Net Change ('000s) 2007-2012	2007	2008	2009	2010	2011	2012
Apparel	4.41% $ 154,110	$ 601,188	$ 629,263	$ 658,648	$ 689,406	$ 721,600	$ 755,298
Incremental Growth in Demand by Year ('000s))			$ 28,075	$ 29,386	$ 30,758	$ 32,194	$ 33,698
Cumulative Growth in Demand ('000s)			$ 28,075	$ 57,460	$ 88,218	$ 120,412	$ 154,110
Household Furnishings, Appliances, et al	3.58% $ 125,105	$ 488,039	$ 510,830	$ 534,685	$ 559,654	$ 585,789	$ 613,144
Incremental Growth in Demand by Year ('000s))			$ 22,791	$ 23,855	$ 24,969	$ 26,135	$ 27,355
Cumulative Growth in Demand ('000s)			$ 22,791	$ 46,646	$ 71,615	$ 97,749	$ 125,105
Specialty or "Other"	11.71% $ 409,212	$ 1,596,352	$ 1,670,899	$ 1,748,927	$ 1,830,599	$ 1,916,086	$ 2,005,564
Incremental Growth in Demand by Year ('000s))			$ 74,547	$ 78,028	$ 81,672	$ 85,486	$ 89,478
Cumulative Growth in Demand ('000s)			$ 74,547	$ 152,575	$ 234,247	$ 319,734	$ 409,212

Source: California State Board of Equalization; Claritas, Inc.; HRA, Inc.; W & W, Inc.

Tables 9 (summary) and 10 (detailed presentation) translate the projected incremental change in RMA demand for Apparel/Household/Specialty goods into a measure of net supportable retail space, allowing for a threshold sales requirement of $400 per square foot of GLA in 2007 to reflect the necessary basis for effective market support. This sales support requirement is expected to increase at the rate of three percent annually, reaching $464 per square foot of GLA in 2012. Over the five-year analysis period, the projected increase in

supportable retail space for the combined Apparel/ Household/Specialty retail categories is nearly 1.5 million square feet.

Table 9
SUMMARY OF PROJECTED INCREASES IN SUPPORTABLE GLA
FOR SELECTED SHOPPER GOODS IN THE
FASHION SQUARE REGIONALMARKET AREA, 2007-2012

Retail Category	SF GLA
Apparel and Accessories	332,341
Furniture,Furnishings and Appliances	269,791
Specialty ("Other")	882,474
Total	1,484,606

Source: HR&A, Inc.; W & W, Inc.

Table 10
PROJECTED INCREASE IN SUPPORTABLE SPACE FOR SELECTED SHOPPER GOODS
WESTFIELD FASHION SQUARE REGIONAL MARKET AREA (RMA)
2007-2012

		2007	2008	2009	2010	2011	2012
Projected Increase in Supportable Retail Space:							
Sales per Square Foot of GLA Requirement, Average:		$ 400	$ 412	$ 424	$ 437	$ 450	$ 464
Base	$ 400						
Annual Increase in Required Support	3.0%						
				In Square Feet GLA			
Supportable Apparel Space in GLA, Annual Increase			68,142	69,247	70,369	71,510	72,670
Cumulative Increase (Adjusted for higher sales requirement per square foot)			68,142	135,404	201,830	267,461	332,341
Supportable Funiture/Furnishings Space in GLA, Annual Increase			55,317	56,214	57,125	58,051	58,993
Cumulative Increase (Adjusted for higher sales requirement per square foot)			55,317	109,920	163,844	217,123	269,791
SupportableSpecialtyRetail Space in GLA, Annual Increase			180,940	183,873	186,854	189,883	192,962
Cumulative Increase (Adjusted for higher sales requirement per square foot)			180,940	359,542	535,924	710,198	882,474

Source: HRA, Inc.; W & W, Inc.

The proposed Expansion Project space allocation for each retail category is compared to the projected increase in supportable retail space within the RMA over the period 2007-2012 in Table 11. This analysis indicates that the proposed Expansion allocation for Apparel and Accessories space represents 43 percent of the projected net increase in supportable space in that category for the RMA between 2007 and 2012. Similarly, the proportion of Expansion Project space that will be developed for Household retail goods represents nine percent of the potential market increase in Household Goods supportable space over the same period, and the proposed allocation for Specialty retail goods represents about eight percent of the total market increase in supportable space for that space category.

Table 11
COMPARISON OF PROJECTED INCREASE IN MARKET DEMAND WITH PROJECTED EXPANSION SUPPLY
SELECTED SHOPPER GOODS SPACE
WESTFIELD FASHION SQUARE REGIONAL MARKET AREA (RMA)
2007-2012

	In Square Feet GLA					
	2007	2008	2009	2010	2011	2012
Total Supportable Apparel Space in RMA		68,142	135,404	201,830	267,461	332,341
Westfield Fashion Square Apparel Space				144,000	144,000	144,000
Westfield Market Share of Increase in Demand				71%	54%	43%
Total Supportable Furniture/Furnishings Space in RMA		55,317	109,920	163,844	217,123	269,791
Westfield Fashion Square Furniture/Furnishings Space				24,000	24,000	24,000
Westfield Market Share of Increase in Demand				15%	11%	9%
Total Supportable Specialty Retail Space in RMA		180,940	359,542	535,924	710,198	882,474
Westfield Fashion Square Specialty Retail Space				72,000	72,000	72,000
Westfield Market Share of Increase in Demand				13%	10%	8%

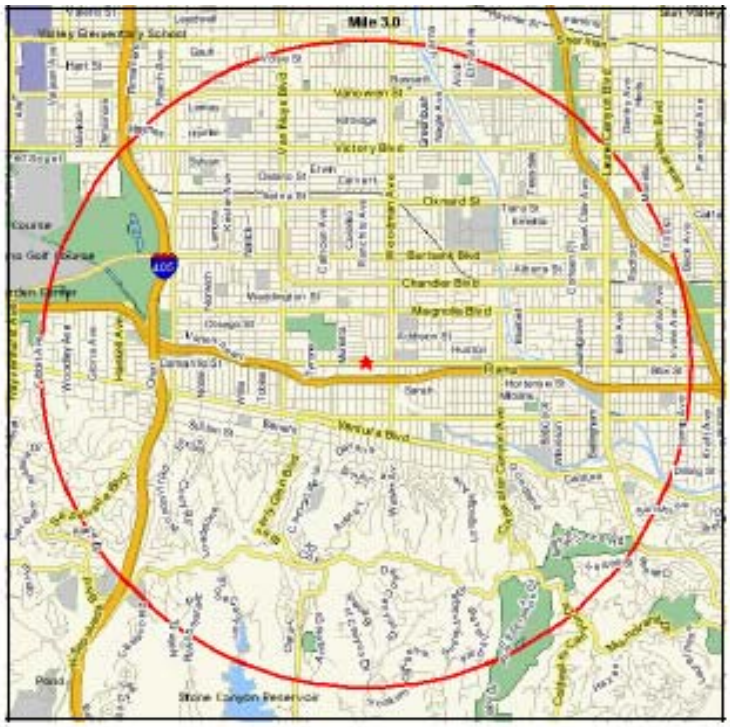
Source: HRA, Inc.; W & W, Inc.

Given the size of the existing RMA and its likely continued growth in population and per capita personal income over the five year period 2007 through 2012, the proposed Expansion Project will not have a significant impact on the existing base of Shopper Goods retail space in the RMA. Moreover, given Westfield management's intent to offer stores that will market to higher income households, the Expansion Project should not have a significant impact on the older centers on the periphery of the RMA in the San Fernando Valley that serve residents with more modest incomes.

B. Eating and Drinking Facilities Impact Analysis

While the demand for the Expansion Project's Eating and Drinking Facilities would logically be generated from the entire RMA, because shoppers at the center would be the most likely customers to patronize the available restaurants, it can be argued that the major source of market support for the Expansion Project's major dinner restaurants would come from the local residents of Sherman Oaks and other nearby communities that are found near the site. As a consequence, the Eating and Drinking Facilities analysis utilizes a 3.0-mile market radius as the basis for determining the magnitude of market support that exists for proposed Eating and Drinking Facilities at the Westfield Fashion Square site. The 3.0-mile market radius is identified in Figure 4 below:

Figure 4: 3.0-Mile Market Radius



Tables 12 (summary) and 13 (detailed presentation) provide a projection of the increase in Eating and Drinking Facilities demand for the period 2007through 2012 by utilizing an analytic approach similar to the one presented above that assessed the need for additional Shoppers' Goods retail space. The analysis considers two types of restaurant space for the Expansion: Dinner Restaurants, which would constitute about 30,000 square feet of the Expansion Project's GLA; and Fast Food Units organized around a central food court, representing about 10,000 square feet of GLA. In Table 12, the fast food units are considered to be comparable to restaurants that the California State Board of Equalization characterizes as "Restaurants, No Alcohol", while dinner restaurants would be considered as comparable to the State's category of "Restaurants with Alcohol." The anticipated growth in demand within the 3.0-mile market area for eating and drinking facilities over the period 2007-2012 should approach $155.7 million.

Table 12
SUMMARY OF PROJECTED INCREASE IN EATING & DRINKING SALES
DEMAND IN A 3-MILE MARKET AREA AROUND FASHION SQUARE, 2007-2012

	(in Millions)
Restaurant Category	2007-2012
Restaurants, No Alcohol	$ 79.6
Restaurants with Alcohol	$ 76.1
Total	$ 155.7

Source: HR&A, Inc.; W & W, Inc.

Table 13
PROJECTED GROWTH IN DEMAND FOR EATING AND DRINKING FACILITIES
WESTFIELD FASHION SQUARE 3.0-MILE MARKET AREA
2007-2012

	Net Change 2007-2012	2007	2008	2009	2010	2011	2012
Eating & Drinking Facility Market Area	15,504	228,558	231,578	234,638	237,738	240,879	244,062
Per Capita Personal Income (per Census Definition)	$ 9,661	$ 51,476	$ 53,278	$ 55,142	$ 57,072	$ 59,070	$ 61,137
Aggregate Regional Market Area Income ('000s)	$ 3,156,050	$ 11,765,252	$ 12,337,930	$ 12,938,485	$ 13,568,271	$ 14,228,713	$ 14,921,302
Potential Demand for Retail Sales ('000s)	$ 1,436,003	$ 5,353,189	$ 5,613,758	$ 5,887,011	$ 6,173,563	$ 6,474,064	$ 6,789,192
Calculation of Demand for Eating and Drinking Facilities by Major Category:							
	% of Total Demand	Net Change ('000s) 2007-2012					
Restaurants, No Alcohol	5.54%	$ 79,555	$ 296,567	$ 311,002	$ 326,140	$ 342,015	$ 358,663	$ 376,121
Incremental Growth in Demand by Year ('000s)			$ 14,436	$ 15,138	$ 15,875	$ 16,648	$ 17,458
Cumulative Growth in Demand ('000s)			$ 14,436	$ 29,574	$ 45,449	$ 62,096	$ 79,555
Restaurants with Alcohol	5.30%	$ 76,108	$ 283,719	$ 297,529	$ 312,012	$ 327,199	$ 343,125	$ 359,827
Incremental Growth in Demand by Year ('000s)			$ 13,810	$ 14,482	$ 15,187	$ 15,927	$ 16,702
Cumulative Growth in Demand ('000s)			$ 13,810	$ 28,293	$ 43,480	$ 59,406	$ 76,108

Source: California State Board of Equalization; Claritas, Inc.; HRA, Inc.; W & W, Inc.

Allowing for both classes of restaurants to achieve sales volumes approaching $550 per square feet in 2007 as a threshold support requirement, by 2012 the anticipated increase in local area demand should be able to sustain additional restaurant space in an amount approaching 100,000 square feet for fast food units and over 95,000 square feet for restaurants serving alcohol. These projections are shown in Table 14 below:

Table 14
PROJECTED INCREASE IN SUPPORTABLE SPACE FOR EATING AND DRINKING FACILITIES
WESTFIELD FASHION SQUARE 3.0-MILE MARKET AREA
2007-2012

		2007	2008	2009	2010	2011	2012
Projected Increase in Supportable Retail Space:							
Sales per Square Foot of GLA Requirement, Average:		$ 550	$ 567	$ 583	$ 601	$ 619	$ 638
Base	$ 550						
Annual Increase in Required Support	3.0%						
			In Square Feet GLA				
Supportable Fast Food Restaurant Space in GLA, Annual Increase			25,482	25,944	26,414	26,893	27,381
Supportable Fast Food Restaurant Space in GLA, Cumulative Increase			25,482	50,684	75,622	100,313	124,772
Supportable Dinner Restaurant Space in GLA, Annual Increase			24,378	24,820	25,270	25,728	26,195
Supportable Dinner Restaurant Space in GLA, Cumulative Increase			24,378	48,488	72,346	95,967	119,366

Source: HRA, Inc.; W & W, Inc.

Table 15 provides a comparison of the projected increase in supportable eating and drinking facilities space over the period 2007 through 2012 from local market sources with the proposed supply to be developed in the Expansion Project. The analysis indicates that for fast food units the Expansion Project represents about eight percent of the anticipated increase in supportable space; for dinner restaurants (restaurants serving alcohol), the Expansion Project represents about 25% of the total supportable space.

Table 15
COMPARISON OF PROJECTED MARKET DEMAND WITH PROJECTED EXPANSION SUPPLY
EATING AND DRINKING FACILITIES SPACE
WESTFIELD FASHION SQUARE 3.0-MILE MARKET AREA
2007-2012

	In Square Feet GLA					
	2007	2008	2009	2010	2011	2012
Total Supportable Fast Food Restaurant Space in Market Area		25,482	50,684	75,622	100,313	124,772
Westfield Fashion Square Fast Food Restaurant Space				10,000	10,000	10,000
Westfield Market Share of Increase in Demand				13%	10%	8%
Total Supportable Dinner Restaurant Space in RMA		24,378	48,488	72,346	95,967	119,366
Westfield Fashion Square Dinner Restaurant Space				30,000	30,000	30,000
Westfield Market Share of Increase in Demand				41%	31%	25%

Source: HRA, Inc.; W & W, Inc.

Given the relatively small proportion of future supportable space that is represented by the Expansion Project's Eating and Drinking Facilities, it can be concluded that the development of this additional space at Westfield Fashion Square is not likely to have a major impact on the existing base of restaurants in the local market area, and most certainly is not likely to contribute to conditions that would lead to urban decay as defined by CEQA.

In addition to the quantitative demand/supply analysis presented above, field surveys were conducted of the 3.0-mile radius Eating and Drinking Facilities Market Area in order to determine whether there were any signs of vacancy or other physical conditions that might be exacerbated or otherwise negatively impacted by the proposed eating and drinking facility development program at Westfield Fashion Square. Based on findings from two visits to the market area, the primary commercial corridor in the region, Ventura Boulevard, exhibits significant economic vitality along its entire length within the six-mile diameter of the Eating and Drinking Facility market area. Only three vacant parcels of land were observed over the six miles, and these parcels were each under two acres in size. A thumbnail sketch of the road segments of Ventura Boulevard that are within the 3.0-Mile Market Area and that were evaluated is provided below, starting from the eastern perimeter of the study zone:

- ***Ventura Boulevard, Woodley Avenue to Interstate-405.*** This is an area of mixed uses that is going through substantial redevelopment with higher density projects, particularly mid-rise office space. Retail recycling includes the development of two-story retail projects such as Encino Place that offer subterranean parking. There are also larger chain stores such as Marshalls, a hospitality use at the Interstate-405 freeway interchange, and a number of

residential and institutional uses. There is also a mix of fast food and chain sit-down restaurants, though no major concentrations per se of such restaurant uses. There are very few retail vacancies and virtually no vacant sites.

- ***Ventura Boulevard, Interstate-405 to Van Nuys Boulevard.*** This segment is dominated by the intersection of Ventura Boulevard with Sepulveda Boulevard, where there are high-rise office buildings and the transformed Sherman Oaks Galleria, which has become a life-style retail center and office space. Similar to the development activity on Ventura Boulevard west of the freeway, this segment is also undergoing intensification with recycling of older, single-story retail buildings to two-story retail complexes and mixed use projects. There was only one vacant lot fronting the Boulevard noted in this segment, a small, fenced parcel on the south side of the street with no obvious signs of development activity or presence of real estate signs. Vacancy rates for retail space are very low in this segment, probably three percent or less.

- ***Ventura Boulevard, Van Nuys Boulevard to Woodman Avenue.*** This segment is characterized by a great variety of smaller community-oriented retail and service businesses that occupy an array of different types of buildings, including newly-built commercial spaces and converted residential bungalows. The one significant redevelopment opportunity on Ventura Boulevard within the 3.0 mile radius is located in this area – a property located on the north side of Ventura Boulevard across from its intersection with Stansbury Avenue that is an assemblage comprised of an old restaurant named Barone's, a used car lot and possibly other smaller vacant properties that front on Moorpark Street. Barone's Restaurant has relocated to a new site on Woodman Avenue, thus remaining in the immediate area. According to a realtor at Piken Company who is representing the developer, the site is being redeveloped with a mixed use project that will include 16,500 square feet of commercial space, including 10,200 square feet of eating and drinking facilities, and affordable residential condominiums. The asking rates for commercial space is $4.95 per square foot, triple-net (NNN).

  Discussions with local realtors also revealed the following:

  -- There is significant demand for retail space on Ventura Boulevard, including demand from local-oriented restaurateurs who would never seek a mall location like a national chain restaurant that would locate in a regional mall.

  -- Demand for space is particularly high on the street segments situated between Woodman Avenue and Laurel Canyon Boulevard. Typically, empty retail spaces will be re-tenanted in about three weeks, and achievable rents are approaching $5.00 to $5.25 per square foot NNN, rents that are purported by realtors to be higher typically than rents obtainable for properties located on Ventura Boulevard in Encino.

  -- Part of the low availability of space relates to the fact that leases are typically longer-term, running from five to 10 years. Since there is low turnover, there is low availability.

-- A second restaurant site, formerly the "Ventura," was also located in this segment. The property is on the south side of Ventura Boulevard at the southeast corner of Stern Avenue. While real estate signs indicating the availability of the property were noted in an initial field survey conducted in May 2007, they were no longer present during the June field survey and demolition of the existing structure had begun — an indication that redevelopment was imminent.

- ***Ventura Boulevard, Woodman Avenue to Coldwater Canyon Avenue.*** Along this segment, commercial uses and building composition continues to follow a pattern that is similar to the eastern portion of the Van Nuys-to-Woodman Ventura Boulevard segment until Fulton Avenue, where the south side of Ventura Boulevard changes to residential use until Van Noord Avenue. However, retail and service uses continue on the north side of the street for the entire length of the segment. Some vacancies in smaller, older facilities were noted on the south side of the Boulevard at Dixie Canyon, otherwise existing space is virtually fully occupied or undergoing renovation. Finally, there are several well-known local restaurants located along this segment that have been extremely successful over the years, and serve an older, local market that is likely to be different in demographic character from the likely composition of future patrons of eating and drinking establishments at Westfield Fashion Square.

- ***Ventura Boulevard, Coldwater Canyon Avenue to Laurel Canyon Boulevard.*** This segment resumes the pattern of commercial strip development on both sides of the Boulevard, featuring the well-known Sportsmen's Lodge Hotel and restaurant facility and a Ralph's neighborhood center at the Coldwater Canyon intersection. It then continues with an eclectic mix of retail uses that include large delicatessens, automotive-related retail, architects' offices and high-end boutiques. As noted above, rents in this area are at $5.00 per square foot NNN, and there is very little space available.

  The June 4, 2007 edition of the *Los Angeles Business Journal* carried an article indicating that the Sportmen's Lodge had been sold to local investor who has plans to renovate the existing hotel and add retail space. Reportedly, the project would retain the Sportmen's Lodge name, and would be renovated to evoke the "mid-century cool" of the San Fernando Valley of the 1950s. The article further indicated that as much as 300,000 square feet of retail space could be constructed on the site, but for the immediate future the property will continue to operate as a hotel, restaurant and banquet facility.

- ***Ventura Boulevard, Laurel Canyon Boulevard to Tujunga Avenue.*** East of Laurel Canyon the Boulevard changes to a diverse mix of larger and smaller retail, service and office-oriented uses with generally less retail intensity. Major uses include the CBS Studio City Center; a shopping center anchored by Marshalls; a set of automobile-oriented retail stores and services; and an abundance of Chinese and Japanese restaurants. Once again, there are a few vacancies in the older residential buildings that have been converted to commercial use, but no vacant land or even parcels with obviously underperforming commercial uses that would be ripe for redevelopment.

Field investigations were also conducted along Van Nuys Boulevard, Coldwater Canyon Avenue, Woodman Avenue, Laurel Canyon Boulevard, Victory Boulevard, Burbank Boulevard, Magnolia Boulevard, Riverside Drive and Moorpark Street, the other major streets that serve as locations for retail activities within the 3.0 mile Eating and Drinking Facilities Market Area. Typically, these streets provide neighborhood-oriented and community-oriented convenience retail facilities, with the exception of Van Nuys Boulevard and Laurel Canyon Boulevard which are discussed below.

- ***Van Nuys Boulevard.*** The commercial character of this street provides for a number of different functions from its southern terminus near its intersection with Ventura Boulevard until it leaves the market area at Vanowen Street to the north. From Ventura Boulevard to the Ventura Freeway (U.S. Highway 101) the development pattern is very similar to that found along Ventura Boulevard — a rich diversity of shops and services. From the Ventura Freeway to Magnolia Boulevard, the Boulevard is dominated by medical facilities and related services, including the Sherman Oaks Hospital and Health Center. From Magnolia Boulevard to Calvert Street the Boulevard performs as a region-serving automobile row with a series of auto dealers and auto-related service and parts businesses. From Calvert Street to Vanowen Street, the Boulevard becomes a convenience-oriented district with both public services and local retail uses, many with a South American character. While there are restaurants along the Boulevard's entire length, they are not likely to compete with the facilities planned for Westfield Fashion Square.

- ***Laurel Canyon Boulevard.*** Retail developments on Laurel Canyon Boulevard within the 3.0-Mile Market Area are dominated by an older complex centered at the Boulevard's intersection with Victory Boulevard. Two former regional centers have effectively merged together at this site: Valley Plaza north of the Victory Boulevard intersection; and Laurel Plaza to the south. Plans were announced in 2006 indicating that a joint venture between JH Snyder and Federated Department Stores would result in a mega-mall north of Victory Boulevard featuring Macy's as an anchor. To date, a new high school is under construction on portions of the project fronting Laurel Canyon Boulevard north of Hamlin Street. While no restaurant program has been announced for the project, it is unlikely that new development at this site would directly compete with new restaurant development at Fashion Square, because they would be serving different market needs and because the developer of the new center would have ample market knowledge of the Westfield Fashion Square program and plan the new facility's use mix accordingly.

In summary, several older restaurants located on sites along Ventura Boulevard have been closed in recent years and the underlying properties put up for redevelopment. Based on field surveys and interviews with real estate brokers and other professionals knowledgeable about the area, these closures do not appear to be indications of impending urban decay resulting from a condition of oversupply of dining opportunities in the market place, but are more likely a reflection that these facilities were "victims" of the strong real estate market that will support higher and better uses. Many of these older restaurants have experienced increasing difficulty providing adequate parking for their patrons, and landowners have found that the relatively large sites can be recycled to higher and more efficient uses.

III. CONCLUSIONS

Based on the foregoing analysis, it can be concluded that although the Expansion Project may be a new source of competitive supply in both the RMA for specified retail uses and the 3.0-mile local market area for eating and drinking facilities, there is little possibility that the operation of the Expansion Project uses will result in significant adverse economic competition leading to a threat of "urban decay."

More specifically, the analysis of potential impacts has revealed the following:

- ***Shopper Goods (Apparel, Furniture/Home Furnishings and Specialty Goods).*** Based on an analysis of the RMA for Westfield Fashion Square, the 240,000 square feet GLA of Shopper Goods space in the Expansion Project is projected to capture less than significant market shares of the anticipated growth in demand of Apparel and Accessories space; Furniture, Furnishings and Appliances space; and Specialty or "Other" retail space over the period 2007 through 2012, as shown in Table 16.

Table 16
EXPANSION PROJECT'S SHARE OF SUPPORTABLE SHOPPER GOODS SPACE
IN THE FASHION SQUARE REGIONAL MARKET AREA

Retail Category	Expansion Area Square Feet GLA	Percent of RMA Supportable Space
Apparel and Accessories	144,000	43%
Furniture,Furnishings and Appliances	24,000	9%
Specialty ("Other")	72,000	8%
Total	240,000	

Source: HR&A, Inc.; W & W, Inc.

This leaves substantial market share to be captured by other retailers in the RMA as well as allowing existing stores to expand their sales at rates above anticipated the inflationary growth rate. Thus, it may be concluded that the development of Shopper Goods uses in the Expansion Project will not be a cause of urban decay at any of the existing shopping centers and business districts found in the market area served by Westfield Fashion Square.

- ***Eating and Drinking Facilities.*** Analysis of the potential impact of the proposed Eating and Drinking Facility component of the Expansion Project indicates that there is ample market support generated by the local resident population within a 3.0-mile market radius around Fashion Square to support the proposed addition of 40,000 square feet GLA of space planned for the Expansion Project . As summarized in Table 17, the market shares required to sustain the Expansion Project allow for significant future demand to be captured by existing and future competition.

Table 17
EXPANSION PROJECT'S SHARE OF SUPPORTABLE EATING & DRINKING FACILITIES SPACE IN A 3-MILE MARKET RADIUS AROUND FASHION SQUARE

Restaurant Category	Expansion Area Square Feet GLA	Percent of Local Market Supportable Space
Fast Food Restaurants	10,000	8%
Restaurants with Alcohol	30,000	25%
Total	40,000	

Source: HR&A, Inc.; W & W, Inc.

Because the addition of the proposed eating and drinking uses in the Expansion Project will not have a significant negative impact on the existing supply of competitive uses in the local market area, this component of the Expansion Project will not lead to urban decay at any of the existing shopping centers and business districts found in the competitive market area.

Field surveys of the primary commercial streets adjacent to the Expansion Project confirm that the area is experiencing significant reinvestment as older facilities and larger sites transition into new commercial development, including new retail and eating and drinking facilities.

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Given the finding that the scale of supportable retail and dining space that can be supported by future customer demand exceeds the retail and restaurant floor area planned for each respective category of retail and eating and drinking facility space planned for the Expansion Project, and that the commercial area surrounding the site is experiencing significant reinvestment, it can be concluded that no adverse economic impacts are likely to result in the market areas applicable to the Expansion Project. Therefore, there is no requirement to further evaluate potential changes in the physical environment that are associated with the economic interactions between the Expansion Project and its market context.

In addition, field surveys indicate that although several older restaurants located on sites along Ventura Boulevard have been closed in recent years and the underlying properties put up for redevelopment, these closures do not appear to be indications of impending urban decay resulting from a condition of oversupply of dining opportunities in the market place. Rather, this is a consequence of a strong real estate market that will support higher and better uses.

APPENDIX A

Summary Qualifications of Hamilton, Rabinovitz & Alschuler, Inc. and Whitney & Whitney, Inc.

HR&A ADVISORS, INC.
Economic Development, Real Estate Advisory & Public Policy Consultants

QUALIFICATIONS TO PREPARE CEQA/NEPA DOCUMENTATION ON SOCIOECONOMIC ISSUES

HR&A Advisors, Inc. (HR&A) is a full service policy, financial and management consulting firm. Founded in 1976, the firm has a distinguished track record of providing realistic answers to complex economic, economic development, public finance, real estate, housing and strategic planning problems. HR&A clients include Fortune 500 corporations, all levels of government, the nation's leading foundations, and not-for-profit agencies. The firm has extensive experience working for the legal community in such roles as court-appointed special master, consent decree monitor, technical advisor and expert witness.

HR&A's practice lines include local and regional economic analysis, economic development program formulation and analysis, fiscal impact analysis, real estate analysis and advisory services, housing policy research and analysis, population forecasting and demographic analysis, and transportation and other capital facilities analysis and financing.

Among the qualities for which HR&A is widely known and respected are the impeccable quality of its analysis, ability to invent new analytic methods and approaches to suit the needs of a particular client, independent professional judgment honed through extensive exposure to the rigors of the public review process and the scrutiny of the judicial system, the ability to translate complex technical analysis for a variety of non-technical audiences, and the extensive involvement of its Partners in every project it accepts.

The firm's domestic and international consulting is provided by a staff of 30 people located in offices in Los Angeles and New York. Staff members include public finance professionals, planners, economists, architects, lawyers, and experienced project managers. Virtually every member of the firm has substantial public or private sector experience in economic, financial and policy analysis, real estate development and planning.

HR&A has frequently been called on by its public and private sector clients to provide analysis of population, housing, employment, economic, public school facilities and induced growth impacts for projects subject to the California Environmental Policy Act and the National Environmental Policy Act. The following are examples of projects that illustrate this experience.

For Public Sector Clients

- For the City of Lancaster, HR&A is preparing economic, fiscal and "urban decay" analysis for EIRs on the Lane Ranch Towne Center and The Commons at Quartz Hill, two regional shopping centers planned for opposite corners at 60th and Avenue L.

- For Los Angeles World Airports, HR&A prepared all of the economic impact analyses needed to evaluate alternative Master Plan concepts for future development of Los Angeles International Airport. The project included extensive econometric modeling of future baseline (pre-project) economic conditions and forecasts of conditions under alternative development scenarios in the City of Los Angeles, the County of Los Angeles, incorporated and unincorporated areas adjacent to the airport, and the surrounding five-county region.

- For the City of Chicago Department of Aviation, HR&A prepared regional and local economic and fiscal impact analyses of the O'Hare Modernization Program (OMP), which was be used by the Federal Aviation Administration to prepare an Environmental Impact Statement on the project. The analysis includes econometric modeling of the six-county Chicago regional area to forecast the employment, total economic output, population and households, among other factors, that would be associated with the $16-billion OMP project, as compared with a No Project scenario.

- For the City of Los Angeles Environmental Affairs Department, HR&A prepared draft Initial Study screening criteria, thresholds of significance and recommendations for analysis approach on the topics of housing, population and employment impacts.

- For Central City West Association and the City of Los Angeles, HR&A prepared a demographic portrait and forecast, and baseline "jobs/housing balance" analysis as part of the Central City West Specific Plan, a transitional neighborhood located directly north of Pico-Union, and across the Harbor Freeway, from the Los Angeles central business district. HR&A's analysis was used as the technical basis for the population, housing and employment sections of the EIR on the Plan. The firm also assisted counsel for interested parties regarding these issues during subsequent litigation over the adequacy of the Final EIR, which was ultimately decided in favor of the City.

- For the Santa Monica-Malibu Unified School District, HR&A managed a detailed review of the options available to the District to consolidate use of its four properties in the Ocean Park neighborhood of Santa Monica, an area which had been experiencing significant enrollment declines. The project included managing the preparation and certification of an EIR on the multi-site strategy adopted by the Board of Education, which included construction of the first new elementary school since the 1950s.

- For the University of California, Los Angeles, the firm prepared an analysis of the degree to which employment and housing associated with UCLA's 1991 Long Range Development Plan was consistent with the emerging regional planning concept of "jobs-housing balance." The firm's analysis was included as a technical appendix to the Final EIR on the Plan, which received approval by the Regents of the University.

- Also for the University of California, Los Angeles, HR&A prepared the population and housing section, and contributed to the induced growth section of the EIR on the 2000-2010 Long-Range Development Plan Update for the campus. The Final EIR was certified by the Regents.

- For the University of California, Santa Barbara, HR&A analyzed the public school impacts of the 1992 Long-Range Development Plan for the Santa Barbara campus, and prepared a Supplemental Environmental Impact Report on this issue, pursuant to a judgment against the University in an action brought by the Goleta Union School District. The Supplemental EIR was certified by the Regents of the University. Upon return to the writ, the court found that the analysis adequately supported the Regent's action. This determination was upheld by the Second District Court of Appeal in *Goleta Union School District v. Regents of the University of California* , 36 Cal. App. 4th 1121 (1995) (opinion on rehearing), holding that the University was not required to pay school mitigation fees.

- For the Southern California Association of Governments (SCAG), HR&A prepared the economic and fiscal impact sections of the EIR on SCAG's 1996 Regional Comprehensive Plan and Guide.

For Private Sector Clients

- For Westfield Corporation, HR&A prepared "urban decay" and public services impact analyses for a 100,000 square foot addition to the existing Westfield Santa Anita super-regional shopping center in Arcadia.

- For Bisno Development Company, HR&A is preparing technical reports on the population, housing employment and school facilities impacts of a 2,300-unit condominium project proposed for a former US Navy housing site in the San Pedro-Wilmington area of Los Angeles.

- For General Growth Properties, HR&A prepared detailed comments on various socio-economic issues in the Draft and Final EIR for the Americana at Brand, a "lifestyle" mall proposed for a site immediately adjacent to the Glendale Galleria in Glendale.

- For Universal Studios, Inc., HR&A analyzed the employment, housing, population and economic and fiscal impacts in Los Angeles County of a proposed $3 billion Specific Plan that will nearly double the intensity of development at Universal City, the home of Universal Studios, Inc.'s film studio, studio tour, various entertainment retail uses, commercial office buildings and hotels. HR&A's analyses were included in the project's Draft EIR. HR&A is now preparing similar analyses for the EIR on the new Universal City Vision Plan being proposed by NBC Universal.

- For the Ratkovitch-Villaneuva Partnership, HR&A prepared the employment, housing, population and public schools impact analyses for the EIR on a proposal to construct 10 million square feet of new commercial and residential development around the City of Los Angeles' Union Station. The Draft EIR was certified by the Los Angeles City Council.

- For St. John's Hospital and Health Center, HR&A prepared analyses of the economic and fiscal impact of current health center impact on the economy of the City of Santa Monica, and the impact that will result from each of two phases of a major reconstruction of the health center following the 1994 Northridge earthquake. The analysis was relied on by the City's consultants in preparing the project's EIR, which was certified by the Santa Monica City Council. HR&A also prepared analysis for the Health Center on the degree to which draft police services mitigation measures being considered by the City met the requirements of CEQA.

- For The Walt Disney Company, HR&A prepared a comprehensive analysis of the employment, population, housing, "jobs-housing balance" and vehicle miles traveled impacts of Downtown Disney and Disney's California Adventure, in Anaheim. The firm's analysis is contained in a series of technical appendices to the EIR, which was certified by the Anaheim City Council.

- Also for The Walt Disney Company, HR&A analyzed the "jobs-housing balance" implications of a proposal to consolidate all of Disney's studio and studio-related administrative facilities on a single site in the City of Burbank. HR&A's analysis was included as a technical appendix to the project's EIR, which was certified by the Burbank City Council.

- For Wilshire-Barrington Associates, HR&A analyzed the population, housing, employment and jobs-housing balance impacts of a preliminary concept for converting the Barrington Apartments in West Los Angeles into a mixed-use project consisting of 700 apartments, a 262-room hotel, 210,000 s.f. of office space plus miscellaneous retail.

- For the Santa Monica Beach Hotel Development Partnership, HR&A coordinated an extensive review and prepared the Draft EIR comment letter for the developer of a proposed 160-room luxury hotel and community center proposed for a parcel of State-owned land along Santa Monica Beach.

- For Reliance Development Group, HR&A coordinated an extensive review and prepared the Draft EIR comment letter for the developer of a 1.8 million square foot office park and studio complex proposed for surplus land at Santa Monica Airport.

- For Maguire Thomas Partners, HR&A coordinated an extensive review and prepared the Draft EIR comment letter for the developer of a proposed office building and hotel project to be developed on Ocean Avenue in the City of Santa Monica.

REPRESENTATIVE LIST OF CLIENTS

Financial Institutions & Investment Companies

- American Council on Life Insurance
- Citibank Private Banking Group
- Citicorp Real Estate, Inc.
- Community Preservation Corporation
- First Union National Bank
- Fleet Financial Group
- Goldman Sachs
- Hartland Asset Management
- Lehman Bros.
- Shorebank Corporation

Real Estate Development Organizations and Private Companies

- ARC Development
- ARCORP Properties
- Bermant Development Company
- Boeing Realty Corporation
- Casden Properties, Inc.
- Castle & Cook Development Company
- Centex Homes
- Continental Development Corporation
- Daniel Island Development Company
- Disney Development Corporation
- Edward J. Minskoff Equities
- Gaylord Entertainment
- General Growth Properties
- Gibson Speno LLC
- Home Depot Company
- JMB Urban Realty Corporation
- K. Hovnanian Companies of California
- Landmark Land Company
- Madison Square Garden
- Maefield Development Corporation
- Maserich Company
- Maguire Thomas Partners
- Millennium Partners
- Newhall Land & Farming Company
- New York Times Company
- Olympia & York (USA)
- The Related Companies
- Reliance Development Group
- Santa Monica Beach Development Corporation
- Starrett Housing Corporation
- Sunset Development Corporation
- Tishman Speyer Properties
- Trammell Crow Company
- Trammell Crow Residential
- TransAction Companies, Ltd.
- Twentieth Century Fox
- Universal Studios, Inc.
- The Walt Disney Company
- Westfield Corporation, Inc.
- William Lyon Homes
- World Financial Properties

Public Development Agencies

- Alliance for Downtown New York
- Battery Park City Authority
- Brooklyn Bridge Park Development
- Brooklyn Navy Yard Development Corporation
- Catskill Watershed Corporation
- Catholic Charities of Brooklyn
- Cincinnati Business Committee
- Columbus Downtown Redevelopment Corporation
- Downtown Brooklyn Local Development Corporation
- Economic Development Growth Enterprises, Oneida Co., NY
- Empire State Development Corporation
- Inland Valley Development Agency
- Memphis Riverfront Development Corp.
- National Capital Revitalization Corp.
- New York City Economic Development Corporation
- New York State Urban Development Corporation
- Penmar Development Corporation
- Port Authority of New York and New Jersey
- Queens West Development Corporation

Cultural, Recreational & Special Events Clients

- American Museum of Natural History
- Brooklyn Academy of Music Corporation
- Brooklyn Museum of Art
- City of New Haven Arts & Entertainment Facilities Committee
- Lincoln Center for the Performing Arts
- Madison Square Garden
- New Jersey Performing Arts Center
- NYC2008
- Public Space for Public Life
- Randall's Island Sports Foundation
- The Trust for Public Land

Other Quasi-Public and Non-Profit Organizations and Foundations

- Apartment Association of Greater Los Angeles
- The Bowery Mission
- Common Ground Community
- Cornell University
- Corporation for Supportive Housing
- Community Services Society of New York

Other Quasi-Public and Non-Profit Organizations and Foundations (con't.)

The Enterprise Foundation
Ford Foundation
Gay Men's Health Crisis
Griffiss Local Development Corporation
Harry Frank Guggenheim Foundation
Kaiser Permanente
Local Initiatives Support Corporation
Los Angeles Collaborative for Community Development
Metropolitan Boston Housing Partnership
Metropolitan Jewish Geriatric Center
National Equity Fund
Neighborhood Progress, Inc.
New York Blood Center
Newark Alliance
Saint John's Hospital and Health Center
Saint Vincent's Hospital
San Gabriel Valley Council of Governments
Spanish-American Merchant's Assoc.
University of California, Los Angeles
University of California, Santa Barbara
Upper Manhattan Empowerment Zone Development Corp.
Williamsburg Affordable Housing
Westside Urban Forum

Governmental Agencies

Boulder Urban Renewal Authority
City of Berkeley Rent Stabilization Board
City of Beverly Hills
City of Chester (PA)
City of Columbus
City of Culver City (CA)
City of Detroit
City of Houston
City of Huntington Beach (CA)
City of Indianapolis
City of Lancaster
City of Los Angeles
City of New York
City of Olathe (KS)
City of Phoenix
City of San Luis Obispo (CA)
City of Santa Monica
City of West Hollywood (CA)
City of Yonkers
Community Redevelopment Agency of the City of Los Angeles
Compton Unified School District (CA)
County of Santa Barbara
District of Columbia
New Jersey Department of Commerce and Economic Development
Redevelopment Authority of the City of Philadelphia
San Diego Association of Governments
Santa Ana Unified School District (CA)
Santa Monica-Malibu Unified School District
Southern California Association of Governments
Yonkers Office of Downtown & Waterfront Development

Transportation Agencies

City of Chicago Department of Airports
Connecticut Dept. of Transportation
Delaware Dept. of Transportation
Los Angeles County Metropolitan Transportation Authority
Los Angeles World Airports
Massachusetts Bay Transportation Authority
New Jersey Transportation Corp.
New York Metropolitan Transportation Authority
San Diego County Regional Airport Authority
U.S. Dept. of Transportation

Housing Agencies

Chicago Housing Authority
Community Redevelopment Agency of the City of Los Angeles
Cuyahoga Metropolitan Housing Authority (IN)
Detroit Housing Commission
Housing Authority of Baltimore City
Housing Authority of the City of Houston
Housing Authority of the County of Los Angeles
Housing Authority of the City of Santa Monica
Housing Bureau, City of Long Beach
Indianapolis Housing Authority
Los Angeles Housing Department
New York City Housing Authority
New York City Housing Development Corporation
New York State Housing Finance Agency
Omaha Housing Authority (NE)
Philadelphia Housing Authority
Redevelopment Authority of the City of Philadelphia
St. Louis Housing Authority (MO)
United States Department of Housing and Urban Development

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Whitney & Whitney, Inc. (W&W) is a real estate development advisory services firm located in Los Angeles, California. The company was founded by William H. Whitney, Ph.D. in 1984. After six years of serving the southern California and Hawaii markets, W&W reduced the scope of its activities when Mr. Whitney was recruited by Arthur Andersen to assist their Real Estate and Hospitality/Leisure consulting practices in establishing both a national and international presence.

Mr. Whitney served with Arthur Andersen for over nine years, participating on major real estate and hospitality consulting engagements in over 40 different countries throughout the world. Activities during this period also included starting Arthur Andersen's Asia/Pacific Region real estate consulting practice in Manila, and spending three years in Andersen's London offices serving as a resource for the European and Middle East real estate consulting practices.

Following his return to the United States in March 2000 Mr. Whitney has re-activated Whitney & Whitney, Inc. The firm's major focus is on the provision of real estate consulting services to both public and private clients in the following areas:

- Due diligence services for companies involved with the acquisition and operation of real estate assets;
- Participation on multi-disciplinary teams with architects, planners and other design professionals in the planning of resorts, new communities and urban mixed-use projects
- Advisory services related to the maximization of returns from corporate real estate assets;
- Advisory services related to the maximization of public benefits from proper utilization of public lands;
- Market feasibility studies for large scale land development programs, including waterfront projects, shopping centers, resorts, and new communities;
- Master planning for large-scale urban parks and open space programs;
- Financial feasibility studies for proposed real estate investments;
- Negotiation assistance related to the formation and implementation of public/private partnerships;
- Fiscal impact, economic impact, cost-revenue and cost-benefit evaluations of proposed real estate development activities for public agencies and private developers;
- Valuation/expert witness services related to complex real estate transactions and/or arbitration and litigation proceedings; and
- Implementation services related to attaining necessary development entitlements and funding for real estate programs.

W & W's recent projects include the following: since the early 1990s has served as a real estate economic and financial advisor to the State of Hawaii Aloha Tower Development Corporation related to the redevelopment of the downtown Honolulu waterfront; performed a market and financial analysis of a proposed "high technology" park/mixed-use commercial development program in Dubai, United Arab Emirates known as Dubai Internet City; conducted an analysis of the economic feasibility of converting the 4,700-acre El Toro Marine Corps Air Station to an urban park; conducted an analysis of the redevelopment potentials for tourist-serving projects in the Old City of Shanghai; provided a market analysis of the retail redevelopment potential for the International Market Place in Waikiki for the Queen Emma Foundation; performed an evaluation of redevelopment potentials and the resultant fiscal impacts from conversion of certain industrial lands to retail and other uses for the City of San Jose; provided an evaluation of the market feasibility for residential and commercial retail uses on surplus lands owned by Ohlone Community College, Fremont, California; evaluated the market and financial opportunity for development of a major shopping center near Mililani Town on the Island of Oahu, Hawaii for Forest City; and reviewed the market for office and retail commercial uses near the East Eisenhower Transit Station for the City of Alexandria, Virginia; and a market study for a C. J. Segerstrom & Sons development project located near South Coast Plaza in Orange County. Currently, the firm is serving as an advisor to Castle

& Cooke on the preparation of a master plan and development strategy for 28,000+/- acres of land located on the North Shore of the Island of Oahu; providing a review of the master plan for the Sa'adiyat Island resort located in Abu Dhabi, United Arab Emirates; and preparing market/financial analyses and a business plan for a proposed destination spa to be located in the Santa Monica Mountains.

Mr. Whitney's background in the analysis of major shopping center developments and the planning of their adjacent lands supersedes the formation of W & W. He has been conducting investigations of retail development opportunities for nearly 40 years, starting with the re-use of the Chevron properties located in El Segundo and Manhattan Beach that ultimately led to the development of Manhattan Beach Village. One such project, the planning of the Puente Hills Mall and its immediate surrounding lands for the Western Harness Racing Association in 1970, was the inspiration for his doctoral dissertation, "An Investigation of Selected Impacts on Surrounding Lands Which are Generated by Development of Regional Shopping Centers" (UCLA, 1975).

A partial listing of Mr. Whitney's shopping center experience includes the following:

ERNEST W. HAHN, INC. (NOW TRIZECHAHN): Regional Shopping Center Market Analysis and Economic/Fiscal Impact Studies, California and Washington
Conducted numerous market feasibility and economic/fiscal impact studies of proposed regional shopping centers for the Ernest W. Hahn Company, forerunner to TrizecHahn, including analyses for the following existing regional shopping centers: Puente Hills Mall, City of Industry; Mariner's Island, San Mateo; North County Fair, Escondido; Kelso Mall, Kelso, Washington; and Sierra Vista, Clovis, California.

PSB REALTY CORPORATION: Costa Mesa Courtyards, Costa Mesa, California
Performed market and financial feasibility studies for the Costa Mesa Courtyards, a 173,000 square foot shopping center once honored as the "Best Retail Development" in the Western States at the Pacific Coast Builders Conference. The 11-acre project has been an important stimulus to the revitalization of the City of Costa Mesa's old central business district.

JAMES YOUNGBLOOD, DEVELOPER: The Lumberyard, Encinitas, California
Conducted market and financial feasibility studies for the project, a specialty retail center with 80,000 square feet of retail space located in the City of Encinitas. The center has been successfully developed, and has performed at or above initial market expectations.

THE IRVINE COMPANY: Fashion Island and Spectrum Center Impact Studies, Newport Beach and Irvine, California
Conducted economic and fiscal impact evaluations of these two major centers as part of their submissions for general plan amendments to the Cities of Newport Beach and Irvine, respectively. The Fashion Island expansion program focused on the interactive benefits that could be generated between the existing and proposed retail uses and the surrounding hotel and office developments; in contrast, the central concern regarding the proposed Spectrum project was its potential sales and property tax generation for the municipality.

LIVERPOOL DEPARTMENT STORE AND THE FRANSEN COMPANY: Regional Shopping Center Market Evaluations, Various Metropolitan Areas, Mexico
Conducted detailed investigations of the market opportunities for Liverpool Department Store to serve as an anchor tenant and developer of regional shopping centers throughout Mexico. A number of sites in major metropolitan locations were evaluated, and projections were made of potential store sales and supportable retail space. As of 2001, the study had resulted in one new shopping center currently operating in the Mexico City metro area and a second project under construction.

MITSUI TRUST & BANKING CO., LTD.: Aloha Tower Marketplace, Honolulu, Oahu, Hawaii
Provided a market validation study for a festival marketplace that was under construction in downtown Honolulu. The development program, which ultimately became the Aloha Tower marketplace, called for approximately 200,000 square feet of retail and restaurant space at Honolulu Harbors Piers 7, 8 and 9 adjacent to the historic Aloha Tower. The analysis included a thorough examination of each segment of the potential customer base and an assessment of the potential expenditure patterns at the center from

those identified market segments. The results of the market studies were then utilized to generate sales projections for the center.

THE ROBERTS GROUP: Wood Ranch Development Program, Simi Valley, California
Performed an analysis of retail commercial potentials for a major community shopping center located in the Wood Ranch planned community. The study involved a detailed assessment of competitive retail projects found within the immediate market area surrounding Wood Ranch and a determination of market support generated by Wood Ranch residents. The center is open and operating successfully.

A&B HAWAII, INC./VANGUARD PROPERTIES: Triangle Square Factory Stores, Kahului, Maui, Hawaii
Provided a market analysis of a proposed factory outlet center in Kahului, Maui near the Kahului Airport. The development program called for 110,000 square feet of retail space to be built at one of Maui's most important highway junctions. The analysis included an examination of the potential customer base, consideration of the potential expenditure patterns by the major market segments, and a projection of potential sales at the project. The project has been developed and is operating successfully.

CITY OF VISALIA: Regional Shopping Center Location Studies; Visalia, California
Served the City of Visalia as market and planning consultants in the evaluation of potential locations for new regional shopping center facilities in the City of Visalia. The analysis included an assessment of the market, fiscal, transportation and other economic and social impacts related to the alternative sites under consideration for the new center.

AMFAC/JMB HAWAII, INC.: Kaanapali North Beach Entertainment / Retail Center Feasibility Studies, Kaanapali, West Maui, Hawaii
Provided a detailed assessment of a proposed themed entertainment/retail attraction at North Beach. A number of different retail and entertainment concepts were evaluated for the property, including specialty retail alternatives similar to Whaler's Village and more elaborate commercial recreation complexes featuring entertainment venues similar to Church Street Station in Orlando, Florida. The major finding of the study was that the most profitable use in terms of land utilization and environmental constraints was a major health spa, as this use generated the highest visitor expenditures per unit of land area and required relatively low market penetration of the existing visitor base.

CASTLE & COOKE PROPERTIES, INC.: Iwilei District Market Feasibility Study, Honolulu, Hawaii
Conducted market feasibility studies to provide development guidelines for the redevelopment of the 50-acre Iwilei property. The site is located near downtown Honolulu in an area transitioning from industrial to commercial uses, and was previously occupied by the Dole Cannery. The market analysis concentrated primarily on the market potential for outlet-type retail shopping activities and "bull-pen"-type office space. Major issues raised by the study pertained to the site's relative accessibility for both local residents and visitors.

CASTLE & COOKE PROPERTIES, INC.: Mililani Town Center Market Assessment, Mililani Town, Oahu, Hawaii
Conducted a market analysis of the existing Mililani Town Center, a 166,500 square foot community shopping center located in central Oahu. The primary purposes of the investigation were to first, assess the current market performance of the center given its location, configuration and competitors; second, determine a strategy for expansion of the center to 400,000 square feet of space after giving full consideration to future market positioning, product mix and anchor tenants. Attention also focused on expanding the range of activities at the center to include a variety of service functions in addition to the retail tenants.

CITY OF LAWNDALE: South Bay Galleria Buyout, Redondo Beach, California
Provided a financial evaluation of the ownership interest held by the City of Lawndale in the South Bay Galleria, a regional shopping center that was undergoing renovation by Forest City Development Company. The work performed by the consultant formed the basis for the city's successful sale of its interest in the project to the developer.

CITY OF PASADENA: Lake/Washington Neighborhood Shopping Center, Pasadena, California
Analyzed the development potential for a major new neighborhood shopping center intended to revitalize an older shopping district in Pasadena. The study involved an extensive review of existing businesses in order to assess both the positive and negative impacts of the new facility. The center has been constructed with a supermarket and drug store as the anchor tenants, and has successfully fostered revitalization of the entire district with new commercial development.

MAGUIRE THOMAS PARTNERS: Peter's Landing Specialty Center, Huntington Harbour, California
Provided market and financial consulting services to Peter's Landing, a specialty retail center and marina complex located in the affluent waterfront residential community of Huntington Harbour. Initially, the focus was on evaluating the market potentials for boat slips and retail and office uses. Later, attention was focused on evaluating the financial trade-offs between retention of the marina as a rental program and sale of the berths under a "dockominium" concept.

THE IRVINE COMPANY: Mervyn's Retail Location Study, Various Locations, Orange County
Assisted The Irvine Company (TIC) in evaluating potential alternative locations for Mervyn's department stores on various properties owned by TIC. The study considered both the provision of "blanket" coverage by the chain store throughout Orange County with multiple locations as well as an evaluation of specific sites on TIC lands. Presented results of the study to Mervyn's leadership in Minneapolis.

SAN DIEGO UNIFIED PORT DISTRICT: Embarcadero Master Planning Program Feasibility Studies San Diego, California
Performed market studies leading to the establishment of Seaport Village, a leading specialty retail center of about 200,000 square feet located on the San Diego waterfront. Other market and related investigations have led to development of hotel, marina, convention center and cruise ship terminal facilities along the Embarcadero.

CITY OF IRVINE: Retail Commercial Needs Assessment Study, Irvine, California
Prepared a retail commercial needs assessment for the City of Irvine that considered the long term demand for and supply of retail commercial space in the community. One of the sites investigated ultimately became the Spectrum specialty/entertainment center. The results of the study were somewhat controversial, as the analysis was critical of a number of the existing and proposed retail locations in the residential villages of Irvine with respect to their long term economic viability.

DAVID HOCKER & ASSOCIATES: Shelter Cove Shopping Centers, Palmetto Dunes, Hilton Head, South Carolina
Performed market investigations of the potential for (1) a 200,000 square foot specialty retail shopping center anchored by "downsized" department stores, and a (2) 120,000 square foot convenience retail center. While the convenience center was accepted and completed as originally conceived, there was significant resistance from department stores to the concept of the specialty center in a resort setting because of the low visitation at Hilton Head during the prime Christmas season.

ARROWHEAD REGIONAL DEVELOPMENT COMMISSION: Downtown Duluth Regional Center Evaluation, Duluth, Minnesota
Performed a comprehensive economic and fiscal analysis of alternative locations for a regional shopping center in the Duluth region. While the study clearly showed the advantages to the community of utilizing the downtown as a location for the facility, these potential benefits did not convince potential chain retailers that there was sufficient market support for the facility or that the center city location could be successfully "retrofitted" with large quantities of retail space.

NANSAY CORPORATION: Market Assessment of Retail Potentials, Westwood Mixed Use Project Westwood, California
Analyzed the market potential for development of a major new retail center in Westwood. The study documented the need for quality retail stores and restaurants in the Westwood area, though the stigma associated with Westwood following several crimes of violence plus the recession of the early 1990s effectively doomed the project. Notwithstanding, in recent years Westwood has been rejuvenated on a piecemeal basis with many of the retail activities proposed in the study.

PRUDENTIAL REALTY/MELVIN SIMON COMPANY: Marina Place Economic/Fiscal Impact Study, Culver City, California
Provided market assessments and economic and fiscal impact analyses of the proposed Marina Place regional shopping center as part of the consultant team that was successful in obtaining approvals for the proposed development on a 30+/- acre site near Marina del Rey. Unfortunately, regional economic conditions coupled with the decline in performance of traditional department stores led to the project's demise; the site was developed instead with a Costco department store.

HAWAII OMORI CORPORATION: Lahaina Cannery Shopping Center Evaluation, Lahaina, Maui
Performed a series of market evaluations for three properties owned by Hawaii Omori Corporation that were located in the Town of Lahaina, Maui. One of the properties serves as the site for the Lahaina Cannery Shopping Center, an existing 180,000 square foot facility. The study examined the possibility of developing a multi-centered retail complex with both specialty and convenience retail nodes designed to serve the full range of resident and tourist retail needs.

MAUNA LANI RESORT, INC.: Specialty Retail Center Market Studies, Mauna Lani, South Kohala, Big Island of Hawaii
Analyzed the market potentials for the development of a specialty retail center at Mauna Lani Resort. The analysis focused on upper-income visitors and their propensities to support specialty retail shops in hotels and at "boutique" centers similar to The Shops at Kapalua. The study identified candidate tenants for the development, provided recommendations regarding store mix, and offered suggestions with respect to the optimum location for the facility within the resort.

ALOHA TOWER DEVELOPMENT CORPORATION: Aloha Tower Development Program, Phases I and II, Honolulu, Hawaii
Prepared developer selection criteria and evaluated business terms of proposals for redevelopment of the Aloha Tower complex, a $1 billion redevelopment program for the downtown Honolulu waterfront featuring a "festival market" specialty retail center, the precursor to current "entertainment/retail" projects. The first phase of the project, Aloha Tower Marketplace, was completed in 1994. Following the selection of the preferred developer, Enterprise Development Company, provided leasing advisory services and negotiated the business terms of the lease agreement between parties.

STATE OF HAWAII EMPLOYEES RETIREMENT SYSTEM (ERS): Kaahumanu Regional Center Expansion, Kahului, Maui, Hawaii
Provided a market and financial evaluation of the proposed expansion of Kaahumanu Center from 316,600 square feet of gross leasable area (GLA) to 542,600 square feet. The only regional center located on Maui, the property was owned by Maui Land & Pineapple Company, developers of Kapalua Resort. The analysis measured investment returns to the State of Hawaii ERS under a range of future outcomes. Of particular significance were the assessments of potential competitive impacts on the center from Mainland retailers entering the Maui market. The expansion program was successfully completed.

STATE OF HAWAII EMPLOYEES RETIREMENT SYSTEM (ERS): Waikele Shopping Center, Central Oahu, Hawaii
Completed a due diligence review of a proposed power center and an outlet mall which were developed on 40+ / - acres of freeway frontage in the Waikele master-planned community. The services provided to the ERS included a review of major sources of demand for retail goods and services, a survey of existing and proposed competitive facilities on Oahu, and a detailed examination of the developer's proposed tenant mix and pro forma financial projections. Also compared actual leases with the pro-forma rent schedules to ensure that the project would achieve its target levels of return.

QUEEN LILIUOKALANI TRUST/FIRST HAWAIIAN BANK: Mauka Lands Evaluation,Kailua-Kona, Big Island of Hawaii
Served the Queen Liliuokalani Trust as market and financial advisors for 1,200 acres of land located in Kailua-Kona on the Big Island of Hawaii. Following its re-classification to urban use by the State Land Use Commission, provided assistance to the Trust by performing market studies for the site and reviewing proposals for the first phase of development from shopping center developer candidates. The

project has gone forward successfully, and several increments of retail commercial development have been completed.

T & S DEVELOPMENT, INC.: Regional Shopping Center Assessment, Riverside, California
Provided a critique of the market study that supported the expansion of the existing Tyler Mall regional shopping center. Also presented a comparative analysis of the economic benefits resulting from the proposed expansion of Tyler Mall with an alternative program to develop a new regional center at Canyon Springs Road.

DONAHUE/SHRIBER AND THE IRVINE COMPANY: Comparative Analysis of Alternative Sites, City of Irvine, California
Assisted the shopping center developer and the Irvine Company in evaluating alternative locations for the development of Target department stores. Primary focus was on two sited in the City of Irvine – Interstate-5/Myford and Culver/Barranca. The principal basis for comparison was the demographic characteristics of the primary market areas served by the two locations.

HOMART DEVELOPMENT CORP. (SEARS): Proposed Regional Shopping Center, Eugene, Oregon
Evaluated the market potential for a regional shopping center to be located in the Eugene, Oregon metropolitan area. The results of the study suggested that the market was likely too small to absorb the retail space proposed in the Homart project.

THE IRVINE COMPANY: Proposed Regional Shopping Center, Orange County, California
Provided a market analysis of the future potentials for a regional shopping center located on Santiago Canyon Road easterly of the City of Orange. The primary purpose of the study was to guide the master planning for the area and make necessary allocations for lands sufficient to accommodate future commercial space requirements.

AHMANSON COMMERCIAL DEVELOPMENT CORPORTATION: Palm Desert Community Shopping Center, Palm Desert, California
Performed market and financial feasibility studies for this recently completed community shopping center located on Highway 111 adjacent to the Palm Desert Town Center regional mall. One purpose of the study was to consider a tenant mix that would be able to effectively compete with the regional mall.

LOS ANGELES COUNTY CHIEF ADMINISTRATIVE OFFICE: Civic Center Mall Retail Analysis Civic Center Mall, Los Angeles
Evaluated the market potential for specialty retail and service commercial uses at a potential retail location on the Civic Center Mall near the Music Center. The purpose of the facility was to provide for the needs of governmental workers and visitors to County Hall of Administration. Consulting services also included lease negotiations with candidate tenants for the project.

APPENDIX B

Explanation of Population, Income and Retail Sales Allocation Factors Used in the Analysis

This Appendix provides additional explanatory detail for the population, income and retail sales projections that are presented in the preceding urban decay analysis, and how potential conflicts among some of the data sources were reconciled.

Population

The baseline population forecasts underlying this analysis were prepared by Claritas, Inc., a nationally-recognized provider of demographic information for market analyses and other purposes. As presented in Table B-1, Claritas provided population and baseline income data for the Westfield Fashion Square Regional Market Area (RMA); a 3.0-Mile Market Radius around Westfield Fashion Square that serves as the Eating and Drinking Facility market area; and Los Angeles County. Data were prepared for several time periods: the baseline year 2000, per information collected from the U.S. Census; a current estimate for the year 2007; and a five-year projection for the year 2012. These estimates and projections were then evaluated for internal consistency and for comparability with other data sources, including the California State Department of Finance and the Los Angeles County Economic Development Commission.

Table B-1
BASELINE DEMOGRAPHIC ESTIMATES AND PROJECTIONS.
LOS ANGELES COUNTY AND WESTFIELD FASHION SQUARE MARKET AREAS

Data Category	Regional Market Area	Eating & Drinking Facility Market Area 3.0-Mile Radius	Los Angeles County
Population			
2000	680,152	120,800	9,519,338
2007	728,332	131,195	10,164,031
2012	770,434	140,232	10,734,503
Number of Households			
2000	283,462	44,140	3,133,774
2007	300,049	47,183	3,314,263
2012	315,697	49,907	3,486,188
Average Per Capita Income			
2000 [1]	$32,882	$29,268	$20,683
2007	$35,328	$32,354	$23,618
Average Household Income			
2000 [1]	$75,225	$69,278	$61,811
2007	$85,221	$78,285	$71,592

[1] Data are actually for calendar year 1999.
Source: Claritas, Inc.

Income

Table B-1 also provides Claritas' current household and per capita income estimates for the RMA, the 3.0-Mile Market Radius and Los Angeles County. While these statistics may be indicative to the degree that they reflect that there are basic differences between the Regional Market Area (RMA), the Eating & Drinking Facility 3.0-Mile Market Radius and Los Angeles County with respect to income levels, the current estimates made by Claritas appear to be conservative. For example, Claritas' household and per capita income growth estimates for Los Angeles County between 1999 and 2007 is measured at about 1.7 percent, while other forecasts for the area suggest that incomes were growing at a rate above 3.6 percent. Given what the analysts believe are unrealistically low estimates by Claritas, further analysis was conducted to arrive at more realistic projections of current and future income levels for the RMA and the 3.0-Mile Market Radius. These projections are noted in Table B-2.

There are two basic measures of per capita personal income that are commonly used in retail market analysis: Per Capita Personal Income as measured by the U.S. Bureau of Economic Analysis (BEA); and Per Capita Personal Income as reported in the United States Census. The BEA definition is a broad definition of per capita personal income that includes both money receipts and changes in assets; it usually is a substantially higher figure for a given population than the per capita amount reported by the U.S. Census, which reports a more limited concept of "money" income that is estimated by census respondents. As noted in Table B-2, the U.S. Census figure for Los Angeles County per capita income was equivalent to only 73.1 percent of the BEA County per capita income measure estimate in 1999, and comparative data for other time periods suggest that the ratio between these two per capita income measures has stayed fairly consistent over time.

In the preparation of per capita personal income estimates and projections for the RMA and the 3.0-Mile Market Radius, the baseline estimates made by Claritas were adjusted upward to reflect both: (1) the recent 2005 and 2006 BEA estimates of per capita income for State of California residents; (2) the recent 2005 and 2006 BEA estimates of per capita income for County of Los Angeles residents; and (3) the relatively higher per capita incomes historically found in the RMA and the 3.0-Mile Market Radius *vis a vis* Los Angeles County as measured by Claritas. The results of these adjustments are presented in Table B-2 in the form of per capita income estimates in 2007 for the RMA and for the 3.0-Mile Market Radius residents.

Per capita personal incomes for the RMA are projected to 2012 using an annual compound growth rate of 3.5 percent that is applied to the baseline 2007 estimates. This magnitude of growth is consistent with the State's annual per capita income growth that has been experienced over the 7-year period 1999-2006, a period that reflects both recession and expansion phases in the general economy. The projection also reflects the fact that the RMA and 3.0-Mile Market Radius both include some of the wealthiest residential communities found within the United States.

Table B-2
COMPARISON OF PER CAPITA INCOMES FOR STATE OF CALIFORNIA, LOS ANGELES COUNTY AND WESTFIELD FASHION SQUARE MARKET AREAS

	1998	1999	2000	2001	2002	2003	2004	2005	Preliminary 2006	Projected 2007	Projected 2012
State of California											
Per Capita Personal Income, BEA Definition	$29,489	$30,152	$32,588	$32,964	$32,751	$33,202	$35,172	$36,936	$ 38,956	$ 40,319	$ 47,887
County of Los Angeles											
Per Capita Personal Income, BEA Definition	$27,479	$28,294	$29,314	$30,478	$30,535	$31,193	$32,619	$34,335	$ 36,307	$ 37,577	$ 44,631
County as Percent of State	93.2%	93.8%	90.0%	92.5%	93.2%	93.9%	92.7%	93.0%	93.2%	93.2%	93.2%
Money Income as Percent of Personal Income		73.10%						73.10%	73.10%	73.10%	73.10%
County of Los Angeles Per Capita Personal Income, Census Definition (Claritas):		$ 20,683						$ 22,727		$ 23,618	$ 25,813
Adjusted County of Los Angeles Per Capita Personal Income, Census Definition		$ 20,683						$ 25,099	$ 26,450	$ 27,469	$ 32,625
Westfield Fashion Square Market Areas											
Per Capita Personal Income:											
Regional Market Area											
Per Capita Personal Income, Census Definition (Claritas)		$ 32,882								$ 35,328	$ 37,974
Adjusted Per Capita Personal Income, Census Definition		$ 32,882								$ 41,088	$ 47,995
Per Capita Personal Income: BEA Definition		$ 44,982						$ 52,175	$ 54,472	$ 56,208	$ 66,757
Eating & Drinking Facilities Market Area											
Per Capita Personal Income, Census Definition (Claritas)		$ 29,268								$ 32,354	$ 34,783
Adjusted Per Capita Personal Income, Census Definition		$ 29,268								$ 37,629	$ 43,961
Per Capita Personal Income: BEA Definition		$ 40,038						$ 47,422	$ 49,942	$ 51,476	$ 61,137

Source: US Bureau of Economic Analysis; U S Census of Retail Trade; State of California: Department of Finance, Employment Development Department, State Board of Equalization; Bureau of Labor Statistics; Los Angeles County Economic Development Commission; Claritas, Inc.; W & W, Inc.; HRA, Inc.

Retail Sales Demand

Future retail demand has been calculated by determining the percent of personal income that has historically been expended for retail sales in the State of California and applying it to existing and future population and income levels in the market areas for the Westfield Fashion Square site. This percentage has been calculated by comparing total retail sales as measured by the U.S. Census of Retail Trade in census years 1997 and 2002 with the BEA measure of California Personal Income for those two corresponding periods. This comparison is noted below in Table B-3:

Table B-3
RETAIL SALES AS PERCENT OF INCOME, US BEA AND US CENSUS

Year	Total Personal Income ('000s)	Total Retail Sales 1/ ('000s)	Retail Sales as % of Personal Income (BEA)	Retail Sales as % of Personal Income (Census)
1997	$ 860,544,880	$ 285,356,629	33.2%	45.4%
2002	$ 1,147,868,177	$ 383,296,602	33.4%	45.7%
		Average	33.3%	45.5%

1/ Excludes e-sales and vending machines; adds Eating and Drinking facility sales.
Source: U S Bureau of Economic Analysis (BEA); U S Census; W & W, Inc.; HRA, Inc.

Allocations of retail sales to individual retail categories and store types have been developed following the retail store classification system utilized by the State of California State Board of Equalization. As shown in Table B-4, annual retail sales measured by the State and by the U.S. Census correspond reasonably well after adjustments are made in the State's taxable sales statistics that convert them to total retail sales. The adjustments that convert the State's taxable retail sales to total retail sales are based on a review of years 1997 and 2002, years where comparative data are available from both the U.S. Census and the Board of Equalization.

After the adjustments to retail sales by store category are made at the state level for 2002 and 2005 (see Tables B-5 and B-6), they are then refined to reflect local tastes and preferences by utilizing the retail sales distributions to various store categories per the percentage distributions that are found in Los Angeles County. The final retail sales distributions to individual retail store categories utilized in this analysis for the RMA and 3.0-Mile Market areas are derived from data presented in Tables B-7 and B-8. The data in these tables show the distribution of taxable and total retail sales in Los Angeles County for 2002 and 2005. In this regard, it should be noted that 2005 is the most recent calendar year for which annual data are available as of the date of preparation of this report.

Table B-4
COMPARATIVE ANALYSIS, STATE BOARD OF EQUALIZATION AND U S CENSUS OF RETAIL TRADE
RETAIL SALES BY MAJOR RETAIL CATEGORY, STATE OF CALIFORNIA
2002
(in Thousands of Current Dollars)

Retail Store Category	2002 State	Adjust. Factor	State Adjusted		2002 Census
Apparel Stores	14,029,200		14,029,200		
Clothing, Accessories, Jewelry, luggage					22,661,146
General Merchandise Stores					
Department Stores & Other General Merchandise	42,741,257		42,741,257		46,696,215
Drug Stores	5,745,634	3.07	17,635,808		17,635,808
Total, General Merchandise	48,486,891		60,377,065		64,332,023
Food Store Group					
Food Stores	18,951,412	3.06	57,964,493		57,964,493
Liquor Stores	2,137,065		2,137,065		2,278,760
Total, Food & Beverage	21,088,477		60,101,558		60,243,253
Eating & Drinking Group					
Restaurants, no Alcohol	17,202,160		17,202,160		
Resaurants with Alcohol	20,877,670		20,877,670		
Total, Eating & Drinking	38,079,830		38,079,830		
Household Furnishings Group	13,983,287		13,983,287		
Furniture & Home Furnishings					11,605,138
Electronics & Appliances					13,186,464
Building Materials and Farm Supplies					
Building Materials and Supplies	25,816,009		25,816,009		24,515,132
Lawn/Garden Supplies, including Farm Eqpt	4,671,072		4,671,072		2,265,209
Total, Building Materials and Garden Supplies	30,487,081		30,487,081		26,780,341
Automotive Group					
Auto Dealers/Parts	63,821,146		90,664,859	1.421	90,664,859
Service Stations	23,928,351		23,928,351		23,421,136
Total, Automotive Group	87,749,497		114,593,210		114,085,995
All Other: State Board of Equalization					
Specialty Group(Calif definition)	43,539,120		43,539,120		
Used Merchandise	520,999		520,999		
Mobile Home, RV, Motorcycle, Boat, Plane Dealers	3,647,924		3,647,924		5,692,445
All Other: US Census					
Health & Personal Care(less Drug Stores/Pharmacies)					3,108,465
Sporting Goods, Hobby, Books, Music, et al					9,789,031
Misc. Retail: Florists, Office Supplies, Used Merch., Pets, Art, et al					10,786,260
Total, Other	47,708,043		47,708,043		29,376,201
Grand Total, Store Groups Noted Above	301,612,306		379,359,274		342,270,561
Less: Eating & Drinking			(38,079,830)		
Total Retail Store Sales, Selected Categories			341,279,444		342,270,561
State as Percent of Census			99.71%		

Source: State of California, State Board of Equalization; U S Census of Retail Trade; W & W, Inc.

Table B-5
DISTRIBUTION OF RETAIL SALES BY MAJOR RETAIL CATEGORY
STATE OF CALIFORNIA
2002
(in Thousands of Current Dollars)

Retail Store Category	State Baseline	Percent of Total	Adjust Factor	State Adjusted	Percent of Total
Apparel Stores	14,029,200	4.65%		14,029,200	3.70%
General Merchandise Stores					
Department Stores & Other General Merchandise	42,741,257	14.17%		42,741,257	11.28%
Drug Stores	5,745,634	1.90%	3.07	17,639,096	4.65%
Total, General Merchandise Group	48,486,891	16.08%		60,380,353	15.93%
Food Store Group					
Food Stores	18,951,412	6.28%	3.06	57,991,321	15.30%
Liquor Stores	2,137,065	0.71%		2,137,065	0.56%
Total, Food & Beverage Group	21,088,477	6.99%		60,128,386	15.87%
Eating & Drinking Facilities					
Restaurants, no Alcohol	17,202,160	5.70%		17,202,160	4.54%
Restaurants with Alcohol	20,877,670	6.92%		20,877,670	5.51%
Total, Eating & Drinking Group	38,079,830	12.63%		38,079,830	10.05%
Household Furnishings Group	13,983,287	4.64%		13,983,287	3.69%
Building Materials and Farm Supplies					
Building Materials and Supplies	25,816,009	8.56%		25,816,009	6.81%
Lawn/Garden Supplies, incl Farm Eqpt	4,671,072	1.55%		4,671,072	1.23%
Total, Building Materials and Garden Supplies	30,487,081	10.11%		30,487,081	8.04%
Automotive Group					
Auto Dealers/Parts	63,821,146	21.16%	1.41	90,243,100	23.81%
Service Stations	23,928,351	7.93%		23,928,351	6.31%
Total, Automotive Group	87,749,497	29.09%		114,171,451	30.13%
Specialty Group, incl Used Merchandise	44,060,119	14.61%		44,060,119	11.63%
Mobile Home, RV, Motorcycle, Boat, Plane Dealers	3,647,924	1.21%		3,647,924	0.96%
Total, Retail Store Sales	301,612,306	100.00%		378,967,632	100.00%

Source: State of California, State Board of Equalization; U S Census of Retail Trade; W & W, Inc.

Table B-6
DISTRIBUTION OF RETAIL SALES BY MAJOR RETAIL CATEGORY
STATE OF CALIFORNIA
2005
(in Thousands of Current Dollars)

Retail Store Category	State Baseline	Percent of Total	Adjust Factor	State Adjusted	Percent of Total
Apparel Stores	18,712,125	4.98%		18,712,125	4.04%
General Merchandise Stores					
Department Stores & Other General Merchandise	50,588,297	13.46%		50,588,297	10.93%
Drug Stores	6,198,856	1.65%	3.07	19,030,488	4.11%
Total, General Merchandise Group	56,787,153	15.11%		69,618,785	15.05%
Food Store Group					
Food Stores	21,128,469	5.62%	3.06	64,653,115	13.97%
Liquor Stores	2,511,183	0.67%		2,511,183	0.54%
Total, Food & Beverage Group	23,639,652	6.29%		67,164,298	14.52%
Eating & Drinking Facilities					
Restaurants, no Alcohol	21,341,643	5.68%		21,341,643	4.61%
Restaurants with Alcohol	25,071,204	6.67%		25,071,204	5.42%
Total, Eating & Drinking Group	46,412,847	12.35%		46,412,847	10.03%
Household Furnishings Group	17,388,704	4.63%		17,388,704	3.76%
Building Materials and Farm Supplies					
Building Materials and Supplies	36,152,218	9.62%		36,152,218	7.81%
Lawn/Garden Supplies, incl Farm Eqpt	6,541,010	1.74%		6,541,010	1.41%
Total, Building Materials and Garden Supplies	42,693,228	11.36%		42,693,228	9.23%
Automotive Group					
Auto Dealers/Parts	73,601,374	19.58%	1.41	104,072,343	22.50%
Service Stations	38,566,548	10.26%		38,566,548	8.34%
Total, Automotive Group	112,167,922	29.85%		142,638,891	30.83%
Specialty Group, incl Used Merchandise	52,928,654	14.08%		52,928,654	11.44%
Mobile Home, RV, Motorcycle, Boat, Plane Dealers	5,077,840	1.35%		5,077,840	1.10%
Total, Retail Store Sales	375,808,125	100.00%		462,635,372	100.00%

Source: State of California, State Board of Equalization; U S Census of Retail Trade; W & W, Inc.

Table B-7
DISTRIBUTION OF RETAIL SALES BY MAJOR RETAIL CATEGORY
LOS ANGELES COUNTY
2002
(in Thousands of Current Dollars)

Retail Store Category	County Baseline	Percent of Total	Adjust Factor	County Adjusted	Percent of Total
Apparel Stores	4,036,630	5.41%		4,036,630	4.09%
General Merchandise Stores					
Department Stores & Other General Merchandise	9,704,153	13.02%		9,704,153	9.83%
Drug Stores	1,492,554	2.00%	3.26	4,861,770	4.92%
Total, General Merchandise Group	11,196,707	15.02%		14,565,923	14.75%
Food Store Group					
Food Stores	4,235,299	5.68%	3.50	14,821,554	15.01%
Liquor Stores	544,140	0.73%		544,140	0.55%
Total, Food & Beverage Group	4,779,439	6.41%		15,365,694	15.56%
Eating & Drinking Facilities					
Restaurants, no Alcohol	5,364,930	7.20%		5,364,930	5.43%
Restaurants with Alcohol	5,176,950	6.94%		5,176,950	5.24%
Total, Eating & Drinking Group	10,541,880	14.14%		10,541,880	10.68%
Household Furnishings Group	3,378,316	4.53%		3,378,316	3.42%
Building Materials and Farm Supplies					
Building Materials and Supplies	5,528,888	7.42%		5,528,888	5.60%
Lawn/Garden Supplies, incl Farm Eqpt	512,038	0.69%		512,038	0.52%
Total, Building Materials and Garden Supplies	6,040,926	8.10%		6,040,926	6.12%
Automotive Group					
Auto Dealers/Parts	15,869,231	21.29%	1.64	26,095,296	26.43%
Service Stations	6,404,120	8.59%		6,404,120	6.49%
Total, Automotive Group	22,273,351	29.88%		32,499,416	32.92%
Specialty Group, incl Used Merchandise	11,739,640	15.75%		11,739,640	11.89%
Mobile Home, RV, Motorcycle, Boat, Plane Dealers	561,088	0.75%		561,088	0.57%
Total, Retail Store Sales	74,547,977	100.00%		98,729,513	100.00%

Source: State of California, State Board of Equalization; U S Census of Retail Trade; W & W, Inc.

Table B-8
DISTRIBUTION OF RETAIL SALES BY MAJOR RETAIL CATEGORY
LOS ANGELES COUNTY
2005
(in Thousands of Current Dollars)

Retail Store Category	County Baseline	Percent of Total	Adjust Factor	County Adjusted	Percent of Total
Apparel Stores	5,248,349	5.69%		5,248,349	4.41%
General Merchandise Stores					
Department Stores & Other General Merchandise	11,504,506	12.47%		11,504,506	9.66%
Drug Stores	1,672,209	1.81%	3.26	5,451,401	4.58%
Total, General Merchandise Group	13,176,715	14.28%		16,955,907	14.24%
Food Store Group					
Food Stores	4,532,723	4.91%	3.50	15,864,531	13.32%
Liquor Stores	602,264	0.65%		602,264	0.51%
Total, Food & Beverage Group	5,134,987	5.57%		16,466,795	13.83%
Eating & Drinking Facilities					
Restaurants, no Alcohol	6,590,968	7.14%		6,590,968	5.54%
Restaurants with Alcohol	6,313,342	6.84%		6,313,342	5.30%
Total, Eating & Drinking Group	12,904,310	13.99%		12,904,310	10.84%
Household Furnishings Group	4,263,142	4.62%		4,263,142	3.58%
Building Materials and Farm Supplies					
Building Materials and Supplies	7,701,383	8.35%		7,701,383	6.47%
Lawn/Garden Supplies, incl Farm Eqpt	676,879	0.73%		676,879	0.57%
Total, Building Materials and Garden Supplies	8,378,262	9.08%		8,378,262	7.04%
Automotive Group					
Auto Dealers/Parts	18,263,829	19.79%	1.64	29,952,680	25.16%
Service Stations	10,261,639	11.12%		10,261,639	8.62%
Total, Automotive Group	28,525,468	30.91%		40,214,319	33.77%
Specialty Group, incl Used Merchandise	13,944,113	15.11%		13,944,113	11.71%
Mobile Home, RV, Motorcycle, Boat, Plane Dealers	695,809	0.75%		695,809	0.58%
Total, Retail Store Sales	92,271,155	100.00%		119,071,005	100.00%

Source: State of California, State Board of Equalization; U S Census of Retail Trade; W & W, Inc.

APPENDIX I

TRAFFIC STUDY

LINSCOTT LAW & GREENSPAN engineers

TRAFFIC IMPACT, PARKING AND SITE ACCESS STUDY

WESTFIELD FASHION SQUARE EXPANSION PROJECT

City of Los Angeles, California
Revised August 5, 2008

Prepared for:

Westfield Corporation, Inc.
11601 Wilshire Boulevard, 11th Floor
Los Angeles, California 90025

LLG Ref. 1-053606-1

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EXECUTIVE SUMMARY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

WESTFIELD FASHION SQUARE EXPANSION PROJECT

City of Los Angeles, California
Revised August 5, 2008

1.0 INTRODUCTION

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

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

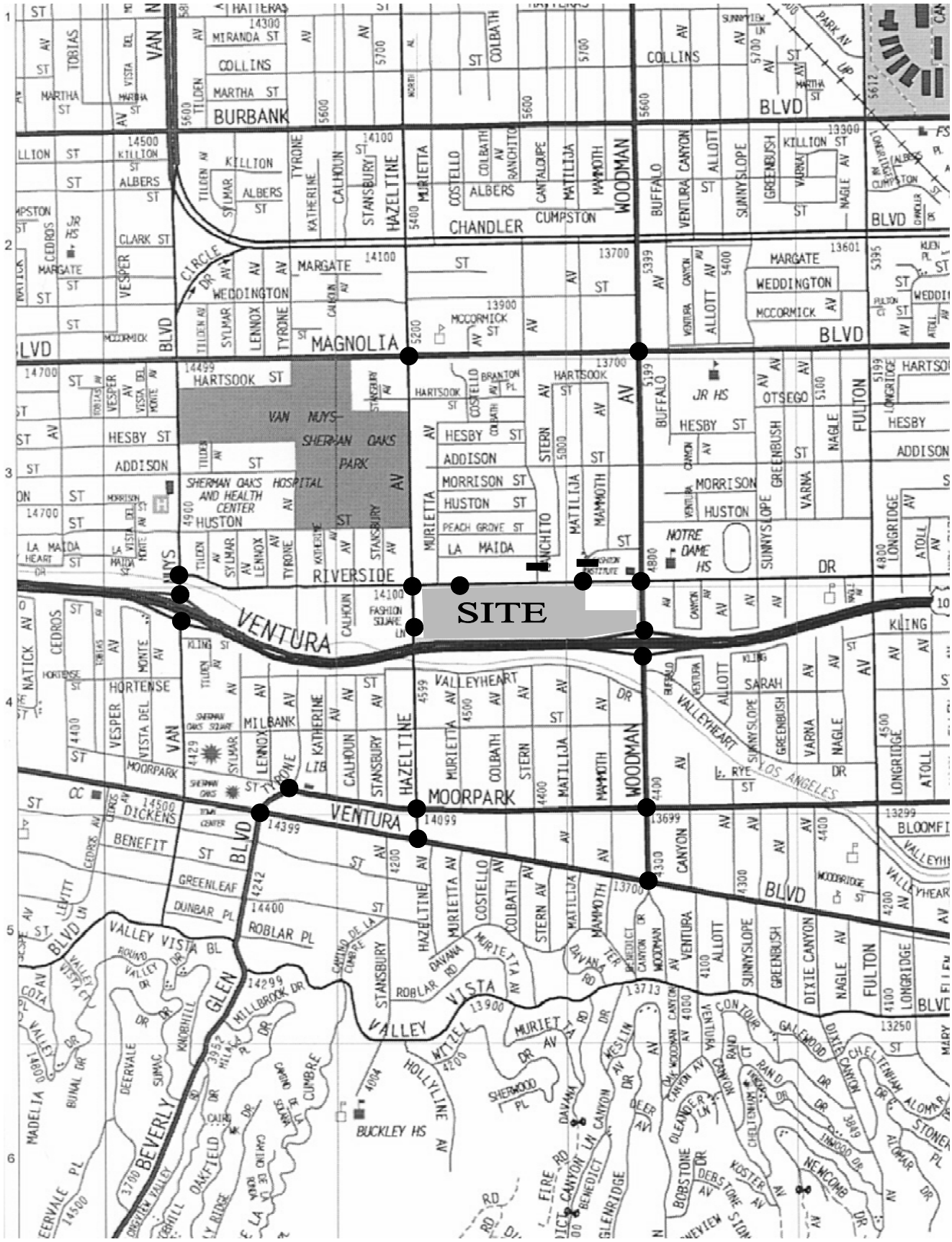
This study (i) presents existing traffic volumes, (ii) forecasts future traffic volumes with the related projects, (iii) forecasts future traffic volumes with the proposed project, (iv) determines project-related impacts, and (v) recommends mitigation measures, where necessary.

1.1 Study Area

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

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

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



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MAP SOURCE: THOMAS BROS. GUIDE

STUDY INTERSECTION

STUDY STREET SEGMENT

FIGURE 1-1
VICINITY MAP

LINSCOTT, LAW & GREENSPAN, engineers

WESTFIELD FASHION SQUARE EXPANSION PROJECT

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

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

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

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

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

2.0 PROJECT DESCRIPTION

2.1 Site Location

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

2.2 Existing Project Site

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

2.3 Proposed Project Description

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

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

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

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NOT TO SCALE

SOURCE: WESTFIELD DESIGN + CONSTRUCTION

FIGURE 2-1
SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

WESTFIELD FASHION SQUARE EXPANSION PROJECT

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3.0 SITE ACCESS AND CIRCULATION

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

3.1 Existing Site Access

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

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

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

3.2 Proposed Project Site Access

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4.0 PROJECT PARKING

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

4.1 Existing Parking Requirement

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

4.2 Existing Parking Utilization

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

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

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

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

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

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

4.3 Proposed Project

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

Table 4-1
SUMMARY OF PROJECT FLOOR AREA

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

4.4 Code Parking Calculation for Proposed Future Fashion Square Development

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

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

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

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

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

4.5 Shared Parking Demand Analysis

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

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

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

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

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

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

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

4.5.1 *Shared Parking Demand Analysis for Existing Conditions*

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

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

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

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

Table 4-2

WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Westfield Fashion Square - Existing Conditions

Month: DEC

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

Notes:

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

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

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

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

Table 4-3

WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Westfield Fashion Square - Existing Conditions

Month: DEC

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

Notes:

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

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

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

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

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

4.5.2 *Shared Parking Demand Analysis for Future Conditions*

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

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

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

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

Table 4-4

WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Westfield Fashion Square - Future Conditions (July)

Month: JUL

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

Notes:

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

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

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

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

Table 4-5

WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Westfield Fashion Square - Future Conditions (July)

Month: JUL

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

Notes:

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

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

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

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

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

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

Table 4-6

WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Westfield Fashion Square - Future Conditions (December)

Month: DEC

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

Notes:

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

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

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

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

Table 4-7

WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Westfield Fashion Square - Future Conditions (December)

Month: DEC

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

Notes:

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

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

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

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

5.0 5.0 EXISTING STREET SYSTEM

5.1 Regional Highway System

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

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

5.2 Local Street System

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

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

15. Woodman Avenue/Moorpark Street.

16. Woodman Avenue/Ventura Boulevard.

17. Matilija Avenue/Riverside Drive

18. New Westerly Project Driveway/Riverside Drive

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

5.3 Roadway Classifications

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

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

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

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

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

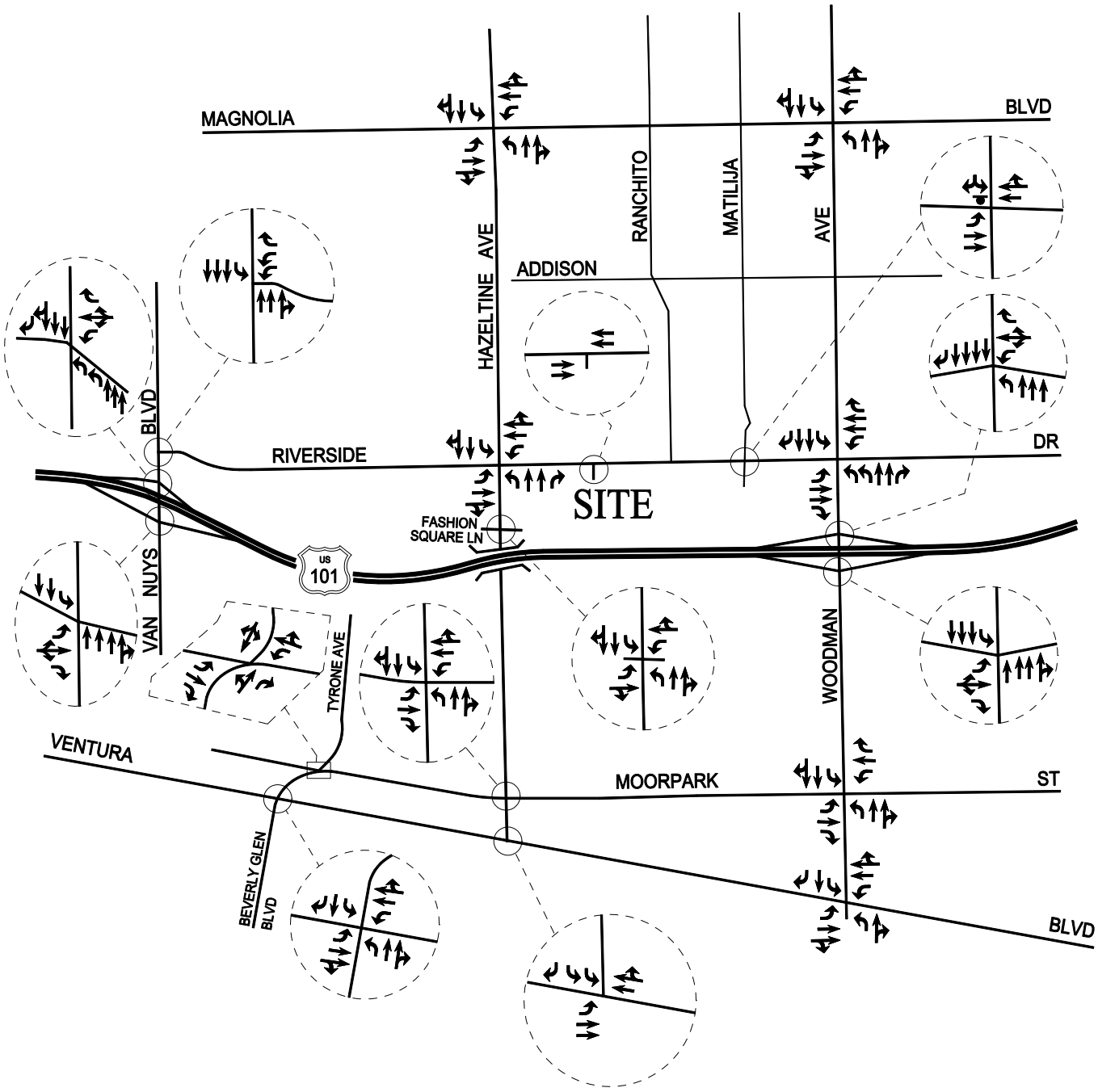

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FIGURE 5-1
EXISTING LANE CONFIGURATIONS

LINSCOTT, LAW & GREENSPAN, engineers

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5.4 Roadway Descriptions

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

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

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

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

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

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

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

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

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

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

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

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

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

5.5 Existing Public Bus Transit Service

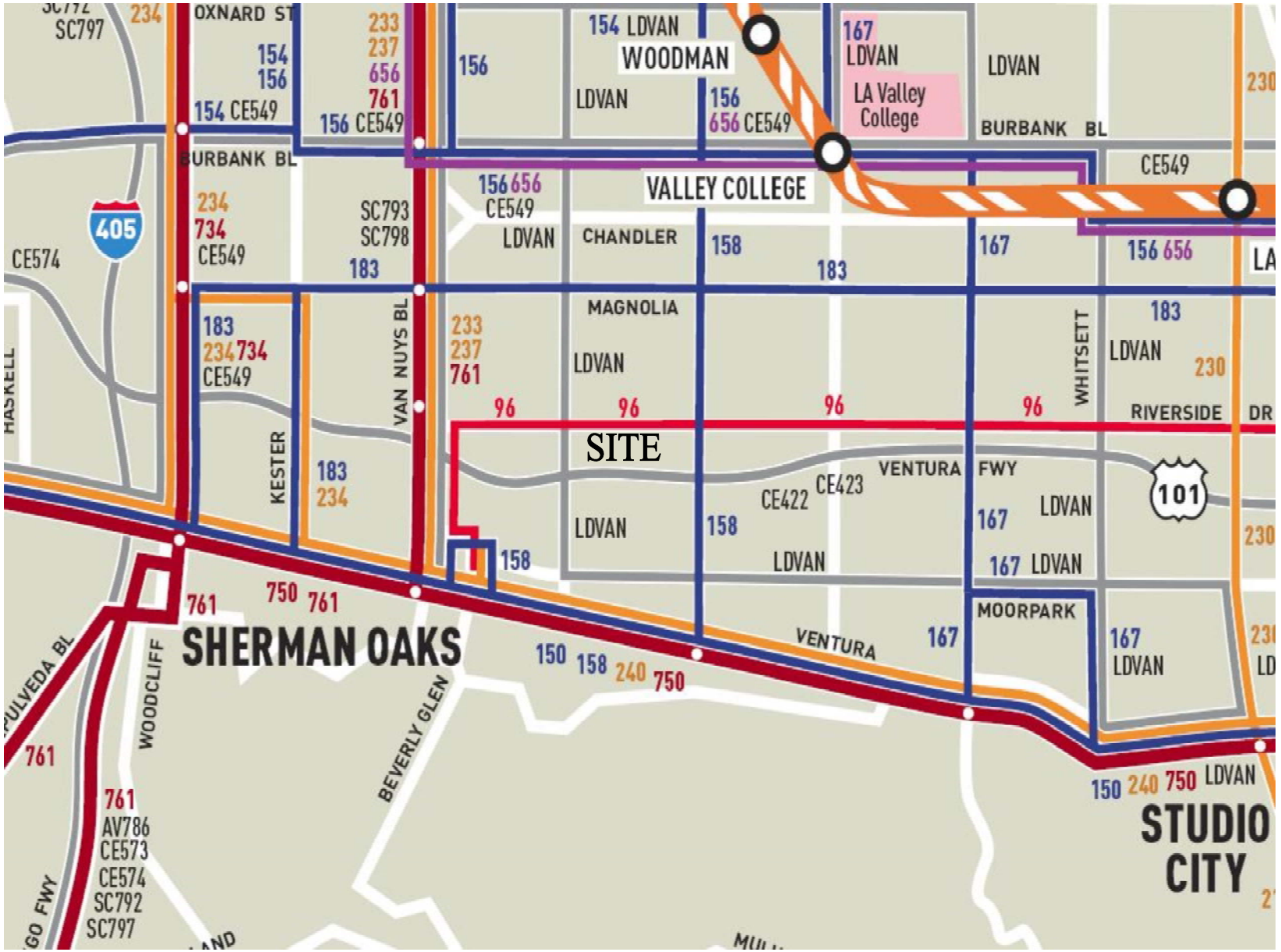
Public bus transit service in the project study area is currently provided by the Los Angeles County Metropolitan Transportation Authority (MTA), and the City of Los Angeles Department of Transportation (LADOT). A summary of the existing transit routes, including the transit route, destinations and peak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

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

Table 5-1
EXISTING TRANSIT ROUTES [1]

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

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



MAP SOURCE: METROPOLITAN TRANSPORTATION AUTHORITY

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FIGURE 5-2
EXISTING PUBLIC TRANSIT ROUTES

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6.0 TRAFFIC COUNTS

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

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

Table 6-1
WEEKDAY EXISTING (2007) TRAFFIC VOLUMES

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

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

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

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

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

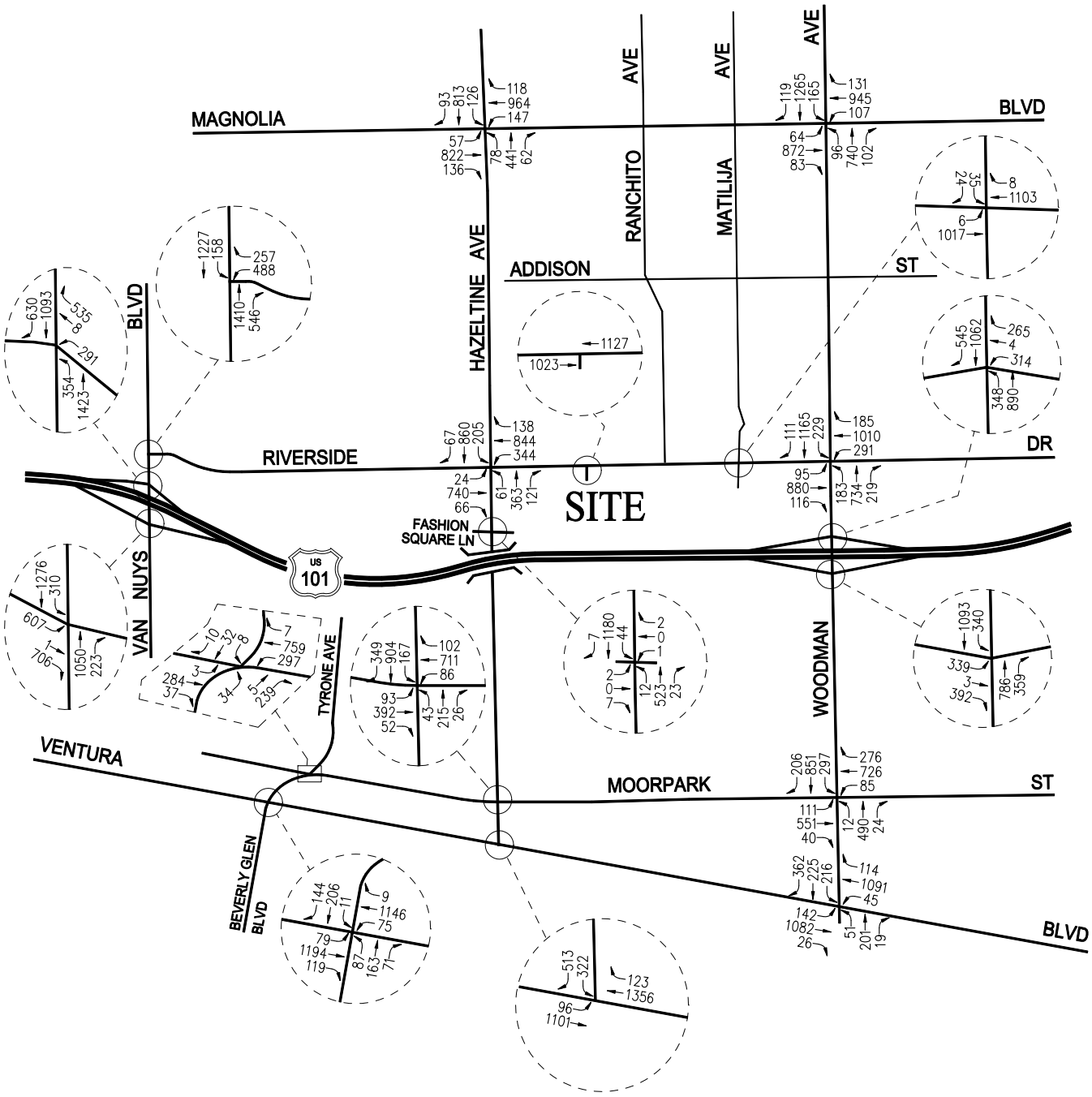

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FIGURE 6-1
EXISTING TRAFFIC VOLUMES
AM PEAK HOUR

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WESTFIELD FASHION SQUARE EXPANSION PROJECT

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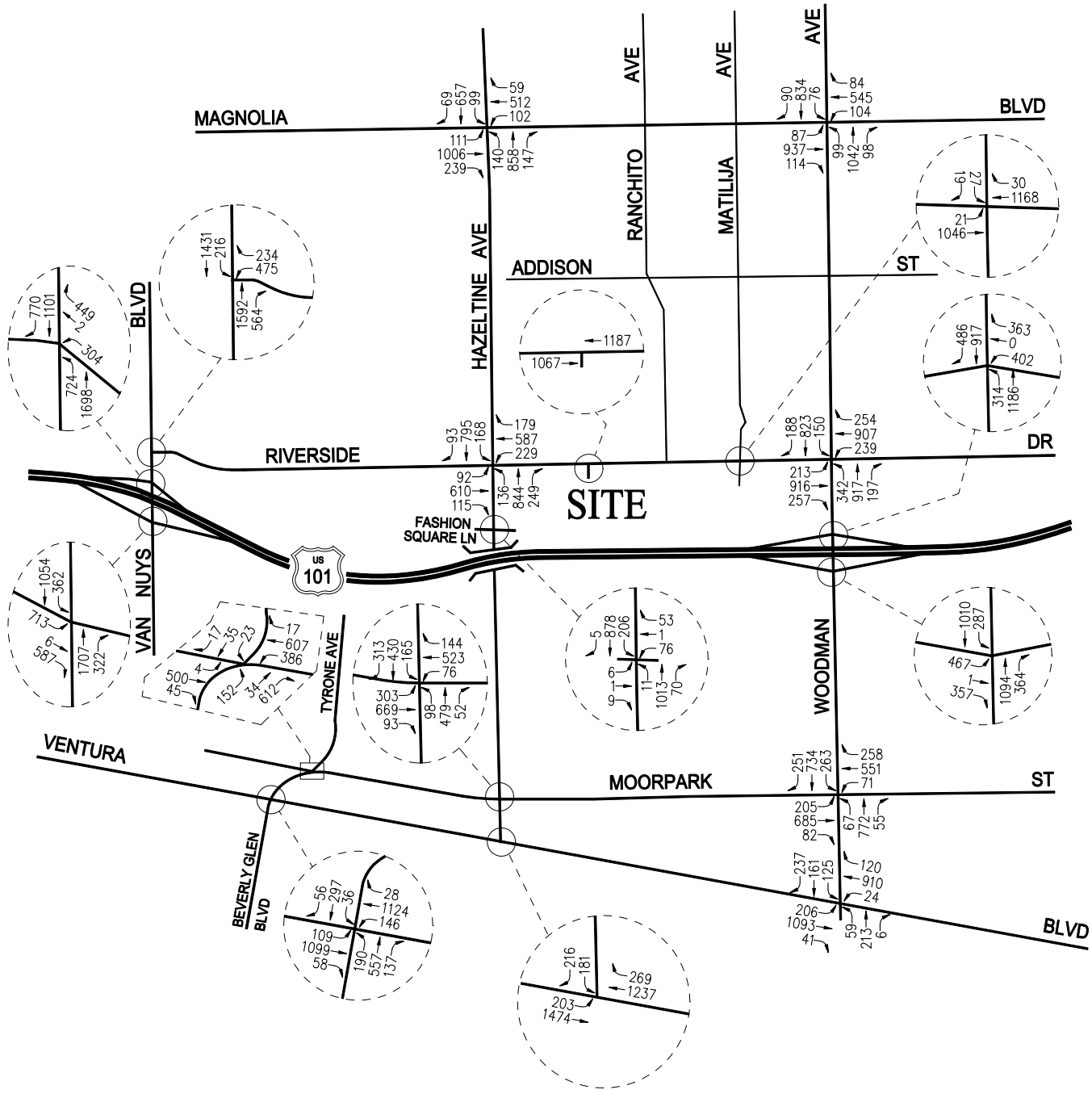

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FIGURE 6-2
EXISTING TRAFFIC VOLUMES
PM PEAK HOUR

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WESTFIELD FASHION SQUARE EXPANSION PROJECT

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7.0 TRAFFIC FORECASTING METHODOLOGY

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

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

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

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

7.1 Project Trip Generation

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

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

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

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

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

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

7.2 Project Trip Distribution

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

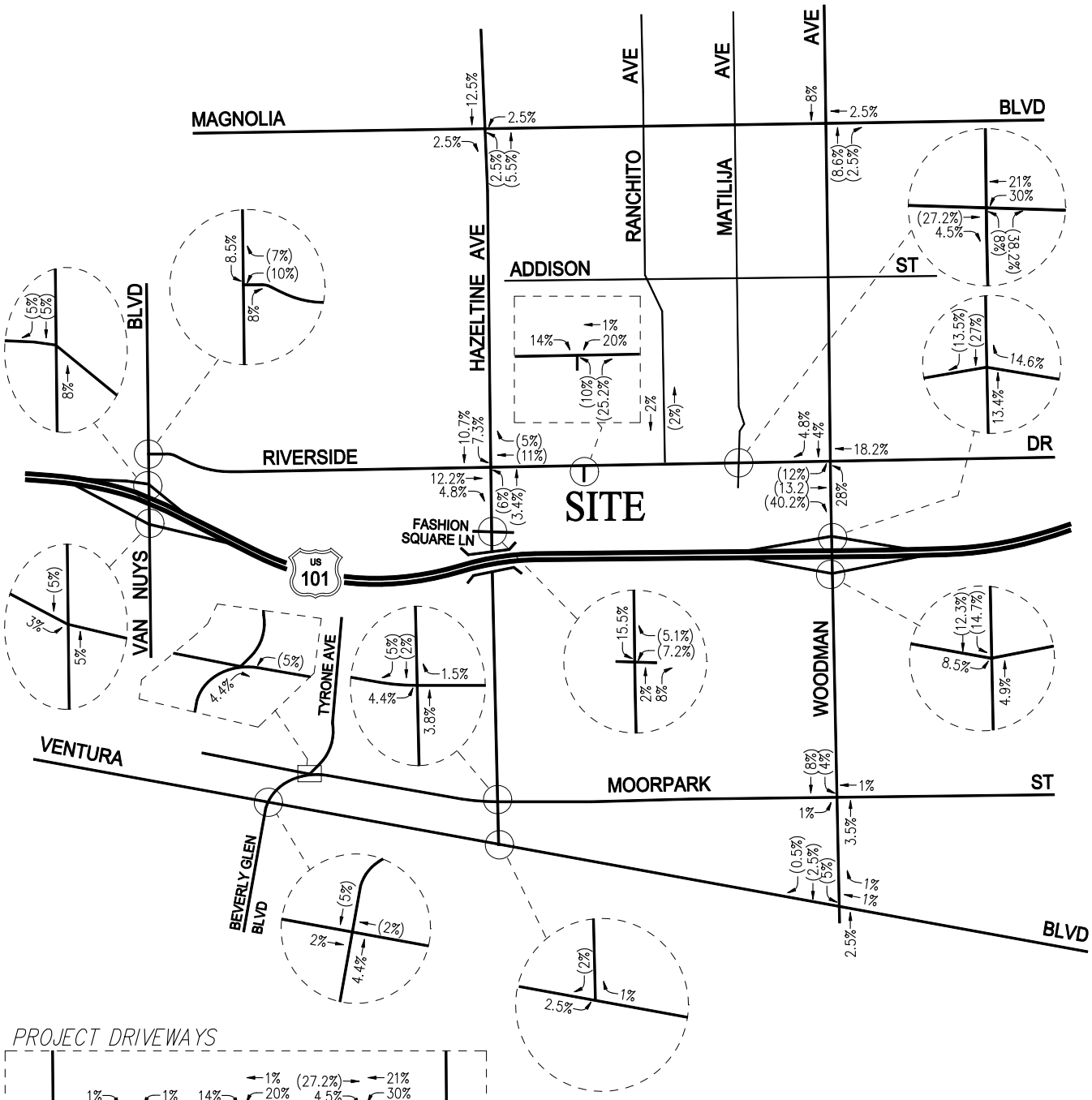
[8] *Trip Generation Handbook,* Institute of Transportation Engineers, June, 2004.

Table 7-1
WEEKDAY PROJECT TRIP GENERATION [1]

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

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

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



XX = INBOUND PERCENTAGES
(XX) = OUTBOUND PERCENTAGES

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FIGURE 7-1
PROJECT TRIP DISTRIBUTION

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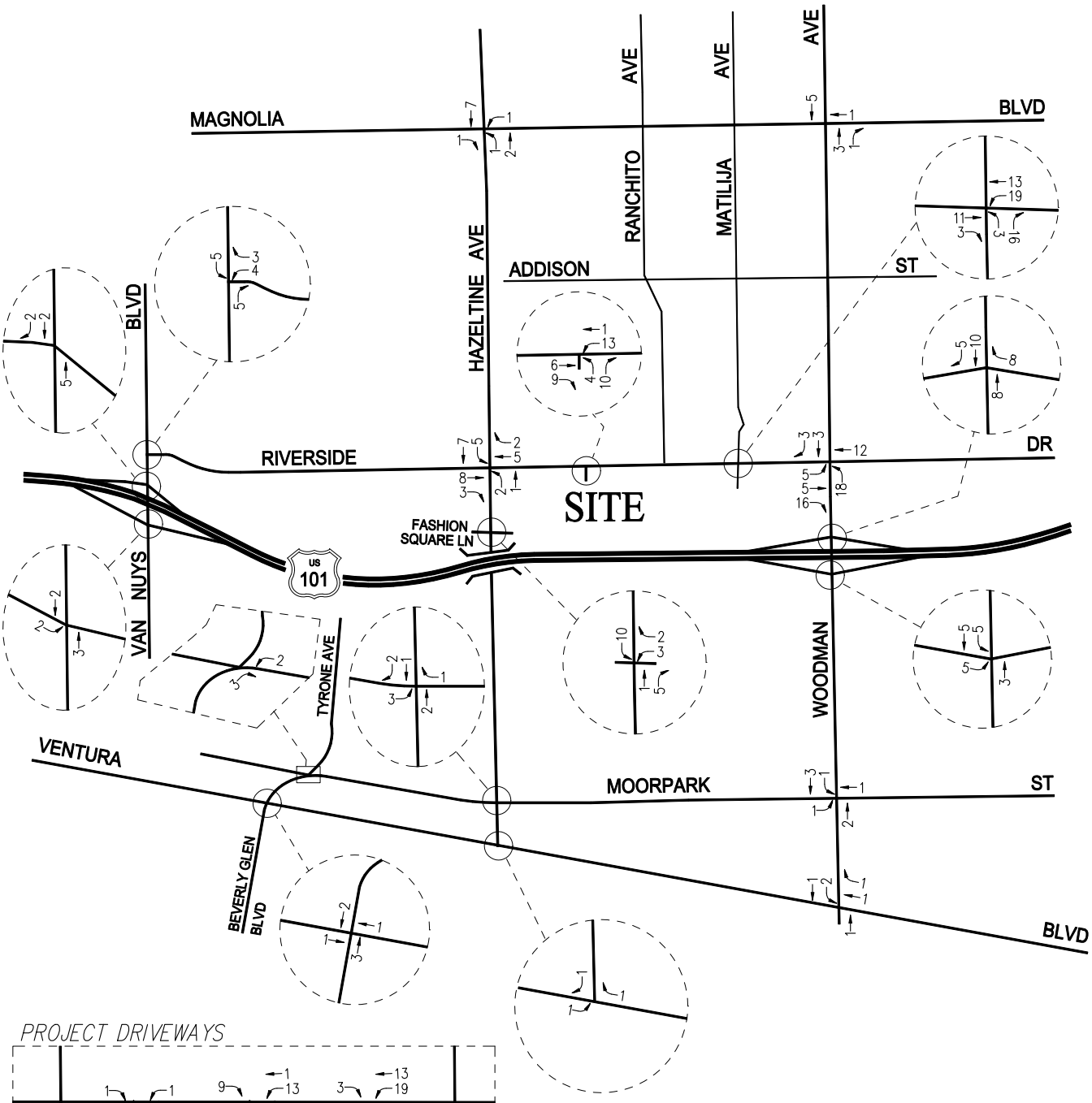

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FIGURE 7-2
PROJECT TRAFFIC VOLUMES
AM PEAK HOUR

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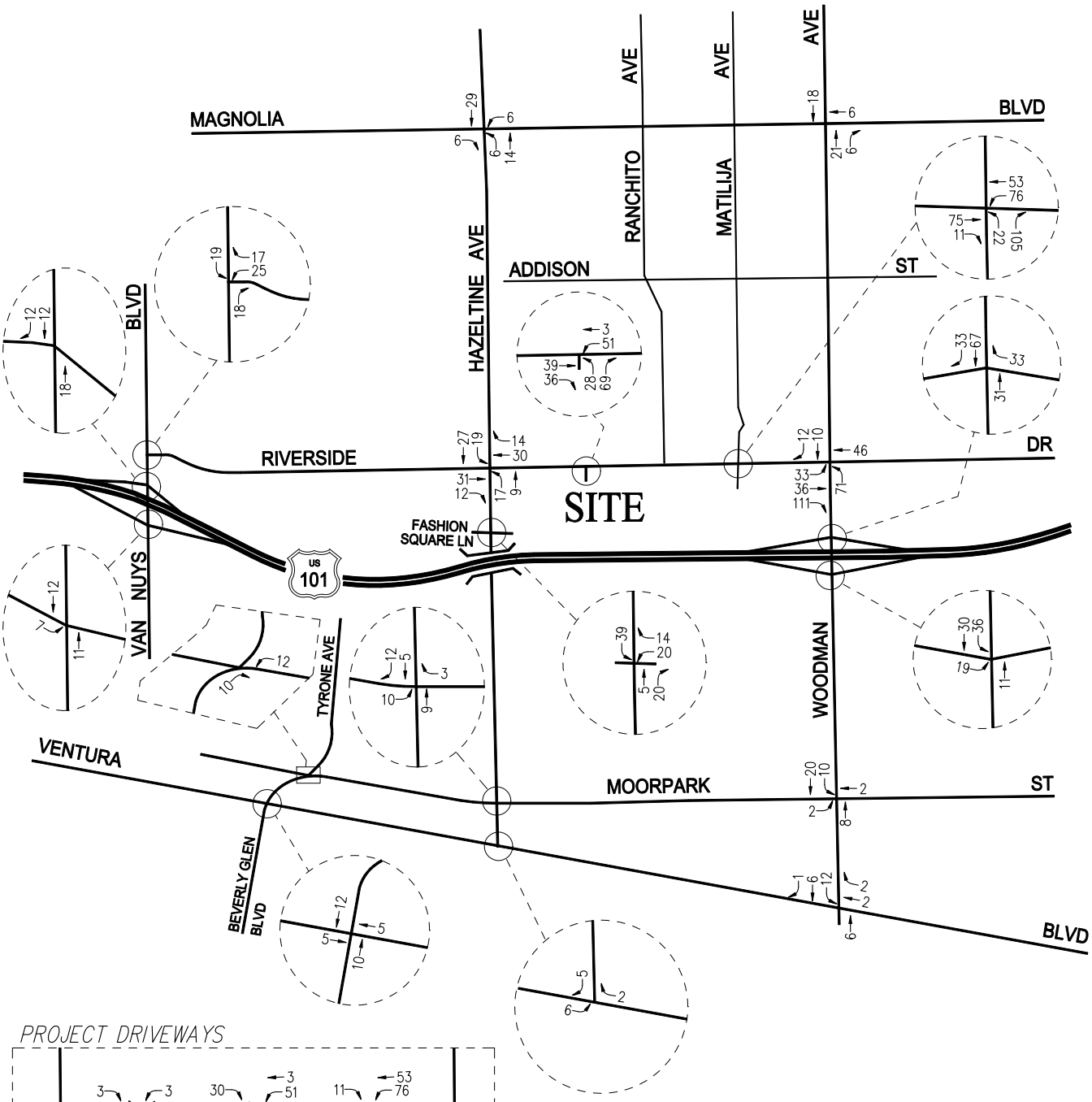

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FIGURE 7-3
PROJECT TRAFFIC VOLUMES
PM PEAK HOUR

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8.0 CUMULATIVE DEVELOPMENT PROJECTS

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

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

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

8.1 Related Projects

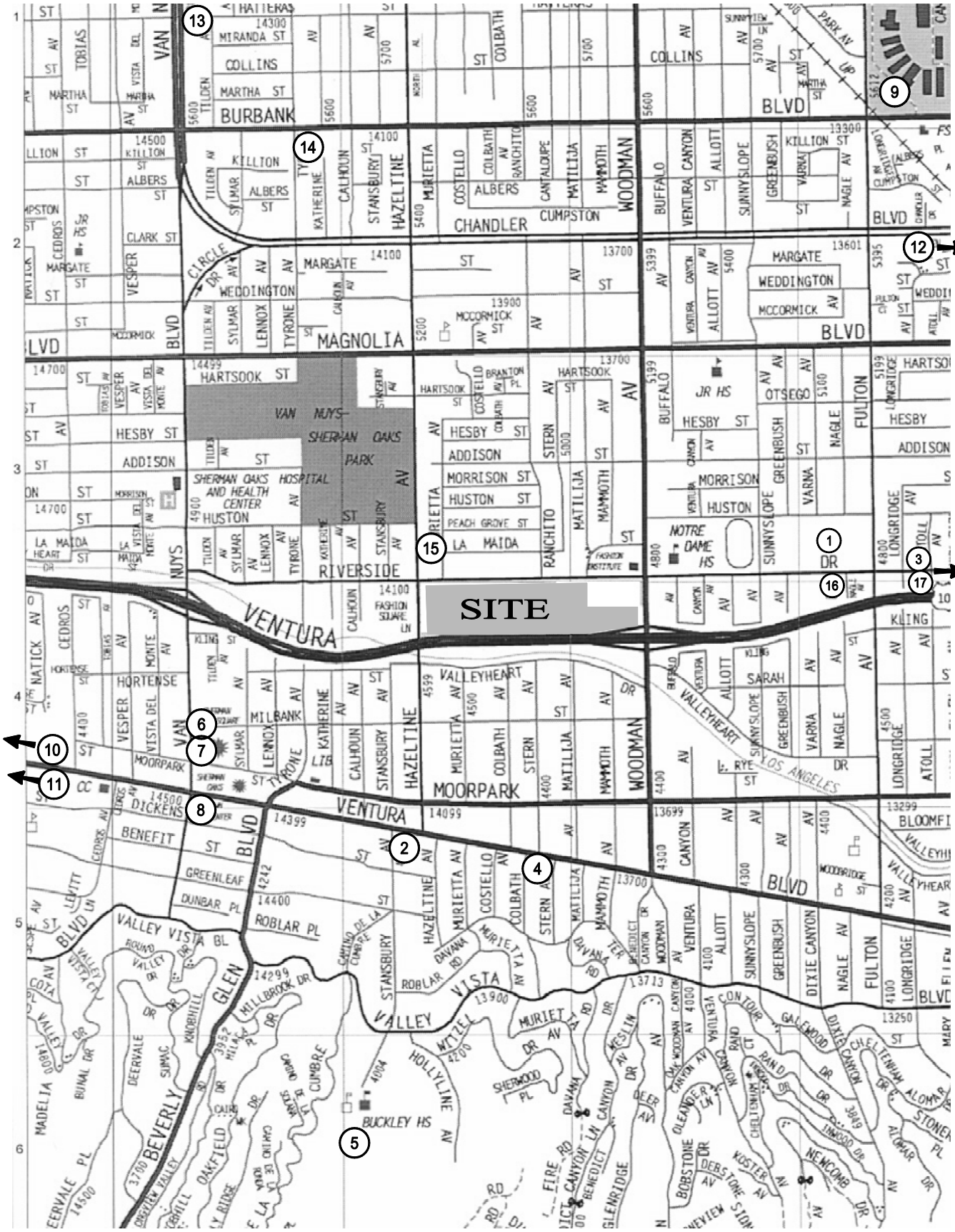
A forecast of on-street traffic conditions prior to occupancy of the proposed project was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area. With this information, the potential impact of the proposed project can be evaluated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

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

Table 8-1
LIST OF RELATED PROJECTS [1]

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

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



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MAP SOURCE: THOMAS BROS. GUIDE

FIGURE 8-1
LOCATION OF RELATED PROJECTS

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

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

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

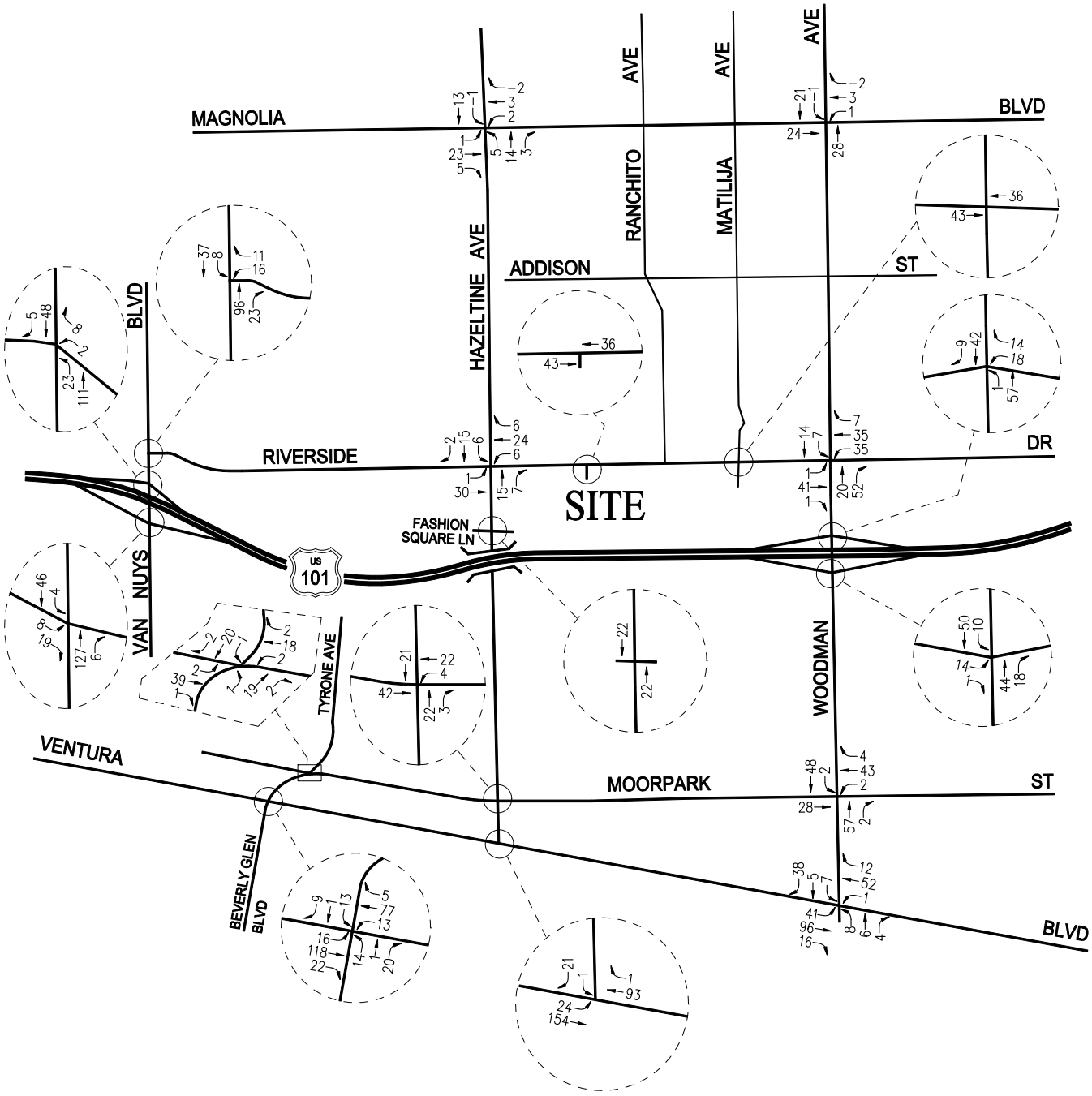

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FIGURE 8-2
RELATED PROJECTS TRAFFIC VOLUMES
AM PEAK HOUR

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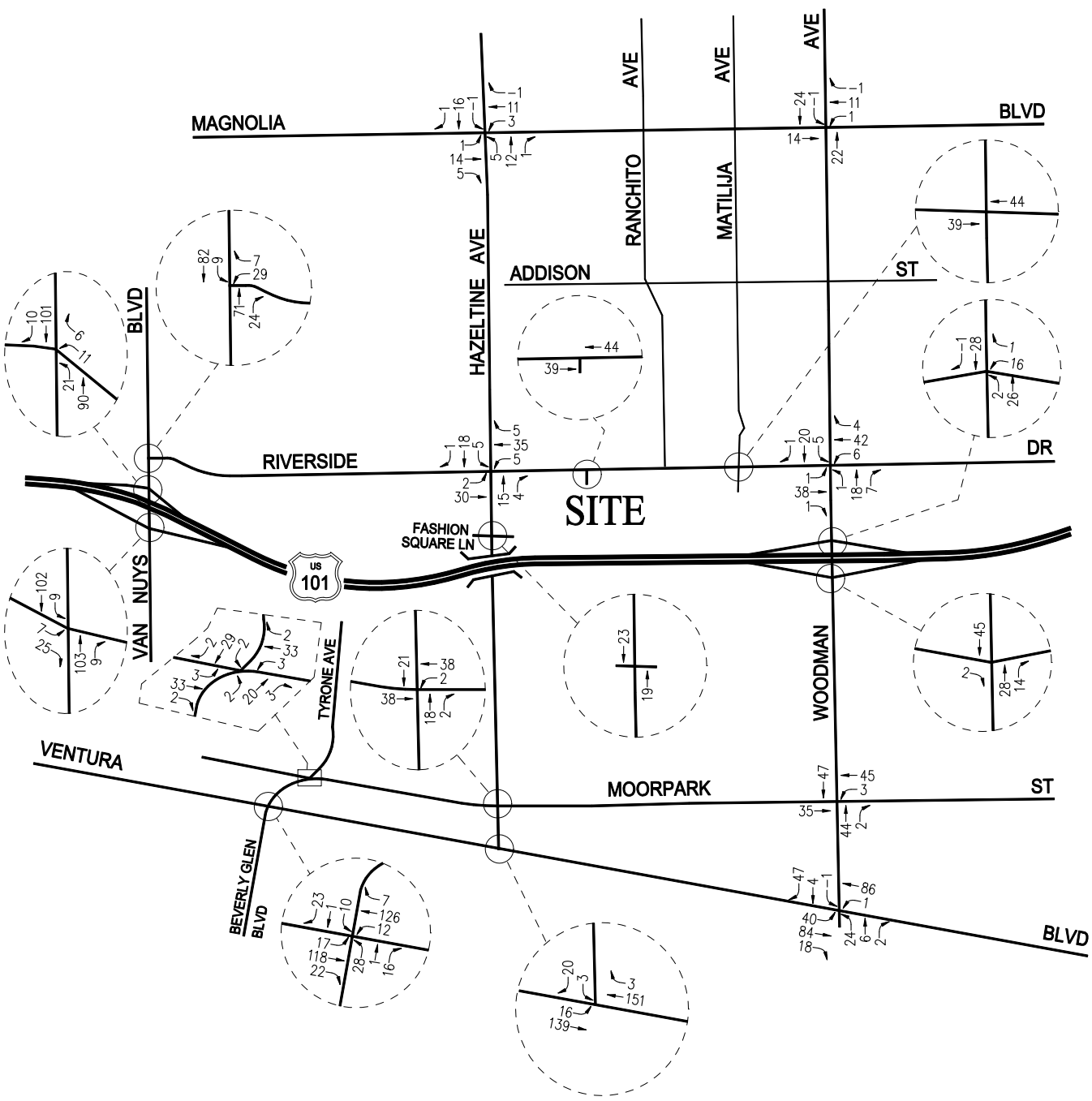

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FIGURE 8-3
RELATED PROJECTS TRAFFIC VOLUMES
PM PEAK HOUR

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8.2 Ambient Growth Factor

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

9.0 TRAFFIC IMPACT ANALYSIS METHODOLOGY

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

9.1 Impact Criteria and Thresholds

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

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

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

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

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

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

9.2 LADOT ATSAC/ATCS

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

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

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

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

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

Int. No. 4: Tyrone Avenue/Moorpark Street

Int. No. 7: Hazeltine Avenue/Riverside Drive

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

Int. No. 12: Woodman Avenue/Riverside Drive

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

Int. No. 15: Woodman Avenue/Moorpark Street

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

9.3 Traffic Impact Analysis Scenarios

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

(a) Existing conditions.

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

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

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

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

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

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

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

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

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

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

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

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

10.0 TRAFFIC ANALYSIS

10.1 Existing Conditions

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

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

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

10.2 Existing With Ambient Growth Conditions

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

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

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

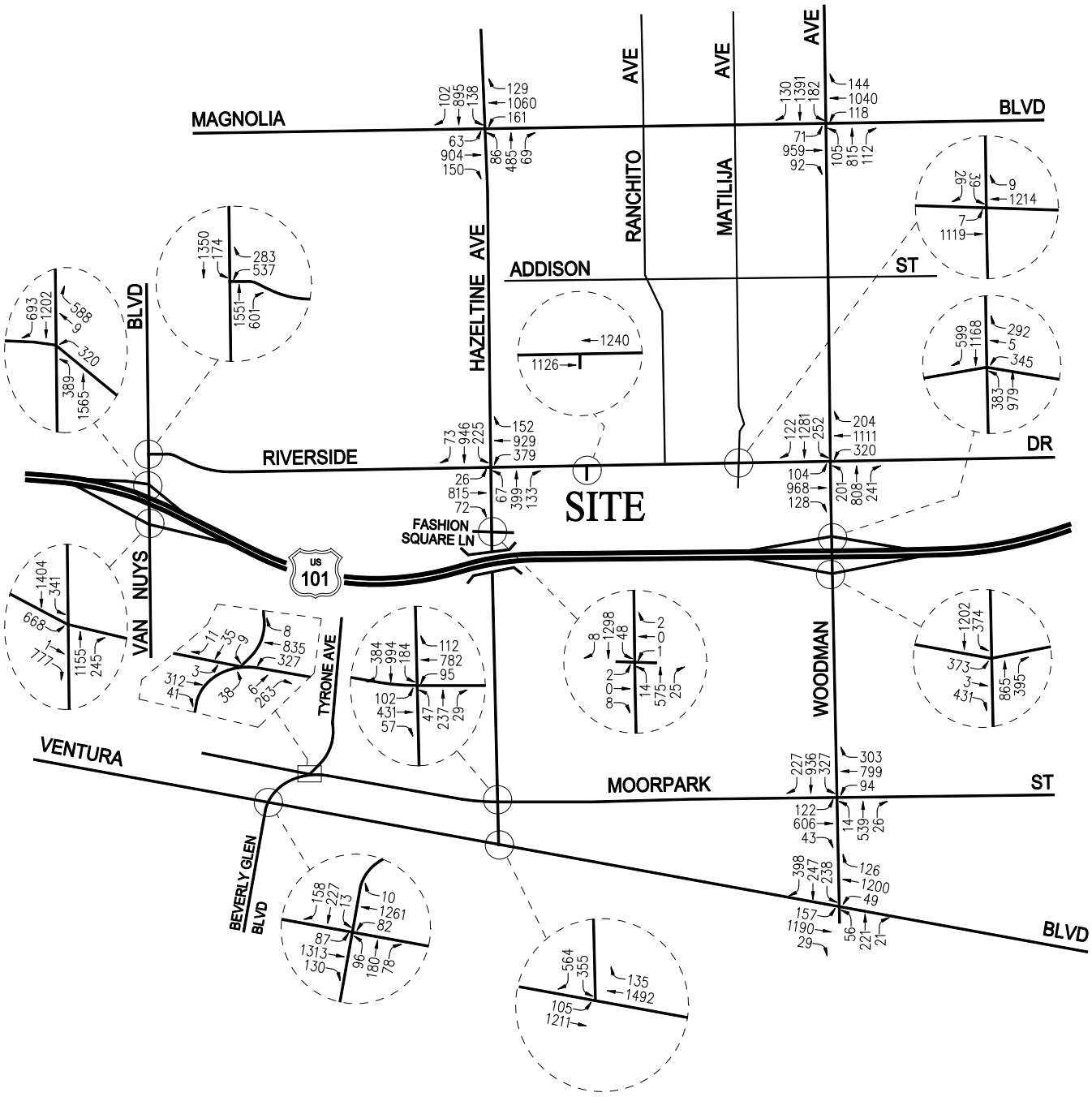

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FIGURE 10-1
EXISTING WITH AMBIENT GROWTH TRAFFIC VOLUMES
AM PEAK HOUR
WESTFIELD FASHION SQUARE EXPANSION PROJECT

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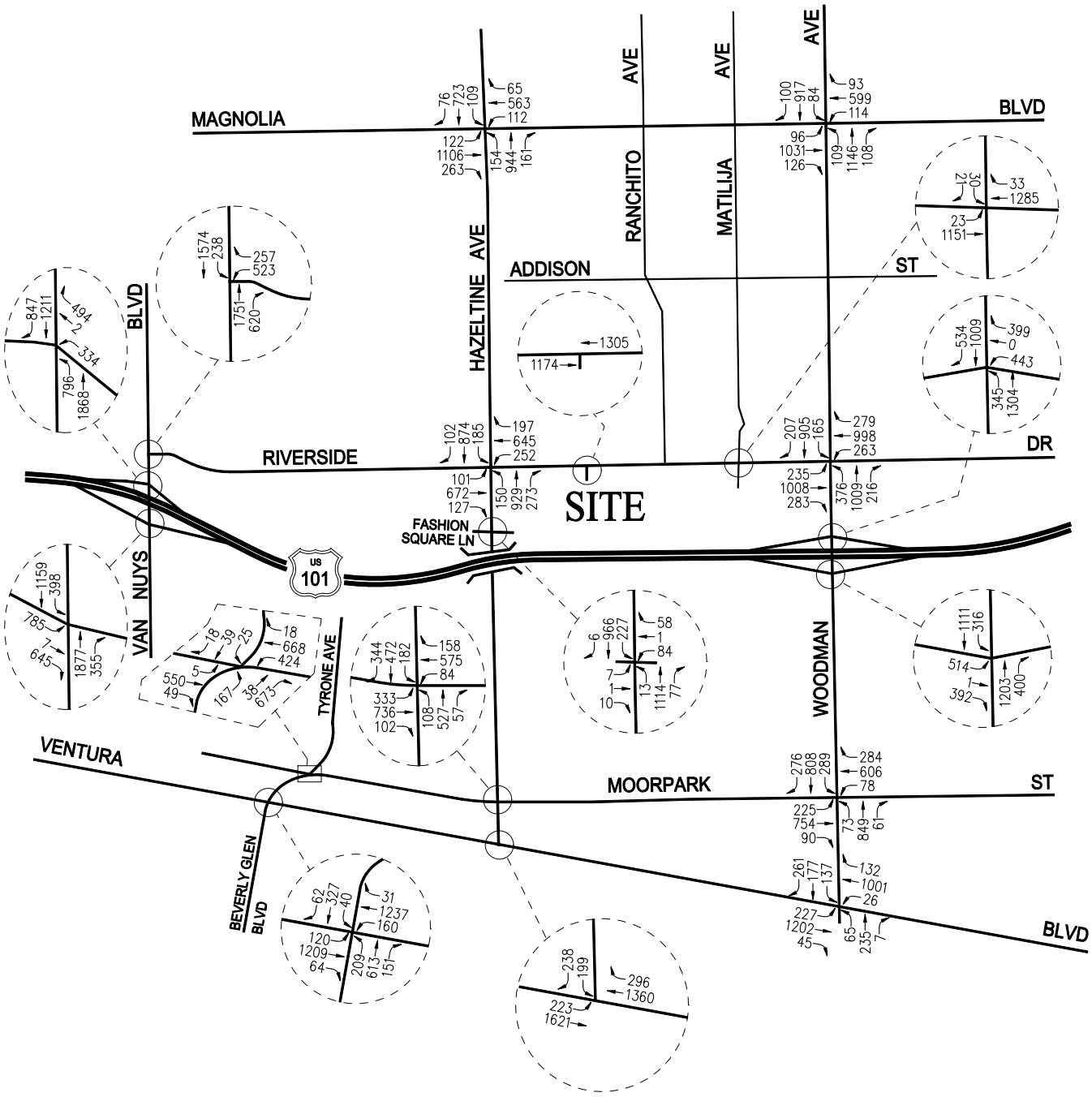

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FIGURE 10-2
EXISTING WITH AMBIENT GROWTH TRAFFIC VOLUMES
PM PEAK HOUR
WESTFIELD FASHION SQUARE EXPANSION PROJECT

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10.3 Future Pre-Project Conditions

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

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

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

10.4 Future With Project Conditions

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

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

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

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

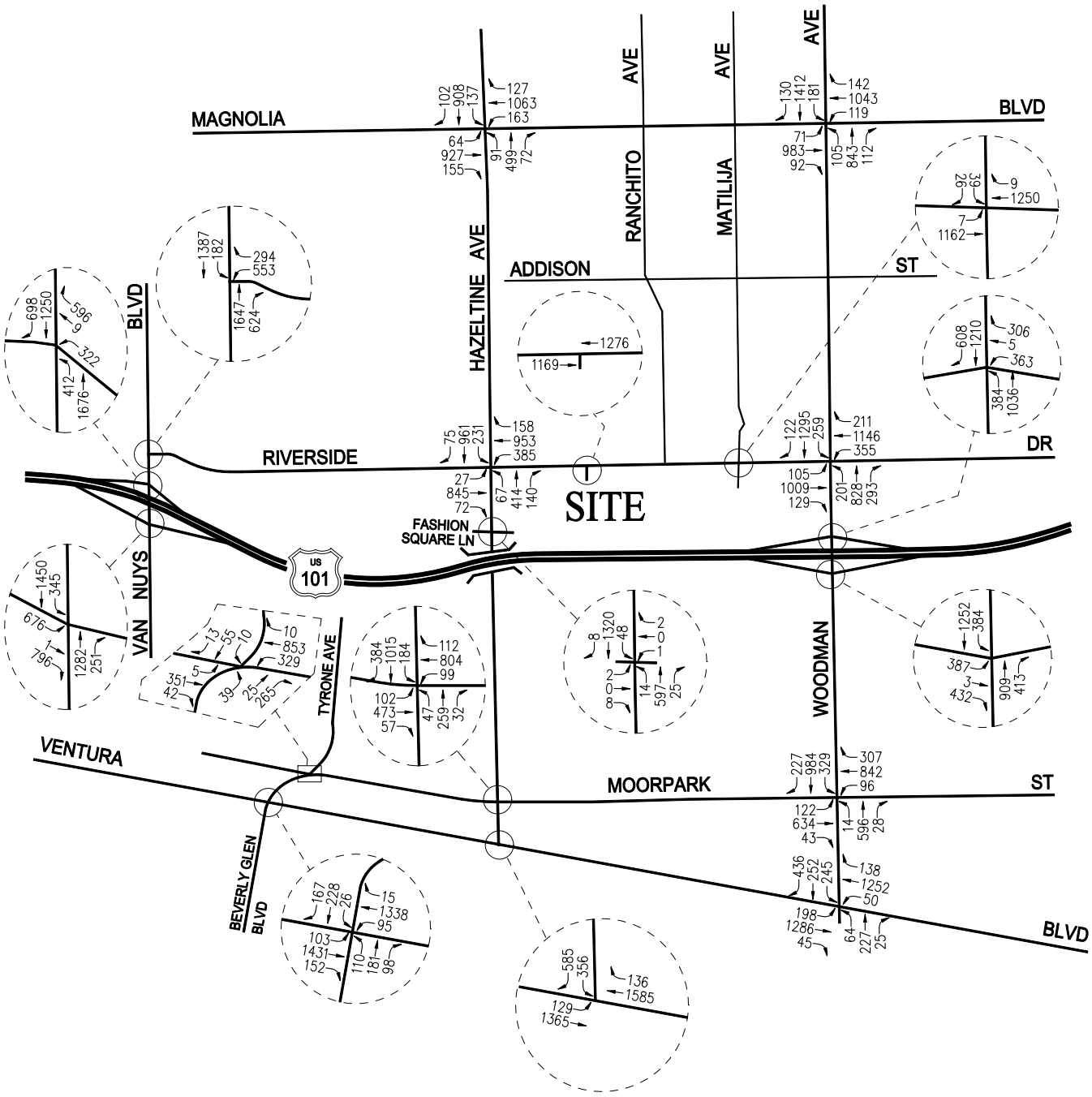

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FIGURE 10-3
FUTURE PRE-PROJECT TRAFFIC VOLUMES
AM PEAK HOUR

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WESTFIELD FASHION SQUARE EXPANSION PROJECT

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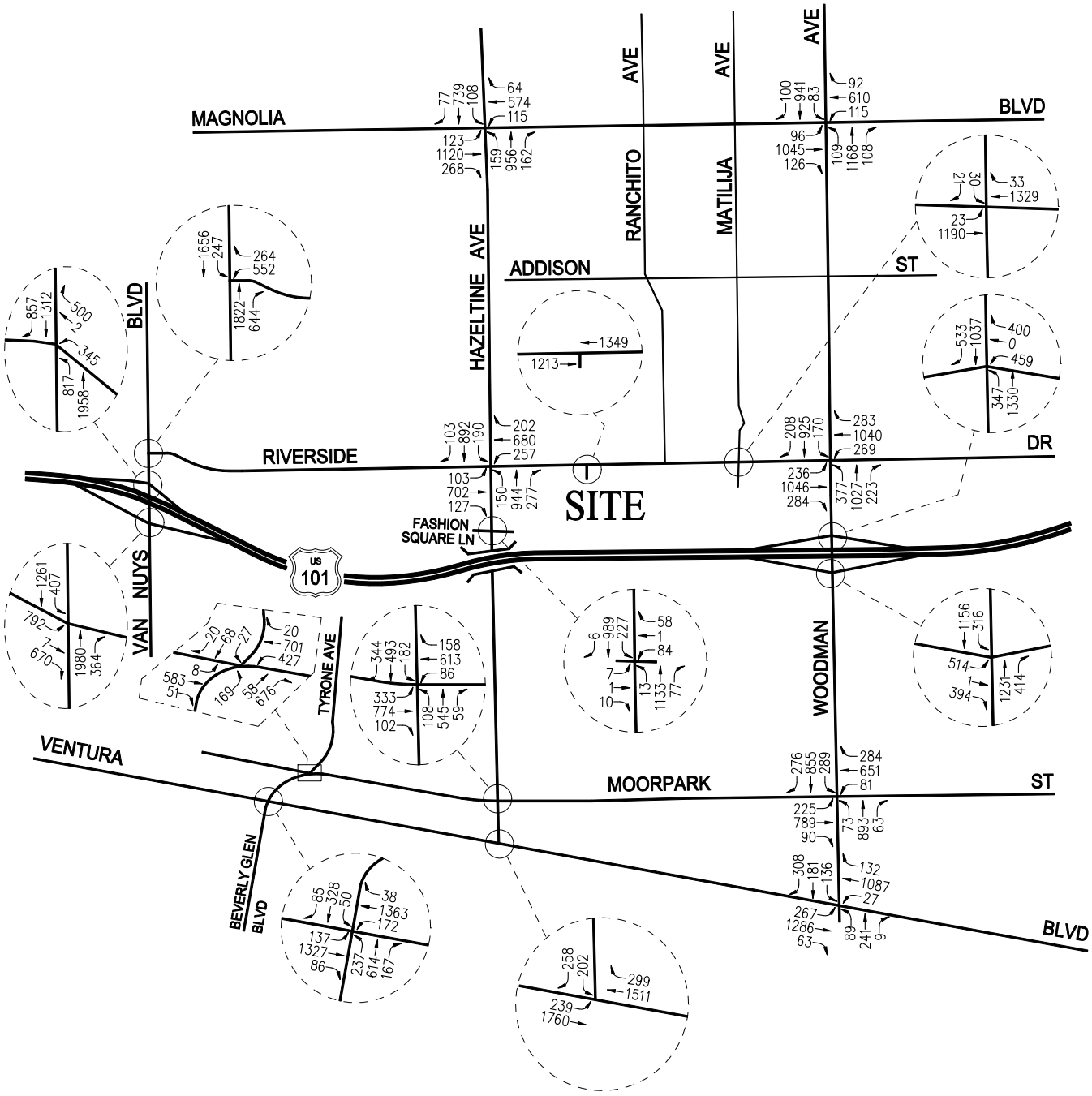

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FIGURE 10-4
FUTURE PRE-PROJECT TRAFFIC VOLUMES
PM PEAK HOUR
WESTFIELD FASHION SQUARE EXPANSION PROJECT

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

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

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

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

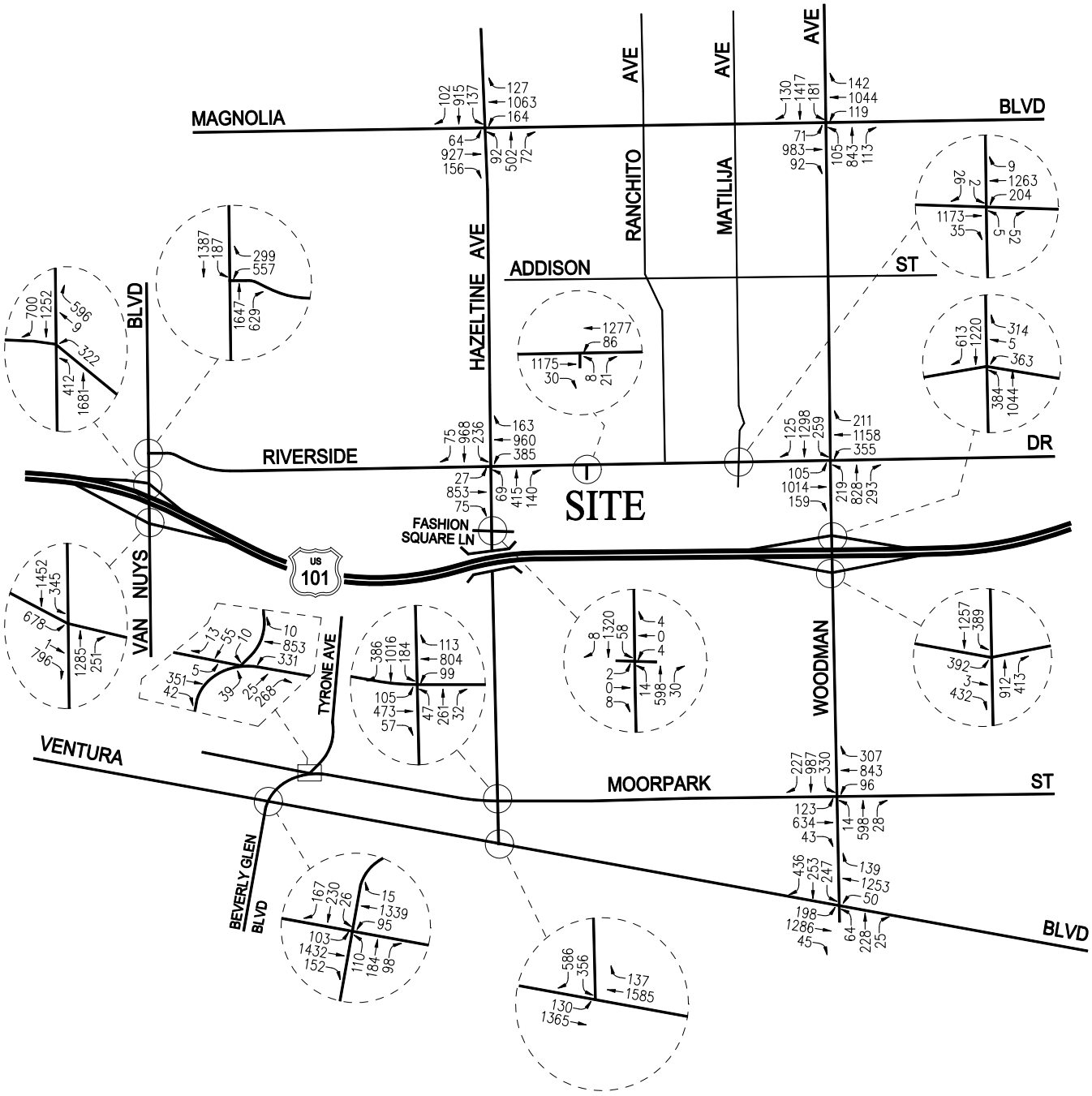

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FIGURE 10-5
FUTURE WITH PROJECT TRAFFIC VOLUMES
AM PEAK HOUR
WESTFIELD FASHION SQUARE EXPANSION PROJECT

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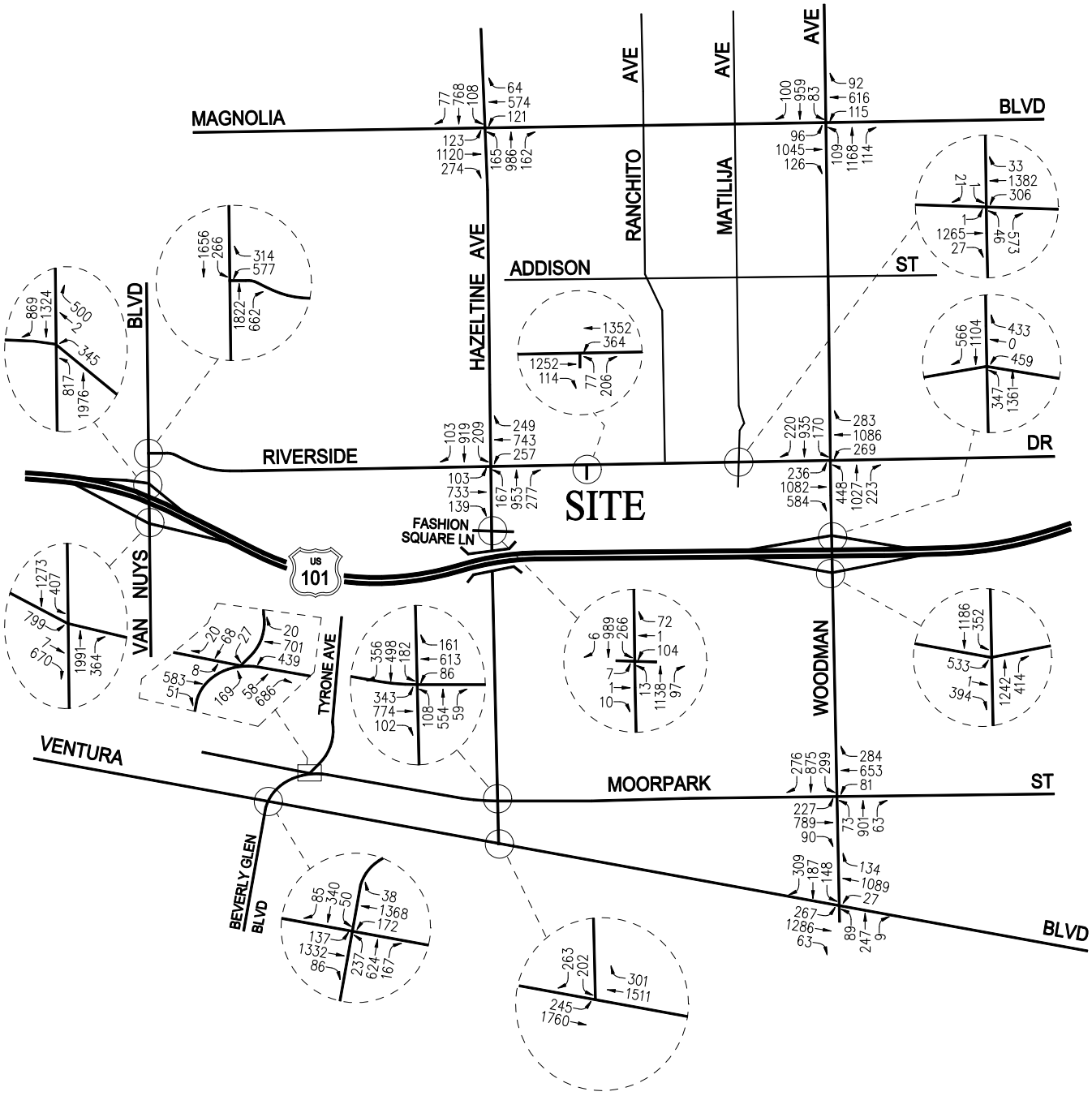

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FIGURE 10-6
FUTURE WITH PROJECT TRAFFIC VOLUMES
PM PEAK HOUR
WESTFIELD FASHION SQUARE EXPANSION PROJECT

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11.0 TRANSPORTATION MITIGATION MEASURES

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

11.1 Summary of Project Mitigation

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

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

Int. No. 4: Tyrone Avenue/Moorpark Street

Int. No. 7: Hazeltine Avenue/Riverside Drive

Int. No. 12: Woodman Avenue/Riverside Drive

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

Int. No. 15: Woodman Avenue/Moorpark Street

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

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

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

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

Int. No. 4: Tyrone Avenue/Moorpark Street

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

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

Int. No. 7: Hazeltine Avenue/Riverside Drive

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

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

Int. No. 12: Woodman Avenue/Riverside Drive

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

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

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

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

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

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

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

11.2 Traffic Signal Warrant Analysis

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

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

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

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

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

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

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

Warrant 1: Eight-Hour Vehicular Volume

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

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

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

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

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

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

Warrant 2: Four-Hour Vehicular Volume Warrant

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

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

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

Warrant 3: Peak Hour Volume Warrant

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

12.0 NEIGHBORHOOD STREET SEGMENT ANALYSIS

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

1. Ranchito Avenue north of Riverside Drive

2. Matilija Avenue north of Riverside Drive

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

Table 12-1
LOCAL RESIDENTIAL STREET SEGMENT IMPACT THRESHOLD CRITERIA

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

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

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

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

Table 12-2
NEIGHBORHOOD STREET SEGMENT ANALYSIS SUMMARY

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

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

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

13.0 WEEKEND PROJECT IMPACT ANALYSIS

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

Int. No. 7: Hazeltine Avenue/Riverside Drive

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

Int. No. 12: Woodman Avenue/Riverside Drive

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

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

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

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

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

13.1 Existing Traffic Counts

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

13.2 Traffic Forecasting Methodology

13.2.1 *Weekend Project Trip Generation*

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

Table 13-1
WEEKEND EXISTING TRAFFIC VOLUMES [1]

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

[1] Counts conducted by City Traffic Counters.

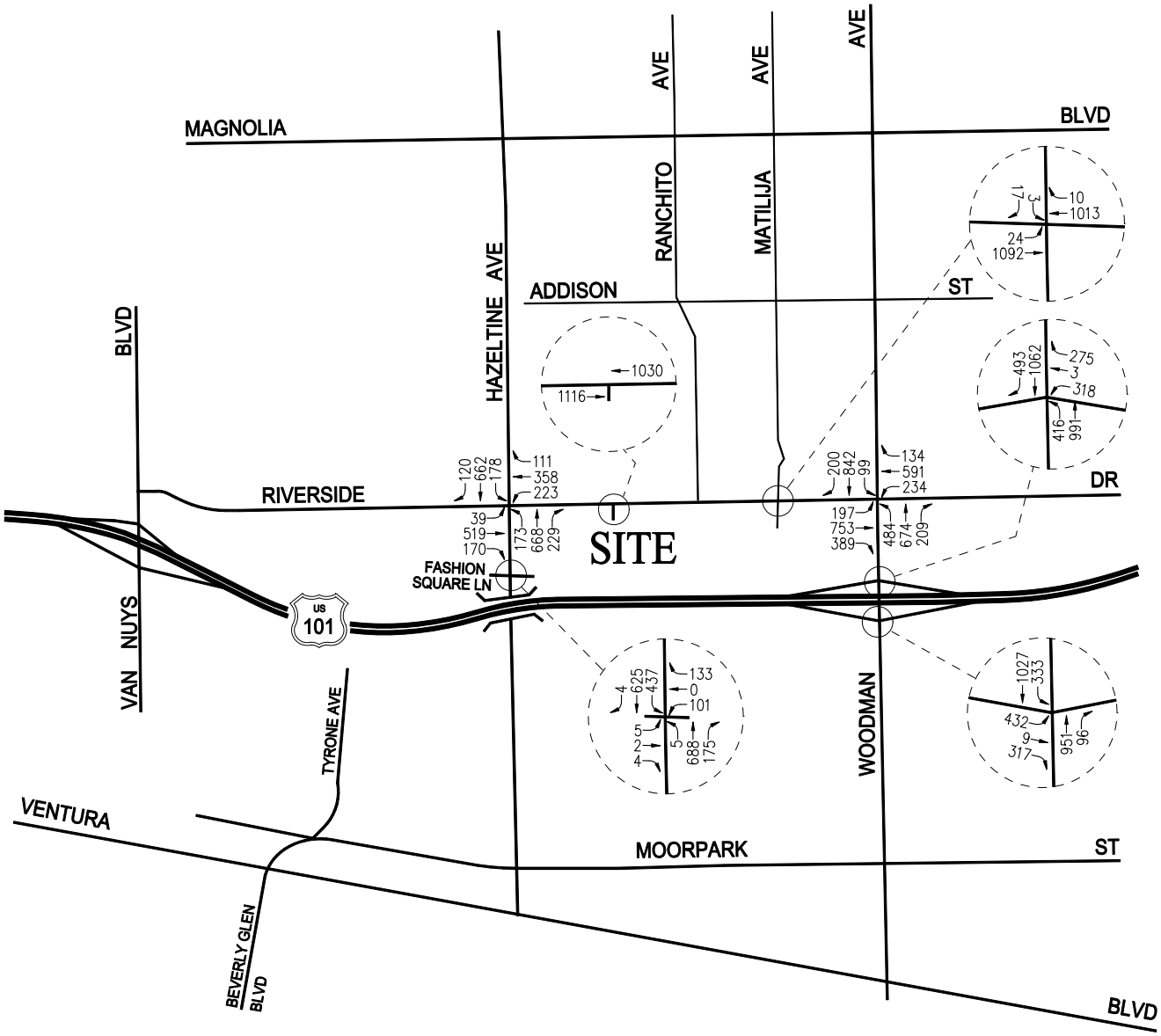

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FIGURE 13-1
EXISTING TRAFFIC VOLUMES
WEEKEND MID-DAY PEAK HOUR

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

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

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

13.2.2 *Project Trip Distribution*

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

13.3 Cumulative Development Projects

13.3.1 *Related Projects*

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

13.3.2 *Ambient Growth Factor*

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

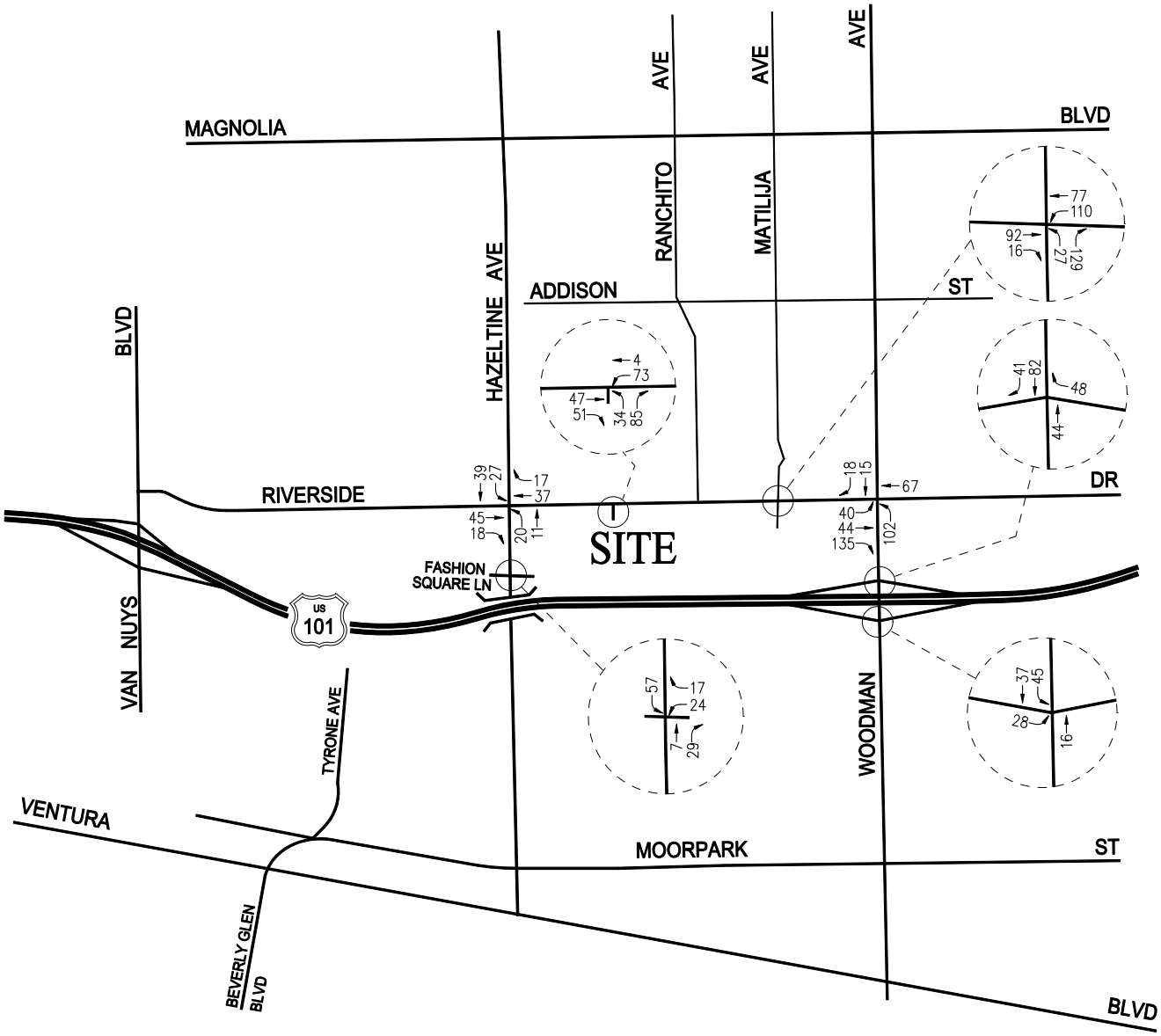
13.4 Traffic Analysis

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

Table 13-2
WEEKEND PROJECT TRIP GENERATION [1]

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

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



PROJECT DRIVEWAYS

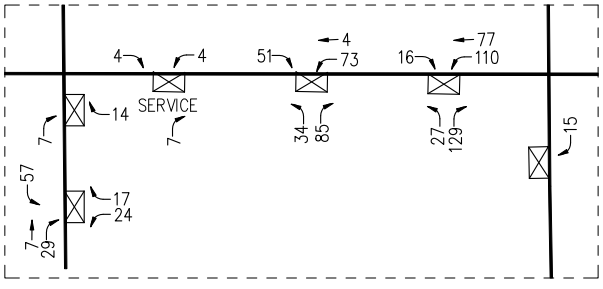


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FIGURE 13-2
PROJECT TRAFFIC VOLUMES
WEEKEND MID-DAY PEAK HOUR

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

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

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

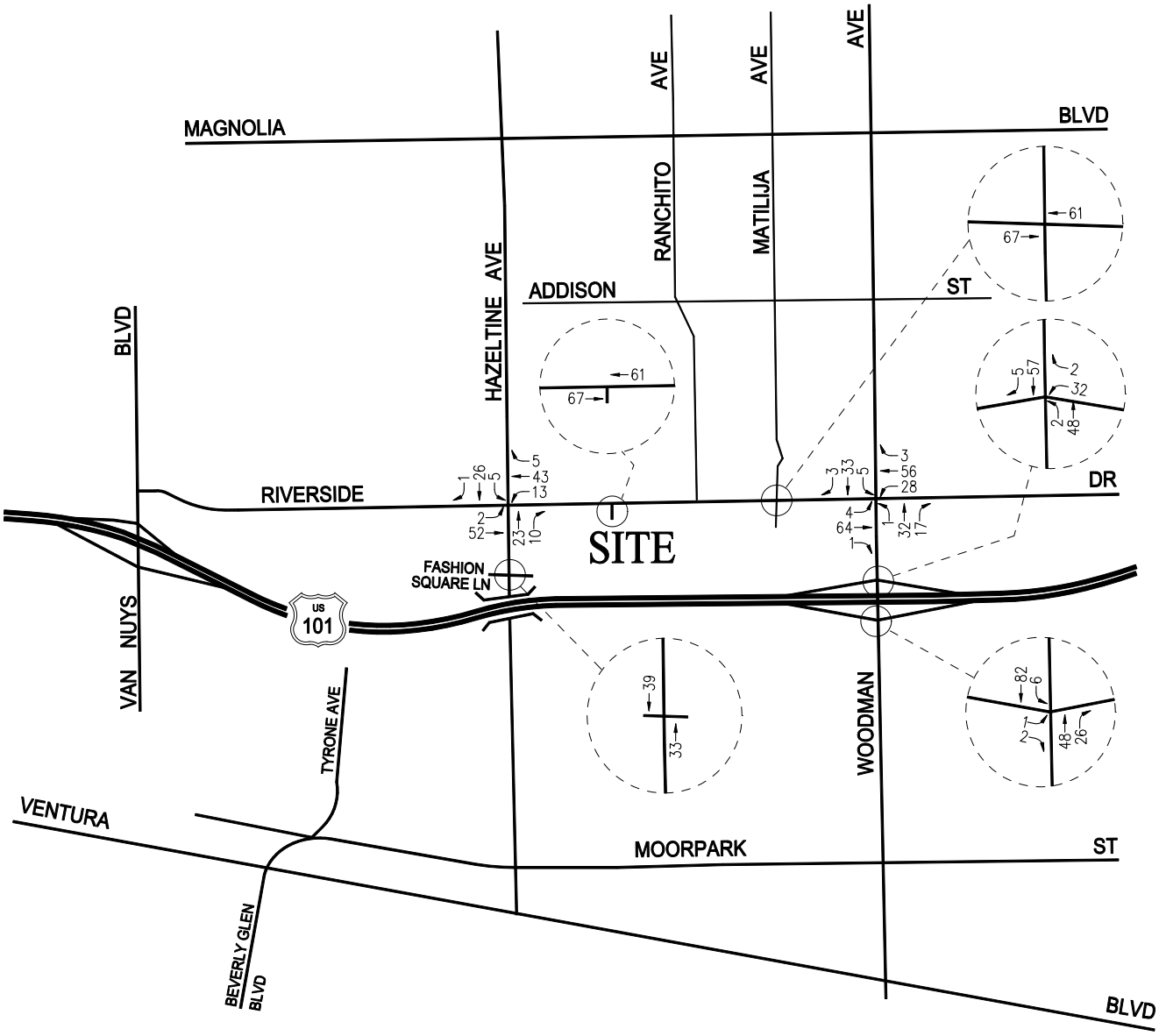

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FIGURE 13-3
RELATED PROJECTS TRAFFIC VOLUMES
WEEKEND MID-DAY PEAK HOUR

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

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

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

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

13.4.1 *Existing Conditions*

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

13.4.2 *Existing With Ambient Growth Conditions*

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

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

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

13.4.3 *Future Pre-Project Conditions*

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

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

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

13.4.4 *Future With Project Conditions*

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

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

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

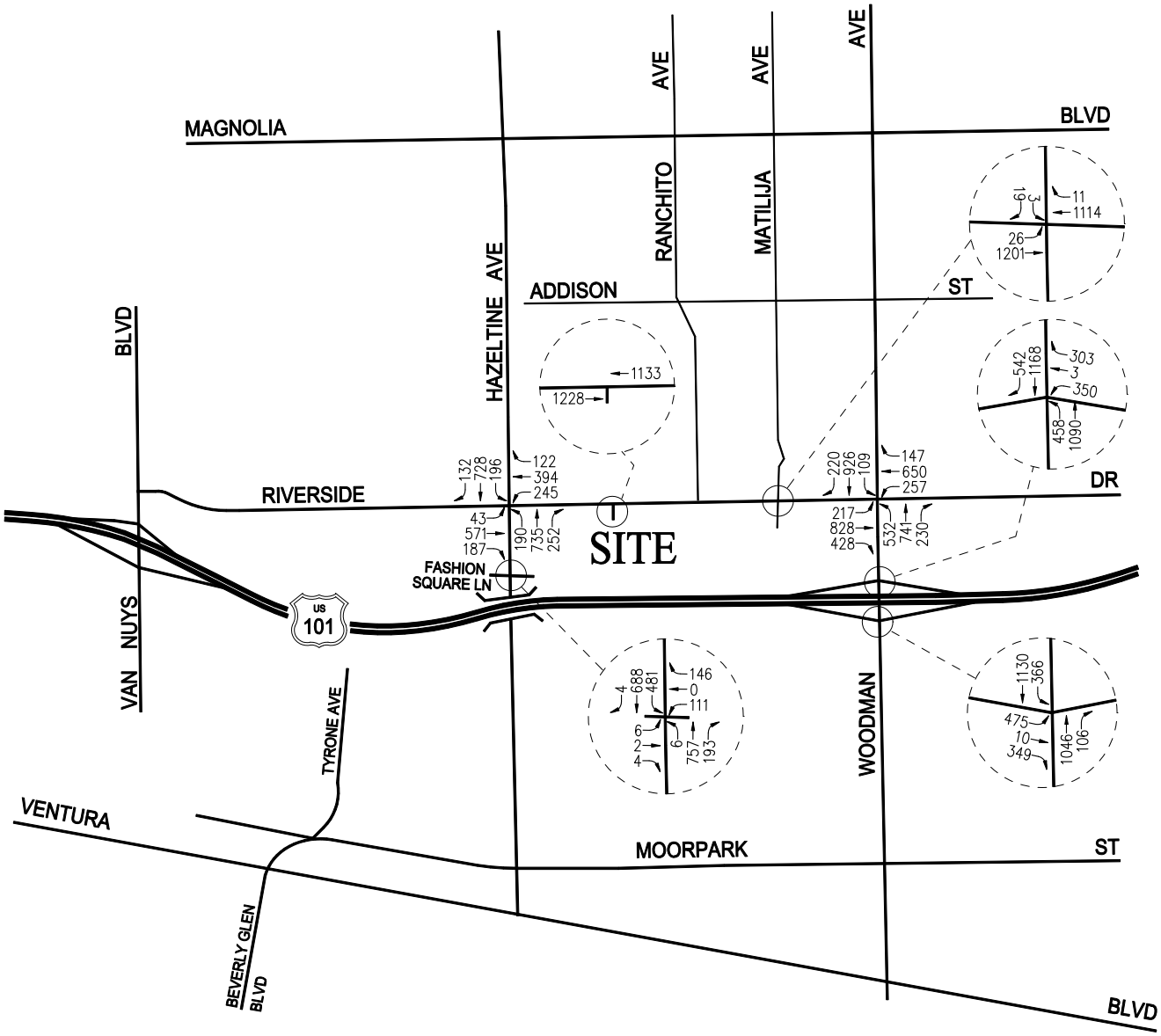

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FIGURE 13-4
EXISTING WITH AMBIENT GROWTH TRAFFIC VOLUMES
WEEKEND MID-DAY PEAK HOUR
WESTFIELD FASHION SQUARE EXPANSION PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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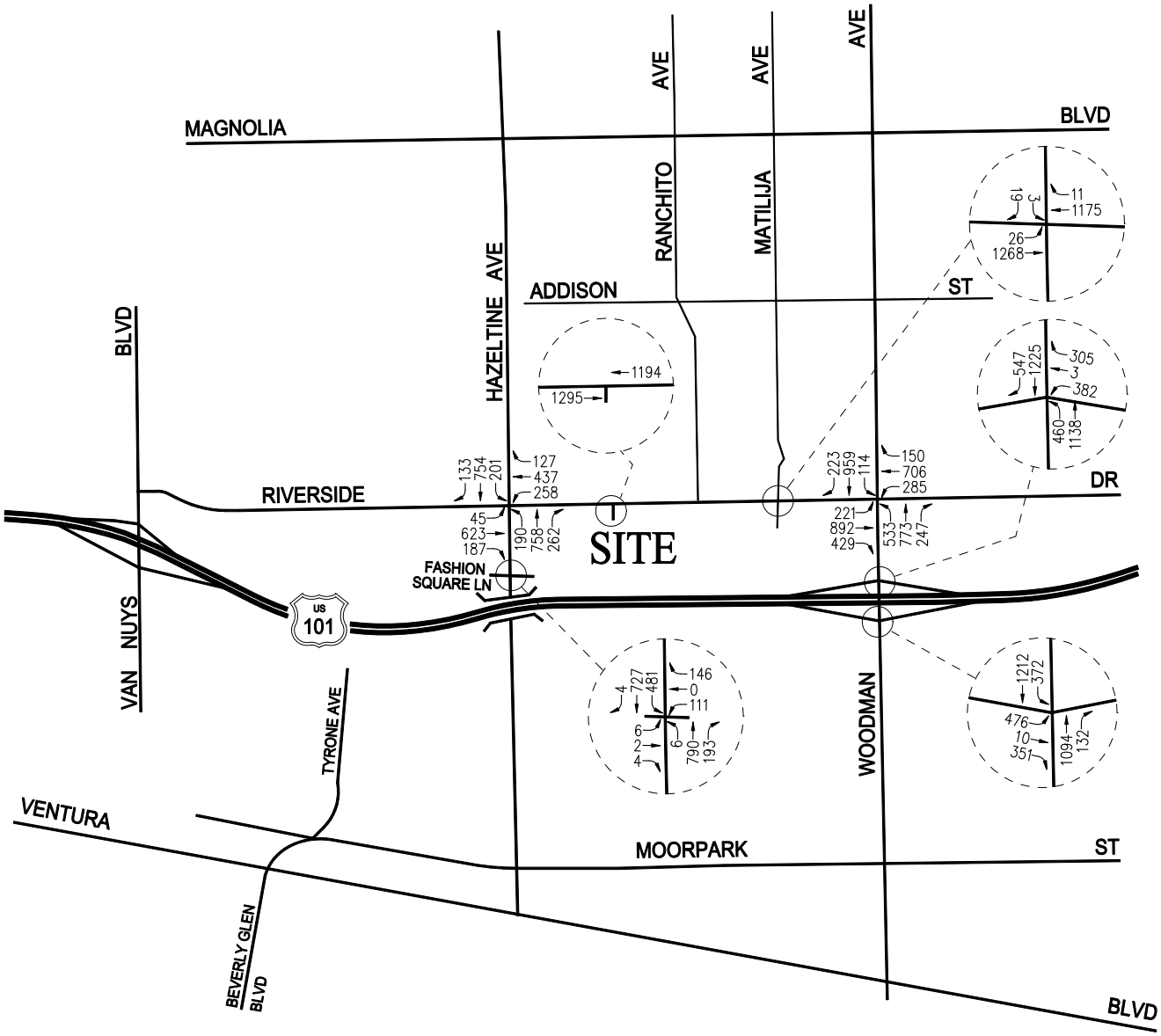

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FIGURE 13-5
FUTURE PRE-PROJECT TRAFFIC VOLUMES
WEEKEND MID-DAY PEAK HOUR
WESTFIELD FASHION SQUARE EXPANSION PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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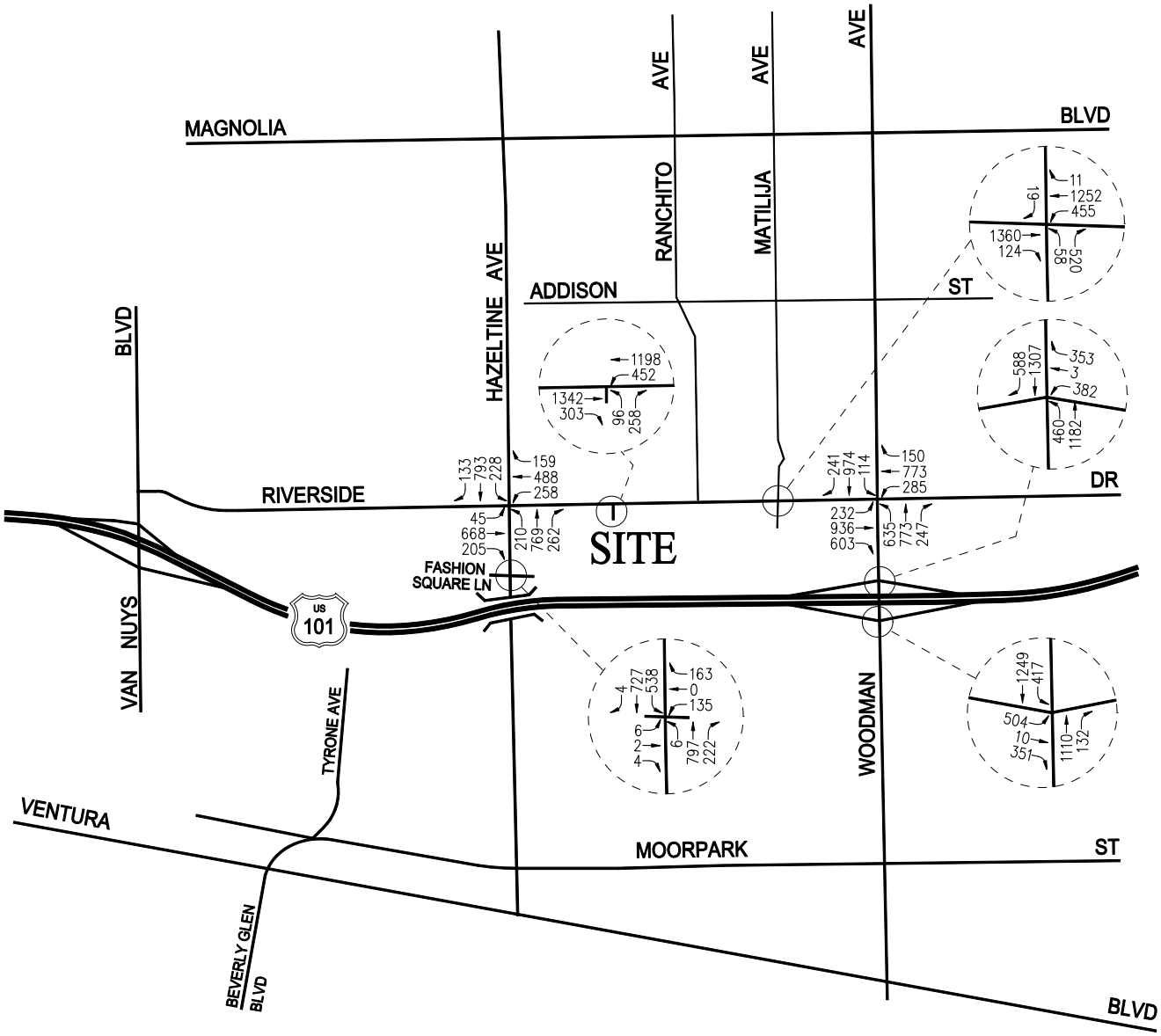

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FIGURE 13-6
FUTURE WITH PROJECT TRAFFIC VOLUMES
WEEKEND MID-DAY PEAK HOUR
WESTFIELD FASHION SQUARE EXPANSION PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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

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

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

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

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

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

13.5 Neighborhood Street Segment Analysis

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

14.0 CONGESTION MANAGEMENT PROGRAM TRAFFIC IMPACT ASSESSMENT

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

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

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

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

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

14.1 Intersections

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

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

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

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

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

14.2 Freeways

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

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

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

14.3 Transit

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

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

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

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

15.0 VOLUNTARY TRANSPORTATION IMPROVEMENTS

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

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

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

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

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

16.0 CONCLUSIONS

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

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

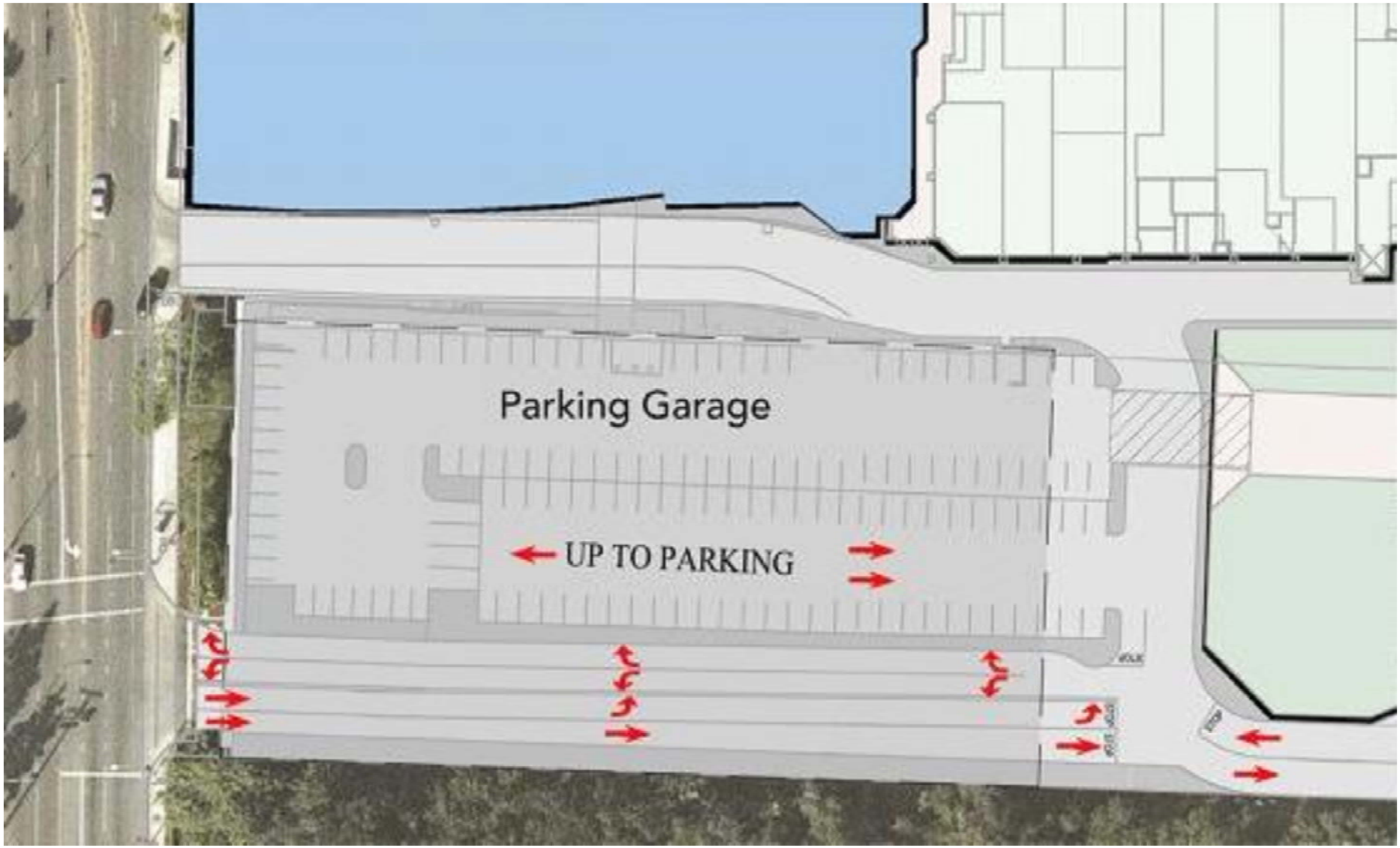
While not specifically required for traffic mitigation purposes, it is recommended that, as part of the proposed project, traffic signals be installed at the Matilija Avenue-New Easterly Fashion Square Driveway/Riverside Drive intersection and the New Fashion Square Westerly Driveway/Riverside Drive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

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

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

APPENDIX A

PROPOSED SITE ACCESS AND INTERSECTION IMPROVEMENTS



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MAP SOURCE: WESTFIELD DESIGN & CONSTRUCTION

APPENDIX FIGURE A-1
HAZELTINE AVENUE IMPROVEMENTS

LINSCOTT, LAW & GREENSPAN, engineers

WESTFIELD FASHION SQUARE EXPANSION PROJECT

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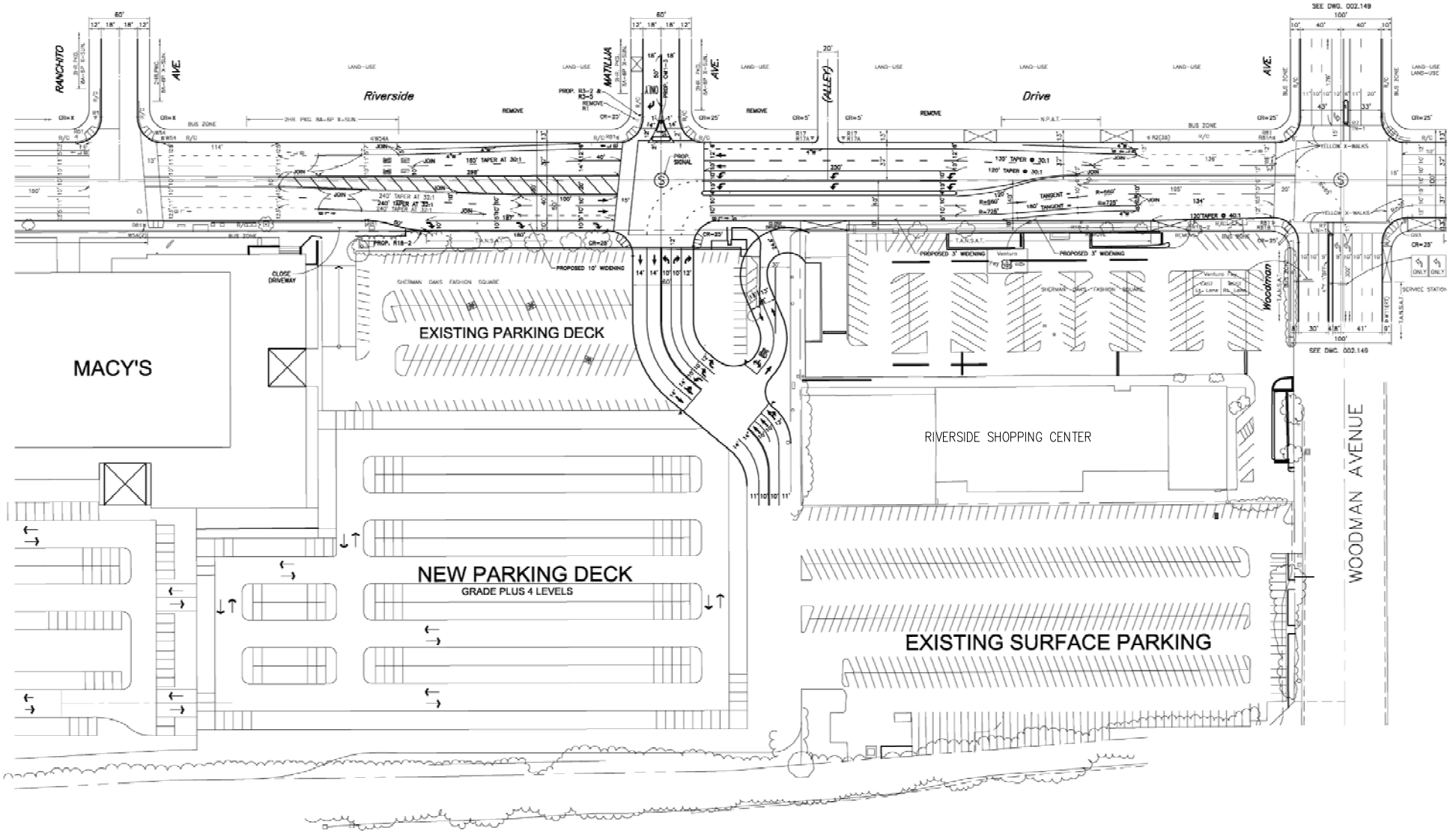

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SOURCE: WESTFIELD DESIGN & CONSTRUCTION

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

WESTFIELD FASHION SQUARE EXPANSION PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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MAP SOURCE: WESTFIELD DESIGN & CONSTRUCTION

APPENDIX FIGURE A-2
PROPOSED CIRCULATION ACCESS ROAD

LINSCOTT, LAW & GREENSPAN, engineers

WESTFIELD FASHION SQUARE EXPANSION PROJECT

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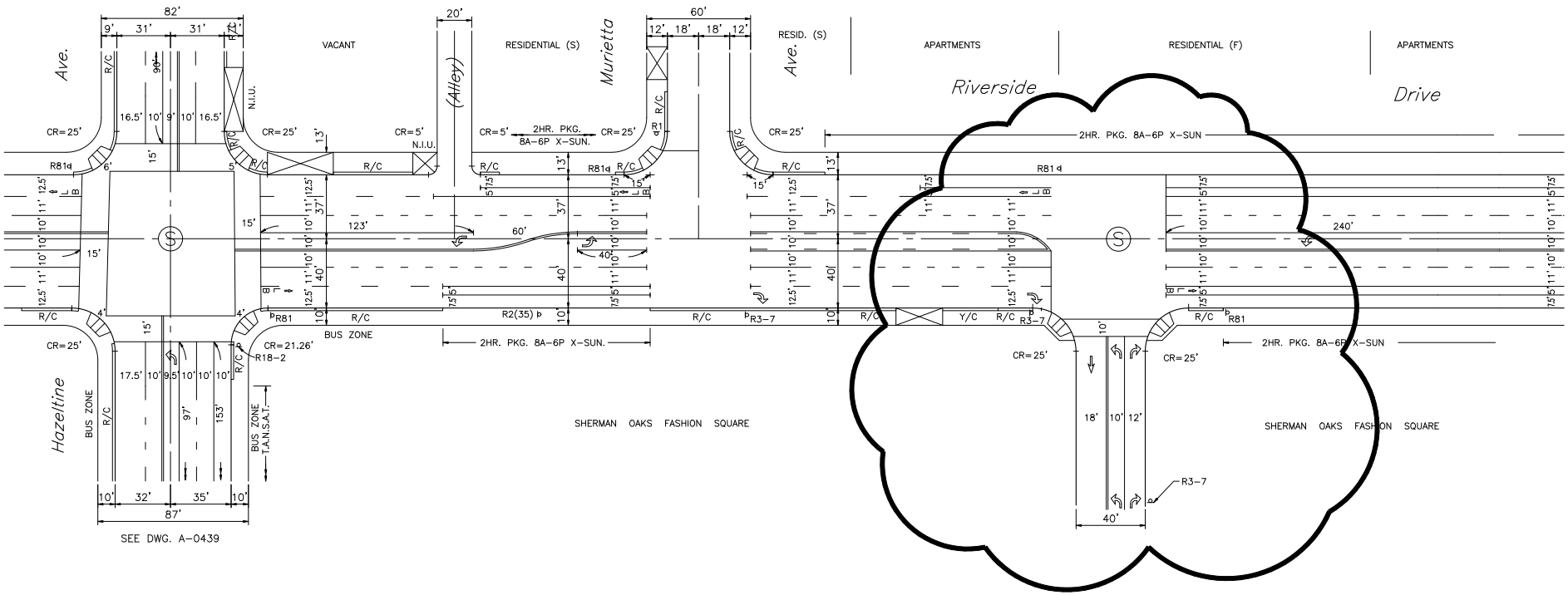

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APPENDIX FIGURE A-4
NEW WESTERLY PROJECT DRIVEWAY ON RIVERSIDE DRIVE

WESTFIELD FASHION SQUARE EXPANSION PROJECT

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APPENDIX B

MANUAL TRAFFIC COUNTS

APPENDIX B-1

WEEKDAY CONDITIONS

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

File Name : 355501
Site Code : 00355501
Start Date : 11/17/2005
Page No : 1

Groups Printed- Turning Movement

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

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

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

File Name : 355501
Site Code : 00355501
Start Date : 11/17/2005
Page No : 2

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

<< ACCUTEK >>
<< 21114 TRIGGER LANE >>
<< DIAMOND BAR, CA 91765 >>
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File Name : 355502
Site Code : 00355502
Start Date : 11/17/2005
Page No : 1

Groups Printed- Turning Movement

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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<< 21114 TRIGGER LANE >>
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File Name : 355515
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	WOODMAN AVE. Southbound				MOORPARK ST. Westbound				WOODMAN AVE. Northbound				MOORPARK ST. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	241	706	253	1200	248	530	68	846	53	742	64	859	79	659	197	935	3840
Percent	20.1	58.8	21.1		29.3	62.6	8.0		6.2	86.4	7.5		8.4	70.5	21.1		
05:15 Volume	70	186	64	320	63	150	13	226	11	194	12	217	16	181	40	237	1000
Peak Factor																	0.960
High Int.	05:15 PM				05:15 PM				05:00 PM				05:30 PM				
Volume	70	186	64	320	63	150	13	226	14	227	19	260	25	170	57	252	
Peak Factor				0.938				0.936				0.826				0.928	

<< ACCUTEK >>
<< 21114 TRIGGER LANE >>
<< DIAMOND BAR, CA 91765 >>
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File Name : 355516
Site Code : 00355516
Start Date : 11/15/2005
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Groups Printed- Turning Movement

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

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

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

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<< 21114 TRIGGER LANE >>
<< DIAMOND BAR, CA 91765 >>
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File Name : 355507-1
Site Code : 00355507
Start Date : 11/29/2005
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Groups Printed- Turning Movement

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

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

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File Name : 355507-1
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	HAZELTINE AVE. Southbound				RIVERSIDE DRIVE Westbound				HAZELTINE AVE. Northbound				RIVERSIDE DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	111	711	179	1001	195	627	214	1036	245	797	153	1195	107	544	110	761	3993
Percent	11.1	71.0	17.9		18.8	60.5	20.7		20.5	66.7	12.8		14.1	71.5	14.5		
05:30 Volume	29	183	42	254	43	184	52	279	63	204	39	306	32	152	31	215	1054
Peak Factor																	0.947
High Int.	05:15 PM				05:30 PM				05:15 PM				05:30 PM				
Volume	21	197	41	259	43	184	52	279	65	224	39	328	32	152	31	215	
Peak Factor				0.966				0.928				0.911				0.885	

APPENDIX B-2

WEEKEND CONDITIONS

City Traffic Counters
(626) 256-4171

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

Groups Printed- Unshifted

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

City Traffic Counters
(626) 256-4171

File Name : HazelRiver
Site Code : 00000000
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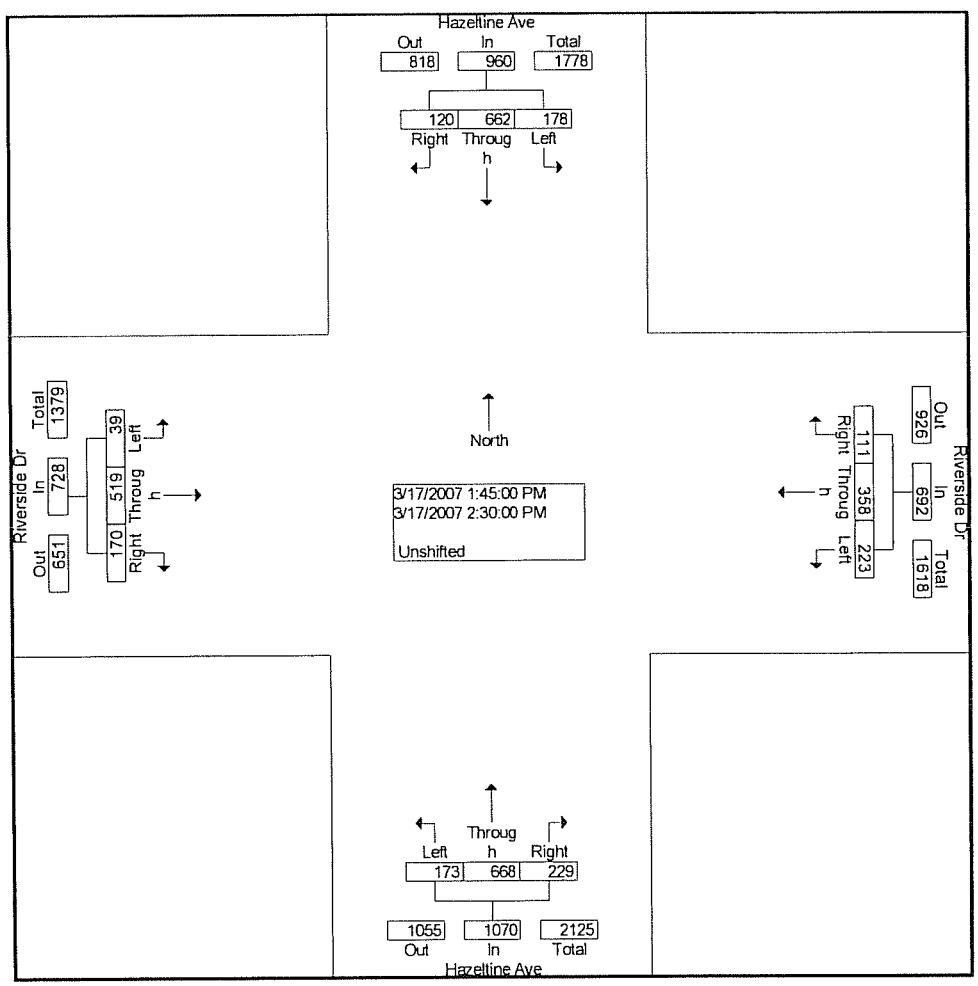
	Hazeltine Ave Southbound				Riverside Dr Westbound				Hazeltine Ave Northbound				Riverside Dr Eastbound				
Start Time	Left	Throu g h	Right	App. Total	Left	Throu g h	Right	App. Total	Left	Throu g h	Right	App. Total	Left	Throu g h	Right	App. Total	Int. Total
Peak Hour From 01:00 PM to 02:45 PM - Peak 1 of 1																	
Intersection	01:45 PM																
Volume	178	662	120	960	223	358	111	692	173	668	229	1070	39	519	170	728	3450
Percent	18.5	69.0	12.5		32.2	51.7	16.0		16.2	62.4	21.4		5.4	71.3	23.4		
02:30 Volume	52	164	34	250	65	99	24	188	44	181	50	275	10	136	45	191	904
Peak Factor																	0.954
High Int.	01:45 PM				02:30 PM				02:30 PM				02:15 PM				
Volume	40	205	41	286	65	99	24	188	44	181	50	275	15	141	44	200	
Peak Factor				0.839				0.920				0.973				0.910	



City Traffic Counters
(626) 256-4171

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

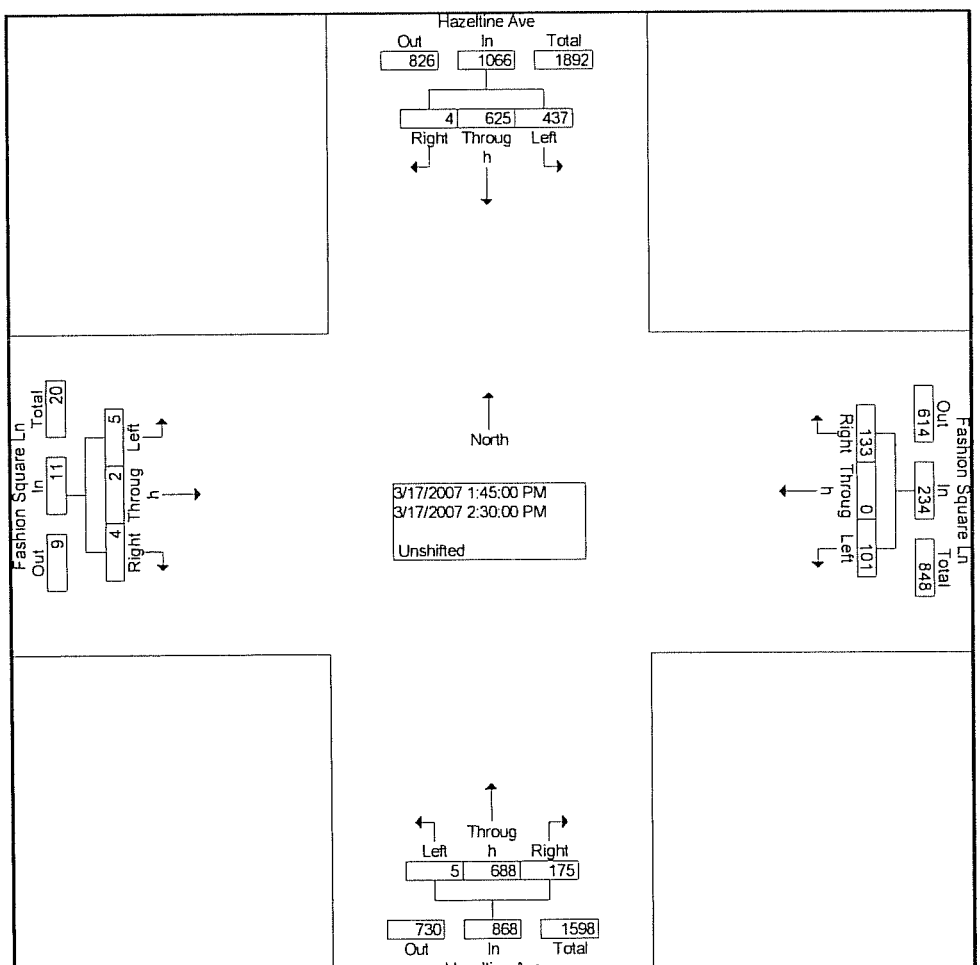
Groups Printed- Unshifted

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

City Traffic Counters
(626) 256-4171

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

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



City Traffic Counters
(626) 256-4171

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

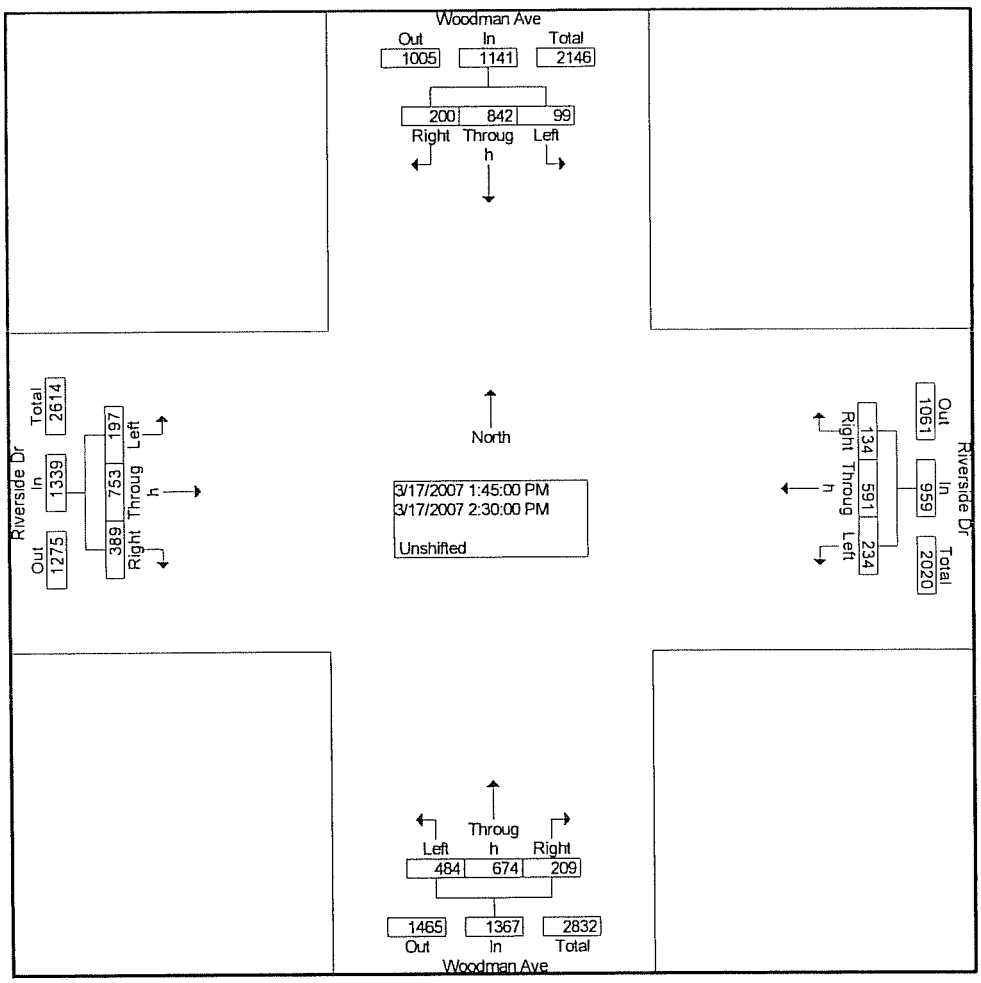
Groups Printed- Unshifted

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

City Traffic Counters
(626) 256-4171

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

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



City Traffic Counters
(626) 256-4171

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

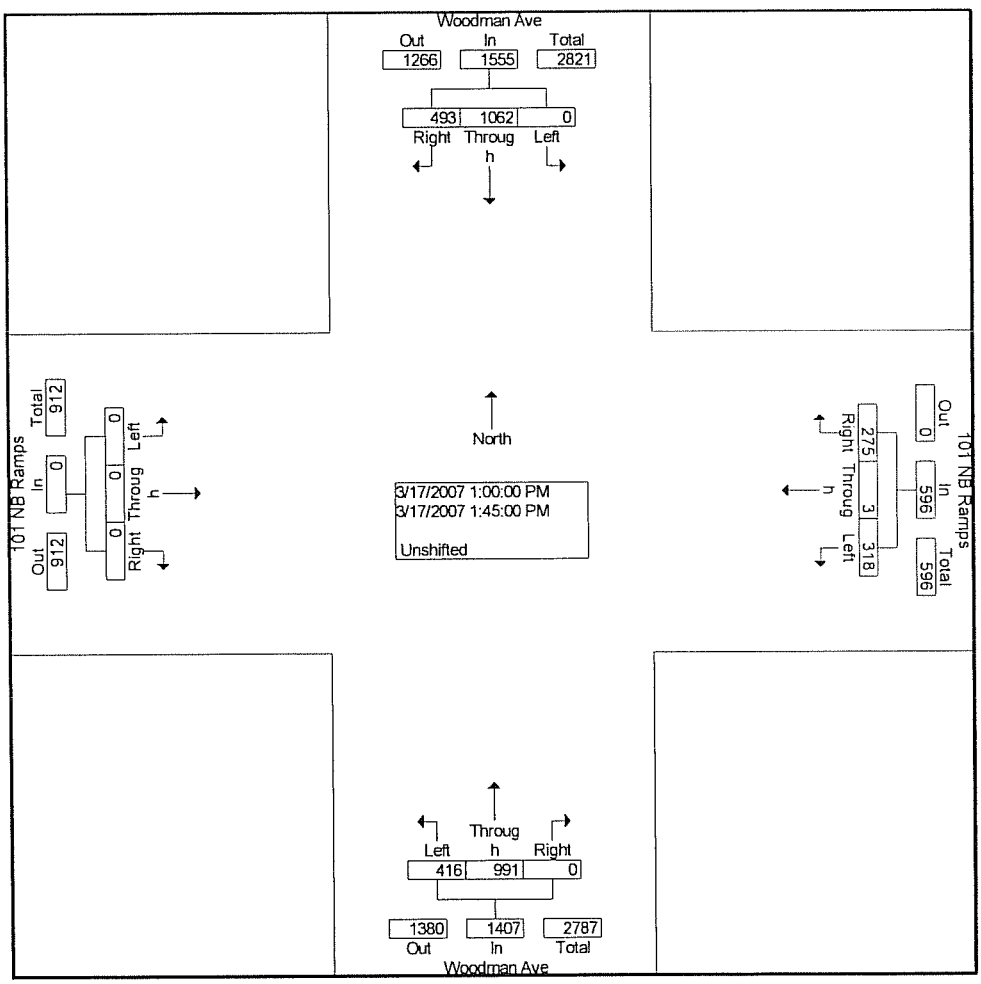
Groups Printed- Unshifted

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

City Traffic Counters
(626) 256-4171

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

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



City Traffic Counters
(626) 256-4171

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

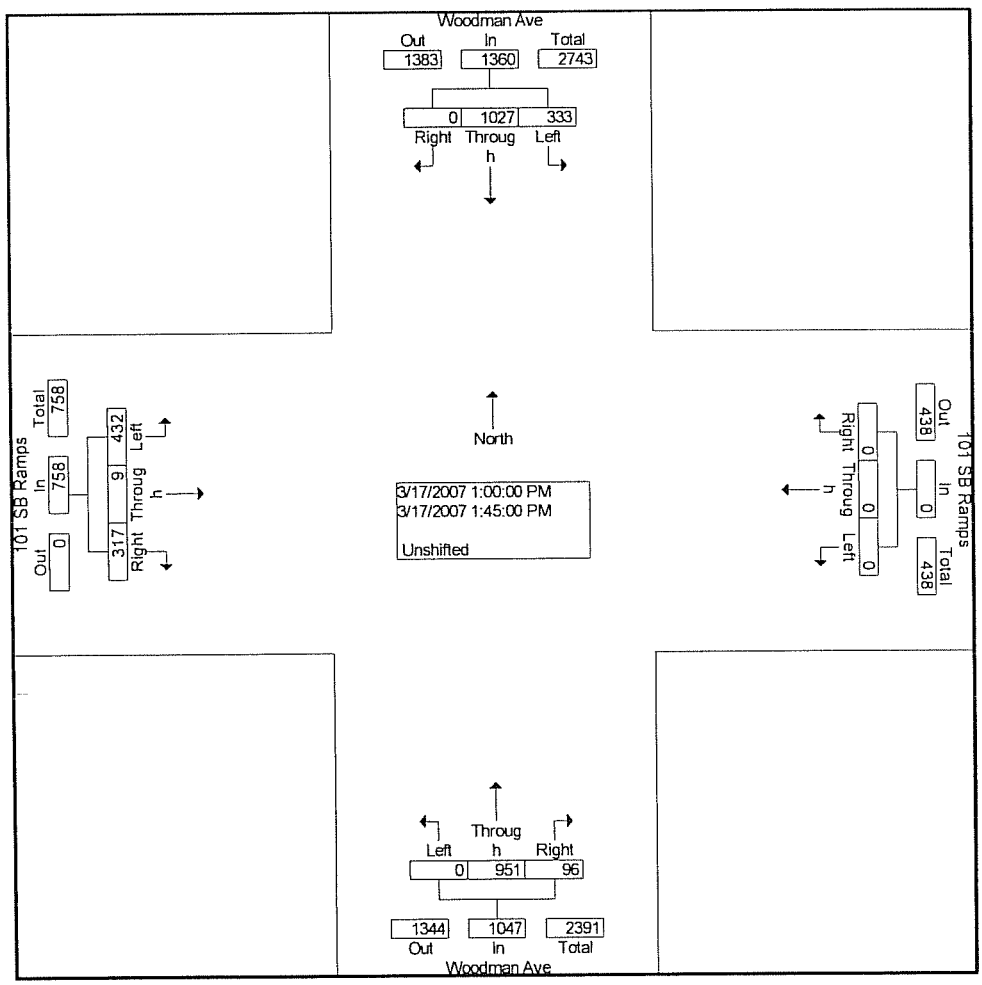
Groups Printed- Unshifted

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

City Traffic Counters
(626) 256-4171

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

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



City Traffic Counters
(626) 256-4171

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

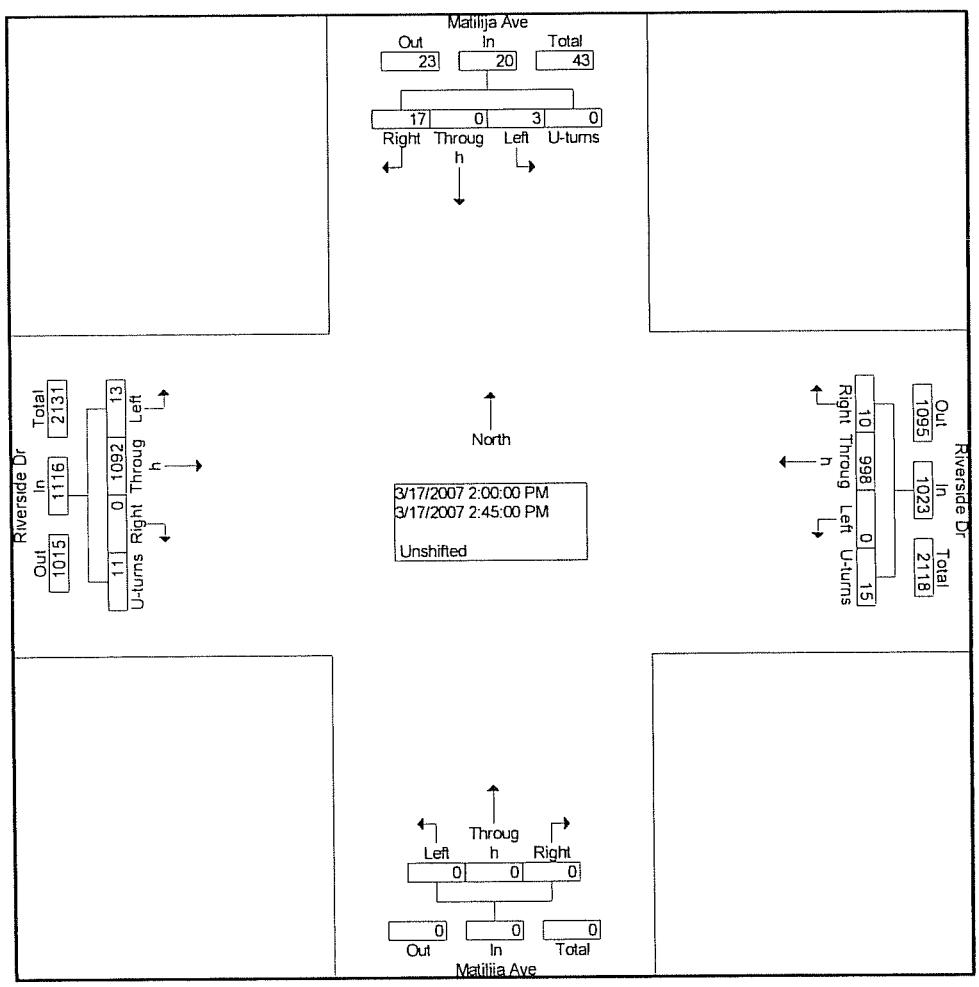
Groups Printed- Unshifted

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

City Traffic Counters
(626) 256-4171

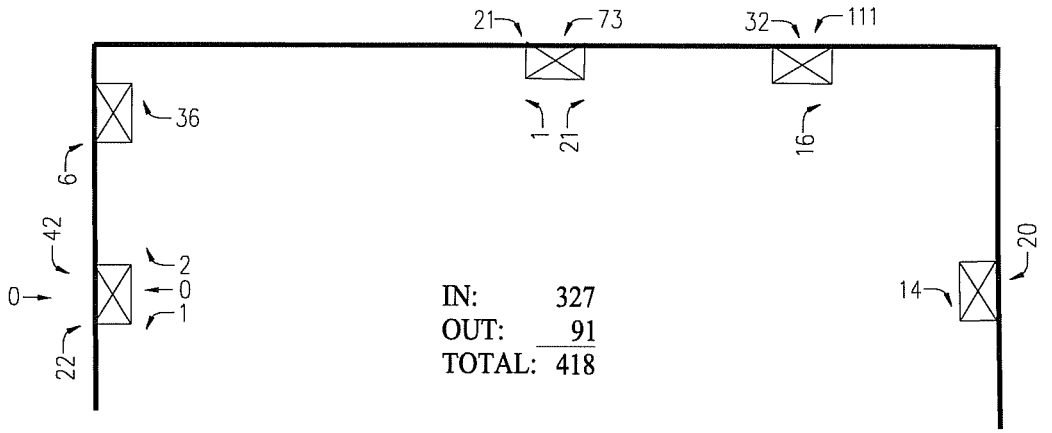
File Name : MatRiver
Site Code : 00000000
Start Date : 3/17/2007
Page No : 2

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

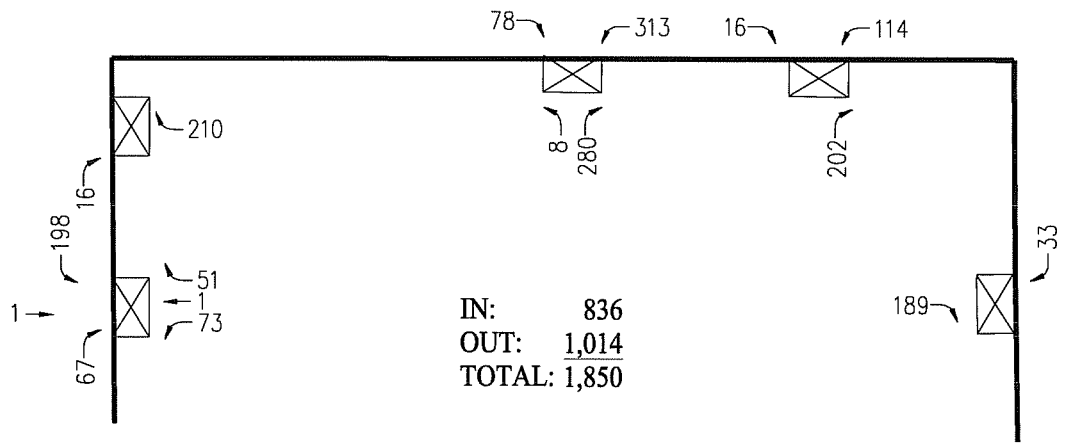


APPENDIX C

FASHION SQUARE DRIVEWAY TRAFFIC COUNTS



AM PEAK HOUR



PM PEAK HOUR

NOT TO SCALE

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

LINSCOTT, LAW & GREENSPAN, engineers

WESTFIELD FASHION SQUARE EXPANSION PROJECT

c:\job_file\3606\dwg\appnd-c1.dwg LDP 07:55:03 08/06/2008 rodriquez

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

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

Groups Printed- Turning Movement

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

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

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

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File Name : 355502DWY
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Groups Printed- Turning Movement

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

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

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

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WL2 = Traffic to the W/Side Driveway, NR1 = Traffic from the W/Side Driveway to the Riverside, NR2 = Traffic from the W/Side Driveway to the E/Side Driveway

Groups Printed- Turning Movement

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

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

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

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

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

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Groups Printed- Turning Movement

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

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

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

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Groups Printed- Turning Movement

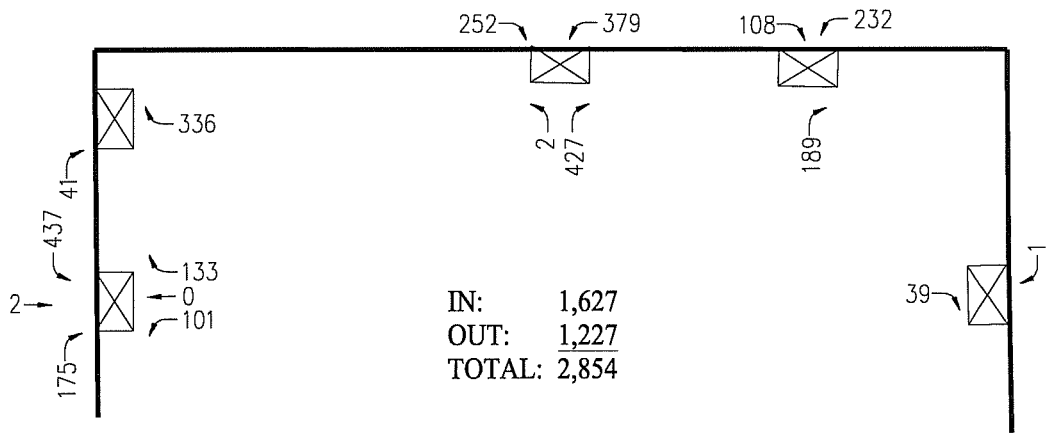
	HAZELTINE AVE. Southbound				Fashion Square Lane Westbound				VENTURA BLVD. Northbound				P.LOT-Entrance Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0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

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

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

File Name : 355508
Site Code : 00355508
Start Date : 11/16/2005
Page No : 2

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



SATURDAY MIDDAY PEAK HOUR

N

NOT TO SCALE

APPENDIX FIGURE C-2
EXISTING SITE TRAFFIC VOLUMES
WEEKEND CONDITIONS

LINSCOTT, LAW & GREENSPAN, engineers

WESTFIELD FASHION SQUARE EXPANSION PROJECT

c:\job_file\3606\report2\dwg\appnd-c-2.dwg LDP 15:08:30 08/07/2007 jeyaretnam

City Traffic Counters
(626) 256-4171

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

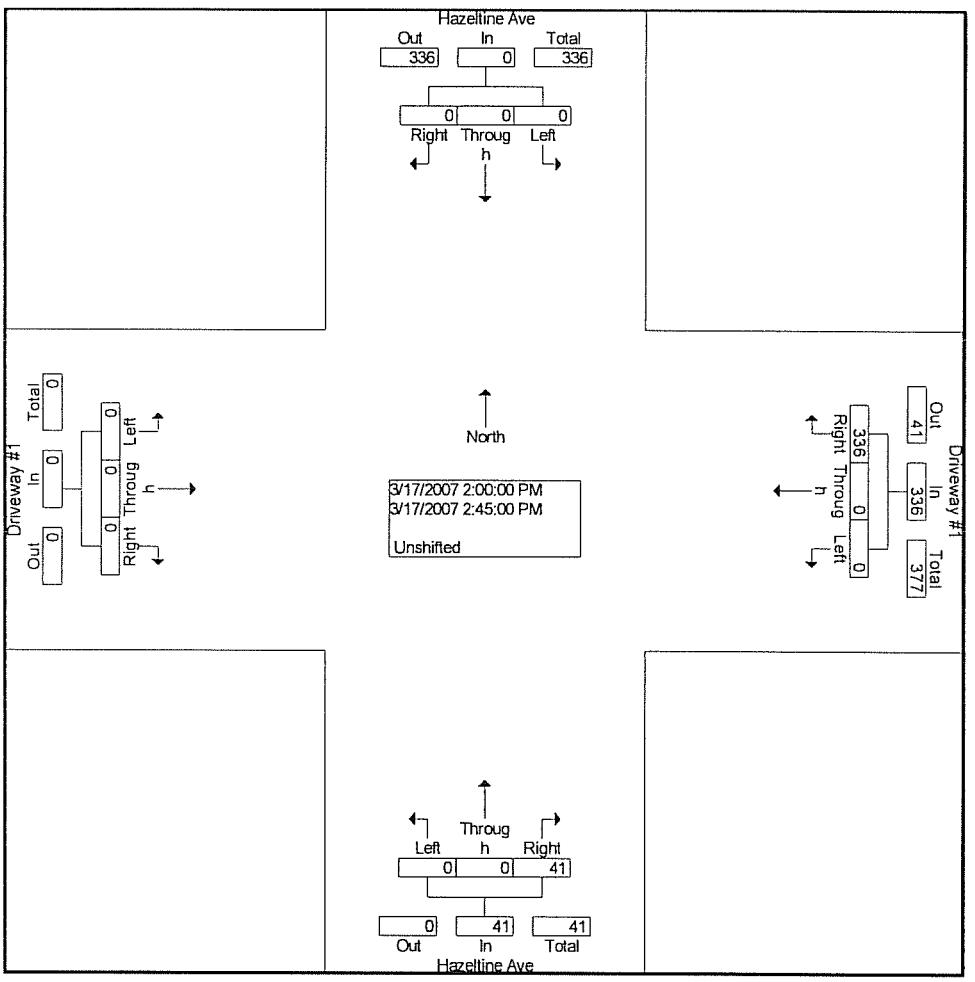
Groups Printed- Unshifted

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

City Traffic Counters
(626) 256-4171

File Name : Drive1
Site Code : 00000000
Start Date : 3/17/2007
Page No : 2

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



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

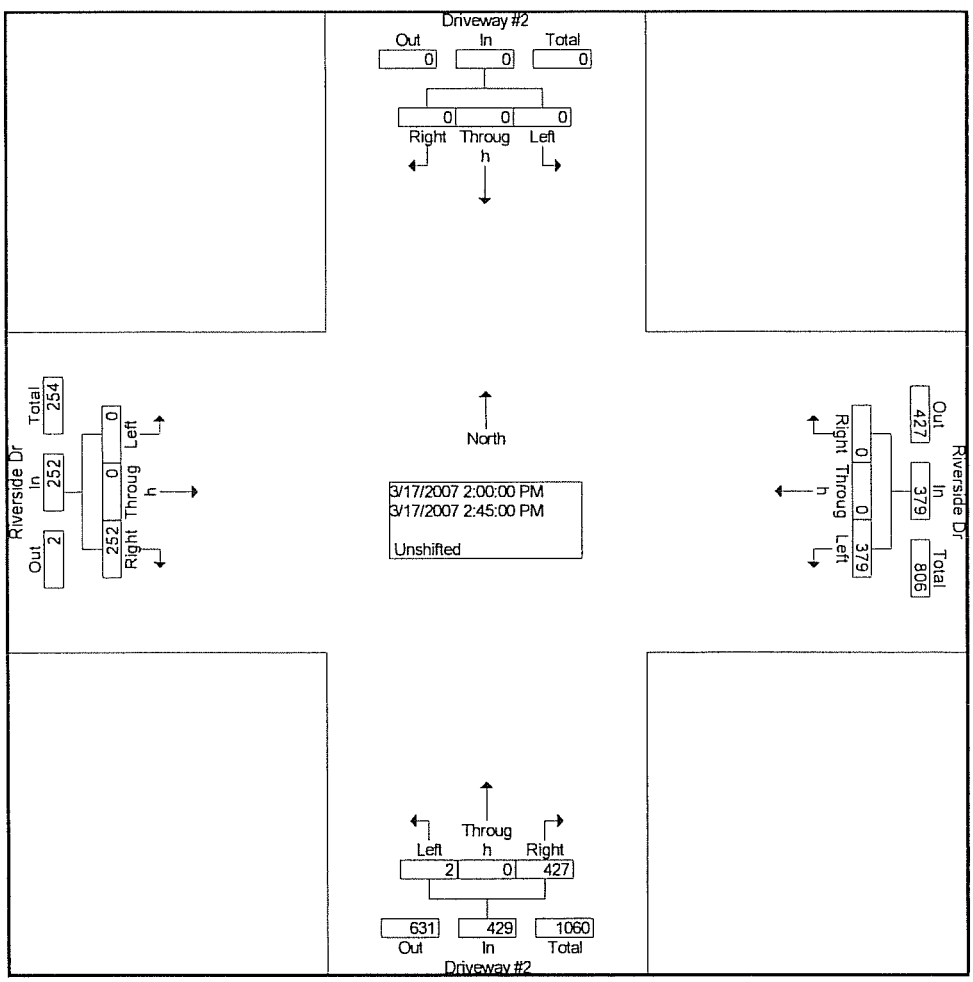
Groups Printed- Unshifted

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

City Traffic Counters
(626) 256-4171

File Name : Drive2
Site Code : 00000000
Start Date : 3/17/2007
Page No : 2

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



City Traffic Counters
(626) 256-4171

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

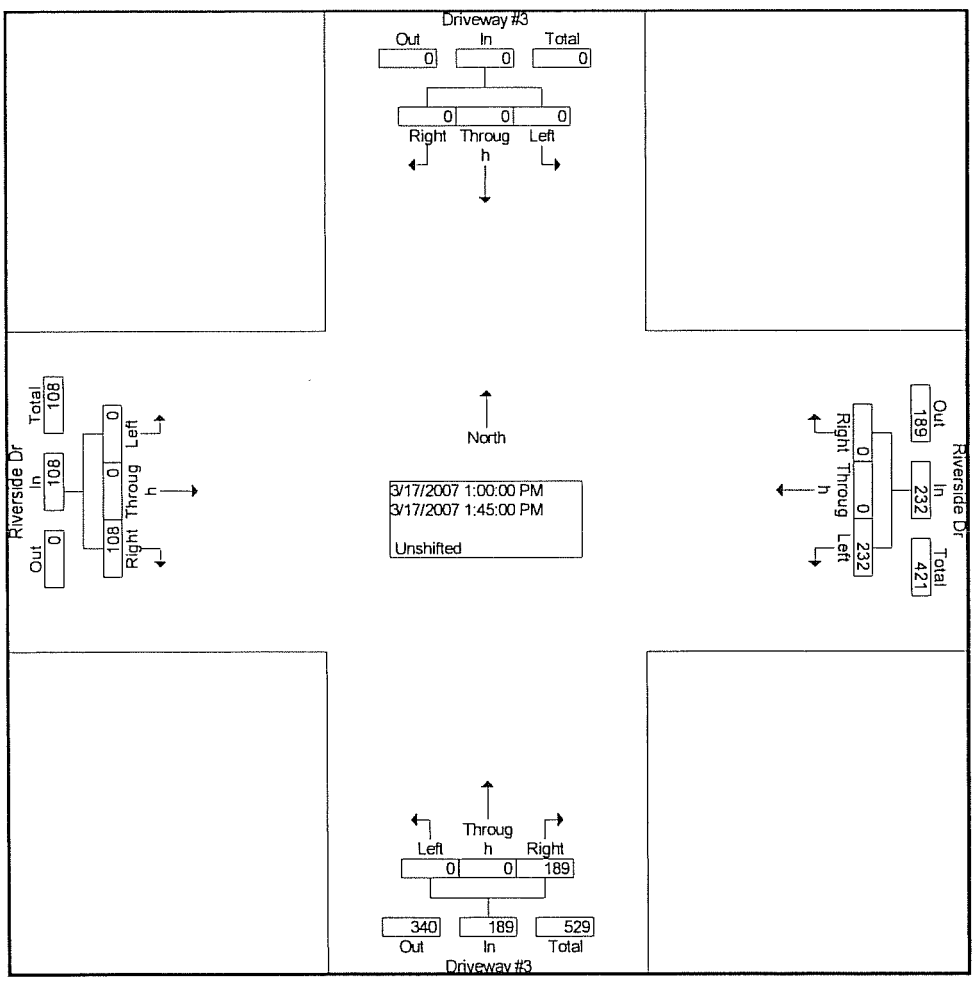
Groups Printed- Unshifted

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

City Traffic Counters
(626) 256-4171

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

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



City Traffic Counters
(626) 256-4171

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

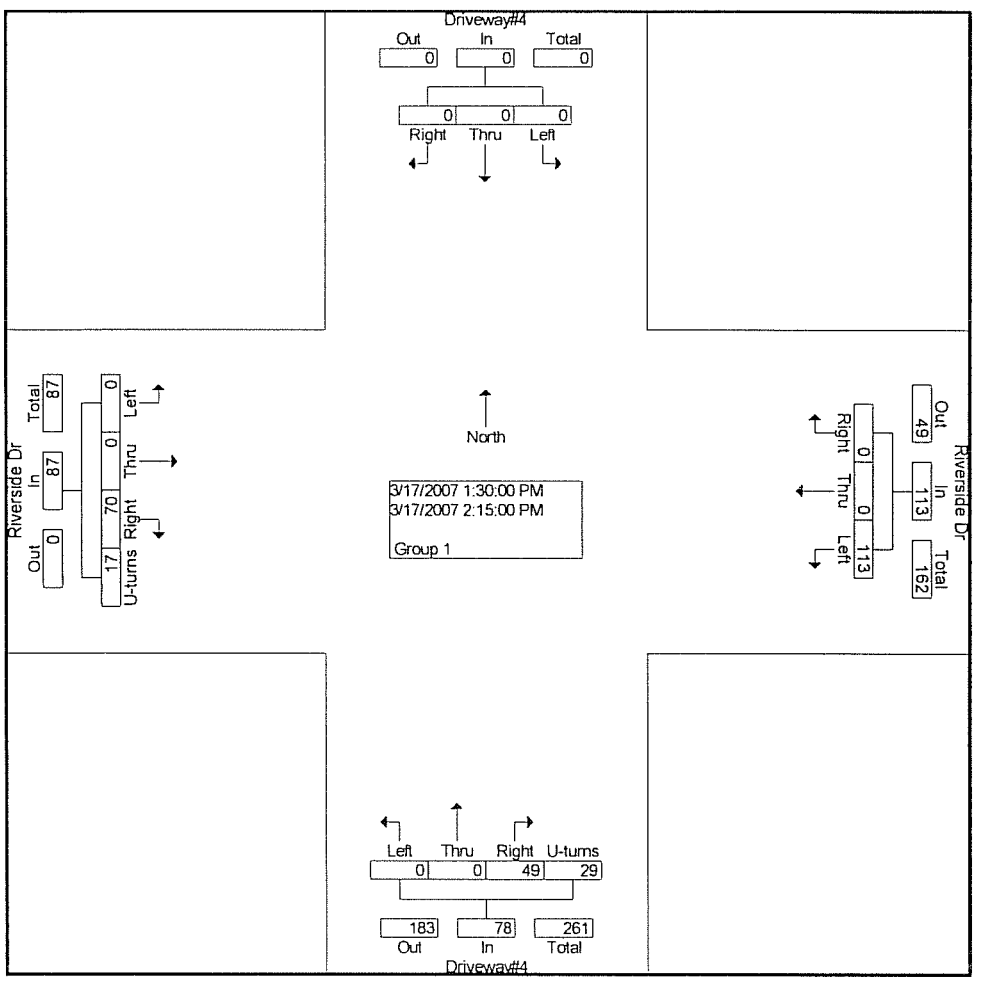
Groups Printed- Group 1

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

City Traffic Counters
(626) 256-4171

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

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



City Traffic Counters
(626) 256-4171

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

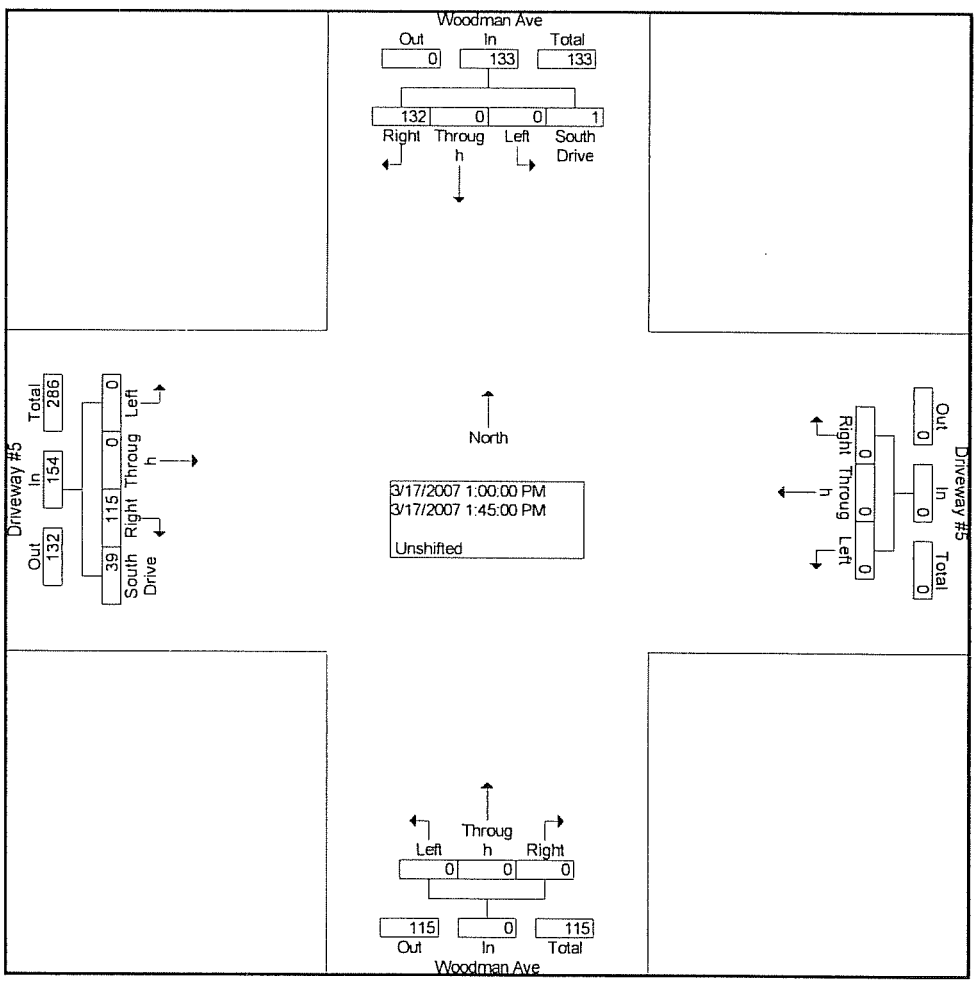
Groups Printed- Unshifted

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

City Traffic Counters
(626) 256-4171

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

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



APPENDIX D

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

CRITICAL MOVEMENT ANALYSIS (CMA) DESCRIPTION

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

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

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

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

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

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

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

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

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

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

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

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

APPENDIX D-1

CMA DATA WORKSHEETS
WEEKDAY AM & PM PEAK HOURS

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

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

Assumptions:

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

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

Assumptions:

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

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

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

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

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

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

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

Assumptions:

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

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

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

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CRITICAL MOVEMENT ANALYSIS

Tyrone Avenue/Beverly Glen Boulevard @ Ventura Boulevard

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

Peak Hour: AM
Annual Growth: 2.0%

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

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

Assumptions:

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

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

Assumptions:

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

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

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

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

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

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

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

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

Assumptions:

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
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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.
Note: Pass-by reductions not applied to this intersection per LADOT standards.

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CRITICAL MOVEMENT ANALYSIS

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

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

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

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

Assumptions:

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

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

Assumptions:

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

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

Assumptions:

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

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

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

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

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

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

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

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

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

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

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

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

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

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

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

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

Assumptions:

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
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: 08/04/2008
Date of Count: 2007
Projection Year: 2012

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

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

Assumptions:

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

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

Assumptions:

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

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

Assumptions:

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

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

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 55% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[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: 08/04/2008
Date of Count: 2007
Projection Year: 2012

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

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
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: 08/04/2008
Date of Count: 2007
Projection Year: 2012

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

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

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[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 Boulevard
Peak Hour: PM
Annual Growth: 2.00%

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

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

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

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
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
Peak Hour: AM
Annual Growth: 2.0%

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

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

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

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

Assumptions:

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

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CRITICAL MOVEMENT ANALYSIS

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

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

Peak Hour: AM
Annual Growth: 2.0%

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

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

Assumptions:

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

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CRITICAL MOVEMENT ANALYSIS

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

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

Peak Hour: PM
Annual Growth: 2.00%

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

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

Assumptions:

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

APPENDIX D-2

CMA DATA WORKSHEETS
WEEKEND MID-DAY PEAK HOUR

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

CRITICAL MOVEMENT ANALYSIS

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

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

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

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

Assumptions:

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

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

Assumptions:

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

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

Assumptions:

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

APPENDIX E

TRAFFIC SIGNAL WARRANT WORKSHEETS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

City Traffic Counters
626.256.4171

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

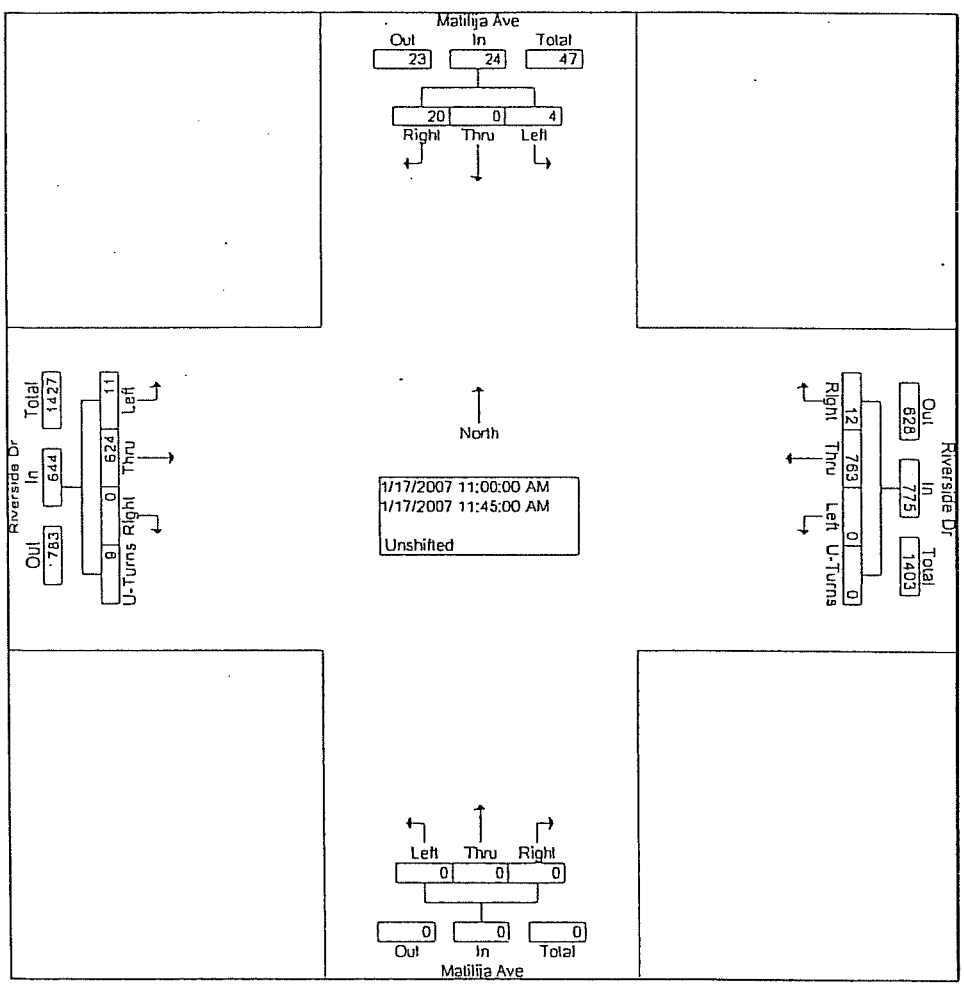
Groups Printed- Unshifted

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

City Traffic Counters
626.256.4171

File Name : matriver
Site Code : 00000000
Start Date : 1/17/2007
Page No : 2

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



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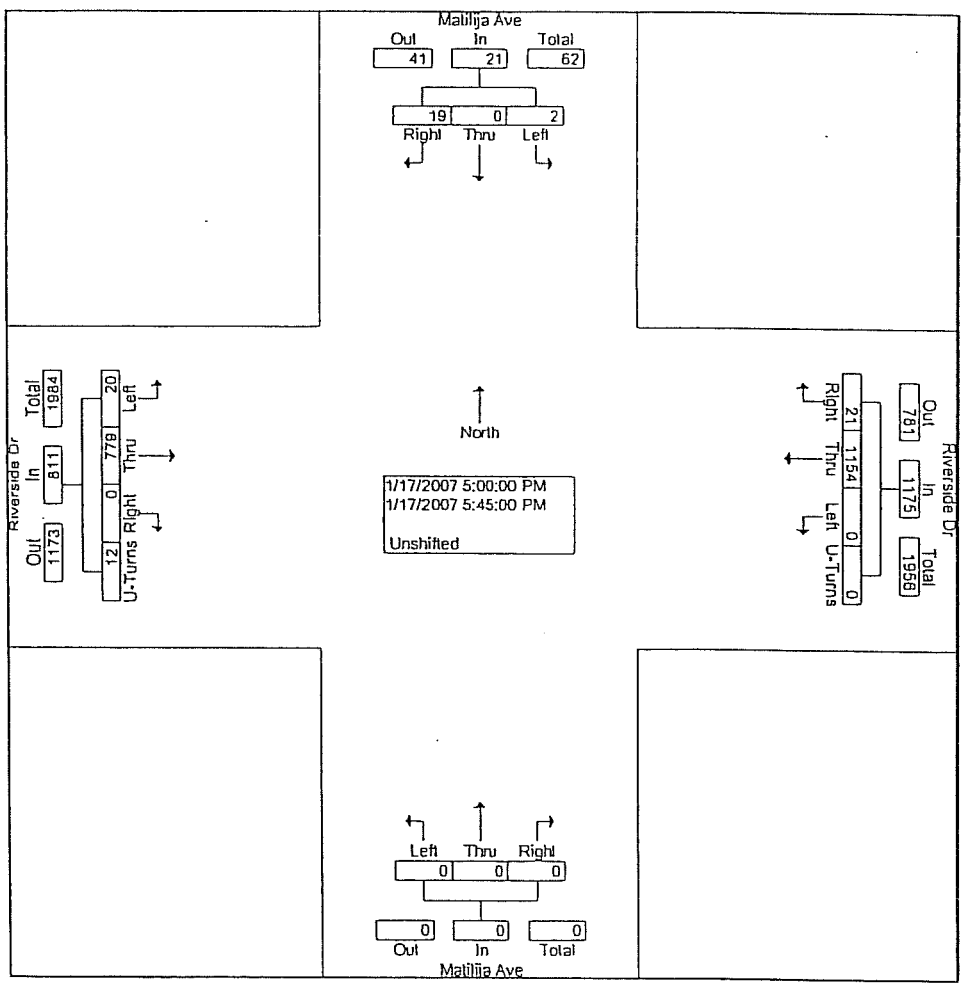
	Matilija Ave Southbound				Riverside Dr Westbound					Matilija Ave Northbound				Riverside Dr Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour From 12:00 PM to 06:45 PM - Peak 1 of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



City Traffic Counters
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File Name : drvwy1rivers
Site Code : 00000000
Start Date : 1/17/2007
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Groups Printed- Unshifted

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

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File Name : drvwy1rivers
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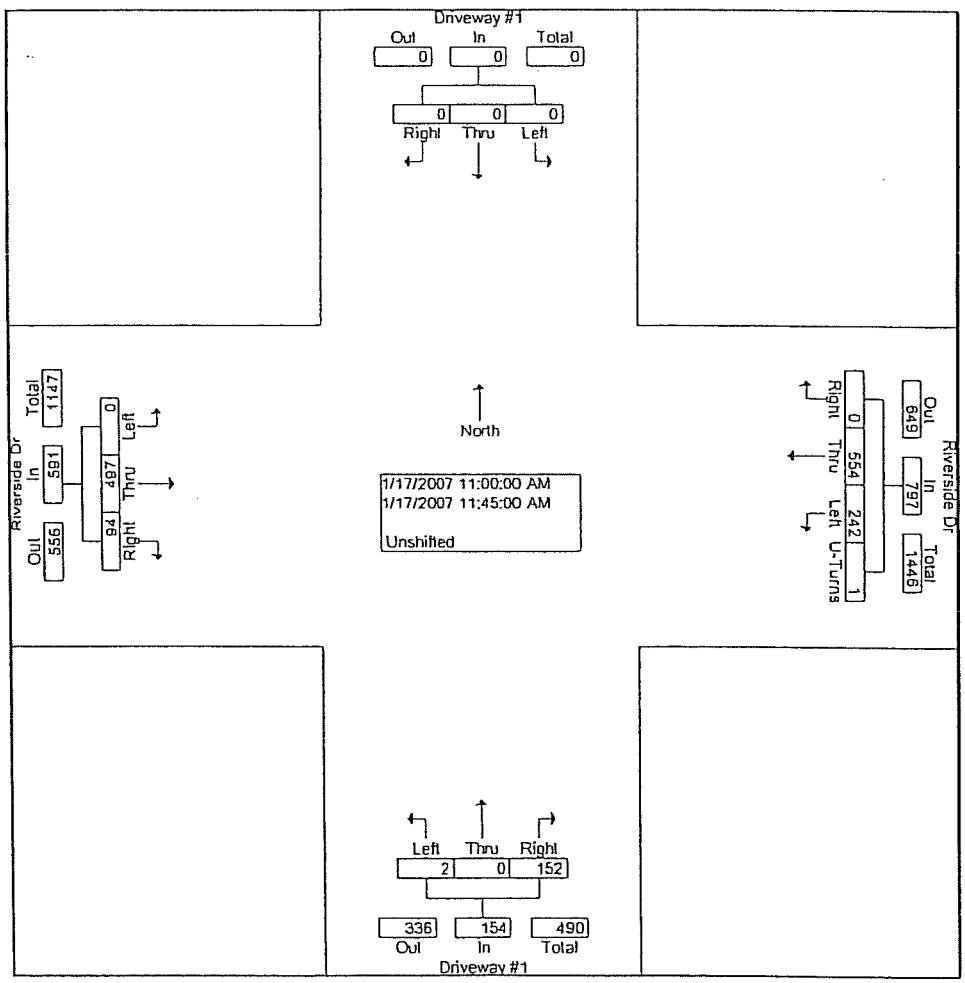
	Driveway #1 Southbound				Riverside Dr Westbound					Driveway #1 Northbound				Riverside Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 11:00 AM to 11:45 AM - Peak 1 of 1																		
Intersection	11:00 AM																	
Volume	0	0	0	0	242	554	0	1	797	2	0	152	154	0	497	94	591	1542
Percent	0.0	0.0	0.0		30.4	69.5	0.0	0.1		1.3	0.0	98.7		0.0	84.1	15.9		
11:00 Volume	0	0	0	0	57	155	0	0	212	0	0	37	37	0	132	21	153	402
Peak Factor																		0.959
High Int.	10:45:00 AM				11:00 AM					11:30 AM				11:15 AM				
Volume	0	0	0	0	57	155	0	0	212	0	0	43	43	0	138	23	161	
Peak Factor									0.940				0.895				0.918	



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File Name : drvwy1rivers
Site Code : 00000000
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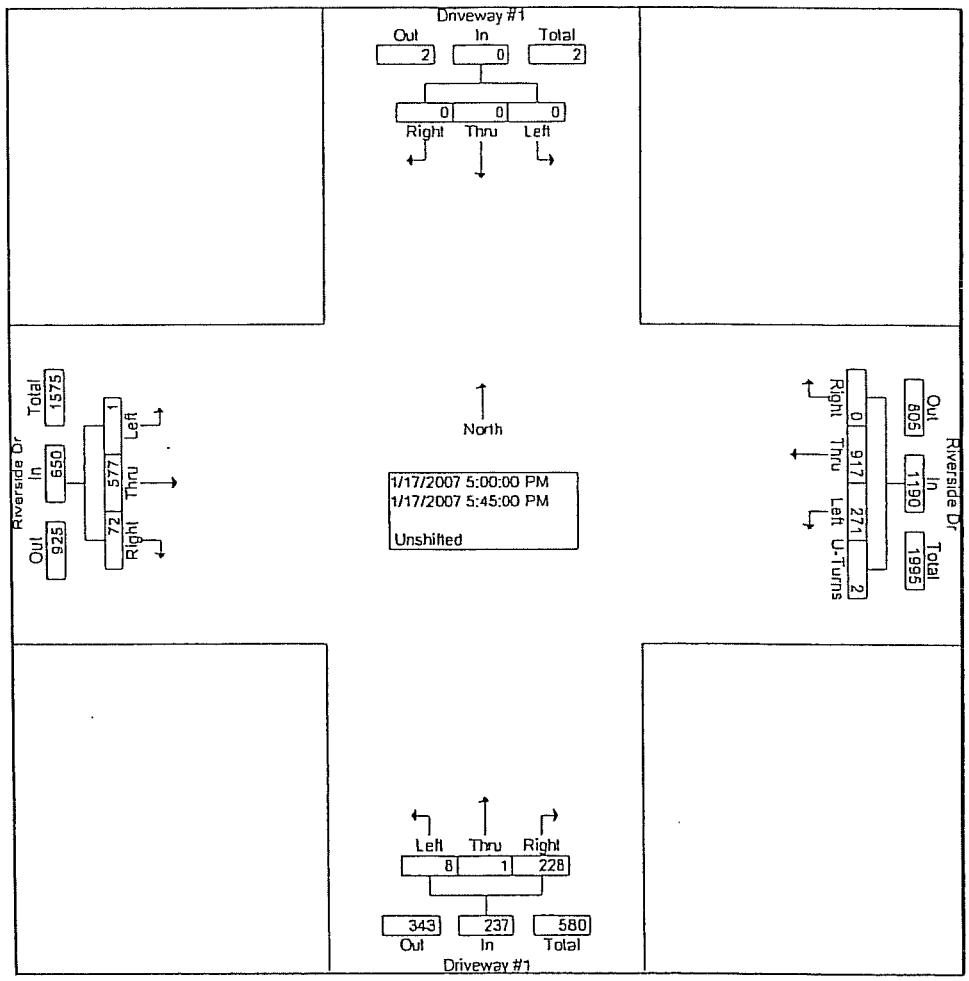
	Driveway #1 Southbound				Riverside Dr Westbound					Driveway #1 Northbound				Riverside Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 06:45 PM - Peak 1 of 1																		
Intersection 05:00 PM																		
Volume	0	0	0	0	271	917	0	2	1190	8	1	228	237	1	577	72	650	2077
Percent	0.0	0.0	0.0		22.8	77.1	0.0	0.2		3.4	0.4	96.2		0.2	88.8	11.1		
05:30 Volume	0	0	0	0	76	243	0	0	319	3	0	68	71	0	155	19	174	564
Peak Factor																		0.921
High Int.					05:30 PM					05:30 PM				05:30 PM				
Volume	0	0	0	0	76	243	0	0	319	3	0	68	71	0	155	19	174	
Peak Factor									0.933				0.835				0.934	



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File Name : drvwy3river
Site Code : 00000000
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Groups Printed- Unshifted

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

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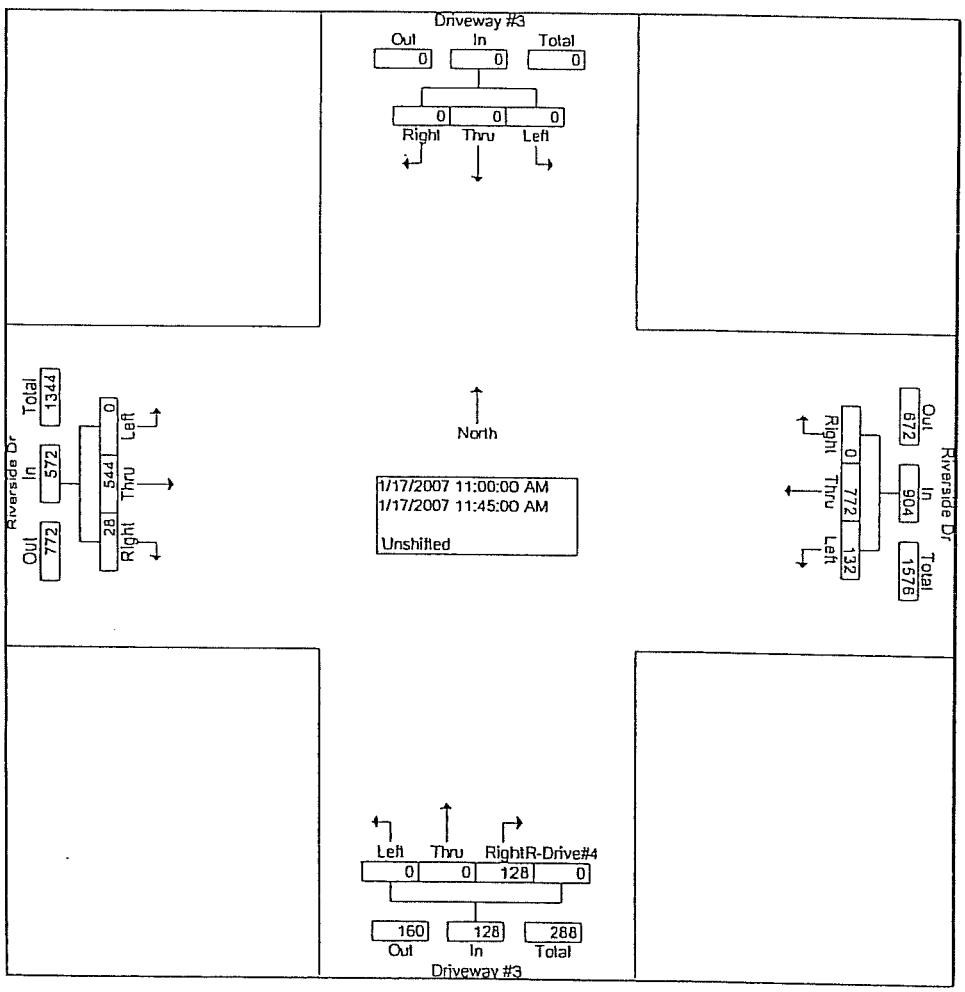
	Driveway #3 Southbound				Riverside Dr Westbound				Driveway #3 Northbound					Riverside Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	R-Drive #4	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 11:00 AM to 11:45 AM - Peak 1 of 1				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



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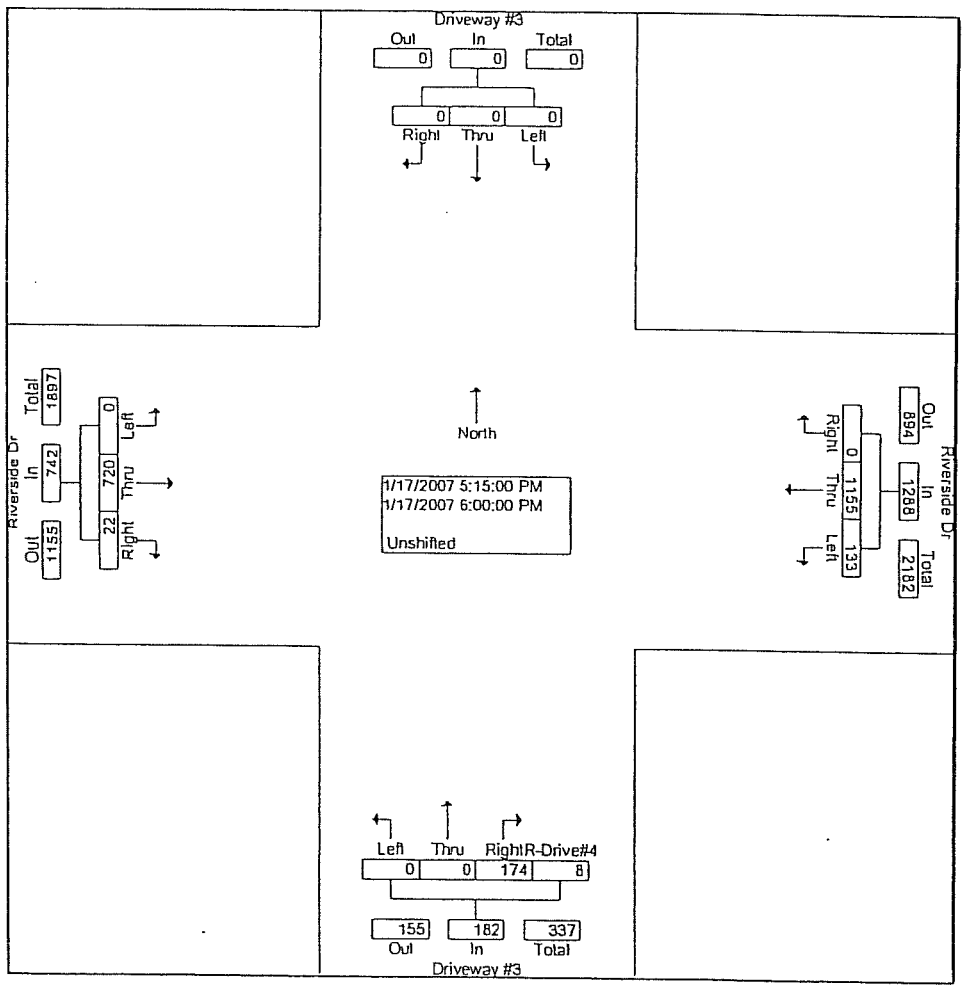
	Driveway #3 Southbound				Riverside Dr Westbound				Driveway #3 Northbound					Riverside Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	R-Drive #4	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 06:45 PM - Peak 1 of 1				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



City Traffic Counters
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File Name : drvwy4river
Site Code : 00000000
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Groups Printed- Bank 1

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

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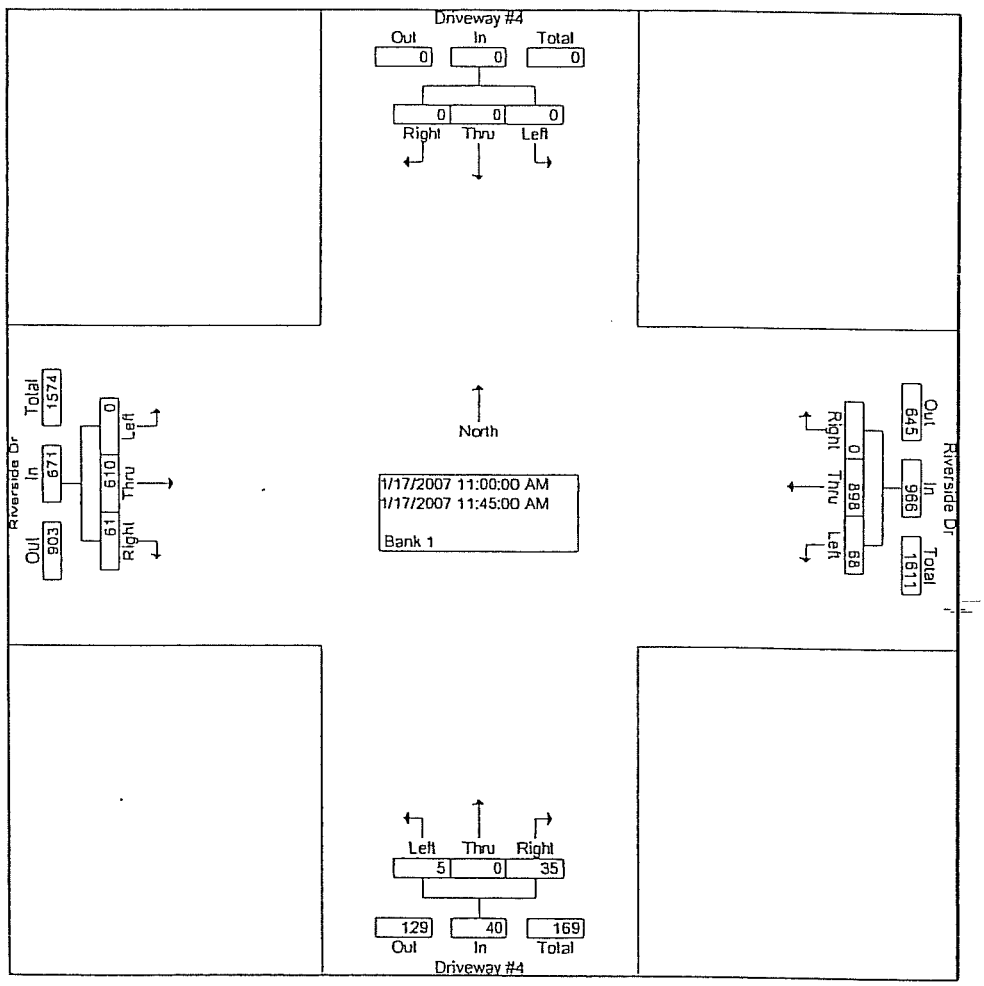
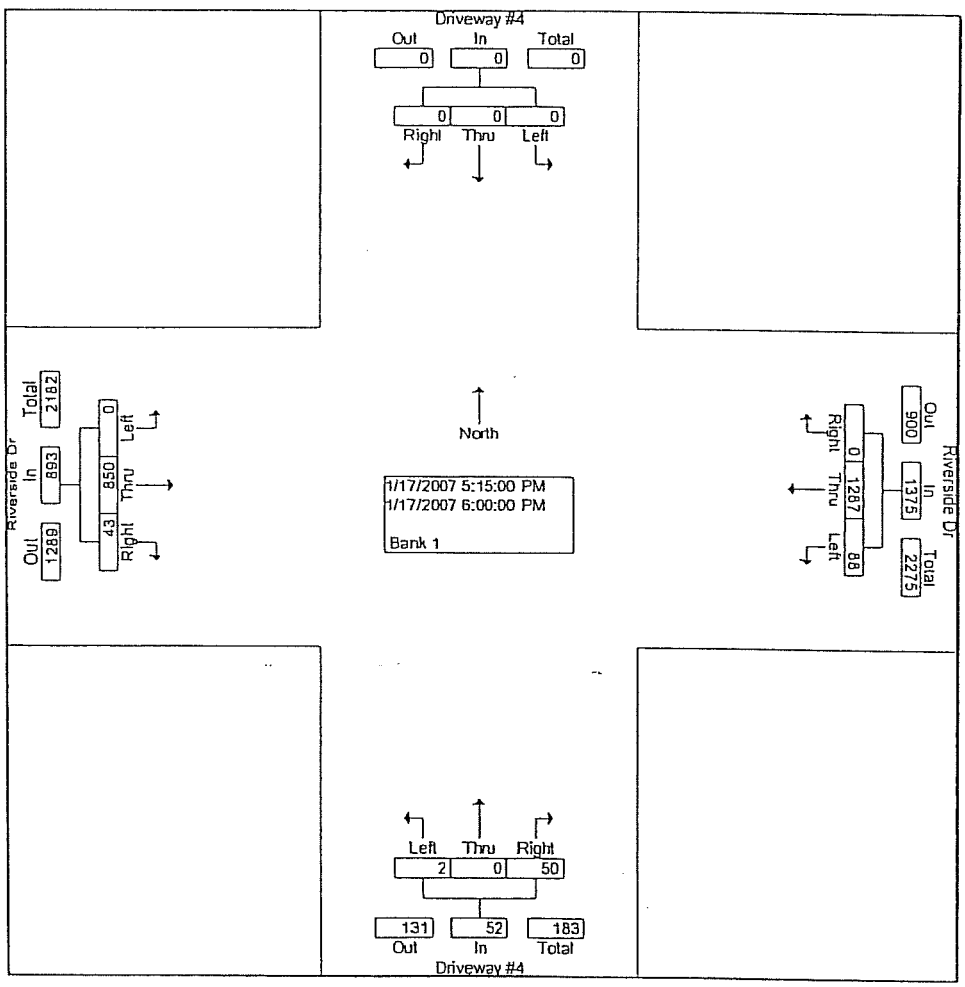
	Driveway #4 Southbound				Riverside Dr Westbound				Driveway #4 Northbound				Riverside Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 11:00 AM to 11:45 AM - Peak 1 of 1																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



City Traffic Counters
626.256.4171

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

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



TRAFFIC SIGNAL WARRANTS

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

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

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

WARRANT 1 - Eight - Hour Vehicular Volume

Condition A - Minimum Vehicle Volume

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

Right Turn Reduction application Minor Street = 100 %

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

Condition B - Interruption of Continuous Traffic

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

Right Turn Reduction application Minor Street = 100 %

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

Combination of Conditions A & B SATISFIED YES ☐ NO ☐

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

MATILIJA AVENUE – EASTERLY PROJECT DRIVEWAY/RIVERSIDE DRIVE

WARRANT 2 - Four - Hour Vehicular Volume

SATISFIED * Yes ☒ No ☐

Right Turn Reduction application Minor Street = 100 %

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

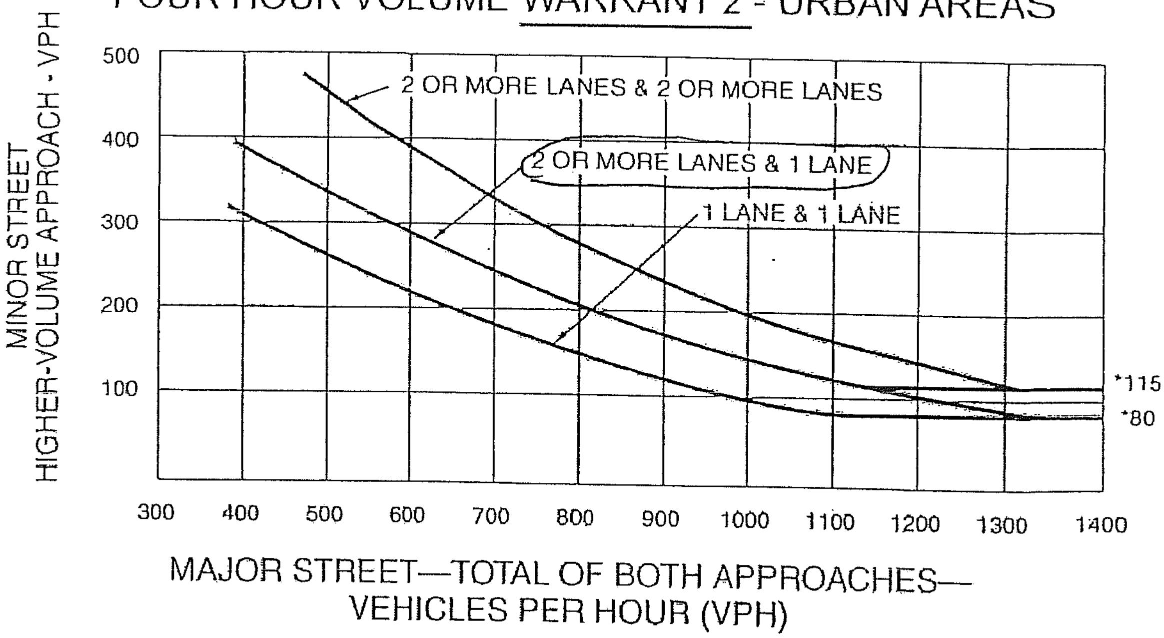
HOUR

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

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

Figure A

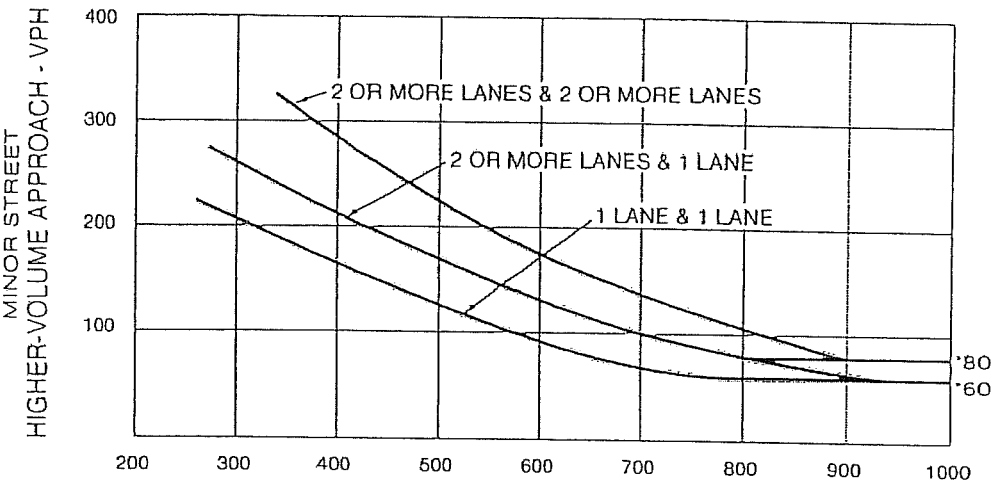
FOUR HOUR VOLUME WARRANT 2 - URBAN AREAS



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

MATILIJA AVENUE - EASTERLY PROJECT DRIVEWAY / RIVERSIDE DRIVE

Figure B
FOUR HOUR VOLUME WARRANT 2 - RURAL AREAS



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

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

PART A SATISFIED Yes ☐ No ☐

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

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

PART B SATISFIED* Yes ☒ No ☐

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

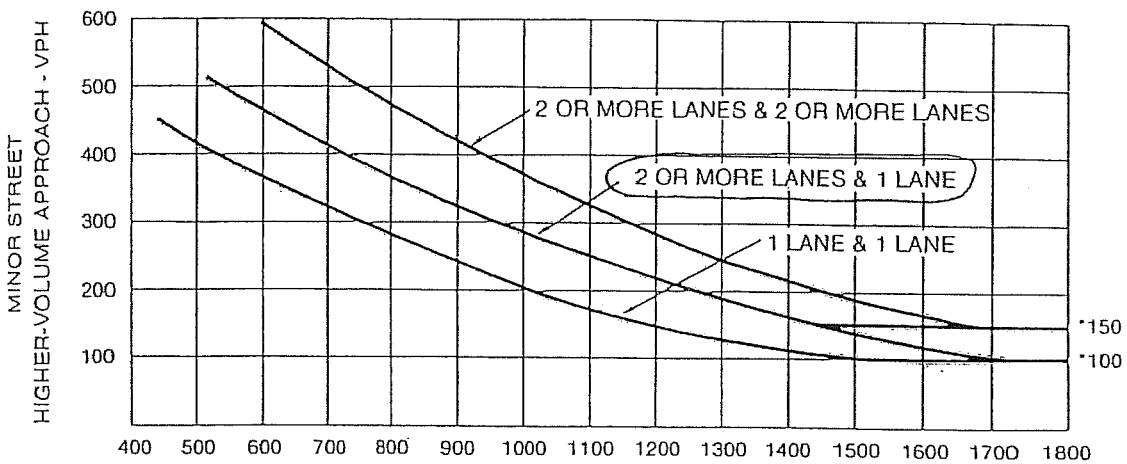
* Refer to Fig. C (URBAN AREAS) OR Fig. D (RURAL AREAS) to determine if this warrant is satisfied

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

MATILIJA AVENUE - EASTERLY PROJECT DRIVEWAY/RIVERSIDE DRIVE

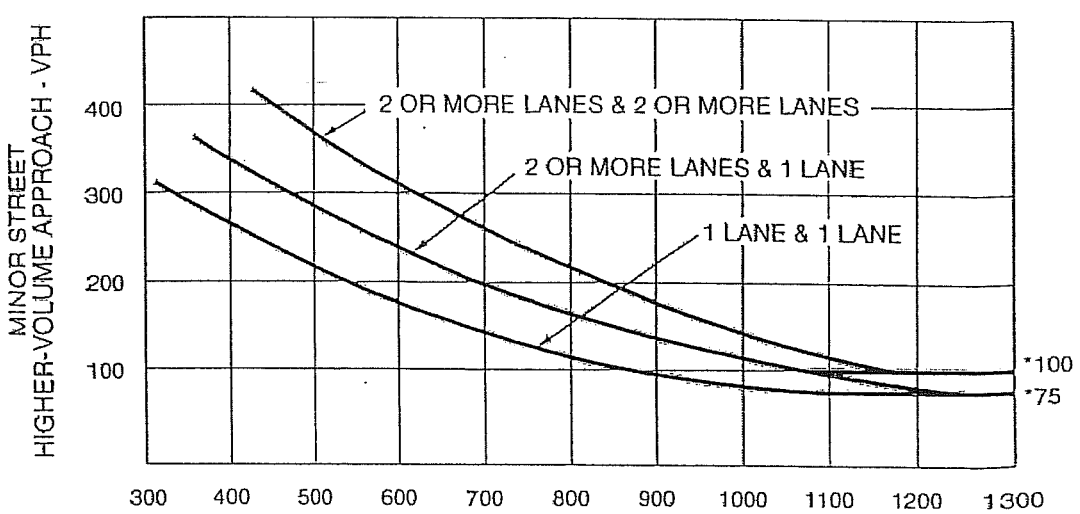
* (2090, 574)

Figure C
PEAK HOUR VOLUME WARRANT 3 - URBAN AREAS



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

Figure D
PEAK HOUR VOLUME WARRANT 3 - RURAL AREAS



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

MATILIJA AVENUE - EASTERLY PROJECT DRIVEWAY / RIVERSIDE DRIVE

School Area Traffic Signal
(Both parts must be satisfied)

SATISFIED Yes ☐ No ☐

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

SATISFIED Yes ☐ No ☐

AND

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

SATISFIED Yes ☐ No ☐

WARRANT 6 - Coordinated Signal System

100% SATISFIED Yes ☒ No ☐

(All parts must be satisfied)

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

WARRANT 7 - Crash Experience

100% SATISFIED Yes ☐ No ☐

(All parts must be satisfied)

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

TRAFFIC SIGNAL WARRANTS

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

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

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

WARRANT 1 - Eight - Hour Vehicular Volume

Condition A - Minimum Vehicle Volume

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

Right Turn Reduction application Minor Street = 0 %

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

Condition B - Interruption of Continuous Traffic

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

Right Turn Reduction application Minor Street = 0 %

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

Combination of Conditions A & B SATISFIED YES ☐ NO ☐

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

MATILIJA AVENUE – EASTERLY PROJECT DRIVEWAY/RIVERSIDE DRIVE

WARRANT 2 - Four - Hour Vehicular Volume

SATISFIED * Yes ☒ No ☐

Right Turn Reduction application Minor Street = 0 %

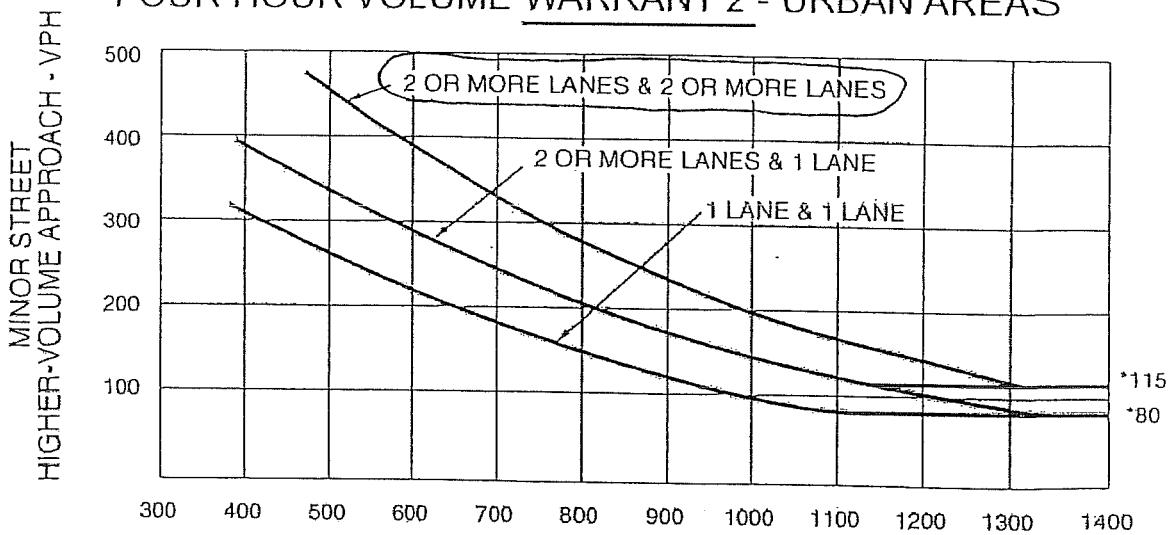
Approach Lanes	One	2 or more	1PM	2PM	3PM	5PM
						HOUR
Both Approaches, Major Street		X	1775	1843	2090	2192
Highest Approach, Minor Street		X	1213	1110	1142	1146

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

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

Figure A

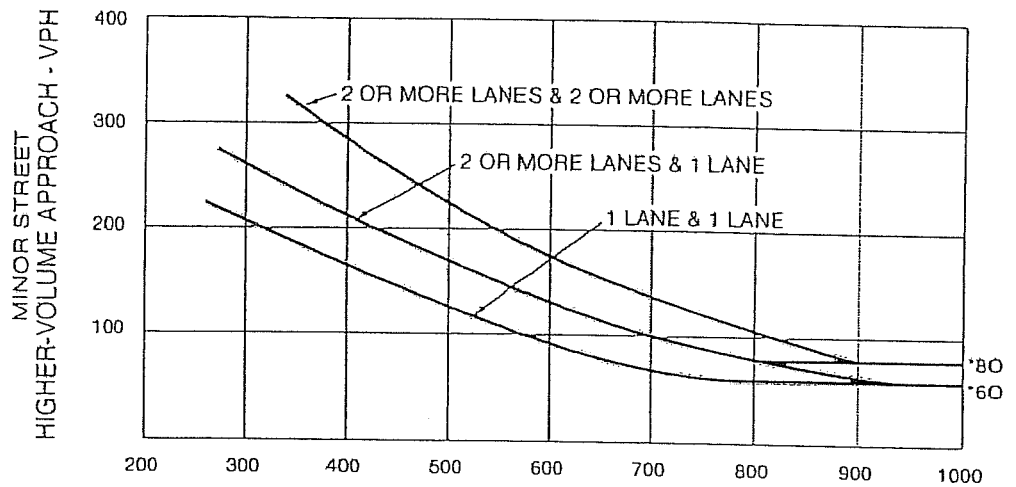
FOUR HOUR VOLUME WARRANT 2 - URBAN AREAS



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

MATILIJA AVENUE - EASTERLY PROTECT DRIVEWAY / RIVERSIDE DRIVE

Figure B
FOUR HOUR VOLUME WARRANT 2 - RURAL AREAS



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

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

PART A SATISFIED Yes ☐ No ☐

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

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

PART B SATISFIED* Yes ☒ No ☐

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

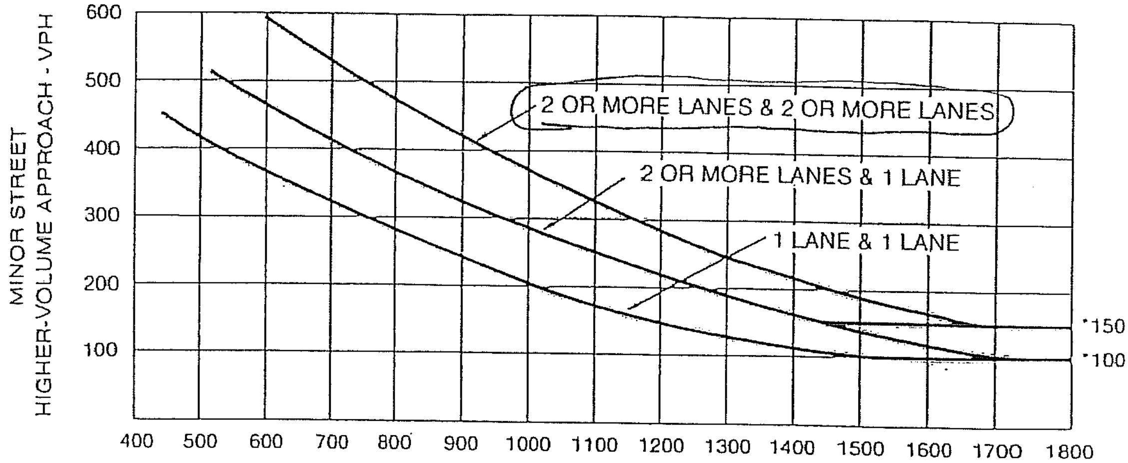
* Refer to Fig. C (URBAN AREAS) OR Fig. D (RURAL AREAS) to determine if this warrant is satisfied

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

MATILIJA AVENUE/EASTERLY PROJECT DRIVEWAY/RIVERSIDE DRIVE

* (2090,1142)

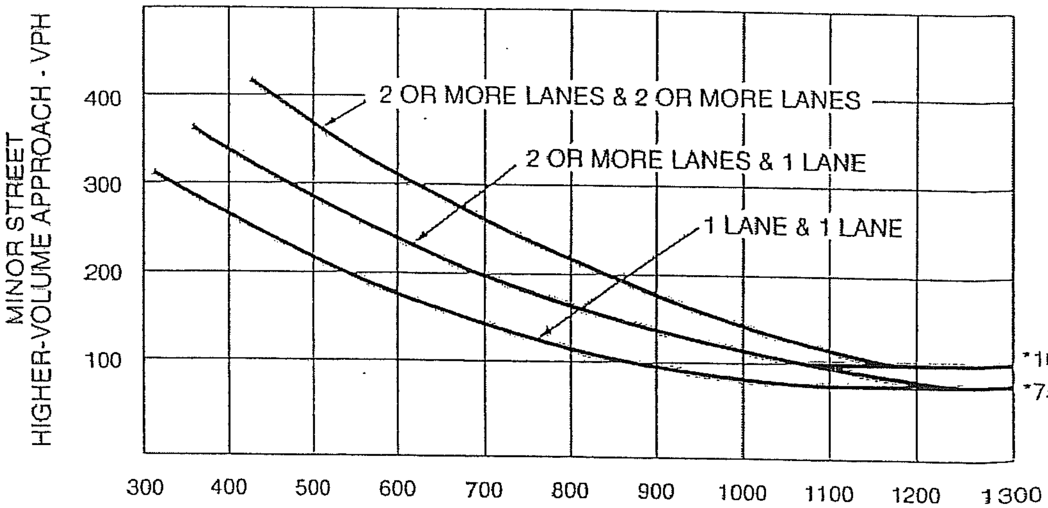
Figure C
PEAK HOUR VOLUME WARRANT 3 - URBAN AREAS



MAJOR STREET—TOTAL OF BOTH APPROACHES—
VEHICLES PER HOUR (VPH)

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

Figure D
PEAK HOUR VOLUME WARRANT 3 - RURAL AREAS



MAJOR STREET—TOTAL OF BOTH APPROACHES—
VEHICLES PER HOUR (VPH)

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

MATILIJA AVENUE - EASTERLY PROJECT DRIVEWAY / RIVERSIDE DRIVE

School Area Traffic Signal
(Both parts must be satisfied)

SATISFIED Yes ☐ No ☐

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

SATISFIED Yes ☐ No ☐

AND

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

SATISFIED Yes ☐ No ☐

WARRANT 6 - Coordinated Signal System

(All parts must be satisfied)

100% SATISFIED Yes ☒ No ☐

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

WARRANT 7 - Crash Experience

(All parts must be satisfied)

100% SATISFIED Yes ☐ No ☐

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

TRAFFIC SIGNAL WARRANTS

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

Major St: RIVERSIDE DRIVE Critical Approach Speed 35 mph
Minor St: WESTERLY PROJECT DRIVEWAY

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

WARRANT 1 - Eight - Hour Vehicular Volume

Condition A - Minimum Vehicle Volume

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

Right Turn Reduction application Minor Street = 100 %

	Minimum Requirements (80% SHOWN IN BRACKETS)				11AM	12PM	1PM	2PM	3PM	4PM	5PM	6PM	HOUR
	U	R	U	R									
APPROACH LANES	1		2 OR MORE										
Both Apprchs. Major Street	500 (400)	350 (280)	(600) (480)	420 (336)	1583	1695	1730	1780	2052	2044	2140	1988	
Highest Apprch. Minor Street	(150) (120)	105 (84)	200 (160)	140 (112)	415	420	435	429	431	423	429	429	

Condition B - Interruption of Continuous Traffic

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

Right Turn Reduction application Minor Street = 100 %

	Minimum Requirements (80% SHOWN IN BRACKETS)				11AM	12PM	1PM	2PM	3PM	4PM	5PM	6PM	HOUR
	U	R	U	R									
APPROACH LANES	1		2 OR MORE										
Both Apprchs. Major Street	750 (600)	525 (420)	(900) (720)	630 (504)	1583	1695	1730	1780	2052	2044	2140	1988	
Highest Apprch. Minor Street	(75) (60)	53 (42)	100 (80)	70 (56)	415	420	43	429	431	423	429	429	

Combination of Conditions A & B SATISFIED YES ☐ NO ☐

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

WESTERLY PROJECT DRIVEWAY/ RIVERSIDE DRIVE

WARRANT 2 - Four - Hour Vehicular Volume

SATISFIED * Yes ☒ No ☐

Right Turn Reduction application Minor Street = 100 %

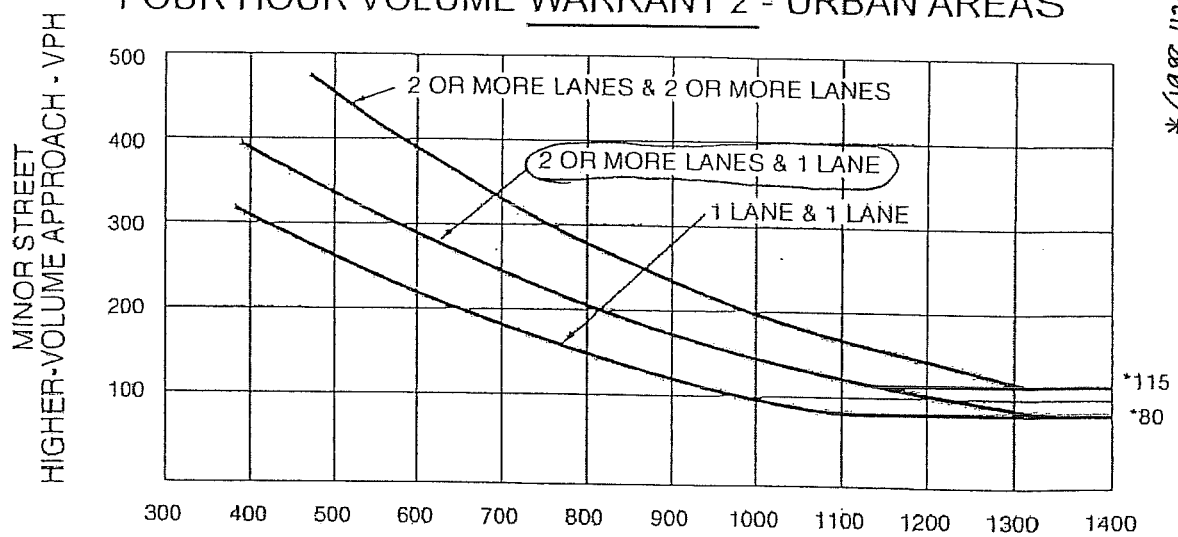
Approach Lanes	One	2 or more	3PM	4PM	5PM	6PM	HOUR
Both Approaches, Major Street		X	2052	2044	2140	1988	
Highest Approach, Minor Street	X		431	423	429	429	

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

(2052, 431) * (2044, 423) * (2140, 429) * (1988, 429) *

Figure A

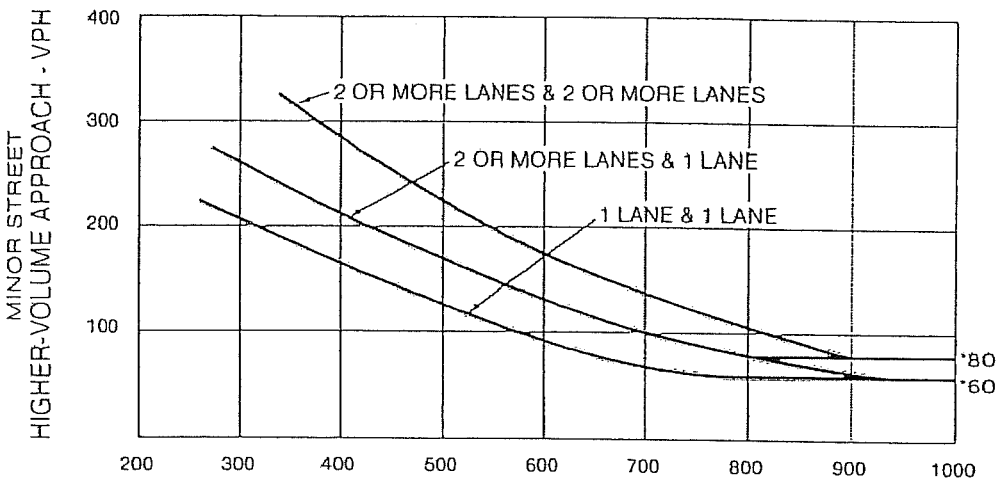
FOUR HOUR VOLUME WARRANT 2 - URBAN AREAS



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

WESTERLY PROJECT DRIVEWAY/RIVERSIDE DRIVE

Figure B
FOUR HOUR VOLUME WARRANT 2 - RURAL AREAS



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

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

PART A SATISFIED Yes ☐ No ☐

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

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

PART B SATISFIED* Yes ☒ No ☐

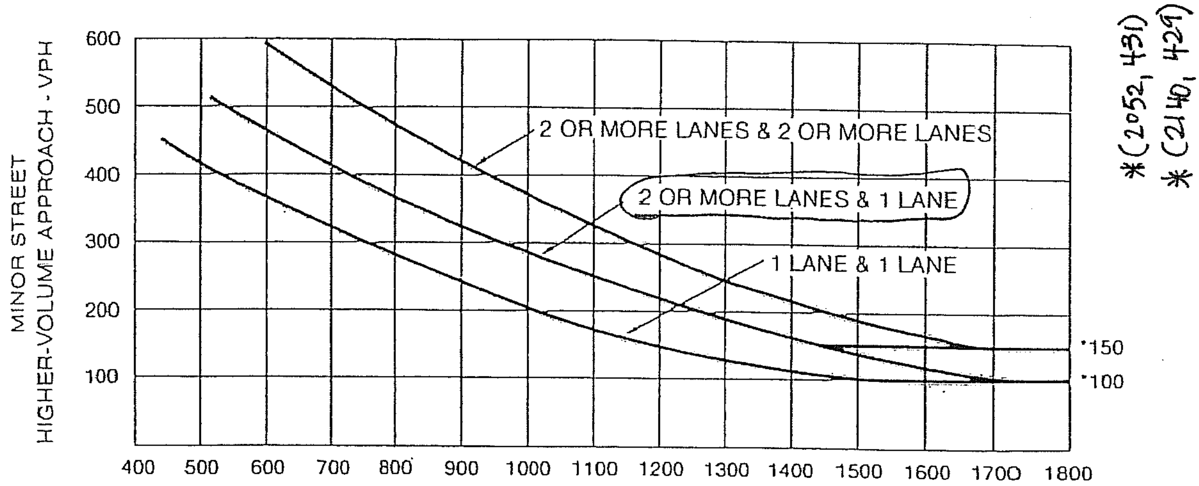
Approach Lanes	One	2 or more	3PM	5PM
			HOUR	
Both Approaches, Major Street		X	2052	2140
Highest Approach, Minor Street	X		431	429

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

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

WESTERLY PROJECT DRIVEWAY/RIVERSIDE DRIVE

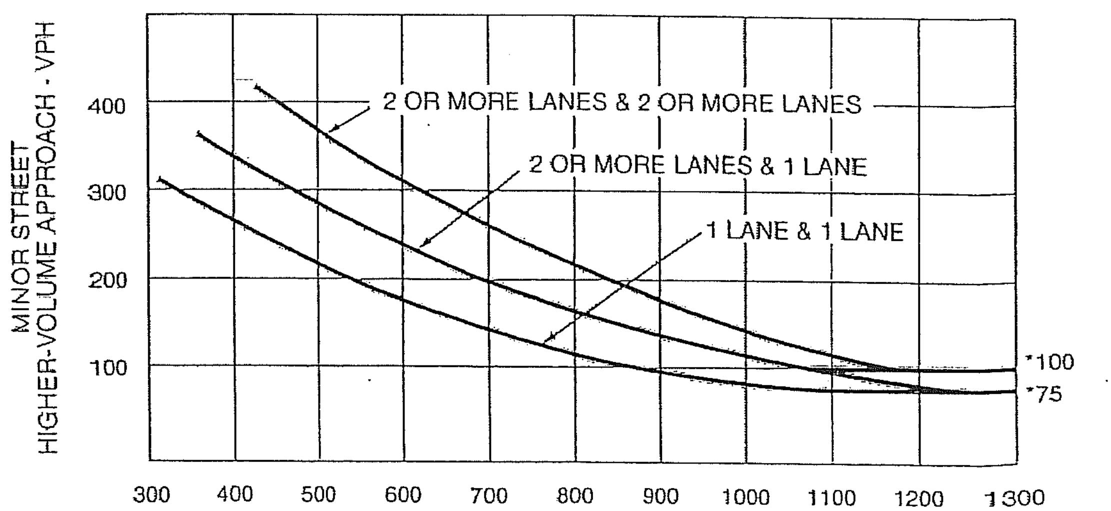
Figure C
PEAK HOUR VOLUME WARRANT 3 - URBAN AREAS



MAJOR STREET—TOTAL OF BOTH APPROACHES—
VEHICLES PER HOUR (VPH)

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

Figure D
PEAK HOUR VOLUME WARRANT 3 - RURAL AREAS



MAJOR STREET—TOTAL OF BOTH APPROACHES—
VEHICLES PER HOUR (VPH)

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

WESTERLY PROJECT DRIVEWAY/RIVERSIDE DRIVE

School Area Traffic Signal
(Both parts must be satisfied)

SATISFIED Yes ☐ No ☐

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

SATISFIED Yes ☐ No ☐

AND

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

SATISFIED Yes ☐ No ☐

WARRANT 6 - Coordinated Signal System

(All parts must be satisfied)

100% SATISFIED Yes ☐ No ☐

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	FULFILLED
> 1000 FEET	N_____ft, S_____ft, E 2140 ft, W 540 ft	Yes ☒ No ☐
ON ISOLATED ONE WAY STREET OR STREET WITH ONE WAY TRAFFIC SIGNIFICANCE ADJACENT SIGNALS ARE SO FAR APART THAT NECESSARY PLATOONING AND SPEED CONTROL WOULD BE LOST		☒ ☐
ON 2-WAY STREET WHERE ADJACENT SIGNALS DO NOT PROVIDE NECESSARY PLATOONING & SPEED CONTROL, PROPOSED SIGNALS COULD CONSTITUTE A PROGRESSIVE SIGNAL SYSTEM		

WARRANT 7 - Crash Experience

(All parts must be satisfied)

100% SATISFIED Yes ☐ No ☐

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

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*FSB*	Intersection	*Matilija Ave-Riverside Dr*
Agency/Co.	*LLG Engineers*	Jurisdiction	*City of Los Angeles*
Date Performed	*5/7/2008*	Analysis Year	*Existing With Project*
Analysis Time Period	*11:00 AM*		

Project Description *1-053606-1/Westfield Fashion Square Project*

East/West Street: *Riverside Drive* | North/South Street: *Matilija Dr-Project Driveway*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*699*	*133*	*518*	*816*	*12*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*699*	*133*	*518*	*816*	*12*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*1*	*2*	*0*
Configuration		*T*	*R*	*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*36*		*457*			*24*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*36*	*0*	*457*	*0*	*0*	*24*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*1*	*0*	*0*	*1*
Configuration	*L*		*R*			*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			*R*
v (veh/h)		*518*	*36*		*457*			*24*
C (m) (veh/h)		*809*	*13*		*652*			*593*
v/c		*0.64*	*2.77*		*0.70*			*0.04*
95% queue length		*4.73*	*5.38*		*5.70*			*0.13*
Control Delay (s/veh)		*17.0*	*1390*		*22.4*			*11.3*
LOS		*C*	*F*		*C*			*B*
Approach Delay (s/veh)	--	--	*122.2*			*11.3*		
Approach LOS	--	--	*F*			*B*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*FSB*	Intersection	*Matilija Ave-Riverside Dr*
Agency/Co.	*LLG Engineers*	Jurisdiction	*City of Los Angeles*
Date Performed	*5/7/2008*	Analysis Year	*Existing With Project*
Analysis Time Period	*12:00 PM*		

Project Description *1-053606-1/Westfield Fashion Square Project*

East/West Street: *Riverside Drive* | North/South Street: *Matilija Dr-Project Driveway*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*751*	*169*	*657*	*880*	*9*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*751*	*169*	*657*	*880*	*9*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*1*	*2*	*0*
Configuration		*T*	*R*	*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*39*		*487*			*22*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*39*	*0*	*487*	*0*	*0*	*22*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*1*	*0*	*0*	*1*
Configuration	*L*		*R*			*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			*R*
v (veh/h)		*657*	*39*		*487*			*22*
C (m) (veh/h)		*750*	*4*		*627*			*567*
v/c		*0.88*	*9.75*		*0.78*			*0.04*
95% queue length		*10.93*	*6.59*		*7.35*			*0.12*
Control Delay (s/veh)		*33.6*	*5671*		*27.8*			*11.6*
LOS		*D*	*F*		*D*			*B*
Approach Delay (s/veh)	--	--	*446.2*			*11.6*		
Approach LOS	--	--	*F*			*B*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*FSB*	Intersection	*Matilija Ave-Riverside Dr*
Agency/Co.	*LLG Engineers*	Jurisdiction	*City of Los Angeles*
Date Performed	*5/7/2008*	Analysis Year	*Existing With Project*
Analysis Time Period	*1:00 PM*		

Project Description *1-053606-1/Westfield Fashion Square Project*

East/West Street: *Riverside Drive* | North/South Street: *Matilija Dr-Project Driveway*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*800*	*98*	*598*	*863*	*14*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*800*	*98*	*598*	*863*	*14*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*1*	*2*	*0*
Configuration		*T*	*R*	*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*46*		*569*			*19*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*46*	*0*	*569*	*0*	*0*	*19*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*1*	*0*	*0*	*1*
Configuration	*L*		*R*			*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			*R*
v (veh/h)		*598*	*46*		*569*			*19*
C (m) (veh/h)		*765*	*6*		*605*			*572*
v/c		*0.78*	*7.67*		*0.94*			*0.03*
95% queue length		*7.82*	*7.35*		*12.53*			*0.10*
Control Delay (s/veh)		*24.4*	*4183*		*49.5*			*11.5*
LOS		*C*	*F*		*E*			*B*
Approach Delay (s/veh)	--	--	*358.7*			*11.5*		
Approach LOS	--	--	*F*			*B*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*FSB*	Intersection	*Matilija Ave-Riverside Dr*
Agency/Co.	*LLG Engineers*	Jurisdiction	*City of Los Angeles*
Date Performed	*5/7/2008*	Analysis Year	*Existing With Project*
Analysis Time Period	*2:00 PM*		

Project Description *1-053606-1/Westfield Fashion Square Project*

East/West Street: *Riverside Drive*	North/South Street: *Matilija Dr-Project Driveway*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*872*	*106*	*531*	*854*	*11*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*872*	*106*	*531*	*854*	*11*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*1*	*2*	*0*
Configuration		*T*	*R*	*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*43*		*536*			*10*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*43*	*0*	*536*	*0*	*0*	*10*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*1*	*0*	*0*	*1*
Configuration	*L*		*R*			*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			*R*
v (veh/h)		*531*	*43*		*536*			*10*
C (m) (veh/h)		*714*	*7*		*574*			*577*
v/c		*0.74*	*6.14*		*0.93*			*0.02*
95% queue length		*6.73*	*6.85*		*12.00*			*0.05*
Control Delay (s/veh)		*23.2*	*3338*		*49.8*			*11.3*
LOS		*C*	*F*		*E*			*B*
Approach Delay (s/veh)	--	--	*294.0*			*11.3*		
Approach LOS	--	--	*F*			*B*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*FSB*	Intersection	*Matilija Ave-Riverside Dr*
Agency/Co.	*LLG Engineers*	Jurisdiction	*City of Los Angeles*
Date Performed	*5/7/2008*	Analysis Year	*Existing With Project*
Analysis Time Period	*3:00 PM*		

Project Description *1-053606-1/Westfield Fashion Square Project*

East/West Street: *Riverside Drive*	North/South Street: *Matilija Dr-Project Driveway*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*864*	*104*	*546*	*1107*	*15*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*864*	*104*	*546*	*1107*	*15*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*1*	*2*	*0*
Configuration		*T*	*R*	*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*44*		*551*			*34*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*44*	*0*	*551*	*0*	*0*	*34*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*1*	*0*	*0*	*1*
Configuration	*L*		*R*			*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			*R*
v (veh/h)		*546*	*44*		*551*			*34*
C (m) (veh/h)		*720*	*5*		*577*			*476*
v/c		*0.76*	*8.80*		*0.95*			*0.07*
95% queue length		*7.10*	*7.17*		*12.84*			*0.23*
Control Delay (s/veh)		*23.9*	*4915*		*53.9*			*13.1*
LOS		*C*	*F*		*F*			*B*
Approach Delay (s/veh)	--	--	*413.4*			*13.1*		
Approach LOS	--	--	*F*			*B*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*FSB*	Intersection	*Matilija Ave-Riverside Dr*
Agency/Co.	*LLG Engineers*	Jurisdiction	*City of Los Angeles*
Date Performed	*5/7/2008*	Analysis Year	*Existing With Project*
Analysis Time Period	*4:00 PM*		

Project Description *1-053606-1/Westfield Fashion Square Project*

East/West Street: *Riverside Drive*	North/South Street: *Matilija Dr-Project Driveway*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*886*	*110*	*524*	*1093*	*17*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*886*	*110*	*524*	*1093*	*17*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*1*	*2*	*0*
Configuration		*T*	*R*	*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*40*		*506*			*22*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*40*	*0*	*506*	*0*	*0*	*22*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*1*	*0*	*0*	*1*
Configuration	*L*		*R*			*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			*R*
v (veh/h)		*524*	*40*		*506*			*22*
C (m) (veh/h)		*703*	*6*		*568*			*480*
v/c		*0.75*	*6.67*		*0.89*			*0.05*
95% queue length		*6.75*	*6.54*		*10.43*			*0.14*
Control Delay (s/veh)		*23.5*	*3731*		*42.8*			*12.9*
LOS		*C*	*F*		*E*			*B*
Approach Delay (s/veh)	--	--	*313.0*			*12.9*		
Approach LOS	--	--	*F*			*B*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*FSB*	Intersection	*Matilija Ave-Riverside Dr*
Agency/Co.	*LLG Engineers*	Jurisdiction	*City of Los Angeles*
Date Performed	*5/7/2008*	Analysis Year	*Existing With Project*
Analysis Time Period	*5:00 PM*		

Project Description *1-053606-1/Westfield Fashion Square Project*

East/West Street: *Riverside Drive*	North/South Street: *Matilija Dr-Project Driveway*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*854*	*110*	*567*	*1207*	*21*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*854*	*110*	*567*	*1207*	*21*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*1*	*2*	*0*
Configuration		*T*	*R*	*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*43*		*536*			*21*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*43*	*0*	*536*	*0*	*0*	*21*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*1*	*0*	*0*	*1*
Configuration	*L*		*R*			*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			*R*
v (veh/h)		*567*	*43*		*536*			*21*
C (m) (veh/h)		*722*	*4*		*582*			*440*
v/c		*0.79*	*10.75*		*0.92*			*0.05*
95% queue length		*7.82*	*7.13*		*11.59*			*0.15*
Control Delay (s/veh)		*25.7*	*6126*		*47.1*			*13.6*
LOS		*D*	*F*		*E*			*B*
Approach Delay (s/veh)	--	--	*498.5*			*13.6*		
Approach LOS	--	--	*F*			*B*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*FSB*	Intersection	*Matilija Ave-Riverside Dr*
Agency/Co.	*LLG Engineers*	Jurisdiction	*City of Los Angeles*
Date Performed	*5/7/2008*	Analysis Year	*Existing With Project*
Analysis Time Period	*6:00 PM*		

Project Description	*1-053606-1/Westfield Fashion Square Project*
East/West Street: *Riverside Drive*	North/South Street: *Matilija Dr-Project Driveway*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*773*	*104*	*499*	*1156*	*4*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*773*	*104*	*499*	*1156*	*4*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*1*	*2*	*0*
Configuration		*T*	*R*	*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*43*		*538*			*11*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*43*	*0*	*538*	*0*	*0*	*11*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*1*	*0*	*0*	*1*
Configuration	*L*		*R*			*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			*R*
v (veh/h)		*499*	*43*		*538*			*11*
C (m) (veh/h)		*779*	*9*		*618*			*463*
v/c		*0.64*	*4.78*		*0.87*			*0.02*
95% queue length		*4.71*	*6.67*		*10.06*			*0.07*
Control Delay (s/veh)		*17.5*	*2513*		*37.6*			*13.0*
LOS		*C*	*F*		*E*			*B*
Approach Delay (s/veh)	--	--	*220.8*			*13.0*		
Approach LOS	--	--	*F*			*B*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*FSB*	Intersection	*Project Dwy - Riverside Dr*
Agency/Co.	*LLG Engineers*	Jurisdiction	*City of Los Angeles*
Date Performed	*5/7/2008*	Analysis Year	*Existing With Project*
Analysis Time Period	*11:00 AM*		

Project Description *1-053606-1/Westfield Fashion Square Project*

East/West Street: *Riverside Drive* | North/South Street: *Project Driveway (Tunnel)*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*683*	*114*	*364*	*786*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*683*	*114*	*364*	*786*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*1*	*2*	*0*
Configuration		*T*	*R*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*51*		*150*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*51*	*0*	*150*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*1*	*0*	*0*	*0*
Configuration	*L*		*R*			

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			
v (veh/h)		*364*	*51*		*150*			
C (m) (veh/h)		*834*	*41*		*660*			
v/c		*0.44*	*1.24*		*0.23*			
95% queue length		*2.24*	*5.04*		*0.87*			
Control Delay (s/veh)		*12.6*	*376.1*		*12.1*			
LOS		*B*	*F*		*B*			
Approach Delay (s/veh)	--	--	*104.4*					
Approach LOS	--	--	*F*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*FSB*	Intersection	*Project Dwy - Riverside Dr*
Agency/Co.	*LLG Engineers*	Jurisdiction	*City of Los Angeles*
Date Performed	*5/7/2008*	Analysis Year	*Existing With Project*
Analysis Time Period	*12:00 PM*		

Project Description *1-053606-1/Westfield Fashion Square Project*

East/West Street: *Riverside Drive*	North/South Street: *Project Driveway (Tunnel)*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*732*	*114*	*364*	*849*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*732*	*114*	*364*	*849*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*1*	*2*	*0*
Configuration		*T*	*R*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*56*		*164*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*56*	*0*	*164*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*1*	*0*	*0*	*0*
Configuration	*L*		*R*			

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			
v (veh/h)		*364*	*56*		*164*			
C (m) (veh/h)		*800*	*35*		*637*			
v/c		*0.46*	*1.60*		*0.26*			
95% queue length		*2.40*	*6.08*		*1.02*			
Control Delay (s/veh)		*13.2*	*546.6*		*12.6*			
LOS		*B*	*F*		*B*			
Approach Delay (s/veh)	--	--	*148.5*					
Approach LOS	--	--	*F*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*FSB*	Intersection	*Project Dwy - Riverside Dr*
Agency/Co.	*LLG Engineers*	Jurisdiction	*City of Los Angeles*
Date Performed	*5/7/2008*	Analysis Year	*Existing With Project*
Analysis Time Period	*1:00 PM*		

Project Description *1-053606-1/Westfield Fashion Square Project*

East/West Street: *Riverside Drive*	North/South Street: *Project Driveway (Tunnel)*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*789*	*114*	*364*	*827*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*789*	*114*	*364*	*827*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*1*	*2*	*0*
Configuration		*T*	*R*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*71*		*204*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*71*	*0*	*204*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*1*	*0*	*0*	*0*
Configuration	*L*		*R*			

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			
v (veh/h)		*364*	*71*		*204*			
C (m) (veh/h)		*761*	*31*		*611*			
v/c		*0.48*	*2.29*		*0.33*			
95% queue length		*2.61*	*8.23*		*1.46*			
Control Delay (s/veh)		*14.0*	*863.1*		*13.8*			
LOS		*B*	*F*		*B*			
Approach Delay (s/veh)	--	--	*233.1*					
Approach LOS	--	--	*F*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*FSB*	Intersection	*Project Dwy - Riverside Dr*
Agency/Co.	*LLG Engineers*	Jurisdiction	*City of Los Angeles*
Date Performed	*5/7/2008*	Analysis Year	*Existing With Project*
Analysis Time Period	*2:00 PM*		

Project Description *1-053606-1/Westfield Fashion Square Project*

East/West Street: *Riverside Drive* | North/South Street: *Project Driveway (Tunnel)*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*853*	*114*	*364*	*813*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*853*	*114*	*364*	*813*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*1*	*2*	*0*
Configuration		*T*	*R*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*65*		*188*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*65*	*0*	*188*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*1*	*0*	*0*	*0*
Configuration	*L*		*R*			

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			
v (veh/h)		*364*	*65*		*188*			
C (m) (veh/h)		*720*	*27*		*582*			
v/c		*0.51*	*2.41*		*0.32*			
95% queue length		*2.88*	*7.85*		*1.39*			
Control Delay (s/veh)		*15.0*	*949.7*		*14.1*			
LOS		*B*	*F*		*B*			
Approach Delay (s/veh)	--	--	*254.5*					
Approach LOS	--	--	*F*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*FSB*	Intersection	*Project Dwy - Riverside Dr*
Agency/Co.	*LLG Engineers*	Jurisdiction	*City of Los Angeles*
Date Performed	*5/7/2008*	Analysis Year	*Existing With Project*
Analysis Time Period	*3:00 PM*		

Project Description *1-053606-1/Westfield Fashion Square Project*

East/West Street: *Riverside Drive* | North/South Street: *Project Driveway (Tunnel)*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*852*	*114*	*364*	*1086*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*852*	*114*	*364*	*1086*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*1*	*2*	*0*
Configuration		*T*	*R*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*67*		*196*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*67*	*0*	*196*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*1*	*0*	*0*	*0*
Configuration	*L*		*R*			

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			
v (veh/h)		*364*	*67*		*196*			
C (m) (veh/h)		*721*	*22*		*582*			
v/c		*0.50*	*3.05*		*0.34*			
95% queue length		*2.87*	*8.56*		*1.48*			
Control Delay (s/veh)		*15.0*	*1289*		*14.3*			
LOS		*B*	*F*		*B*			
Approach Delay (s/veh)	--	--	*339.1*					
Approach LOS	--	--	*F*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*FSB*	Intersection	*Project Dwy - Riverside Dr*
Agency/Co.	*LLG Engineers*	Jurisdiction	*City of Los Angeles*
Date Performed	*5/7/2008*	Analysis Year	*Existing With Project*
Analysis Time Period	*4:00 PM*		

Project Description *1-053606-1/Westfield Fashion Square Project*

East/West Street: *Riverside Drive* | North/South Street: *Project Driveway (Tunnel)*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*869*	*114*	*364*	*1061*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*869*	*114*	*364*	*1061*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*1*	*2*	*0*
Configuration		*T*	*R*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*59*		*174*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*59*	*0*	*174*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*1*	*0*	*0*	*0*
Configuration	*L*		*R*			

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			
v (veh/h)		*364*	*59*		*174*			
C (m) (veh/h)		*711*	*21*		*576*			
v/c		*0.51*	*2.81*		*0.30*			
95% queue length		*2.95*	*7.64*		*1.27*			
Control Delay (s/veh)		*15.3*	*1202*		*13.9*			
LOS		*C*	*F*		*B*			
Approach Delay (s/veh)	--	--	*314.8*					
Approach LOS	--	--	*F*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*FSB*	Intersection	*Project Dwy - Riverside Dr*
Agency/Co.	*LLG Engineers*	Jurisdiction	*City of Los Angeles*
Date Performed	*5/7/2008*	Analysis Year	*Existing With Project*
Analysis Time Period	*5:00 PM*		

Project Description *1-053606-1/Westfield Fashion Square Project*

East/West Street: *Riverside Drive*	North/South Street: *Project Driveway (Tunnel)*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*850*	*114*	*364*	*1176*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*850*	*114*	*364*	*1176*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*1*	*2*	*0*
Configuration		*T*	*R*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*65*		*188*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*65*	*0*	*188*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*1*	*0*	*0*	*0*
Configuration	*L*		*R*			

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			
v (veh/h)		*364*	*65*		*188*			
C (m) (veh/h)		*722*	*20*		*583*			
v/c		*0.50*	*3.25*		*0.32*			
95% queue length		*2.87*	*8.49*		*1.39*			
Control Delay (s/veh)		*14.9*	*1412*		*14.1*			
LOS		*B*	*F*		*B*			
Approach Delay (s/veh)	--	--	*373.2*					
Approach LOS	--	--	*F*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*FSB*	Intersection	*Project Dwy - Riverside Dr*
Agency/Co.	*LLG Engineers*	Jurisdiction	*City of Los Angeles*
Date Performed	*5/7/2008*	Analysis Year	*Existing With Project*
Analysis Time Period	*6:00 PM*		

Project Description *1-053606-1/Westfield Fashion Square Project*

East/West Street: *Riverside Drive*	North/South Street: *Project Driveway (Tunnel)*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*757*	*114*	*364*	*1117*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*757*	*114*	*364*	*1117*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*1*	*2*	*0*
Configuration		*T*	*R*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*65*		*189*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*65*	*0*	*189*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*1*	*0*	*0*	*0*
Configuration	*L*		*R*			

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			
v (veh/h)		*364*	*65*		*189*			
C (m) (veh/h)		*783*	*27*		*625*			
v/c		*0.46*	*2.41*		*0.30*			
95% queue length		*2.49*	*7.85*		*1.27*			
Control Delay (s/veh)		*13.5*	*949.7*		*13.2*			
LOS		*B*	*F*		*B*			
Approach Delay (s/veh)	--	--	*252.9*					
Approach LOS	--	--	*F*					

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APPENDIX F

24-HOUR MACHINE COUNTS

ACCUTEK
21114 TRIGGER LANE
DIAMOND BAR, CA 91765
PHONE (909) 595-6199

Site Code : 110135550101
Start Date: 11/16/2005
File I.D. : 35551101NS
Page : 1

Street name :Ranchito Ave. n/o Riverside Drive

Begin	<------ NB ------>				<------ SB ------>				<------Combined------>				Wednesday
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		
12:00 11/16	1		12		1		10		2		22		
12:15	0		11		1		6		1		17		
12:30	1		16		0		8		1		24		
12:45	2	4	8	47	0	2	6	30	2	6	14	77	
01:00	0		16		0		9		0		25		
01:15	1		7		1		16		2		23		
01:30	1		13		1		13		2		26		
01:45	1	3	6	42	0	2	9	47	1	5	15	89	
02:00	0		18		0		19		0		37		
02:15	0		14		0		9		0		23		
02:30	1		15		1		12		2		27		
02:45	1	2	23	70	0	1	11	51	1	3	34	121	
03:00	0		12		0		12		0		24		
03:15	1		18		1		13		2		31		
03:30	1		15		0		12		1		27		
03:45	0	2	24	69	2	3	19	56	2	5	43	125	
04:00	0		9		1		13		1		22		
04:15	2		15		1		10		3		25		
04:30	0		14		2		6		2		20		
04:45	2	4	12	50	0	4	6	35	2	8	18	85	
05:00	2		14		3		9		5		23		
05:15	0		22		0		10		0		32		
05:30	1		22		0		12		1		34		
05:45	1	4	16	74	1	4	12	43	2	8	28	117	
06:00	4		15		4		10		8		25		
06:15	0		14		3		5		3		19		
06:30	1		18		6		17		7		35		
06:45	2	7	17	64	9	22	6	38	11	29	23	102	
07:00	4		14		20		7		24		21		
07:15	6		15		30		7		36		22		
07:30	4		18		31		7		35		25		
07:45	8	22	18	65	28	109	10	31	36	131	28	96	
08:00	6		10		30		2		36		12		
08:15	8		11		19		9		27		20		
08:30	3		13		17		3		20		16		
08:45	7	24	5	39	23	89	3	17	30	113	8	56	
09:00	6		10		13		9		19		19		
09:15	5		7		6		4		11		11		
09:30	7		5		11		2		18		7		
09:45	8	26	8	30	11	41	2	17	19	67	10	47	
10:00	5		8		11		6		16		14		
10:15	14		5		15		3		29		8		
10:30	10		4		13		2		23		6		
10:45	9	38	4	21	7	46	2	13	16	84	6	34	
11:00	9		3		11		3		20		6		
11:15	13		2		16		0		29		2		
11:30	8		3		7		0		15		3		
11:45	13	43	2	10	10	44	0	3	23	87	2	13	
Totals	179		581		367		381		546		962		
Day Totals		760				748				1508			
Split %	32.7%		60.4%		67.2%		39.6%						
Peak Hour	11:00		05:15		07:15		01:15		07:15		03:00		
Volume	43		75		119		57		143		125		
P.H.F.	.82		.85		.95		.75		.99		.72		

ACCUTEK
21114 TRIGGER LANE
DIAMOND BAR, CA 91765
PHONE (909) 595-6199

Site Code : 140235550101
Start Date: 11/16/2005
File I.D. : 35551402NS
Page : 1

Street name :Matillija Ave. n/o Riverside Drive

Begin	<------ NB ------>				<------ SB ------>				<------Combined------>				Wednesday
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		
12:00 11/16	0		9		0		11		0		20		
12:15	0		13		0		2		0		15		
12:30	0		6		0		7		0		13		
12:45	0	*	6	34	0	*	1	21	0	*	7	55	
01:00	0		8		0		4		0		12		
01:15	0		9		0		5		0		14		
01:30	0		6		0		5		0		11		
01:45	0	*	12	35	0	*	6	20	0	*	18	55	
02:00	0		11		0		7		0		18		
02:15	0		7		1		4		1		11		
02:30	0		6		0		9		0		15		
02:45	0	*	7	31	1	2	2	22	1	2	9	53	
03:00	0		8		0		4		0		12		
03:15	0		10		0		17		0		27		
03:30	0		11		0		12		0		23		
03:45	0	*	20	49	1	1	11	44	1	1	31	93	
04:00	0		10		0		5		0		15		
04:15	0		13		1		3		1		16		
04:30	0		10		0		5		0		15		
04:45	0	*	5	38	0	1	4	17	0	1	9	55	
05:00	0		17		0		1		0		18		
05:15	0		11		2		6		2		17		
05:30	0		3		0		3		0		6		
05:45	0	*	11	42	2	4	6	16	2	4	17	58	
06:00	2		14		2		6		4		20		
06:15	0		6		2		3		2		9		
06:30	1		11		2		3		3		14		
06:45	0	3	9	40	6	12	4	16	6	15	13	56	
07:00	0		7		3		9		3		16		
07:15	3		3		11		5		14		8		
07:30	3		7		28		2		31		9		
07:45	8	14	4	21	15	57	0	16	23	71	4	37	
08:00	3		4		9		1		12		5		
08:15	4		3		9		1		13		4		
08:30	3		2		3		0		6		2		
08:45	2	12	4	13	6	27	1	3	8	39	5	16	
09:00	2		1		5		0		7		1		
09:15	6		3		6		2		12		5		
09:30	6		0		8		0		14		0		
09:45	4	18	7	11	7	26	1	3	11	44	8	14	
10:00	3		3		7		3		10		6		
10:15	4		2		4		0		8		2		
10:30	4		3		3		0		7		3		
10:45	7	18	1	9	4	18	1	4	11	36	2	13	
11:00	5		1		5		1		10		2		
11:15	3		1		3		1		6		2		
11:30	14		0		7		1		21		1		
11:45	6	28	0	2	4	19	1	4	10	47	1	6	
Totals	93		325		167		186		260		511		
Day Totals		418				353				771			
Split %	35.7%		63.6%		64.2%		36.4%						
Peak Hour	10:45		03:30		07:15		03:15		07:15		03:15		
Volume	29		54		63		45		80		96		
P.H.F.	.51		.67		.56		.66		.64		.77		

APPENDIX J

EMPLOYMENT CALCULATIONS

HR&A ADVISORS, INC.
Economic Development, Real Estate Advisory & Public Policy Consultants

Privileged & Confidential
Attorney-Client Work Product
and/or Communication

March 3, 2008

Mr. Dwight Steinert
Planning Associates, Inc.
Suite 108
4040 Vineland Ave.
Studio City, CA 91604

Re: Direct Employment Estimate for the Fashion Square Expansion Project

Dear Dwight:

At your request, HR&A Advisors has estimated the on-site employment associated with the proposed expansion of the Fashion Square regional shopping center in Sherman Oaks ("Project"). We are familiar with the project from analysis we prepared on the Project's potential to cause "urban decay."

Although there are rules of thumb that are often used to estimate employment of a development project, and a variety of studies of employee densities per land use, we believe that the most accurate estimate is one that is based on the statistical relationship between the specific financial characteristics of a project and the host economy in which it is situated. Accordingly, to estimate the Project's employment we ran the projected annual sales for the Project through the IMPLAN input-output model of the Los Angeles County economy and determined that the direct employment impact is 788 jobs. It should be noted that these include full-time and part-time jobs (not full-time equivalent jobs), which are characteristic of shopping center employment.

Input-output analysis is an economic impact modeling method for understanding the interactions among the industries in a local economy that result from investment in a new development project or planning initiative. In form, it resembles a giant matrix, or spreadsheet, in which the "inflows" of goods and services needed by an industry (i.e., the purchasing sectors) are the columns and the rows consist of the outputs, or selling sectors. This enables analysis of the specific sectors of an area's economy that are affected, and by how much, when a dollar's worth of investment, new employment or other measure of "final demand" is added to a particular sector or sectors. These inter-industry relationships can be expressed in terms of dollar impacts or employment impacts.

IMPLAN[1] is a widely accepted model that HR&A and many other economics consultants and public agencies use to estimate the economic consequences of new investment in, or other changes to, a local or regional economy.[2] It explicitly accounts for impact "leakage," or the fact that not all economic impacts are necessarily experienced inside the geographic area under study. The IMPLAN model can be used to generate estimates of direct, indirect and induced employment, compensation (i.e., wages and benefits) and total economic output (i.e., a summary measure of all spending and economic activity), for both the construction phase of a project, and annually, once it has been completed and occupied. The indirect and induced impacts are often referred to collectively as the "multiplier effect" of direct impacts. The economy of a county is typically used in this analysis, because that scale of geography that is usually sufficient to capture all of the transactional flows between and among sectors of a local economy.

In this case, we entered the $96 million in estimated annual retail sales and $22 million in estimate annual restaurant sales from the Project as "final demand" into the IMLPAN model, and the model generated the direct and "multiplier effect" employment associated with that scale of retail and restaurant spending in the Los Angeles County economy. These annual sales values are based on analysis included in our report on the Project's potential "urban decay" impacts. The resulting direct employment is the number of jobs that would be expected at the Project site. Attachment A provides the sector-by sector details of the IMPLAN-generated direct employment estimate, which sums to 788 full-time and part-time jobs at the Project site.

Please contact me if you have any questions about this Project employment estimate.

Sincerely,

PAUL J. SILVERN,
Partner

[1] IMPLAN (**IM**pact Analysis for **PLAN**ning), a social accounting and impact analysis software program, was originally developed in 1979 by the U.S. Forest Service in cooperation with the Federal Emergency Management Agency and the U.S. Bureau of Land Management to assist the Forest Service in land and resource planning and management. The IMPLAN accounts closely follow the accounting conventions established for the U.S. economy and the rectangular format recommended by the United Nations. The model is now maintained and updated annually by the Minnesota IMPLAN Group, Inc.

[2] HR&A has previously used IMPLAN to analyze the economic impacts of a wide range of projects throughout southern California and elsewhere in the U.S., including large residential developments, high-rise office buildings, industrial projects, shopping centers, university buildings, and film and television studio campus expansions.

ATTACHMENT A
Employment Estimate for the Fashion Square Expansion Project

	IMPLAN Industry Sector	Direct	Indirect	Induced	Total	Percentage	Cum. %
410	General merchandise stores	411.7	0.8	4.3	416.8	39.8%	39.8%
481	Food services and drinking places	376.3	4.6	15.5	396.4	37.9%	77.6%
431	Real estate	0.0	11.8	4.4	16.2	1.5%	79.2%
390	Wholesale trade	0.0	7.9	6.7	14.6	1.4%	80.6%
454	Employment services	0.0	8.7	3.1	11.8	1.1%	81.7%
465	Offices of physicians- dentists- and other health	0.0	0.0	8.6	8.6	0.8%	82.5%
451	Management of companies and enterprises	0.0	6.3	1.1	7.3	0.7%	83.2%
467	Hospitals	0.0	0.0	6.9	6.9	0.7%	83.9%
405	Food and beverage stores	0.0	0.8	4.3	5.1	0.5%	84.4%
470	Social assistance- except child day care services	0.0	0.0	5.0	5.0	0.5%	84.9%
494	Private households	0.0	0.0	4.9	4.9	0.5%	85.3%
438	Accounting and bookkeeping services	0.0	3.5	1.1	4.6	0.4%	85.8%
458	Services to buildings and dwellings	0.0	3.1	1.5	4.5	0.4%	86.2%
447	Advertising and related services	0.0	4.0	0.6	4.5	0.4%	86.6%
468	Nursing and residential care facilities	0.0	0.0	4.1	4.1	0.4%	87.0%
401	Motor vehicle and parts dealers	0.0	0.6	3.3	3.9	0.4%	87.4%
462	Colleges- universities- and junior colleges	0.0	0.3	3.5	3.8	0.4%	87.8%
425	Nondepository credit intermediation and related a	0.0	2.8	0.9	3.7	0.4%	88.1%
444	Management consulting services	0.0	2.7	0.7	3.5	0.3%	88.4%
437	Legal services	0.0	1.6	1.7	3.3	0.3%	88.8%
479	Hotels and motels- including casino hotels	0.0	1.7	1.5	3.2	0.3%	89.1%
399	Couriers and messengers	0.0	2.6	0.5	3.2	0.3%	89.4%
394	Truck transportation	0.0	1.9	1.2	3.1	0.3%	89.7%
430	Monetary authorities and depository credit interme	0.0	1.2	1.7	2.8	0.3%	89.9%
398	Postal service	0.0	2.0	0.8	2.8	0.3%	90.2%
412	Nonstore retailers	0.0	0.5	2.3	2.8	0.3%	90.5%
408	Clothing and clothing accessories stores	0.0	0.4	2.3	2.7	0.3%	90.7%
411	Miscellaneous store retailers	0.0	0.4	2.3	2.7	0.3%	91.0%
472	Spectator sports	0.0	1.7	0.9	2.6	0.2%	91.2%
426	Securities- commodity contracts- investments	0.0	0.9	1.6	2.5	0.2%	91.5%
471	Performing arts companies	0.0	2.1	0.4	2.5	0.2%	91.7%
493	Civic- social- professional and similar organizati	0.0	0.7	1.8	2.5	0.2%	92.0%
457	Investigation and security services	0.0	1.9	0.6	2.5	0.2%	92.2%
469	Child day care services	0.0	0.0	2.4	2.4	0.2%	92.4%
483	Automotive repair and maintenance- except car wash	0.0	0.5	1.8	2.3	0.2%	92.6%
455	Business support services	0.0	1.7	0.6	2.3	0.2%	92.9%
427	Insurance carriers	0.0	0.4	1.8	2.2	0.2%	93.1%
406	Health and personal care stores	0.0	0.4	1.8	2.2	0.2%	93.3%
400	Warehousing and storage	0.0	1.8	0.3	2.1	0.2%	93.5%
404	Building material and garden supply stores	0.0	0.4	1.7	2.1	0.2%	93.7%
73	Bread and bakery product- except frozen- manufactu	0.0	1.7	0.3	2.0	0.2%	93.9%
466	Other ambulatory health care services	0.0	0.0	2.0	2.0	0.2%	94.1%
478	Other amusement- gambling- and recreation industri	0.0	0.1	1.7	1.8	0.2%	94.2%
107	Cut and sew apparel manufacturing	0.0	0.0	1.8	1.8	0.2%	94.4%
499	Other State and local government enterprises	0.0	0.8	0.9	1.7	0.2%	94.6%
43	Maintenance and repair of nonresidential buildings	0.0	1.4	0.3	1.7	0.2%	94.7%
461	Elementary and secondary schools	0.0	0.0	1.7	1.7	0.2%	94.9%
422	Telecommunications	0.0	0.9	0.7	1.6	0.2%	95.1%
489	Drycleaning and laundry services	0.0	0.8	0.8	1.6	0.2%	95.2%
487	Personal care services	0.0	0.0	1.5	1.5	0.1%	95.4%
439	Architectural and engineering services	0.0	1.0	0.5	1.5	0.1%	95.5%
464	Home health care services	0.0	0.0	1.5	1.5	0.1%	95.6%
463	Other educational services	0.0	0.1	1.3	1.4	0.1%	95.8%
409	Sporting goods- hobby- book and music stores	0.0	0.2	1.1	1.3	0.1%	95.9%
402	Furniture and home furnishings stores	0.0	0.2	1.1	1.3	0.1%	96.0%
476	Fitness and recreational sports centers	0.0	0.3	0.9	1.2	0.1%	96.1%
418	Motion picture and video industries	0.0	0.8	0.3	1.2	0.1%	96.3%
498	State and local government electric utilities	0.0	0.7	0.4	1.1	0.1%	96.4%
452	Office administrative services	0.0	0.8	0.3	1.1	0.1%	96.5%
459	Other support services	0.0	0.8	0.3	1.1	0.1%	96.6%
442	Computer systems design services	0.0	0.8	0.3	1.0	0.1%	96.7%
492	Grantmaking and giving and social advocacy organiz	0.0	0.0	1.0	1.0	0.1%	96.8%
68	Meat processed from carcasses	0.0	0.9	0.2	1.0	0.1%	96.9%
139	Commercial printing	0.0	0.8	0.2	1.0	0.1%	97.0%
420	Radio and television broadcasting	0.0	0.8	0.1	1.0	0.1%	97.1%
395	Transit and ground passenger transportation	0.0	0.3	0.6	0.9	0.1%	97.1%
403	Electronics and appliance stores	0.0	0.2	0.7	0.9	0.1%	97.2%
428	Insurance agencies- brokerages- and related	0.0	0.2	0.7	0.9	0.1%	97.3%
407	Gasoline stations	0.0	0.2	0.7	0.9	0.1%	97.4%
397	Scenic and sightseeing transportation and support	0.0	0.5	0.3	0.8	0.1%	97.5%
	All Other Sectors	0.3	14.0	12.2	26.5	2.5%	100.0%
	Totals	**788.3**	**111.9**	**147.0**	**1,047.3**	**100.0%**	

Source: IMPLAN Pro ver. 2.0.1025; HR&A, Inc.

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 Planning Associates, Inc.	Date:	August 14, 2008
From:	David S. Shender, P.E. Francesca S. Bravo 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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Las Vegas

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 Planning Associates, Inc.	Date:	August 14, 2008
From:	David S. Shender, P.E. Francesca S. Bravo 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
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[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.

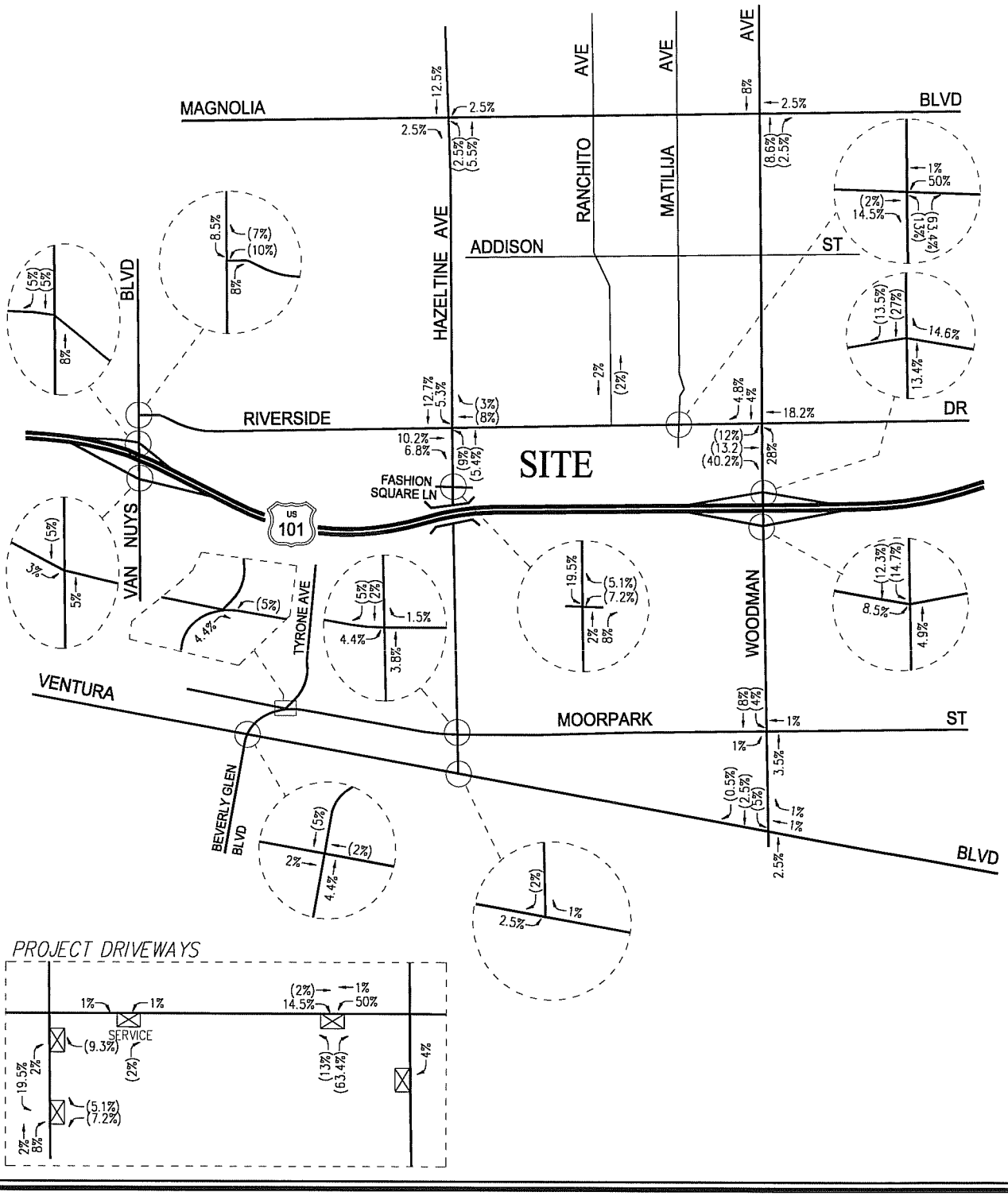
Table F-4
ALTERNATIVE G PROJECT SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKEND PEAK HOUR

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



NOT TO SCALE

XX = INBOUND PERCENTAGES
(XX) = OUTBOUND PERCENTAGES

FIGURE A
PROJECT TRIP DISTRIBUTION
ALTERNATIVE E PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

WESTFIELD FASHION SQUARE EXPANSION PROJECT

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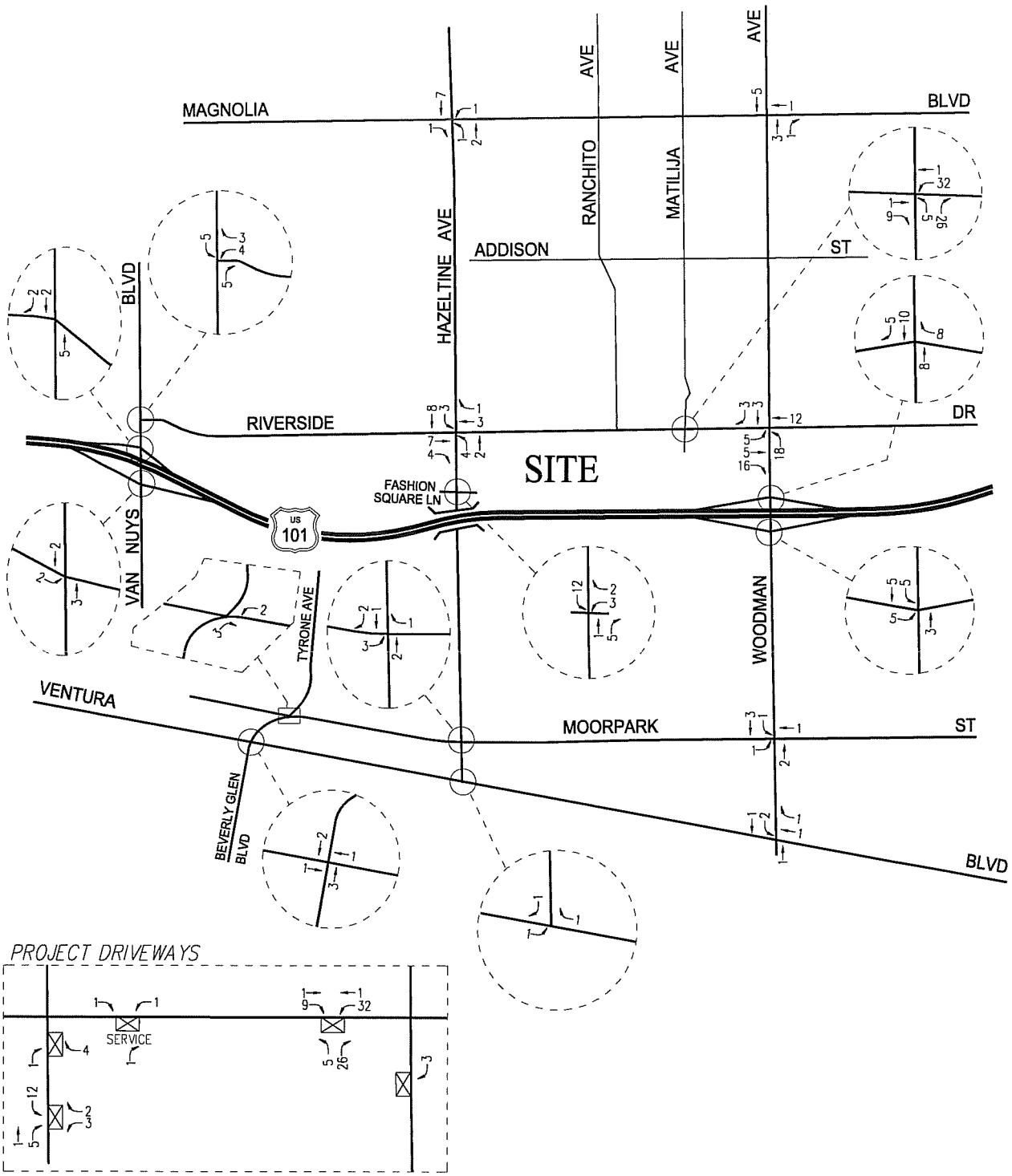

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FIGURE B-1
PROJECT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
ALTERNATIVE E PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

WESTFIELD FASHION SQUARE EXPANSION PROJECT

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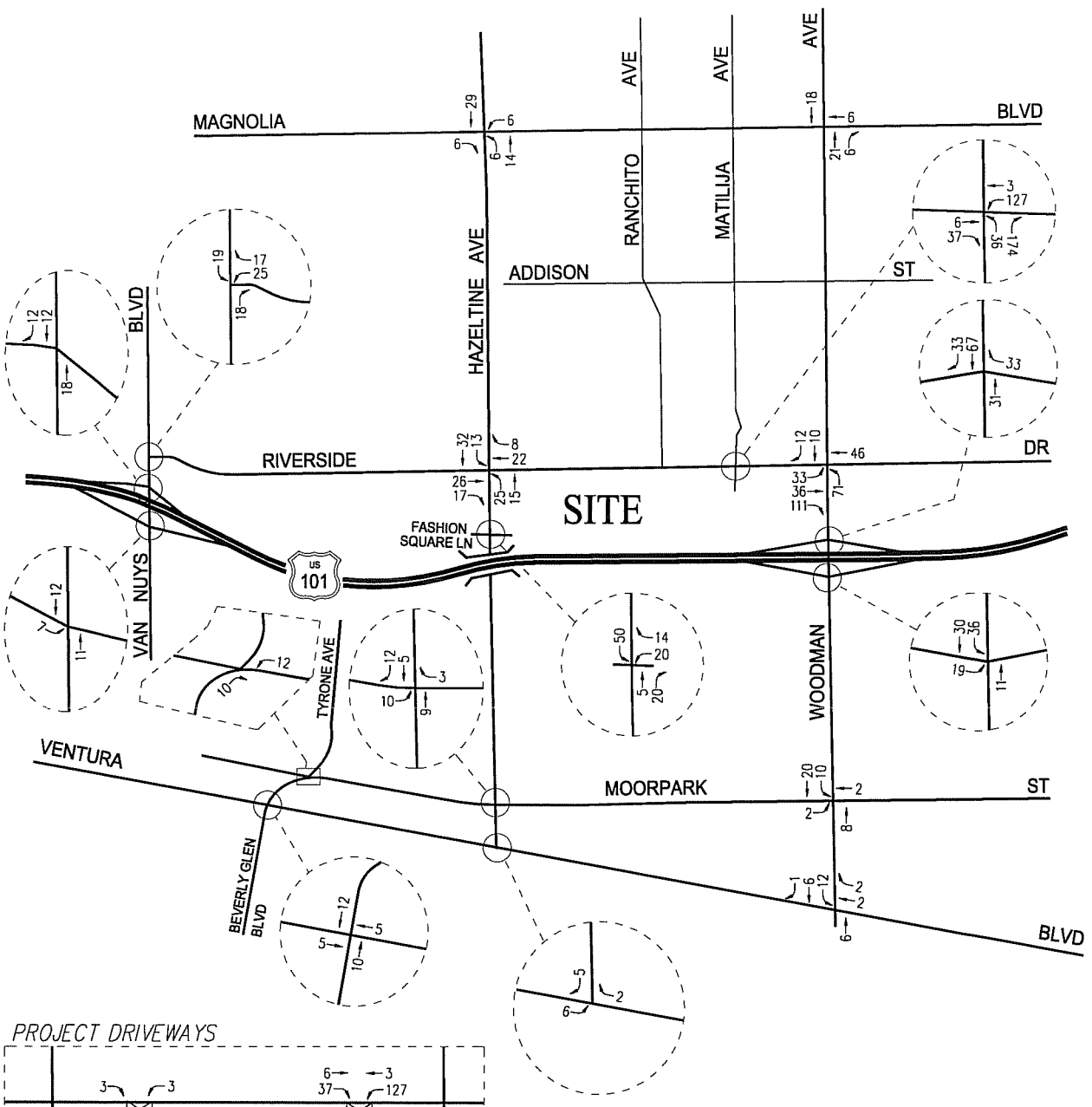

NOT TO SCALE

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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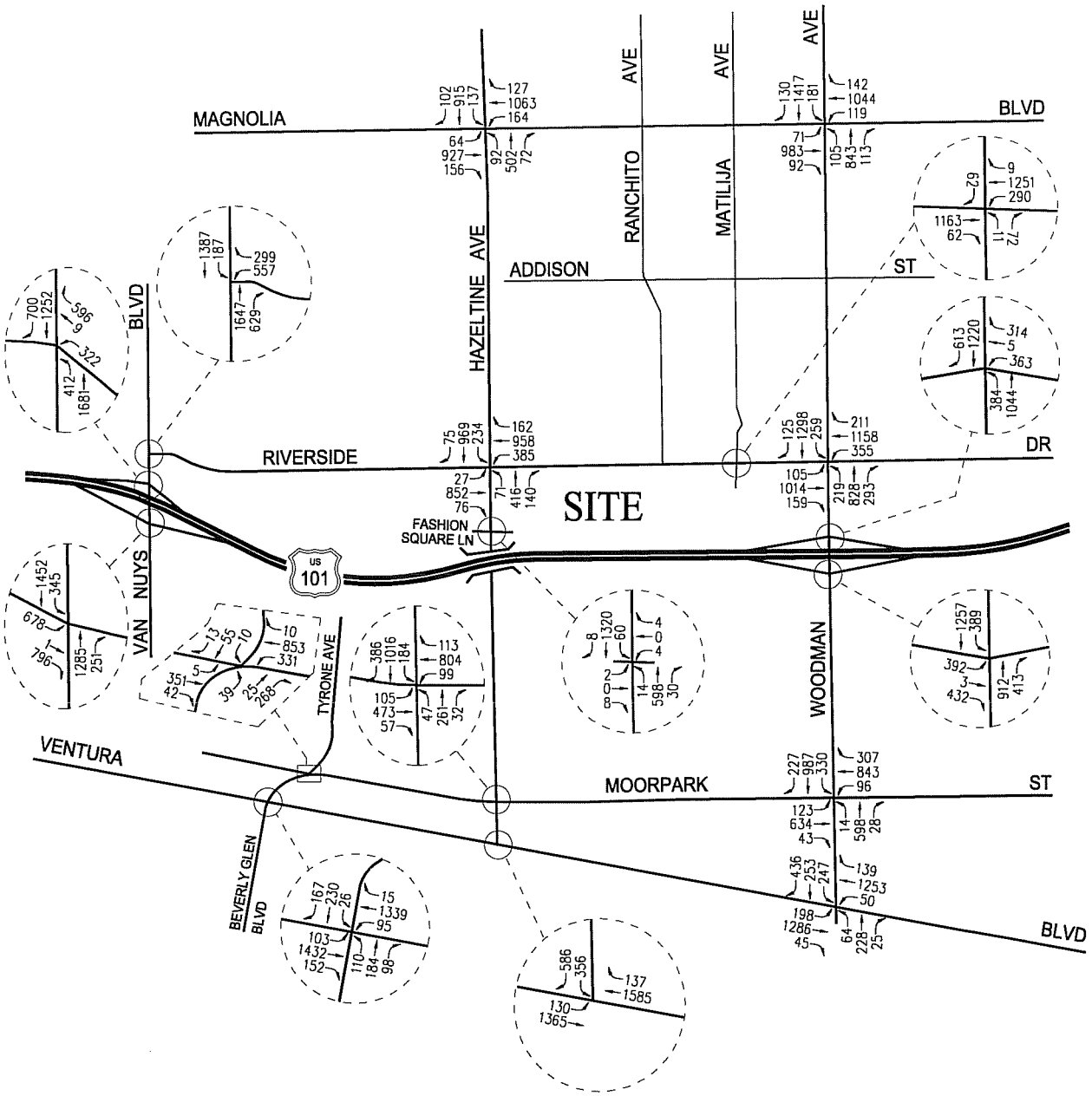

NOT TO SCALE

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

LINSCOTT, LAW & GREENSPAN, engineers

WESTFIELD FASHION SQUARE EXPANSION PROJECT

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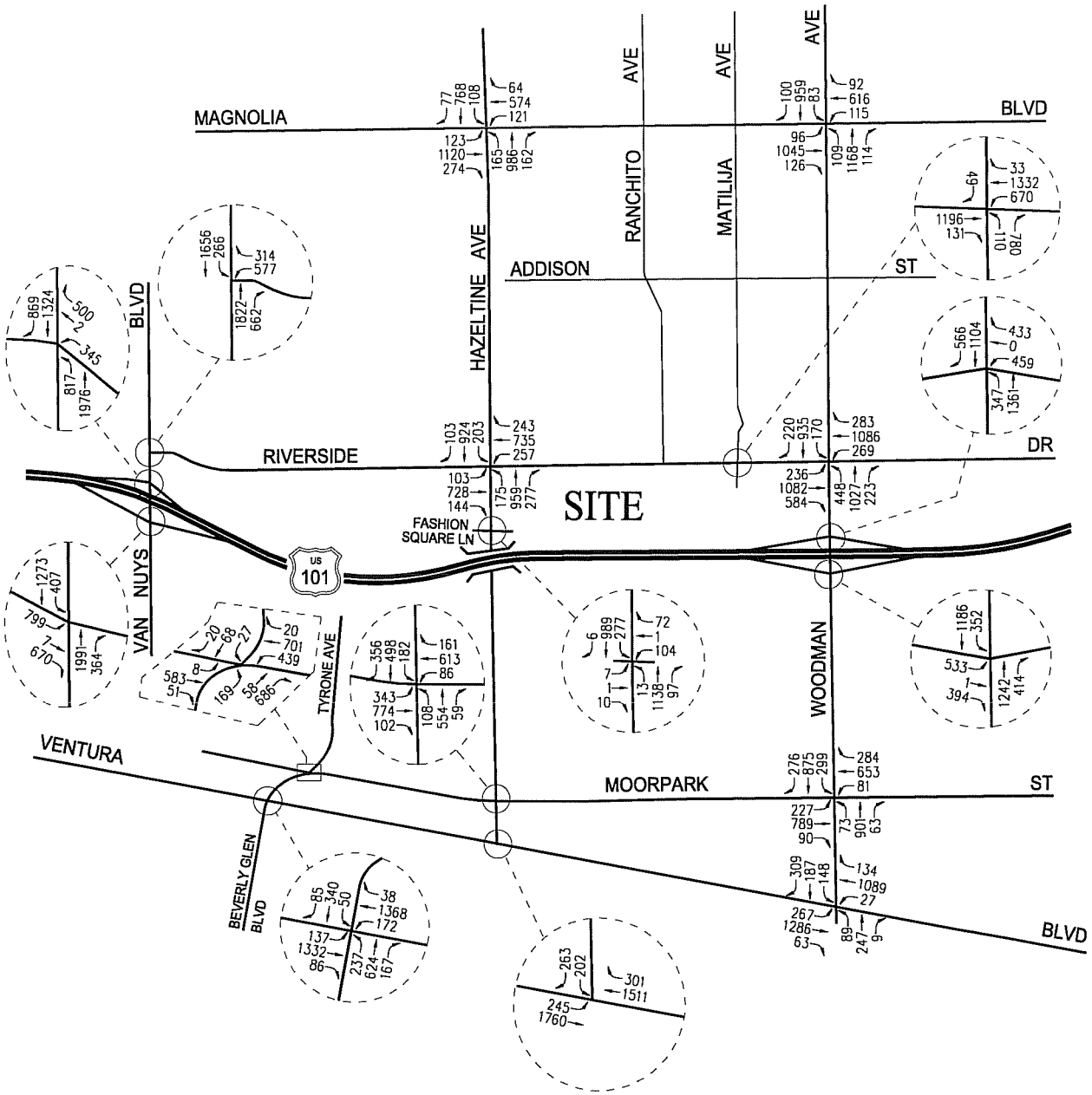

NOT TO SCALE

FIGURE C-2
FUTURE WITH PROJECT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
ALTERNATIVE E PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

WESTFIELD FASHION SQUARE EXPANSION PROJECT

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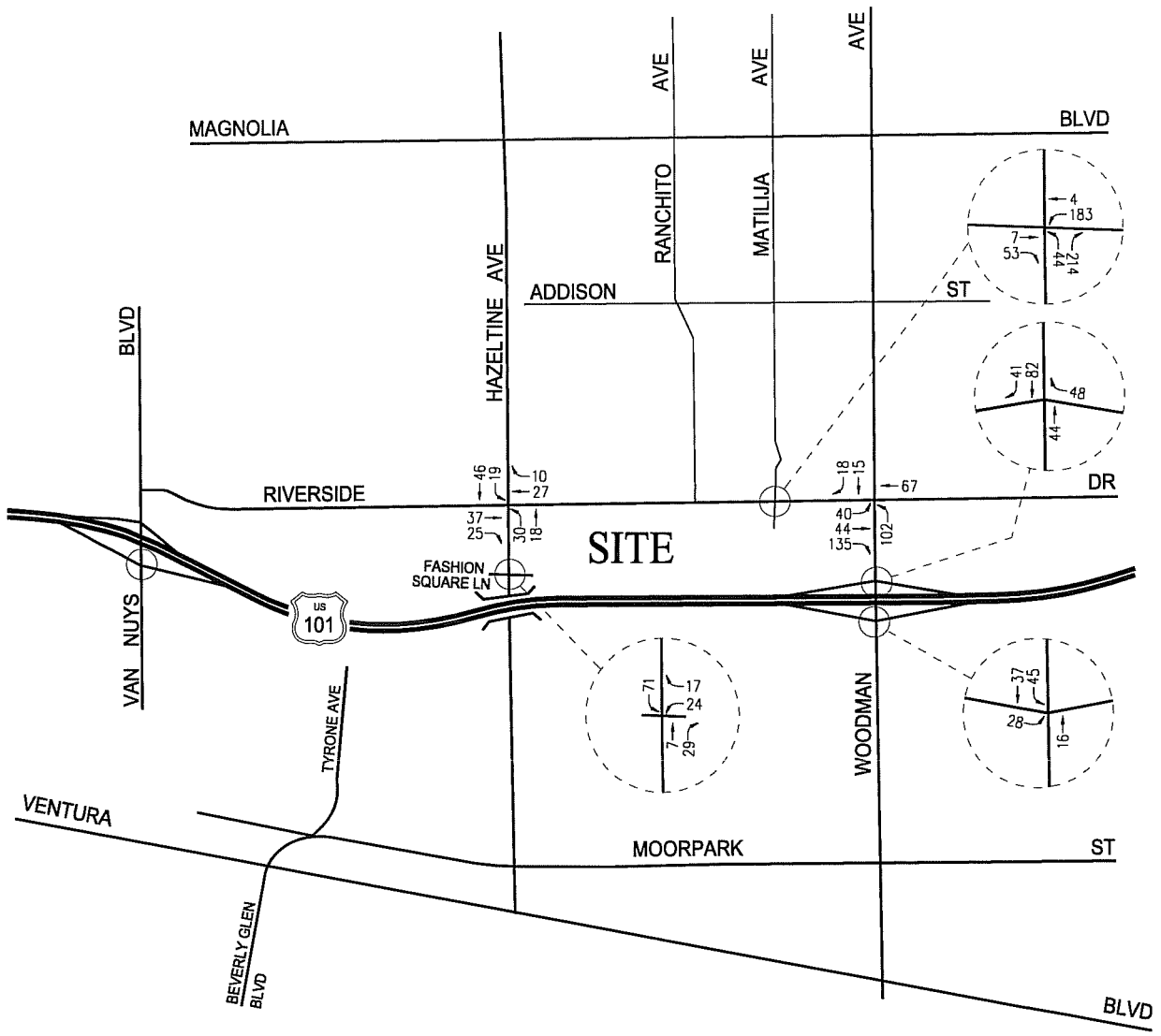

NOT TO SCALE

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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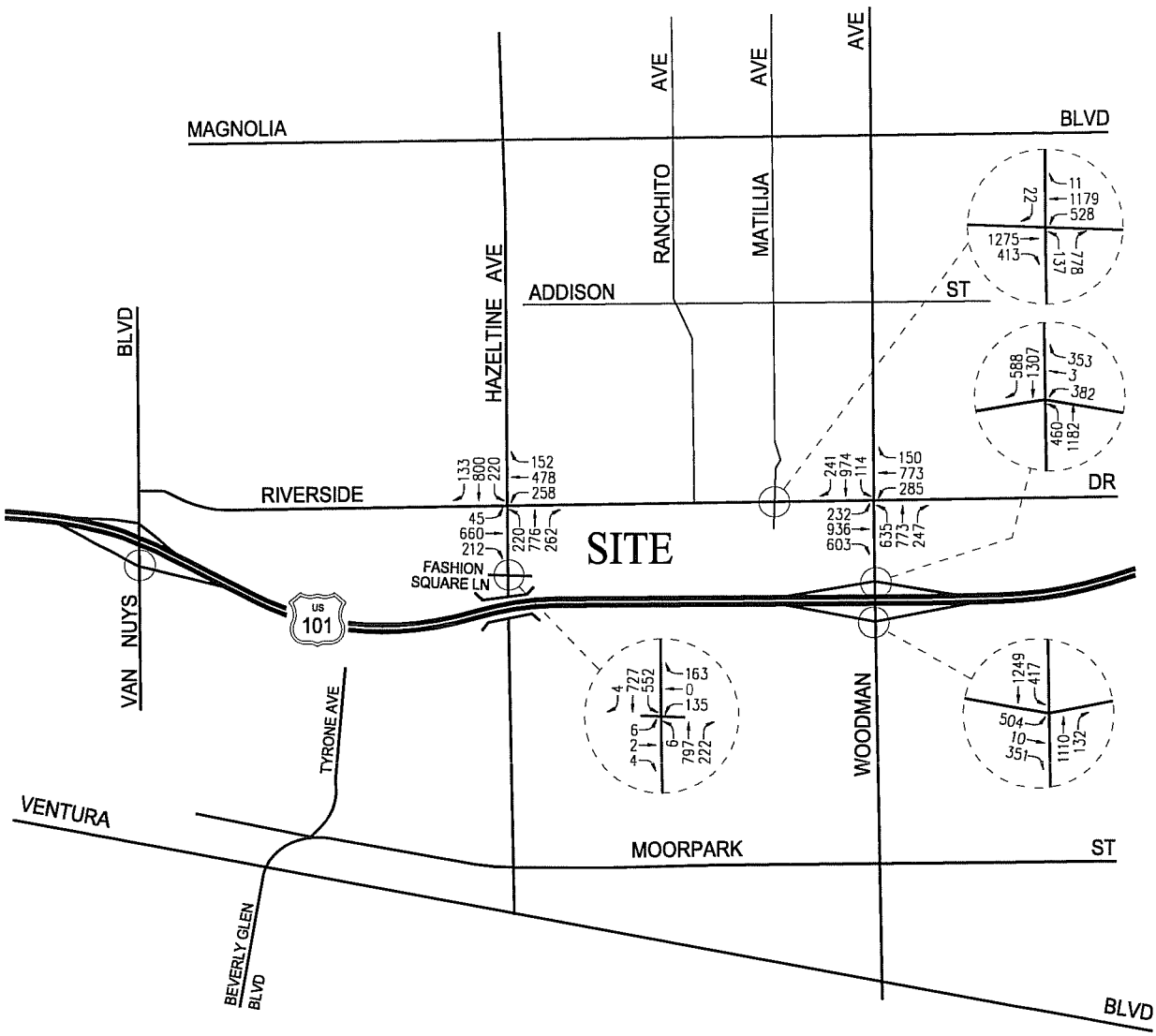

NOT TO SCALE

FIGURE E
FUTURE WITH PROJECT TRAFFIC VOLUMES
SATURDAY MID-DAY PEAK HOUR
ALTERNATIVE E PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

WESTFIELD FASHION SQUARE EXPANSION PROJECT

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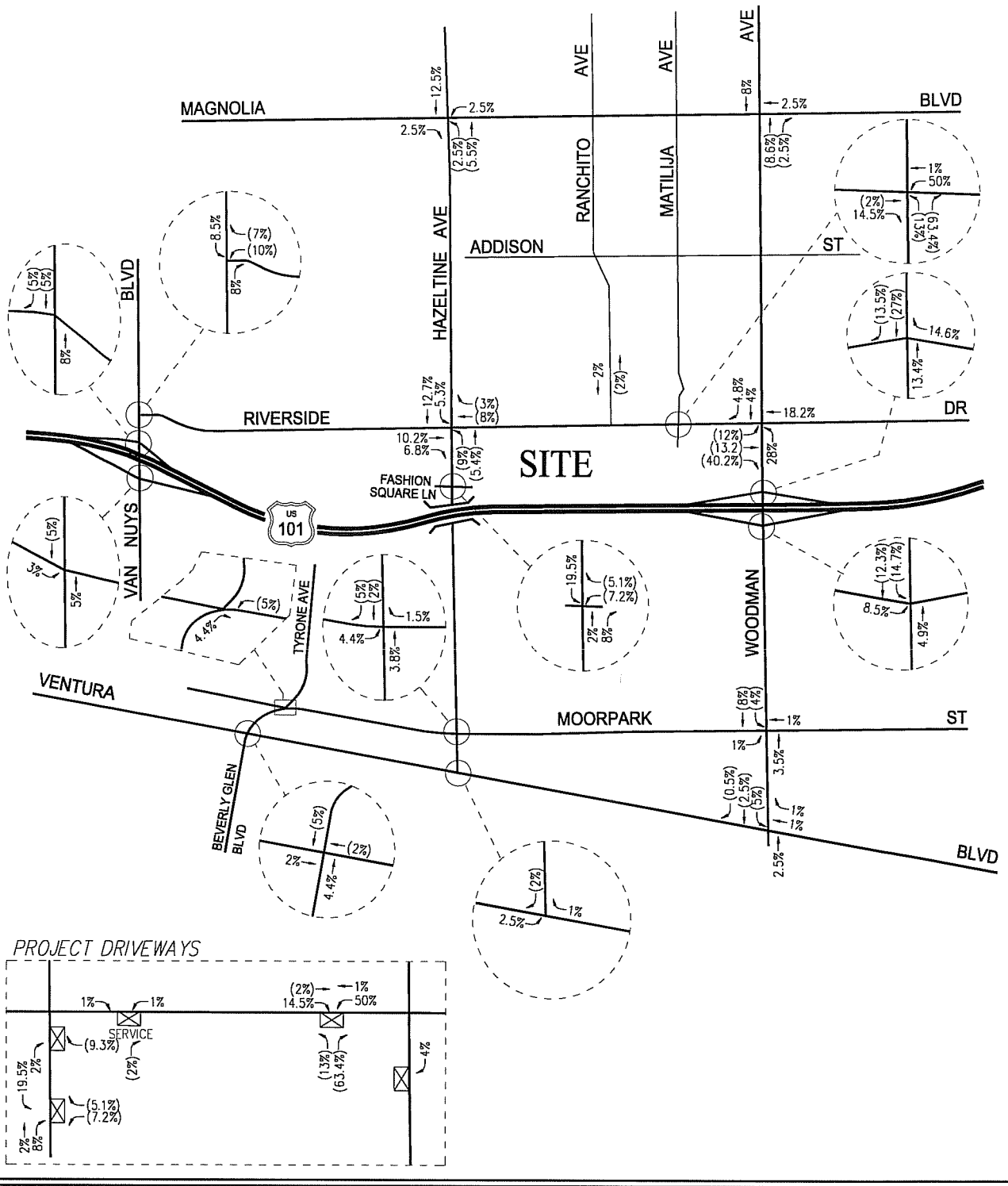

XX = INBOUND PERCENTAGES
(XX) = OUTBOUND PERCENTAGES

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FIGURE F
PROJECT TRIP DISTRIBUTION
ALTERNATIVE G PROJECT
WESTFIELD FASHION SQUARE EXPANSION PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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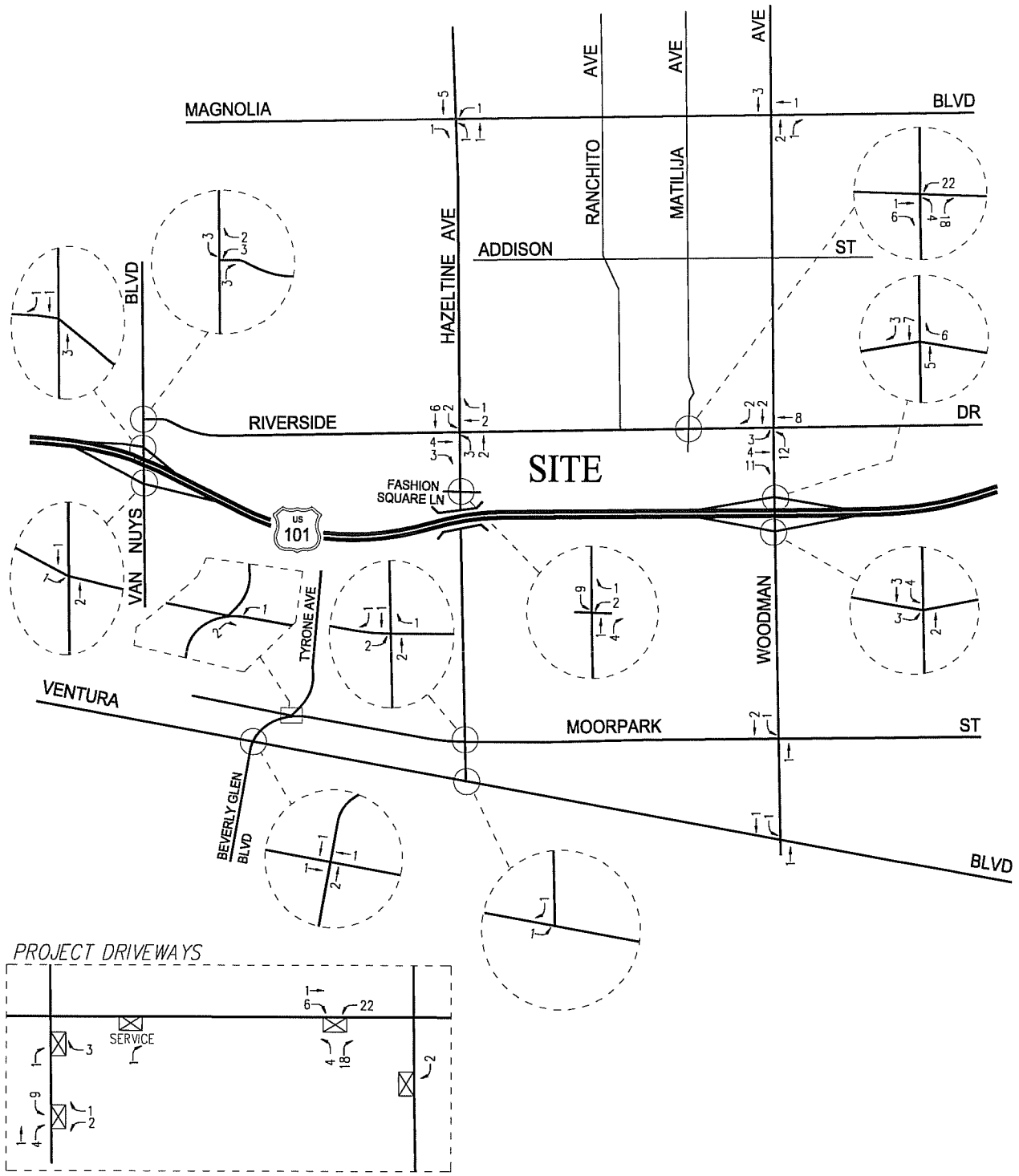

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FIGURE G-1
PROJECT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
ALTERNATIVE G PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

WESTFIELD FASHION SQUARE EXPANSION PROJECT

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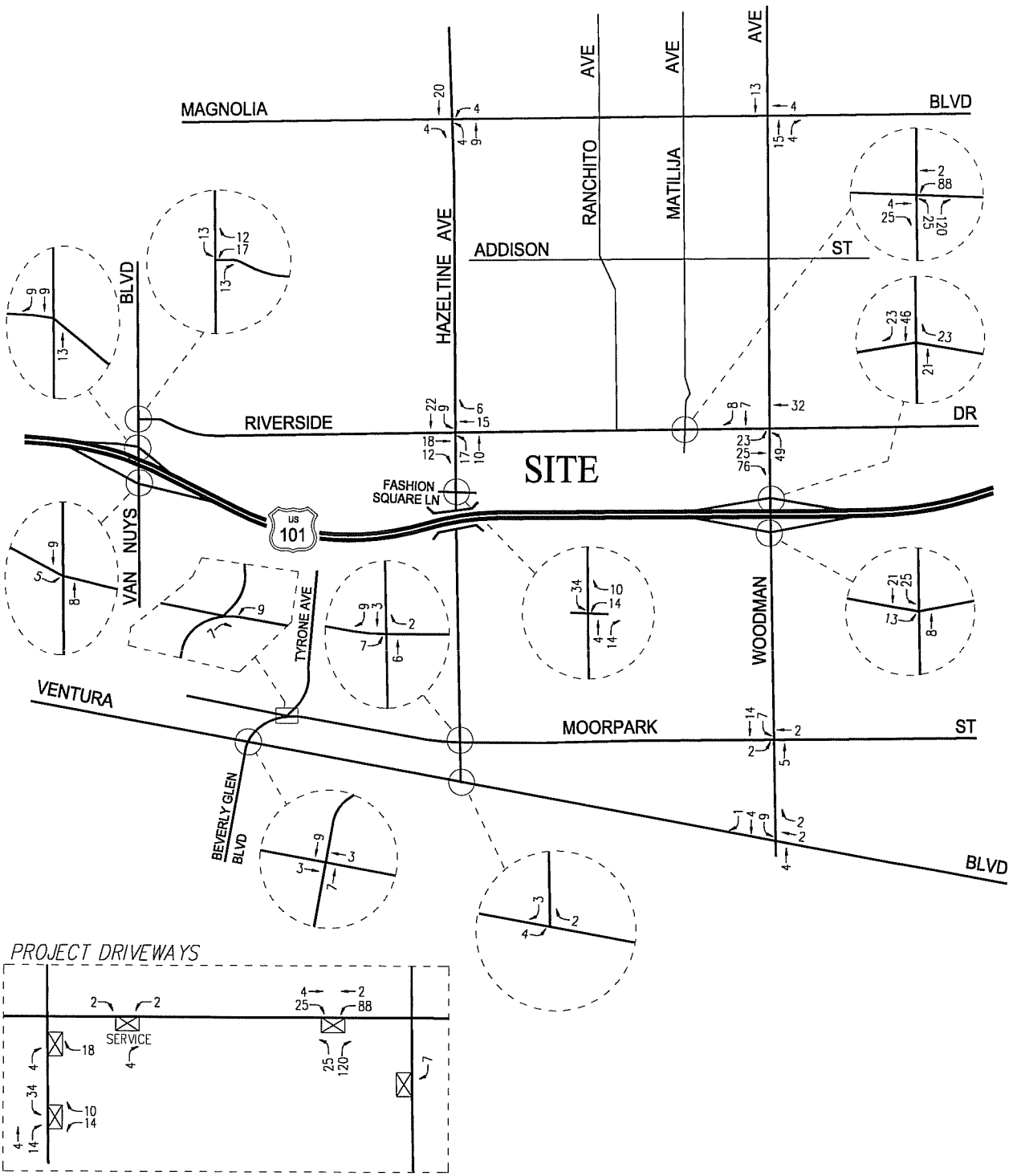

NOT TO SCALE

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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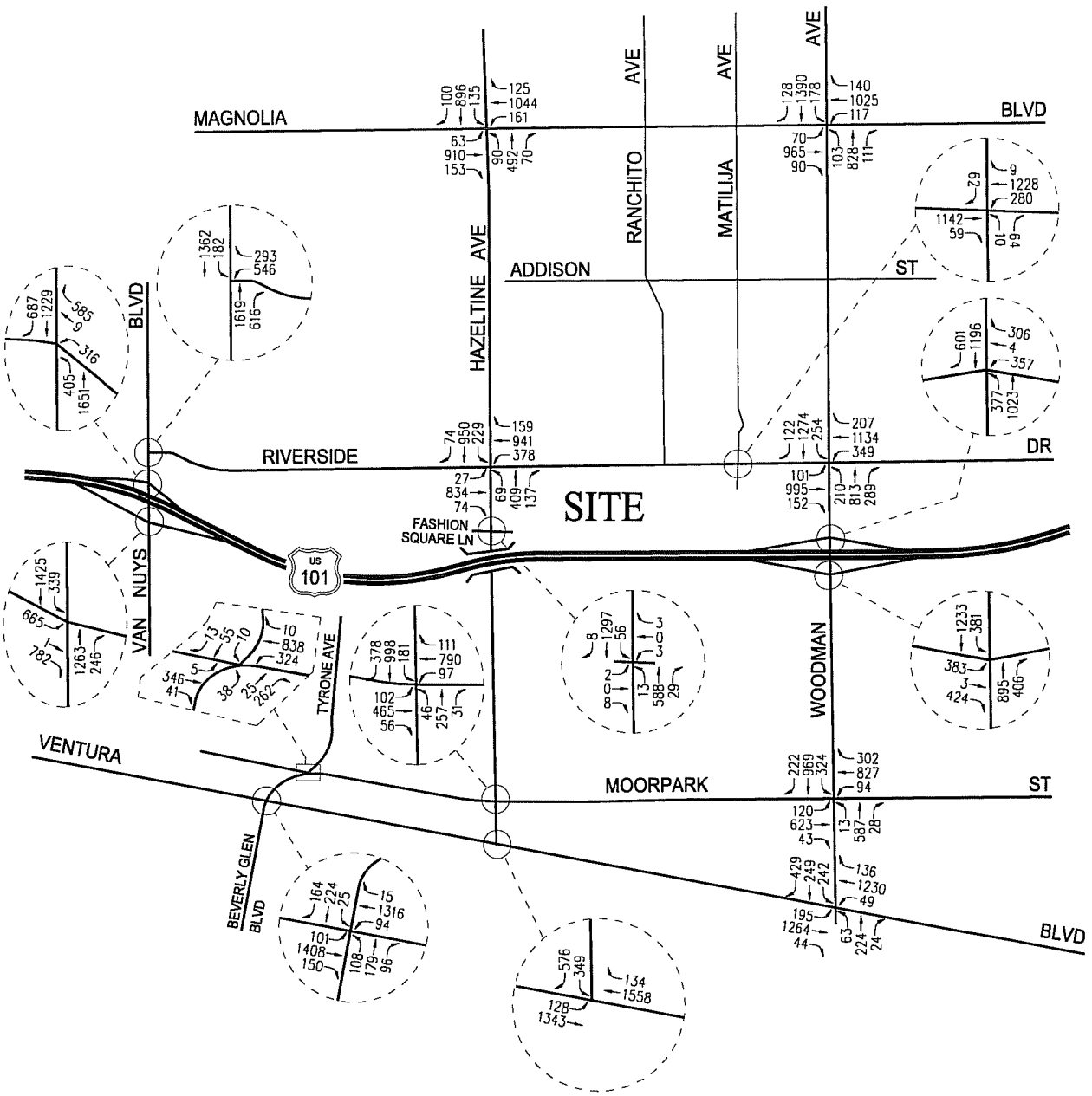

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FIGURE H-1
FUTURE WITH PROJECT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
ALTERNATIVE G PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

WESTFIELD FASHION SQUARE EXPANSION PROJECT

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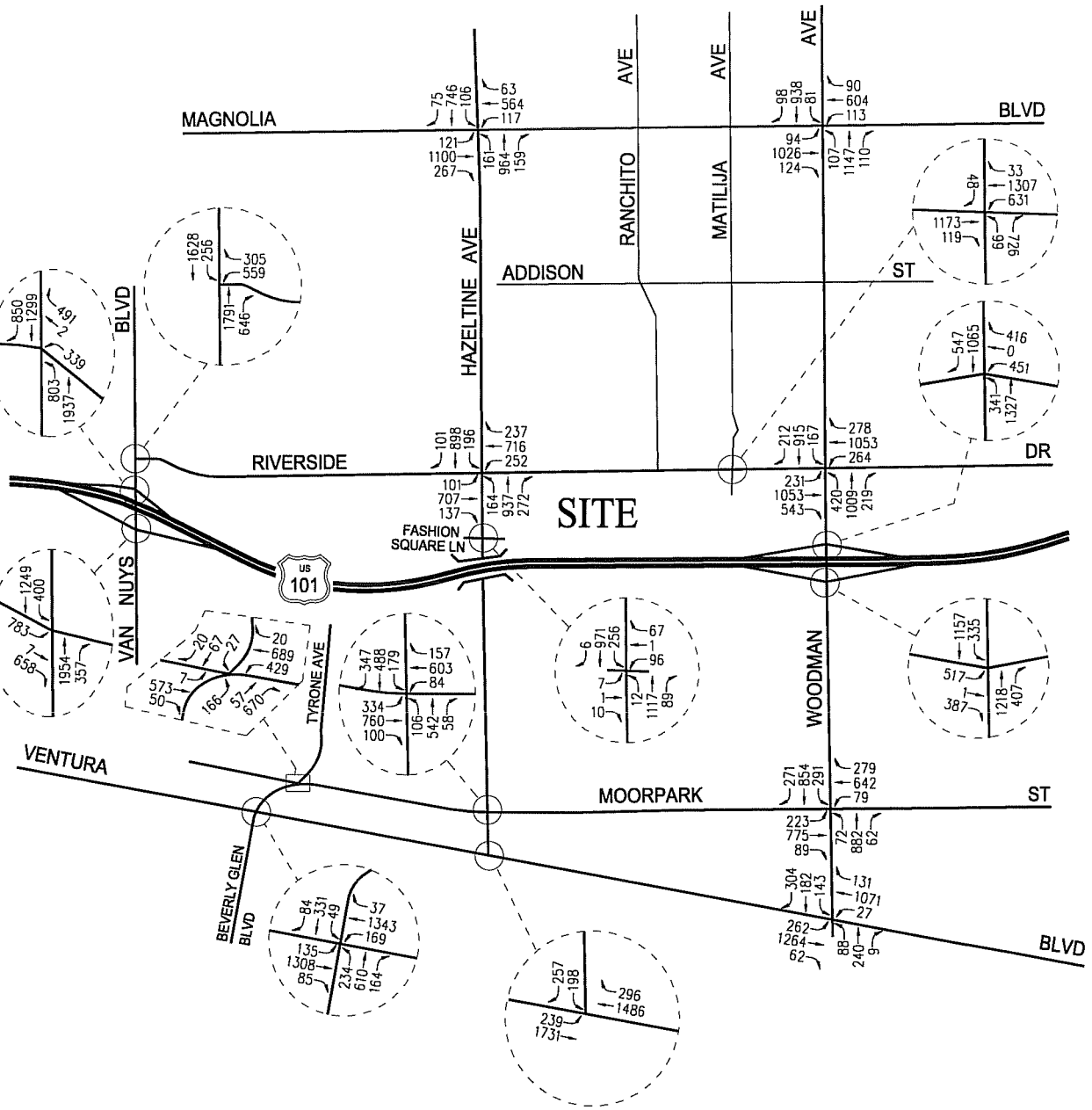

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FIGURE H-2
FUTURE WITH PROJECT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
ALTERNATIVE G PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

WESTFIELD FASHION SQUARE EXPANSION PROJECT

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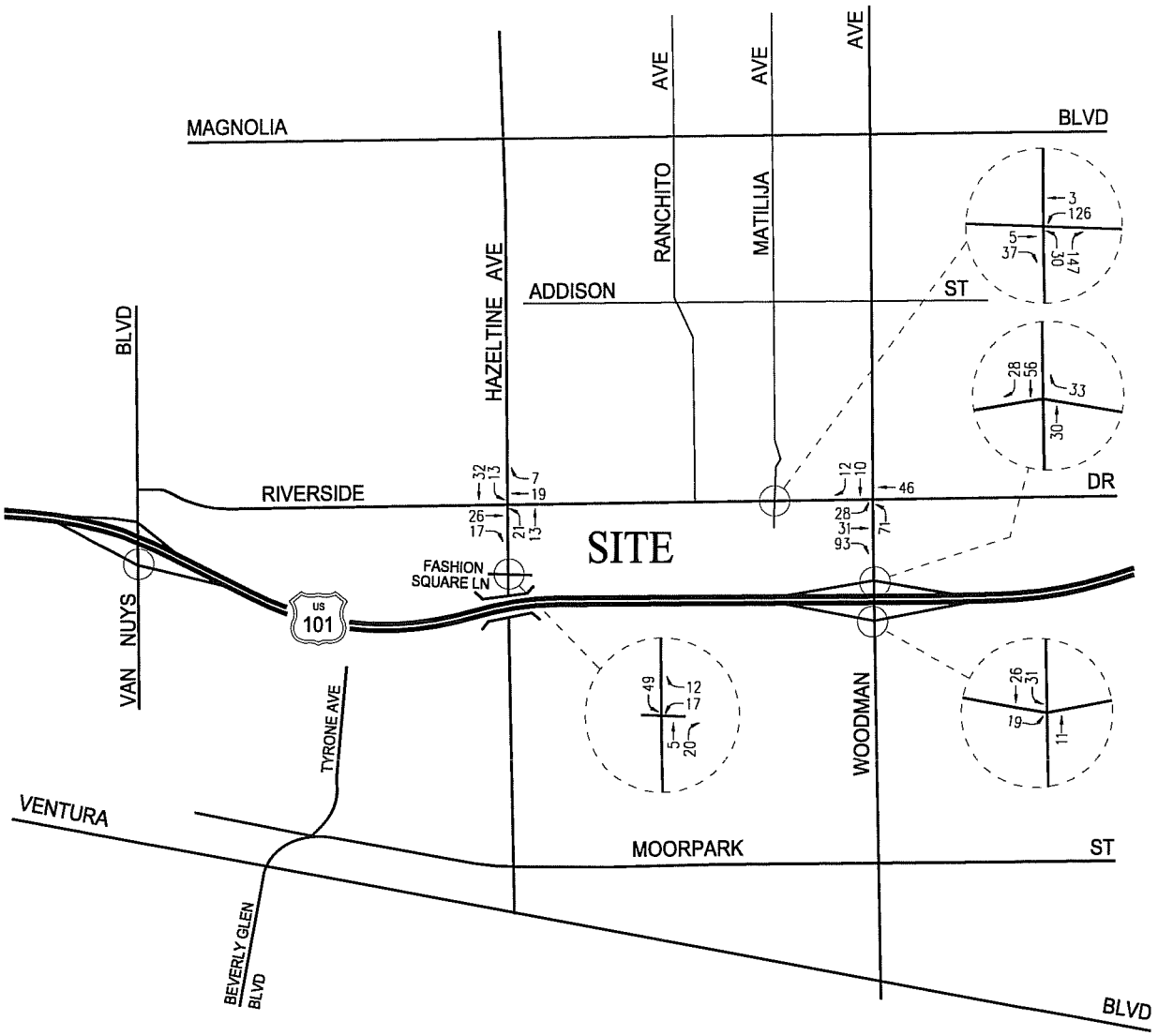

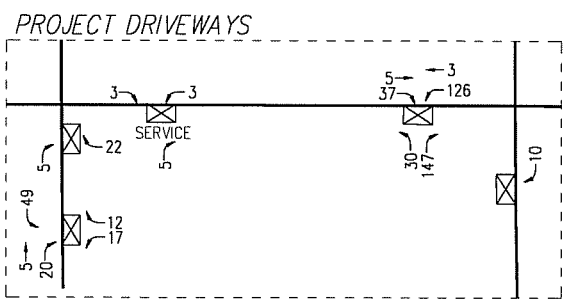

NOT TO SCALE

FIGURE I
PROJECT TRAFFIC VOLUMES
SATURDAY MID-DAY PEAK HOUR
ALTERNATIVE G PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

WESTFIELD FASHION SQUARE EXPANSION PROJECT

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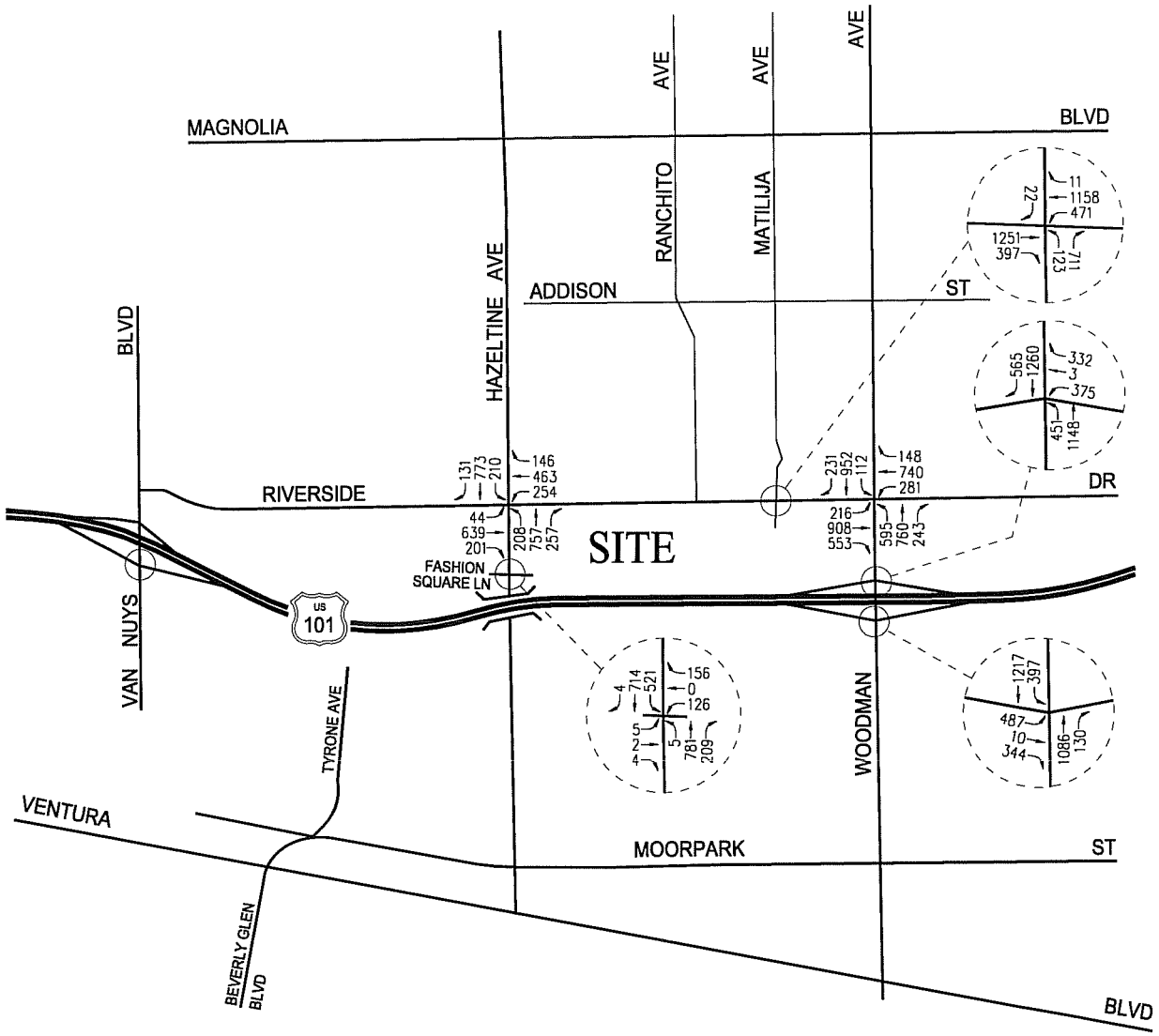

NOT TO SCALE

FIGURE J
FUTURE WITH PROJECT TRAFFIC VOLUMES
SATURDAY MID-DAY PEAK HOUR
ALTERNATIVE G PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

WESTFIELD FASHION SQUARE EXPANSION PROJECT

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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
Peak Hour: AM
Annual Growth: 2.0%

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	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.
Right turns on red from excl. lanes = 50% of overlapping left turn.
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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

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.
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: 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
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	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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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: 08/06/2008
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.
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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.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6.
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CRITICAL MOVEMENT ANALYSIS

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.
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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: 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.
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[2] v/c ratios reflect additional 0.03 reduction due to the future citywide ATSAC/ATCS system installation.

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CRITICAL MOVEMENT ANALYSIS

Hazeltine Avenue @ Magnolia Boulevard
Peak Hour: 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.
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[2] v/c ratios reflect additional 0.03 reduction due to the future citywide ATSAC/ATCS system installation.

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CRITICAL MOVEMENT ANALYSIS

Hazeltine Avenue @ 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.
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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.
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Right turns on red from excl. lanes = 50% of overlapping left turn.
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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.
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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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626.796.2322 Fax 626.792.0941

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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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: 08/06/2008
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.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
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[2] v/c ratios reflect additional 0.03 reduction due to the future citywide ATSAC/ATCS system installation.

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CRITICAL MOVEMENT ANALYSIS

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.
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: 08/06/2008
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.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6.
[2] v/c ratios reflect additional 0.03 reduction due to the future citywide ATSAC/ATCS system installation.

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CRITICAL MOVEMENT ANALYSIS

Woodman Avenue @ Riverside Drive
Peak Hour: AM
Annual Growth: 2.0%

N-S St: Woodman Avenue
E-W St: Riverside Drive
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA12
Counts by: Accutek

Date: 08/06/2008
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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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.
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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.
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: 08/06/2008
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.
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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

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.
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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.
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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 @ 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:
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 @ 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. *[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

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.
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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

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.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
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CRITICAL MOVEMENT ANALYSIS

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.
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.
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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.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 55% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
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CRITICAL MOVEMENT ANALYSIS

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.
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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

Van Nuys Boulevard @ Ventura Freeway Eastbound Ramps
Peak Hour: PM
Annual Growth: 2.00%

N-S St: Van Nuys Boulevard
E-W St: Ventura Freeway Eastbound Ramps
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA3
Counts by: Accutek

Date: 08/07/2008
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.
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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

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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626.796.2322 Fax 626.792.0941

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.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6.
[2] v/c ratios reflect additional 0.03 reduction due to the future citywide ATSAC/ATCS system installation.

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CRITICAL MOVEMENT ANALYSIS

Tyrone Avenue/Beverly Glen Boulevard @ Ventura Boulevard
Peak Hour: PM
Annual Growth: 2.00%

N-S St: Tyrone Avenue/Beverly Glen Boulevard
E-W St: Ventura Boulevard
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA5
Counts by: Accutek

Date: 08/07/2008
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.
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[2] v/c ratios reflect additional 0.03 reduction due to the future citywide ATSAC/ATCS system installation.

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CRITICAL MOVEMENT ANALYSIS

Hazeltine Avenue @ Magnolia Boulevard
Peak Hour: 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.
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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.

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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: 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.
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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.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
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CRITICAL MOVEMENT ANALYSIS

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.
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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: 08/07/2008
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.
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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: 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.
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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.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6.
[2] v/c ratios reflect additional 0.03 reduction due to the future citywide ATSAC/ATCS system installation.

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CRITICAL MOVEMENT ANALYSIS

Woodman Avenue @ Riverside Drive
Peak Hour: AM
Annual Growth: 2.0%

N-S St: Woodman Avenue
E-W St: Riverside Drive
Project: Westfield Fashion Square /1-05-3606-1
File Name: CMA12
Counts by: Accutek

Date: 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

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

Woodman Avenue @ Ventura Freeway Eastbound Ramps
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	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.
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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: 08/07/2008
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:

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6.
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CRITICAL MOVEMENT ANALYSIS

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:

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
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CRITICAL MOVEMENT ANALYSIS

Woodman Avenue @ Ventura Boulevard
Peak Hour: 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:

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: 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: 08/07/2008
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	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. *[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

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.

APPENDIX L

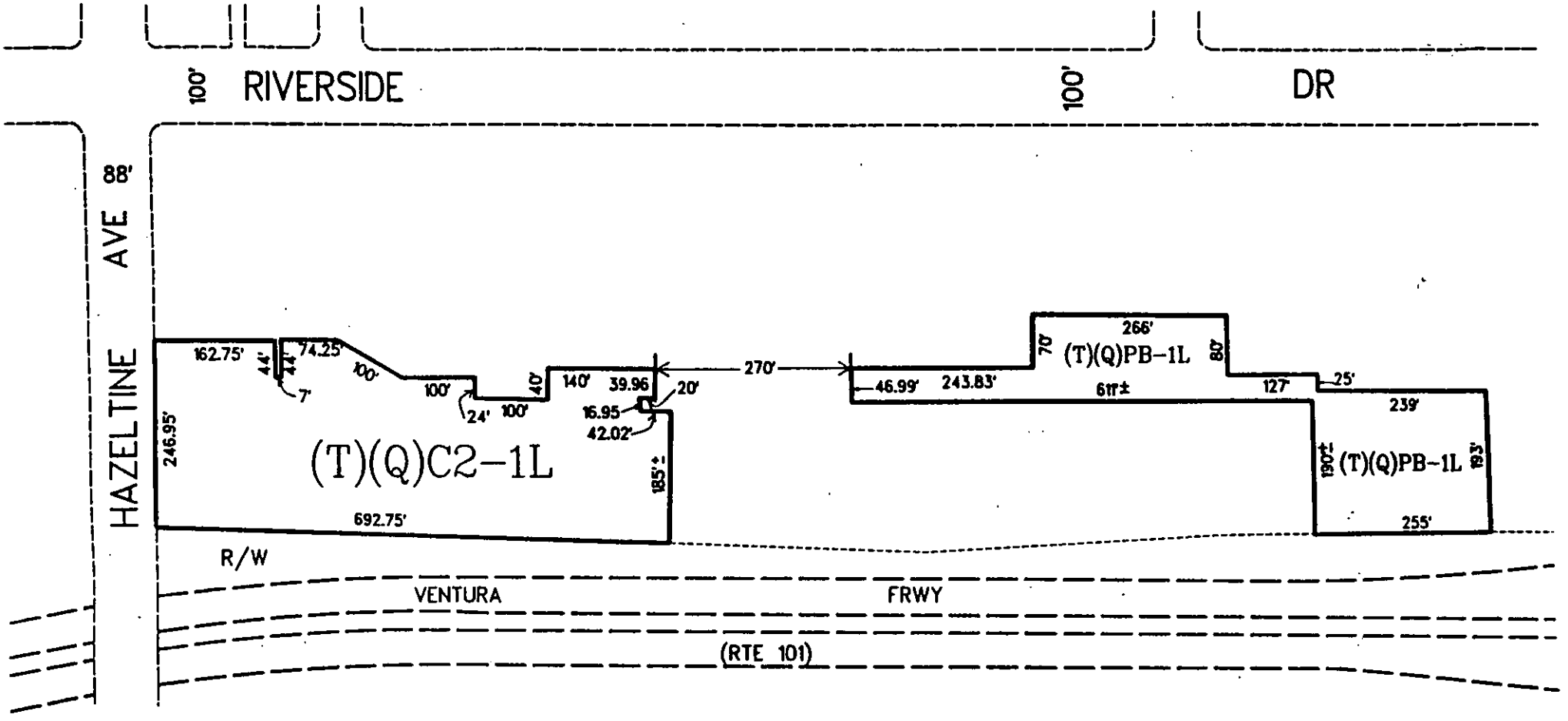
ZONING (Q) CONDITIONS

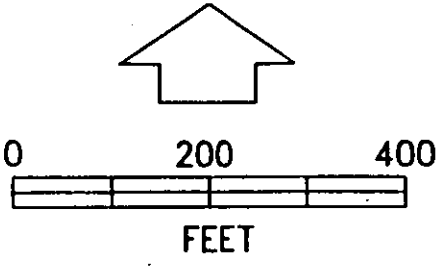
ORDINANCE NO. 170151

An ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the zoning map.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zones and zone boundaries shown upon a portion of the zone map attached thereto and made a part of Article 2, Chapter 1, of the Los Angeles Municipal Code, so that such portion of the zoning map shall be as follows:





CM 168 B 153	CPC 94-0287 ZC

VHV

Sec. 2 Pursuant to Section 12.32-J of the Los Angeles Municipal Code, the following limitations are hereby imposed upon the use of that property shown in Section 1 hereof which is subject to the "Q" Qualified classification.

(Q) QUALIFIED CONDITIONS OF APPROVAL

Sec. 2. Pursuant to Section 12.32-J of the Los Angeles Municipal Code the following limitations are hereby imposed upon the use of that property shown in Section 1 hereof which is subject to the "Q" Qualified classification.

1. Administration.

   a. Covenant. Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assigns. The agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Planning Department.

   b. Approval verification and submittals. Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Planning Department for placement in the subject file.

   c. Enforcement. Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Planning Department and any other designated agency, or the agency's successor, and in accordance with any stated laws or regulations, or any amendments thereto.

2. Environmental. The following conditions are required by proposed Mitigated Negative Declaration, MND 94-0240 ZC, for this project.

   a. Seismic Safety

      1. Recommendations set forth in the geotechnical engineering report shall be incorporated into the structural engineering design of the project.

      2. The project shall conform to the City's adopted Seismic Safety Plan.

      3. Structures shall be designed in accordance with Division 23 of the Building Code and the recommended lateral force requirements and commentary of the Structural Engineers Association of California.

   b. Air quality. The project shall be provided with an air filtration system to improve the air quality for the project's tenants/residents. However, this requirement shall not preclude the installation of operable windows which permit passive heating and cooling.

c. Air quality (dust). A dust control plan, including but not limited to sprinkler systems, to reduce dust impacts of the subject use on the surrounding neighborhood, shall be submitted and implemented.

d. Air Quality.

1. Materials such as oil-based architectural coatings, paints and asphalt used in construction shall be controlled according to SCAQMD regulations.

2. Streets adjacent to the site must be swept as needed to remove silt which may have accumulated from construction activities.

3. Equipment. Engines must be maintained in good condition according to manufacturer's specification. Construction activities shall be scheduled to even out emission peaks.

4. The site shall be fenced to reduce wind-blown dust. Construction materials not stored behind temporary fences shall be covered. All debris shall be cleaned up daily and put into a dumpster, which shall have a lid and the lid shall be secured at the end of the day.

e. Drainage. Construction of drainage facilities to the satisfaction of the City Engineer.

f. Noise (Parking Structure - Ramps) - Concrete, not metal, shall be used for construction of parking ramps.

g. Noise (interior - office). Evidence shall be submitted, along with the application for the building permit, by a qualified acoustical engineer specifying the CNEL contour within which the office building will be located and, based on the CNEL contours, the construction necessary to achieve an interior noise (Ldn) of 60, in the interior office areas of the building.

h. Lighting. Preparation of an outdoor lighting plan according to Department of Building and Safety standards to insure that the light does not adversely affect neighboring residences.

i. Traffic. Traffic impact mitigation (DOT). The traffic impact mitigation measures set forth in the Transportation Department communication of August 8, 1994, which is attached as Exhibit No. E-5 of the subject report shall be implemented to the satisfaction of the Transportation Department.

j. A parking plan shall be prepared for approval by the Planning Department which will provide for new or additional off-street parking.

k. Parking/driveway plan and loading dock/trash collection plan. A parking area and driveway plan, and loading dock/trash collection plan shall be prepared for approval by the appropriate District Offices of the Bureau of Engineering and the Department of Transportation.

l. Access. Truck access to the loading dock area (for deliveries) and trash collection enclosures for the new department store (commercial use) shall not be taken from Riverside Drive.

m. Fire Department plan approval. Recommendations of the Fire Department relative to fire safety, which may include but are not limited to access and interior heat sensitive sprinkler systems, shall be incorporated into the building plans for the subject project, to the satisfaction of the Fire Department.

n. Police Department plan approval. Recommendations of the Police Department relative to mitigating of impacts on police services shall be approved and implemented to the satisfaction of Police Department. Police recommendations may include but are not limited to secured parking, security fencing, security lighting, bonded security guards, information signs, elevator illumination and design, building design and landscaping to reduce potential hiding places.

o. Energy conservation. The Department of Water and Power and the Southern California Gas Company shall be consulted regarding feasible energy conservation features which shall be incorporated into the design of the project. If the demand on the utilities exceeds the available resources, said agencies may postpone new connections for the subject project until the power and/or gas supply is deemed adequate.

p. Water conservation. The Department of Water and Power shall be consulted regarding feasible water conservation features which can be incorporated into the design of the project. If the demand on the water system exceeds the available resources, said agency may postpone new connections for the subject project until the water capacity is deemed adequate.

q. Public facilities/utilities (project postponement authority). Impacts of the subject project on sewers, storm drain capacity, solid waste disposal and other utilities and facilities may contribute to a demand on the system(s) which exceeds the available resources. In such event, the agency responsible for the impacted facility/utility may cause project to be postponed until the system(s) capacity is deemed adequate.

r. Landscaping. All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect.

s. Archaeological. Prior to issuance of grading or building permits for the subject project, a qualified archaeologist shall be retained to monitor any subsurface operations, including but not limited to grading, excavation, trenching or removal of existing features of the subject property. The archaeologist shall be authorized to and must halt the project and order reasonable protective measures if any significant archaeological resources are uncovered. Such authorization shall be in writing, shall be recorded by covenant and agreement with the county recorder and shall be provided to the Planning Department for placement in the subject file prior to issuance of grading or building permits for subject project.

i. A "qualified archaeologist" means securing the services of the Center for Public Archaeology of California State University at Northridge, the Archaeological Survey of the University of California at Los Angeles or a member of the Society of Professional Archaeologists.

ii. In addition to a qualified archaeologist, a representative of the local Native Americans shall be retained to assist the archaeologist in monitoring all subsurface operations. Evidence shall be provided for placement in the subject file, prior to issuance of grading or building permits, that the representative has been retained.

iii. Copies of any archaeological survey, study, report of findings shall be provided to the Environmental Review Section of the Department of City Planning (Room 655, City Hall, Los Angeles, California 90012) for incorporation into the City archaeological site identification program.

iv. The archaeologist may not halt a project for more than 90 days without the approval of the Planning Department. Such approval must be requested by letter from the archaeologist. Said letter must be submitted not more than 30 days after the project is halted. The letter must be accompanied by documentation to support the request and must contain proposed measures to protect the site and to allow all or part of the project to proceed.

3. The total floor area (as defined in Section 12.21.1A of the Los Angeles Municipal Code) of all the main buildings on the applicant's C-zoned mall area ownership as described in

Exhibit "E-6" for the City Plan Case No. 94-0287 ZC on file in the City Planning Department shall not exceed 1.5 times the buildable area of such ownership. No more than 148,933 square feet of gross leasable area shall be added to such ownership. The floor area of all structures on the total ownership, exclusive parking, shall not exceed a total gross leasable area of 975,000 square feet. No additional development shall be permitted on the total ownership.

4. At least 60,000 square feet of the gross square footage of the Mall area shall be utilized as non-leasable public area.

5. Except for the four-level parking structure, the pedestrian bridges to the parking structure, the three-story space formerly occupied by I. Magnin and the enclosure of the mall, a two-level height limitation shall be maintained in the C2, PB, and P Zones within the applicant's mall area ownership. In no event shall any structure exceed 62 feet in height within the mall area.

6. With the exception of the expanded department store to replace I. Magnin, no single tenancy of the applicant's mall area ownership shall exceed 20,000 square feet.

7. Parking: The applicant shall provide a parking ratio of 4.5 parking spaces per 1,000 square feet of gross leasable area for the subject property, and that the total number of parking spaces shall not be less than 4,388 parking spaces for the total ownership.

8. The applicant shall provide direct vehicle ramp access to the third level of the parking structure.

9. Parking shall be at no cost to customers and employees provided, however, that a validation system may be utilized. A parking management plan for employee parking, including an identification system for employees' vehicles by decal or similar means should be submitted to the Planning Department prior to the issuance of the Certificate of Occupancy.

10. Employee Parking.

    i. Shall be provided on-site.

    ii. Employees shall not park on adjacent residential streets during the hours they are working at the subject facility.

11. Parking signage interior to the subject property shall be increased. Parking signage fronting the exterior of the property along Woodman and Hazeltine Avenues and Riverside Drive shall also be increased. A parking signage plan shall be prepared to the satisfaction of the Department of Transportation and the Planning Department.

12. No more than three full, sit-down table service restaurants shall be located within the mall area. Only these three full-service restaurants shall be permitted to apply for an alcoholic beverage license. No separate bar shall be permitted in the restaurants. One full-service restaurant is currently existing. The size of each additional permitted full-service restaurant shall not exceed 5,000 square feet. Entertainment within the restaurants shall be of a low-key character, including strolling, violin, mariachis, piano, guitar, harp, combo (the foregoing being illustrative and not exhaustive). This condition shall not be interpreted as prohibiting other entertainment in any central interior court as part of a special event, festive or holiday show.

13. In addition to the restaurants permitted by condition No. 11 above, a food court area shall be permitted within the mall area. The food court shall not exceed 5,000 square feet for the food service area and an additional maximum of 5,000 square feet for the dining area for such food service area (not including public amenity areas such as water fountains, pools, or walkways). No liquor, beer or wine shall be served within such food area.

14. No separate cocktail bars shall be permitted.

15. All mall shops shall close no later than 10:00 p.m., except for special sales events. The closing hour of the food court shall be identical to the closing hour of the shops.

16. Security officers shall be kept on the premises until all restaurants and/or the food service area are closed.

17. No movie theater shall be permitted.

18. No amusement arcade, dance club or disco shall be permitted.

19. All lights emanating from second- and third-story windows and the parking structure shall be shielded from the view of residential properties. Noise from air conditioning units shall be buffered from residential properties to the north.

20. A community room of approximately 900 square feet, including a kitchenette, shall be provided for use by community groups. Provision for partition of the room into two separate meeting areas shall be made. Notice of the availability of this room shall he posted at the mall management offices, and annually sent to all recognized community groups in the Sherman Oaks area.

21. Neighborhood Protection Plan.

Prior to the issuance of any building permit the property owner shall guarantee the necessary funding of a Neighborhood Protection Plan through cash or irrevocable letter of credit, payable to the Department of Transportation (DOT). The property owner shall covenant and agree to submit a preliminary Neighborhood Protection Plan to DOT prior to the issuance of any building permit.

The Plan shall be prepared to investigate and implement options to address concerns in reference to the intrusion of "cut-through" traffic into the local residential neighborhoods and the protection of pedestrians in the project vicinity.

No later than the issuance of the first Certificate of Occupancy an Implementation Plan for neighborhood protection shall be determined by DOT in consultation with the Council office, the applicant and representatives of the neighborhood in the project vicinity bounded by Magnolia Boulevard on the north, Moorpark Street on the south, Woodman Avenue on the east, and Hazeltine Avenue on the west. Measures may be implemented prior to the issuance of any certificate of occupancy. Other implementation measures shall be based on monitoring of traffic conditions after occupancy of the project. The Plan may include, but shall not be limited to, traffic control such as turn prohibitions, installation of traffic diverters and other measures designed to discourage "cut-through" traffic in residential neighborhoods and to provide pedestrian related improvements.

The maximum amount required of the property owner to fund possible transportation improvements described in the proposed Neighborhood Protection Plan and any additional improvements deemed necessary by LADOT is $175,000. Up to $75,000 of such funds may be used by the City for the street improvements of Valley Heart Drive. In the event the Plan is guaranteed by cash, LADOT shall deposit the monies in an interest-bearing account and shall provide the property owner with an annual statement reflecting interest earned and payments made. Upon the expiration of 5 years after the issuance of the final Certificate of Occupancy, the property owner may request a refund from LADOT for any unused portion of these funds. However, the refund shall only be granted if LADOT and the Fifth District Council Office determine that all of the provisions of the Plan have been fully complied with and no additional future improvements are necessary.

22. The applicant shall assist the Department of Transportation to increase utilization and/or expand service of the Sherman Oaks "DASH" or other para-transit services, evidence of efforts shall be provided to the Department of City Planning within one year of project approval.

23. Landscape plans by a licensed landscape architect depicting existing and proposed landscaping along all frontages of the site should be submitted to the District Council Office for review and shall be submitted to the Planning Department for approval.

24. Prior to the issuance of any building permit the applicant shall provide evidence to the Planning Department that all mitigation measures identified in MND 94-0240-ZC have been appropriately incorporated into project designs, or included construction contracts.

25. Deliveries. All deliveries and loading/unloading and trash collection shall be limited to the hours 8 a.m. to 8 p.m., Monday through Friday, and 10 a.m. to 4 p.m., Saturday and Sunday.

26. Signage. No illuminated flashing, or animated signs shall be visible from adjacent residential neighborhoods. No off-site commercial signs shall be permitted at the subject shopping mall.

27. The haul route(s) utilized for the exporting of all materials shall be approved by the Department of Transportation.

28. Roof Structures. All structures, such as air conditioning and heating units, elevator and stairwell shafts shall be fully screened from residential areas. The equipment and screening shall include noise attenuation features and shall be located away from residential neighborhoods, as feasible.

29. Fire Department.

    a. Applicant shall submit plot plans for Fire Department review and approval prior to issuance of any building permit.

    b. Adequate off-site public and on-site private fire hydrants shall be required. Their number and location to be determined after the Fire Department's review of the plot plan.

    c. During demolition the Fire Department access will remain clear and unobstructed.

    d. Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.

    e. Private roadways for general access use shall have a minimum width of 20 feet.

    f. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road or designated fire lane.

30. Maintenance, trash and storage.

    a. The subject property, including the Riverside Drive frontage, and any associated parking facilities, shall be maintained in an attractive condition and shall be kept free of trash and debris.

    b. Open areas devoted to trash storage or other storage shall not be located adjacent to a residential use or shall be buffered so as not to result in noise, odor or debris impacts on any adjacent residential uses.

    c. All outside trash containers on the subject property shall be enclosed and shall be located so as not to result in noise or smell impacts on any adjacent residential use.

d. Trash shall not be taken outside for deposit in trash bins or storage between the hours of 8:00 p.m. and 8:00 a.m. Further, the bins shall be locked during those hours.

e. Trash pick up shall take place only between 8:00 a.m. and 8:00 p.m. Monday through Friday, and 10:00 a.m. to 4:00 p.m. Saturday and Sunday.

f. Screening walls shall conceal trash bins; wrought iron gates shall be used to gate enclosures.

31. Plans. The property shall be developed substantially in accordance with the plot plan and plans identified as Exhibit E-6, attached to City Plan Case No. 94-0287 on file in the City Planning Department, except as the City Council may subsequently approve a modification of the plan(s), or as development of the subject property may require modification to meet other requirements or provisions of the Municipal Code.

32. Plans. Prior to the issuance of building permits, a detailed set of complete plot plans showing existing as well as proposed structures, including elevations, landscaping plans, plans for the loading and trash areas, and driveway plans shall be submitted for approval by the City Planning Department.

33. Graffiti removal and deterrence. The property owners and all successors shall acknowledge the applicability of the graffiti removal and deterrence requirements pursuant to Municipal Code Sections 91.8101-F, 91.8904.1 and 91.1707-E relative to the subject project, particularly with regard to the following:

- The first nine feet of exterior walls and doors, measured from grade, and all of any walls enclosing the property shall be built and maintained with a graffiti resistant finish consisting of either a hard, smooth, impermeable surface such as ceramic tile, baked enamel or a renewable coating of an approved, anti-graffiti material or a combination of both pursuant to Section 91.1707-E; and

- the period for compliance with a graffiti removal order issued by the Building and Safety Department is 15 days following which period with failure to perform, the City or its contractor is empowered to enter the property to remove such graffiti with costs accruing to the property owner (91.8904.1); and

- the period for compliance with a subsequent order for a subsequent occurrence is three days (91.8904.1.).

- In addition to a, b and c above, exterior walls of new commercial and residential buildings of other than glass may be covered with clinging vines, screened by oleander trees or similar vegetation capable of covering or screening entire walls up to the height of at least 9 feet, excluding windows and signs.

34. Parking-Building-Phasing. Code-required parking shall be provided for existing mall retail commercial uses during the construction of the mall expansion (new department store).

35. No commercial activities shall be permitted on the pedestrian bridge(s).

36. Noise.

- Structural construction work shall be limited to the hours of 7 a.m. to 6 p.m., Monday - Friday and 8 a.m to 6 p.m. Saturday.

- Construction contracts shall require project contractors to use power construction equipment with noise shielding and muffing devices.

- During construction, the project shall comply with applicable Section 112.03 of the City Noise Ordinance No. 144,331 and its subsequent ordinances.

- Noise barriers such as temporary wooden barrier walls, mufflers and noise entrenching devices shall be employed to reduce the intrusive construction noise to the fullest extent possible.

- The placement, screening and maintenance of all external mechanical equipment shall be designed to ensure that noise levels do not exceed standards outlined in Article 2 of the City's Noise Ordinance 144,331, 161,574 and their subsequent ordinances at adjacent uses.

37. Riverside Drive Frontage. The applicant shall improve the Riverside Drive frontage of the mall in conformance with the landscaping/renovation plan on the file, Exhibit E-6. The plan shall include, but not be limited to: the planting of 37 new trees and 125 shrubs along the south side of Riverside Drive; screen walls shall be raised so that trash bins are concealed; chain link fences and gates shall be replaced with wrought iron fencing and gates to screen loading docks and trash areas; transformer and other equipment will be screened by wrought iron fencing and landscaped; and damaged stucco will be repaired and the frontage will be repainted.

38. Prior to the issuance of any building permits, the applicant shall submit detailed plans in substantial conformance with Exhibit E-6 attached to the file, for the loading dock and trash collection areas for the new department store, with truck access to the loading dock area and trash collection enclosures for the new department store not be taken from Riverside Drive, and plans for the inclusion and implementation of the applicant's landscaping/renovation on Riverside Drive, including a landscape plan with a timetable for achieving screening of the Riverside Drive frontage with mature plants in conformance with Exhibit E-6, attached to the file, to the Planning Department for review and approval consistent with Section 2.5 a-d of the Planning Commission's adopted Site Plan Review Guidelines, addressing on-site circulation and access including driveway location, loading docks, trash collection areas, and sanitation and delivery vehicles.

The applicant shall also record a mitigation monitoring agreement on the appropriate form and in a manner satisfactory to the Planning Department

providing for an annual review for a period of three years to verify compliance with the required landscaping, screening and maintenance of landscape on the Riverside Drive frontage.

39. The Department of Transportation may identify and require future traffic-related improvements in the area generally bounded by Magnolia Boulevard, Woodman Avenue, Moorpark Street and Hazeltine Avenue. A bond, or other instrument, shall be posted in the amount of $50,000 prior to the issuance of a certificate of occupancy. (A B permit or other permit may be required by the Bureau of Engineering and/or the Department of Transportation). The Department of Transportation may impose such conditions during and up to a period of not to exceed three years.

Sec. 3 .....The City Clerk shall certify to the passage of this ordinance and cause the same to be published in some daily newspaper printed and published in the City of Los Angeles.

I hereby certify that the foregoing ordinance was passed by the Council of the City of Los Angeles, at its meeting of NOV 29 1994

ELIAS MARTINEZ, City Clerk.

By .....
Deputy.

Approved DEC 06 1994

.....
Mayor.

Approved as to Form and Legality

.....
JAMES K. HAHN, City Attorney,

CNS 1229627 12/9

By .....
Deputy.

File No. 94-2018

City Clerk Form 23

Pursuant to Sec. 97.8 of the City Charter, approval of this ordinance recommended for the City Planning Commission

NOV 2 3 1994

See attached report

.....
Director of Planning

APPENDIX M

MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM

AESTHETICS AND VISUAL RESOURCES

MM AES-1: As required by LAMC Section 12.40, the site will be required to prepare a Landscape Plan which will address replacement of removed trees.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of City Planning

MM AES-2: The owners shall maintain the subject property clean and free of debris and rubbish and to promptly remove any graffiti from the walls, pursuant to LAMC Sections 91.8101-F, 91.8904-1, and 91.1707-E.

Monitoring Phase: Occupancy
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of City Planning

MM AES-3: A minimum of one 24-inch box tree (minimum diameter of two inches and a height of eight feet at the time of planting) shall be planted for every four new surface parking spaces.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of City Planning

MM AES-4: The Final Expansion Project Landscape Plan, which will be reviewed and approved by the City of Los Angeles, shall incorporate clinging vines and bamboo screening, which provide a variety of textures and colors, along exterior walls visible along the Riverside Drive and Hazeltine Avenue frontages.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of City Planning

MM AES-5: The Final Expansion Project Landscape Plan shall include the installation of healthy mature trees for all replacement trees and new landscaping along Riverside Drive.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of City Planning

MM AES-6: New project landscaping along Riverside Drive would provide an opportunity to visually activate this frontage and minimize building massing. A combination of landscape, hardscape, and building finish elements would create a vibrant urban atmosphere that offers more pedestrian-friendly linear banding and gives a fresh, updated look to the shopping center. The landscape plan would incorporate specimen accent plantings, including distinctive palms, large canopy trees, evergreens, seasonal color trees and bold median plantings. The landscape concept also incorporates various hardscape features, including the integration of street furnishings along the Riverside Drive frontage. Street furnishings, including treated wood benches and cast-in-place concrete seating with integral lighting and water features, would add to the visual interest and appeal of this frontage.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of City Planning

MM AES-7: Directional and security lighting will be required for safety purposes. Through a new plan, lighting can enhance safety along the Riverside Drive and Hazeltine Avenue frontages and add to the perceived security of the neighborhood in general. Lighting would be incorporated into the streetscape environment at several levels, including the use of bollards, wall reveals, seating areas, and crosswalks. The use of plaza strip lighting will afford additional security lighting but with a park-like feel and without significant light intrusion to the surrounding neighborhood. As consistent with safety concerns, the Proposed Project will incorporate low-level lighting that is directed downward and shielded to prevent spillover of light toward sensitive uses.

Monitoring Phase: Occupancy
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of City Planning

MM AES-8: The Riverside Drive building surfaces would be refreshed with a new graphic design treatment that would consist of small visual mosaics of color and pattern that effectively serve to visually minimize the massing of the long linear wall along the frontage. It is intended that a combination of landscaping, hardscaping and building finish elements would create a vibrant urban atmosphere that offers more pedestrian-friendly linear banding and gives a fresh, updated look to the shopping center.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of City Planning

MM AES-9: All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the Planning Department.

Monitoring Phase: Occupancy
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of City Planning

MM AES-10: The trees shall be dispersed within the parking area so as to shade the surface parking area and shall be protected by a minimum 6-inch high curb and landscaping.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of City Planning

MM AES-11: Outdoor lighting shall be designed and installed with shielding, so that the light sources for the Proposed Project are shielded from spillover to adjacent residential properties.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of City Planning

MITIGATION MONITORING PROGRAM

AIR QUALITY

MM AQ-1: The Proposed Project will comply with applicable CARB regulations and standards. CARB is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB oversees the functions of local air pollution control districts and air quality management districts, which in turn administer air quality activities at the regional and county levels.

Monitoring Phase:	Pre-construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	South Coast Air Quality Management District

MM AQ-2: The Proposed Project will comply with applicable SCAQMD regulations and standards. The SCAQMD is responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain State and federal ambient air quality standards in the district. Programs that were developed include air quality rules and regulations that regulate stationary sources, area sources, point sources, and certain mobile source emissions. SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases.

Monitoring Phase:	Pre-construction, Construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	South Coast Air Quality Management District

MM AQ-3: The Proposed Project will be designed to reduce exposure of sensitive receptors to excessive levels of air quality. The Proposed Project is designed and will be built and operated in a manner consistent with the requirements to achieve Leadership in Energy and Environmental Design (LEED) certification from the United States Green Building Council.[1] LEED is a green building rating system that was designed to guide and distinguish high-performance commercial projects. LEED promotes a whole-building approach to sustainability by recognizing performance in five key areas of human and environmental health: sustainable site development, water savings, energy efficiency, materials selection, and indoor environmental quality. The Proposed Project will implement a variety of design and operational features to achieve LEED certification. As a result, the Proposed Project would be proactive in reducing GHG emissions. Examples of design

[1] U.S. Green Building Council (USGBC). 2008. *LEED for New Construction v2.2 Registered Project Checklist*. 19 May 2008 <http://www.usgbc.org/DisplayPage.aspx?CMSPageID= 220#v2.2>.

features to be implemented for the Proposed Project in order to achieve LEED certification include, but are not limited to, the following or their equivalent:

- A construction activity pollution prevention program.
- Encouraging the use of mass transit.
- Providing transportation amenities, such as alternative fueling stations, carpool/vanpool programs, bicycle racks, and showering/changing facilities.
- Implementing a stormwater management plan that reduces impervious cover, promotes infiltration, and captures and treats the stormwater runoff from 90 percent of the average annual rainfall using acceptable best management practices.
- Adopting site lighting criteria to maintain safe light levels while avoiding off-site lighting and night sky pollution, minimizing site lighting where possible, and reducing light pollution.
- Providing tenants with a description of the sustainable design and construction features incorporated in the core and shell project.
- Using high-efficiency irrigation technology or reducing potable water consumption for irrigation by 50 percent by using a combination of plant species factor, irrigation efficiency, use of captured rainwater, use of recycled wastewater, and use of water treated and conveyed by public agency specifically for non-potable uses.
- Employing strategies that, in aggregate, use 20 percent less water than the water use baseline calculated for the building (not including irrigation) after meeting the Energy Policy Act of 1992 fixture performance requirements.
- Designing the building envelope and building system to maximize energy performance.
- Selecting refrigerants that reduce ozone depletion while minimizing direct contributions to global warming.
- Implementing a construction waste management plan that identifies the materials to be diverted from disposal and whether the materials will be sorted on-site or commingled. The waste management plan would include recycling and/or salvaging at least 50 percent of non-hazardous construction and demolition debris.
- Using materials with recycled content such that the sum of post-consumer recycled content plus one-half of the pre-consumer content constitutes at least ten percent of the total value of the materials in the project.
- Using a minimum of ten percent of the total materials value on building materials or products extracted, harvested, or recovered and manufactured within 500 miles of the project site.

- Adopting an indoor air quality management plan to protect the HVAC system during construction, control pollutant sources, and interrupt contamination pathways.
- Specifying low-volatile organic compounds paints and coatings in construction documents.
- Designing the building with the capability for occupant controls for airflow, temperature and ventilation. Strategies will include underfloor HVAC systems with individual diffusers, displacement ventilation systems with control devices, and ventilation walls and mullions.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: South Coast Air Quality Management District

MM AQ-4: The Proposed Project would install carbon monoxide and airflow measurement equipment that would transfer the information to the HVAC system and/or Building Automation System to trigger corrective action, if applicable, and/or use the measurement equipment to trigger alarms that inform building operators or occupants of a possible deficiency in outdoor air delivery. Installation of such a system in areas where carbon monoxide concentrations may escalate (such as in the vicinity of loading docks or valet parking drop-offs) would improve both indoor and localized "hotspot" air quality.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: South Coast Air Quality Management District

MM AQ-5: The Proposed Project would provide bicycle racks at a ratio of 2% of the total number of parking spaces on-site, as well as lockers, changing rooms and showers inside the shopping center. A minimum of 20 additional bicycle spaces (in racks) would be provided at multiple locations through out the site. Four showers (two per each gender) would be provided in a dedicated shower facility area. Lockers would be provided in conjunction with the shower facilities.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: South Coast Air Quality Management District

MM AQ-6: The Proposed Project would provide a shuttle service connecting the site to a nearby Orange Line station (e.g., Van Nuys Boulevard). This service could be provided by either the provision of a private shuttle or the funding of extended hours for the existing Los Angeles Department of Transportation (LADOT) DASH line. The Orange Line shuttle would complement existing transit services (i.e., the LADOT DASH service) such that the shuttle would operate during hours when other public transit services connecting the site to the Orange Line are not available (e.g., during weekdays evenings and general weekend hours). The

shuttle would operate during regular shopping center hours corresponding with periods of peak parking demand at the site and peak holiday season demand (i.e., everyday during the holiday shopping period between November 15 and January 1, and every Saturday/Sunday throughout the year).

Monitoring Phase: Occupancy
Monitoring Agency: LADOT
Enforcement Agency: South Coast Air Quality Management District

MM AQ-7: During construction activity, water or a stabilizing agent shall be applied to exposed surfaces in sufficient quantity to prevent generation of dust plumes.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: South Coast Air Quality Management District

MM AQ-8: During construction activity, track-out shall not extend 25 feet or more from any active construction operations, and track-out shall be removed at the conclusion of each workday.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: South Coast Air Quality Management District

MM AQ-9: During construction activity, a wheel washing system shall be installed and used to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: South Coast Air Quality Management District

MM AQ-10: All haul trucks hauling soil, sand, and other loose materials shall maintain at least six inches of freeboard in accordance with California Vehicle Code Section 23114, and such trucks shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety, Department of Public Works-Bureau of Street Services
Enforcement Agency: Department of Building and Safety, Department of Public Works-Bureau of Street Services.

MM AQ-11: During construction activity, traffic speeds on unpaved roads shall be limited to 15 miles per hour.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: South Coast Air Quality Management District.

MM AQ-12: During construction activity, operations on unpaved surfaces shall be suspended when winds exceed 25 miles per hour.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: South Coast Air Quality Management District

MM AQ-13: Heavy equipment operations shall be suspended during first and second stage smog alerts.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: South Coast Air Quality Management District

MM AQ-14: On-site stock piles of debris, dirt, or rusty materials shall be covered or watered at least twice per day.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: South Coast Air Quality Management District

MM AQ-15 Heavy-duty equipment shall be equipped with a diesel oxidation catalyst capable of reducing NO_X emissions by 40 percent.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: South Coast Air Quality Management District

MM AQ-16 Contractors shall maintain equipment and vehicle engines in good condition and in proper tune per manufacturers' specifications.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: South Coast Air Quality Management District

MM AQ-17 Contractors shall utilize electricity from power poles rather than temporary diesel or gasoline generators, as feasible.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: South Coast Air Quality Management District

MM AQ-18 Heavy-duty construction shall be prohibited from idling in excess of five minutes, both on- and off-site, to be consistent with State law.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: South Coast Air Quality Management District

MM AQ-19 Construction parking shall be configured to minimize traffic interference.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: South Coast Air Quality Management District

MM AQ-20 Construction activity that affects traffic flow on the arterial system shall be limited to off-peak hours, as feasible.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: South Coast Air Quality Management District

MITIGATION MONITORING PROGRAM

GEOLOGY AND SOILS

MM GEO-1: Design and construction of the project shall conform to the Uniform Building Code seismic standards as approved by the Department of Building and Safety.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM GEO-2: All grading and earthwork shall be performed in accordance with the Grading Ordinances of the City of Los Angeles and the applicable portions of the General Earthwork Specifications in an approved Geotechnical Report.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM GEO-3: All earthwork and construction shall be completed in accordance with mitigation as defined in Public Resources Code Section 2693(c) to ensure that issues of potential liquefaction are addressed.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM GEO-4: To address potential soil settlement, all new building construction shall be supported on deep foundations. Design values for drilled piles shall be consistent with the recommendations of the approved Geotechnical Report.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM GEO-5: To address potential stability concerns due to buried structures, such as footings, septic systems, backfilled excavations, and utility lines. Any buried structures should be properly removed and the resulting excavations backfilled with engineered fill. Any other buried structures encountered during construction should be removed and backfilled in accordance with the recommendations of the Soils Engineer. The site should be inspected for possible buried fill material, using heavy excavating equipment. If loose fill material is encountered, excavations should extend to native ground. The

exposed native subgrade should be scarified to a minimum of 6 inches, moisture-conditioned as necessary, and recompacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557. Limits of recompaction should extend 5 feet beyond structural elements. Prior to fill placement, a qualified geotechnical engineer shall inspect the bottom of the excavation to verify no additional excavation will be required.

Any buried structures or loosely backfilled excavations encountered during construction should be properly removed and the resulting excavations backfilled with engineered fill. Excavations, depressions, or soft and pliant areas extending below planned finished subgrade levels should be cleaned to firm, undisturbed soil and backfilled with engineered fill. In general, any septic tanks, debris pits, cesspools, or similar structures should be entirely removed. Concrete footings should be removed to an equivalent depth of at least 3 feet below proposed footing elevations or as recommended by the Soils Engineer. Any other buried structures should be removed in accordance with the recommendations of the Soils Engineer. The resulting excavations should be backfilled with engineered fill.

Monitoring Phase: Pre-construction, Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM GEO-6: Any fill material encountered within proposed pavement areas shall be removed and/or recompacted. The fill material shall be moisture-conditioned to near optimum moisture and compacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557. At a minimum it is recommended that the upper 12 inches of subgrade soil be moisture-conditioned to at or above optimum moisture and recompacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557.

Monitoring Phase: Pre-construction, Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM GEO-7: To minimize the potential soil movement, the upper 24 inches of soil within the building slab and exterior flatwork areas shall be replaced with "non-expansive" soils (with El<20).

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM GEO-8: To minimize seismic-induced settlements, foundations shallower than 30 feet shall be designed to tolerate seismic settlements of one-half inch total and one-quarter inch differential over a distance of 50 feet.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM GEO-9: To address cohesionless sandy soil conditions, shoring or sloping back trench sidewalls shall be required within these loose cohesionless soils.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM GEO-10: If groundwater is encountered during the course of earthwork at the project site and subgrade soils appear to become saturated, "pump," or not respond to densification techniques, remedial measures as prescribed by a qualified geotechnical engineer shall be employed. Groundwater remedial measures include: discing and aerating the soil during dry weather; mixing the soil with dryer materials; removing and replacing the soil with an approved fill material; or mixing the soil with an approved lime or cement product.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM GEO-11: General site clearing shall include removal of vegetation and existing utilities; structures; including foundations basement walls and floors; existing stockpiled soil; trees and associated root systems; rubble; rubbish; and any loose and/or saturated materials. Site stripping shall extend to a minimum depth of 2 to 4 inches, or until all organics in excess of 3 percent by volume are removed. Deeper stripping may be required in localized areas. These materials will not be suitable for reuse as engineered fill, however, stripped topsoil may be stockpiled and reused in landscape or non-structural areas.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM GEO-12: The upper 24 inches of soil within proposed building and exterior flatwork areas shall consist of non-expansive engineered fill. The intent is to support the proposed slab-on-grade and exterior flatwork areas with 24 inches of non-expansive fill. The non-expansive fill material should be a well-graded silty sand or sandy silt soil. A clean sand or very sandy soil is not acceptable for this purpose. A sandy soil will allow the surface water to drain into the

expansive clayey soils below, which may result in soil swelling. Imported fill should be approved by the Soils Engineer prior to placement. The fill shall be placed as specified as engineered fill.

The organic-free, on-site, upper soils are predominately silty sand and sandy silt with various amount of clay. Some of these soils may be suitable for reuse as non-expansive engineered fill, provided they are cleansed of excessive organics and debris. The soils with Expansion Index greater than 20 shall not be used within the upper 24 inches of the building pad and exterior flatwork areas.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM GEO-13: Within the proposed pavement areas, the upper 12 inches of subgrade soil shall be moisture-conditioned to near optimum moisture and recompacted to a minimum of 90 percent of maximum density based on ASTM D1557 Test Method.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM GEO-14: The upper soils, during wet winter months, may become very moist due to the absorptive characteristics of the soil. Earthwork operations performed during winter months may encounter very moist unstable soils, which may require removal to grade a stable building foundation. Project site winterization consisting of placement of aggregate base and protecting exposed soils during the construction phase shall be performed.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM GEO-15: A qualified geotechnical engineer shall be present during all site clearing and grading operations to test and observe earthwork construction, as acceptance of earthwork construction is dependent upon compaction and stability of the material. The Soils Engineer shall reject any material that does not meet compaction and stability requirements.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM GEO-16: The preferred materials specified for engineered fill are suitable for most applications with the exception of exposure to erosion. Project site winterization and protection of exposed soils during the construction phase shall be the sole responsibility of the contractor, since he has complete control of the project site at that time. Imported non-expansive fill shall consist of a well-graded, slightly cohesive, fine silty sand or sandy silt soil, with relatively impervious characteristics when compacted. This material shall be approved by the Soils Engineer prior to use and shall typically possess the following characteristics:

Fill soils shall be placed in lifts approximately 6 inches thick, moisture-conditioned as necessary, and compacted to achieve at least 90 percent of maximum density as determined by ASTM D1577 Test Method. Additional lifts shall not be placed if the previous lift did not meet the required dry density or if soil conditions are not stable.

Monitoring Phase:	Construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety

MM GEO-17: All excavations shall comply with the current OSHA requirements. All cuts greater than 3 feet in depth should be sloped or shored. Temporary excavations should be sloped at 1:1 (horizontal to vertical) or flatter, up to a maximum depth of 10 feet. Heavy construction equipment, building materials, excavated soil, and vehicular traffic should not be allowed within five feet of the top (edge) of the excavation.

Where sloped excavations are not feasible due to site constraints, excavations shall require shoring. The design of the temporary shoring shall take into account lateral pressures exerted by the adjacent soil, and, where anticipated, surcharge loads due to adjacent buildings and any construction equipment or traffic expected to operate alongside the excavation.

Monitoring Phase:	Construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety

MM GEO-18: To maintain the desired support for existing or new foundations, new utility trenches shall be located such that the base of the trench excavation is located above an imaginary plane having an inclination of 1.0 horizontal to 1.0 vertical, extending downward from the bottom edge of the adjacent footing. Utility trenches shall be excavated according to accepted engineering practices following OSHA standards by a contractor experienced in such work. The responsibility for the safety of open trenches should be borne by the contractor. Traffic and vibration adjacent to trench walls should be kept to a minimum; cyclic wetting and drying of excavation side slopes should be

avoided. Depending upon the location and depth of some utility trenches, groundwater flow into open excavations could be experienced, especially during or shortly following periods of precipitation.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM GEO-19: With the exception of specific requirements of the local utility companies or building department, pipe bedding and shading shall consist of clean medium-grained sand. The sand shall be placed in a damp state and should be compacted by mechanical means prior to the placement of backfill soils. Above the pipe zone, underground utility trenches shall be backfilled with either free-draining sand, on-site soil or approved imported soil. The trench backfill shall be compacted to at least 90 percent relative compaction.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM GEO-20: Concrete slab-on-grade floors shall be underlain by a water vapor retarder. The water vapor retarder shall be installed in accordance with ASTM Specification E 1643-98. In addition, utility trenches within the structure shall be compacted to minimize the transmission of moisture through the utility trench backfill.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM GEO-21: Positive drainage shall be established away from the structure and shall be maintained throughout the life of the structure. Ponding of water shall not be allowed adjacent to the structure. Over-irrigation within landscaped areas adjacent to the structure shall not be performed.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM GEO-22: Retaining walls shall be constructed according to the recommendations of the approved Geotechnical Report.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MITIGATION MONITORING PROGRAM

HAZARDOUS MATERIALS AND MAN-MADE HAZARDS

Mitigation Measures identified in Section IV: Environmental Impact Analysis: E-Water Resources, will serve to reduce or eliminate potential environmental concerns related to hazardous materials and man-made hazards. In addition, the following Mitigation Measures are recommended:

MM HAZ-1: The Proposed Project shall comply with SCAQMD Rule 1403 regulating the removal of ACMs from on-site buildings.

Monitoring Phase:	Construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety

MM HAZ-2: The Proposed Project shall comply with Construction Safety Orders 1532.1 (pertaining to lead) from Title 8 of the California Code of Regulations as well as other applicable federal, state and local rules and regulations.

Monitoring Phase:	Pre-construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety

MM HAZ-3: Prior to the issuance of the demolition permit, the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant that no ACMs are present in the portion of the building to be demolished. If ACMs are found to be present, the applicant shall abate such ACMs in compliance with the South Coast Air Quality Management District's Rule 1403 as well as other applicable federal, state and local rules and regulations.

Monitoring Phase:	Pre-construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and safety

MM HAZ-4: Prior to the issuance of the demolition permit, the applicant shall provide a letter to the Department of Building and Safety from a qualified lead-paint abatement consultant that no lead-based paint is present in the portion of the building to be demolished. If lead-based paint is found to be present, it shall be abated in compliance with Construction Safety Orders 1532.1(pertaining to lead) from Title 8 of the California Code of Regulations as well as other applicable federal, state and local rules and regulations.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM HAZ-5: Prior to issuance of the Certificate of Occupancy the applicant shall provide a letter from the Fire Department stating that the LAFD has permitted the facility's use, storage and creation of hazardous wastes.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM HAZ-6: All 55-gallon drums on site shall be stored in secondary containment to prevent any accidental spills or leaks.

Monitoring Phase: Construction, Occupancy
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM HAZ-7: Hazardous materials generated, as a result of routine maintenance of equipment shall be disposed of in accordance with legal disposal procedures.

Monitoring Phase: Construction, Occupancy
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of building and Safety

MITIGATION MONITORING PROGRAM

WATER RESOURCES: HYDROLOGY/WATER QUALITY

MM WR-1: The Proposed Project will comply with provisions of the City of Los Angeles Development Best Management Practices Handbook, Part A Construction Activities (3rd Edition), adopted by the Los Angeles Board of Public Works on September 29, 2004, and associated ordinances, which have specific minimum BMP requirements for all construction activities and require that construction projects with one acre or greater of disturbed soil prepare a SWPPP and file a NOI to comply with the State NPDES General Construction Permit with the SWRCB.

Monitoring Phase:	Pre-construction
Monitoring Agency:	Department of Public Works
Enforcement Agency:	Department of Public Works

MM WR-2: The Proposed Project will comply with City of Los Angeles Ordinance No. 172,176 and Ordinance No. 173,494, which specify Stormwater and Urban Runoff Pollution Control requiring the application of Best Management Practices (BMPs), and the LAMC, Chapter IX, Division 70, which addresses grading, excavations, and fills. The Proposed Project will meet the applicable requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board (LARWQCB), including the sections related to commercial development and the restaurant industry. The following LARWQCB list of stormwater pollution control measures for commercial and restaurant development is required:

<u>For Commercial development (Lot size 100,000 square feet)</u>

- Project applicants are required to implement stormwater BMPs to retain or treat the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.
- Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rates for developments where the increased peak stormwater discharge rate will result in increased potential for downstream erosion.
- Concentrate or cluster development on portions of a site while leaving the remaining land in a natural undisturbed condition.
- Limit clearing and grading of native vegetation at the project site to the minimum needed to build lots, allow access, and provide fire protection.

- Maximize trees and other vegetation at each site by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.
- Reduce impervious surface area by using permeable pavement materials where appropriate, including: pervious concrete/asphalt; unit pavers, i.e. turf block; and granular materials, i.e. crushed aggregates, cobbles.
- Promote natural vegetation by using parking lot islands and other landscaped areas.
- Preserve riparian areas and wetlands.
- Cover loading dock areas or design drainage to minimize run-on and run-off of stormwater.
- Direct connections to storm drains from depressed loading docks (truck wells) are prohibited.
- Repair/maintenance bays must be indoors or designed in such a way that doesn't allow stormwater run-on or contact with storm water run-off.
- Vehicle/equipment wash areas must be self-contained and/or covered, equipped with a clarifier, or other pretreatment facility, and properly connected to the sanitary sewer.
- Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.
- The following activities are to be conducted under proper cover with drain routed to the sanitary sewer:
  - Storage of industrial wastes
  - Handling or storage of hazardous wastes
  - Metal fabrication or pre-cast concrete fabrication
  - Welding, cutting or assembly
  - Painting, coating or finishing
- Reduce impervious surface area by using permeable pavement materials where appropriate including pervious concrete, unit pavers, and granular materials.
- Store above ground liquid storage tanks (drums and dumpsters) in areas with impervious surfaces in order to contain leaks and spills. Install a secondary containment system such as berms, dikes, liners, vaults, and double-wall tanks. Where used oil or dangerous waste is stored, a dead-end sump should be installed in the drain.
- Toxic wastes must be discarded at a licensed regulated disposal site. Store trash dumpsters either under cover and with drains routed to the sanitary sewer or use non-leaking and water-tight dumpsters with lids. Use drip pans or absorbent materials whenever grease containers are emptied. Wash containers in an area with properly connected sanitary sewer.
- Reduce and recycle wastes, including paper, glass, aluminum, oil and grease.
- Reduce the use of hazardous materials and waste by using detergent-based or water-based cleaning systems, and avoid chlorinated compounds, petroleum distillates, phenols, and formaldehyde.
- Convey runoff safely from the tops of slopes and stabilize disturbed slopes.
- Utilize natural drainage systems to the maximum extent practicable.
- Control or reduce or eliminate flow to natural drainage systems to the maximum extent practicable.
- Stabilize permanent channel crossings.

- Protect slopes and channels and reduce run-off velocities by complying with Chapter IX, Division 70 of the Los Angeles Municipal Code and utilizing vegetation (grass, shrubs, vines, ground covers, and trees) to provide long-term stabilization of soil.
- Cleaning of vehicles and equipment to be performed within designated covered or bermed wash area paved with Portland concrete, sloped for wash water collection, and with a pretreatment facility for wash water before discharging to properly connect sanitary sewer with a CPI type oil/water separator. The separator unit must be designed to handle the quantity of flows, removed for cleaning on a regular basis (at least twice a year) to remove any solids, and the oil absorbent pads must be replaced regularly, once in fall just before the wet season, and in accordance with manufacturer specifications.
- All storm drain inlets and catch basins within the project area must be stenciled with prohibitive language (such as "NO DUMPING - DRAINS TO THE OCEAN") and/or graphical icons to discourage illegal dumping.
- Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area.
- Legibility of stencils and signs must be maintained.
- Materials with the potential to contaminate stormwater must be:
  - Placed in an enclosure such as, but not limited to, a cabinet, shed or similar stormwater conveyance system; or
  - Protected by secondary containment structures such as berms, dikes or curbs.
- The storage area must be paved and sufficiently impervious to contain leaks and spills.
- The storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area.
- The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General Form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturers instructions.
- Cut and fill slopes in designated hillside areas shall be planted and irrigated to prevent erosion, reduce run-off velocities and to provide long-term stabilization of soil. Plant materials include grass, shrubs, vines, ground covers and trees.
- Incorporate appropriate erosion control and drainage devices such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by LAMC Section 91.7013. Protect outlets of culverts, conduits or channels from erosion by discharge velocities by installing rock outlet protection. Rock outlet protection is a physical device composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe. Install sediment traps below the pipe outlet. Inspect, repair, and maintain the outlet protection after each significant rain.
- Trash container areas must have drainage from adjoining roofs and pavement diverted around the area(s).
- Trash container areas must be screened or walled to prevent off-site transport of trash.
- Reduce impervious land coverage of parking lot areas.
- Infiltrate runoff before it reaches the storm drain system.

- Runoff must be treated prior to release into the storm drain. Three types of treatments are available: (1) dynamic flow separator; (2) filtration; or (3) infiltration. Dynamic flow separators uses hydrodynamic force to remove debris, and oil and grease, and are located underground. Filtration involves catch basins with filter inserts. Filter inserts must be inspected every six months and after major storms, cleaned at least twice a year. Infiltration methods are typically constructed on-site and are determined by various factors such as soil types and groundwater table.
- Prescriptive methods detailing BMPs specific to this project category are available. Applicants are encouraged to incorporate the prescriptive methods into the design plans. These prescriptive methods can be obtained at the Public Counter or downloaded from the City's website at: http://www.lastormwater.org.

For Food Service Industry (Restaurants, Bakeries, Food Processors)

- Project applicants are required to implement stormwater BMPs to retain or treat the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.
- Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rates for developments where the increased peak stormwater discharge rate will result in increased potential for downstream erosion.
- Concentrate or cluster development on portions of a site while leaving the remaining land in a natural undisturbed condition.
- Limit clearing and grading of native vegetation at the project site to the minimum needed to build lots, allow access, and provide fire protection.
- Maximize trees and other vegetation at each site by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.
- Promote natural vegetation by using parking lot islands and other landscaped areas.
- Preserve riparian areas and wetlands.
- Incorporate appropriate erosion control and drainage devices such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by LAMC Section 91.7013. Protect outlets of culverts, conduits or channels from erosion by discharge velocities by installing rock outlet protection. Rock outlet protection is a physical device composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe. Install sediment traps below the pipe outlet. Inspect, repair, and maintain the outlet protection after each significant rain.
- Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.
- Cleaning of oily vents and equipment to be performed within designated covered area, sloped for wash water collection, and with a pretreatment facility for wash water before discharging to properly connected sanitary sewer with a CPI type oil/water separator. The separator unit must be: designed to handle the quantity of flows; removed for cleaning on a regular basis to remove any solids; and the oil absorbent pads must be replaced regularly according to manufacturer's specifications.

- Store trash dumpsters either under cover and with drains routed to the sanitary sewer or use non-leaking and water tight dumpsters with lids. Wash containers in an area with properly connected sanitary sewer.
- Reduce and recycle wastes, including paper, glass, aluminum, oil and grease.
- Store liquid storage tanks (drums and dumpsters) in designated paved areas with impervious surfaces in order to contain leaks and spills. Install a secondary containment system such as berms, curbs, or dikes. Use drip pans or absorbent materials whenever grease containers are emptied.
- All storm drain inlets and catch basins within the project area must be stenciled with prohibitive language (such as "NO DUMPING - DRAINS TO THE OCEAN") and/or graphical icons to discourage illegal dumping.
- Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area.
- Legibility of stencils and signs must be maintained.
- Materials with the potential to contaminate stormwater must be:
  - Placed in an enclosure such as, but not limited to, a cabinet, shed or similar stormwater conveyance system; or
  - Protected by secondary containment structures such as berms, dikes or curbs.
- The storage area must be paved and sufficiently impervious to contain leaks and spills.
- The storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area.
- The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General Form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturers instructions.
- Prescriptive methods detailing BMPs specific to this project category are available. Applicants are encouraged to incorporate the prescriptive methods into the design plans. These prescriptive methods can be obtained at the Public Counter or downloaded from the City's website at: www.lastormwater.org.

Monitoring Phase:	Pre-construction
Monitoring Agency:	Department of Public Works
Enforcement Agency:	Department of Public Works

MM WR-3: The Proposed Project will adopt an erosion and sediment control plan for the project site during the construction phase that would employ strategies such as temporary and permanent seeding, mulching, earth dikes, silt fencing, sediment traps and sediment basins. The erosion and sediment control plan will be reviewed and approved by Department of Building & Safety to insure it complies with U.S. Environmental Protection Agency (EPA) Document No. EPA 832/R-92-005 (September 1992), Storm Water Management for Construction Activities, Chapter 3 (or the local agency equivalent erosion and sedimentation control standards and codes) and would address soil loss, stormwater runoff, wind

erosion, sedimentation, and fugitive dust at a minimum. The erosion and sediment control plan would contribute to minimizing water quality impacts and may indirectly minimize aesthetic effects during the construction phase.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of Public Works
Enforcement Agency: Department of Public Works

MM WR-4: In accordance with the SUSMP requirements, the Proposed Project shall meet (or exceed) all minimum site design and source control BMPs.

Monitoring Phase: Pre-Construction
Monitoring Agency: Department of Public Works
Enforcement Agency: Department of Public Works

MM WR-5: The Proposed Project shall incorporate treatment control BMPs that will minimize urban runoff and associated impacts to receiving water quality and specifically address the identified pollutants of concern. Acceptable BMP alternatives that may be implemented with the Proposed Project include: (1) vegetated treatment BMPs, (2) onsite storage and reuse, (3) permeable paving, (4) roof top BMPs, and (5) media filters.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of Public Works
Enforcement Agency: Department of Public Works

MM WR-6: The Proposed Project shall incorporate vegetated treatment BMPs, including swales, filter strips, bioretention and planter boxes and appropriate and approved by the City.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of Public Works
Enforcement Agency: Department of Public Works

MM WR-7: The Proposed Project shall incorporate permeable (porous) pavement material in pavement areas (such as roadways, driveways, parking areas, and walkways), such that the pavement materials will allow water to drain down to the underlying soil and reduce the volume of wet weather urban runoff. The Proposed Project shall incorporate a mix of porous concrete, pervious asphalt, pervious pavers, grass/gravel pavers, and crushed stone, into the landscape plan and design of surface parking areas as functionally appropriate.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of Public Works
Enforcement Agency: Department of Public Works

MM WR-8: The Proposed Project shall employ rooftop BMPs for filtering and/or capturing stormwater in order to contribute toward the reduction of small storm events peaks and the overall runoff volume via inter-event evaporation and transpiration. Acceptable rooftop BMPs incorporated into the project design include planters and landscaping on the rooftop portion of the new parking structures, and hanging planters along the parking buildings and along the Riverside Drive mall elevation.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of Public Works
Enforcement Agency: Department of Public Works

MM WR-9: The Proposed Project shall employ media filtration to separate and filter fine particulates and associated pollutants from captured stormwater to the extent feasible and as approved by the City.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of Public Works
Enforcement Agency: Department of Public Works

MITIGATION MONITORING PROGRAM

WATER RESOURCES: WATER SUPPLY

No mitigation measures are required. Compliance with Title 20 (Public Utilities and Energy) and Title 24 (Building Standards Code) of the California Code of Regulations is already a required standard condition under applicable regulations and will ensure that the Proposed Project incorporates standard water conservation practices.

MITIGATION MONITORING PROGRAM

LAND USE, PLANNING AND URBAN DECAY

With the incorporation of the assumed Project Design Features and Standard Conditions of Approval, the Proposed Project would not result in any significant land use compatibility or land use plan consistency impacts. To ensure the Proposed Project is consistent with these assumptions, the follow mitigation measures are recommended:

MM LU-1: The Proposed Project must obtain the appropriate approvals, including zone change, variances and conditional use permits, prior to commencing project development. Attainment of such approvals shall in turn ensure that the Proposed Project is in full compliance with local codes, procedures and regulations.

Monitoring Phase:	Pre-construction
Monitoring Agency:	Department of City Planning
Enforcement Agency:	Department of Building and Safety

MM LU-2: The Proposed Project shall comply with the draft RIO and/or adopted RIO in effect at the time of project approval.

Monitoring Phase:	Pre-construction
Monitoring Agency:	Department of City Planning
Enforcement Agency:	Department of Building and Safety

MM LU-3: In accordance with the SUSMP requirements, the Proposed Project shall meet (or exceed) all minimum site design and source control BMPs.

Monitoring Phase:	Pre-construction
Monitoring Agency:	Department of City Planning
Enforcement Agency:	Department of Building and Safety

MM LU-4: The Proposed Project shall adopt an erosion and sediment control plan for the project site during the construction phase that would employ strategies such as temporary and permanent seeding, mulching, earth dikes, silt fencing, sediment traps and sediment basins. The erosion and sediment control plan shall comply with U.S. Environmental Protection Agency (EPA) Document No. EPA 832/R-92-005 (September 1992), Storm Water Management for Construction Activities, Chapter 3 (or the local agency equivalent erosion and sedimentation control standards and codes) and shall address soil loss, stormwater runoff, wind erosion, sedimentation, and fugitive dust at a minimum. The erosion and sediment control plan shall contribute to minimizing water quality impacts and may indirectly minimize aesthetic effects during the construction phase.

Monitoring Phase: Pre-construction, Construction
Monitoring Agency: Department of City Planning
Enforcement Agency: Department of Building and Safety

MM LU-5: Consistent with California laws, the Proposed Project shall prohibit smoking in the shopping center buildings, public areas, or exterior areas within 25 feet from entries, outdoor air intakes and operable windows, unless such areas are specifically designated and properly ventilated as a dedicated "smoking area".

Monitoring Phase: Pre-construction
Monitoring Agency: Department of City Planning
Enforcement Agency: Department of Building and Safety

MM LU-6: The Proposed Project shall include the provision of a new community room to be made available to the surrounding Sherman Oaks community and to offset a potential increase demand on recreational facilities for community meeting space needs.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of City Planning
Enforcement Agency: Department of Building and Safety

MM LU-7: The Proposed Project shall provide new landscaping treatment along the Hazeltine Avenue, Riverside Drive and Woodman Avenue frontages that would enhance the visual interest along these road way corridors and the shopping center perimeter through the addition of a sophisticated landscape treatment that includes color, depth, volume and variety.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of City Planning
Enforcement Agency: Department of Building and Safety

MM LU-8: The Proposed Project shall provide funds for the implementation of a Neighborhood Protection Program (NPP) that focuses on the prevention of "cut through" traffic in the residential neighborhoods north of the project site (across Riverside Drive). The NPP would seek to maintain the quality of the residential area through traffic control and traffic calming measures.

Monitoring Phase: Occupancy
Monitoring Agency: Neighborhood Protection Program
Enforcement Agency: Neighborhood Protection Program

MM LU-9: The Proposed Project shall provide an improved pedestrian crossing at the proposed Riverside Drive/Matilija Avenue intersection, a landscape-enhanced pedestrian corridor along Riverside Drive, and more efficient and safer site driveway entrances that will serve to strengthen community linkages to surrounding uses and support non-motorized vehicle travel options.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of City Planning
Enforcement Agency: Department of Building and Safety

MM LU-10: The Proposed Project Landscape Plan shall incorporate wall-hugging vines and bamboo screening as CPTED strategies which function as graffiti deterrents, minimization of hidden spaces, and creation of more open area for natural surveillance.

Monitoring Phase: Pre-Construction
Monitoring Agency: Department of City Planning
Enforcement Agency: Department of Building and Safety

MM LU-11 The Proposed Project shall incorporate building access points that would improve public access and circulation throughout the mall and minimize walking distances from remote parking areas, thereby improving public safety (through natural access control, natural surveillance and territorial reinforcement features) and pedestrian activity (through improved convenience and accessibility).

Monitoring Phase: Pre-construction
Monitoring Agency: Department of City Planning
Enforcement Agency: Department of Building and Safety

MM LU-12: The Proposed Project shall incorporate treatment control BMPs that will minimize urban runoff and associated impacts to receiving water quality and specifically address the identified pollutants of concern. Many BMP alternatives can be easily integrated into planned landscaping, right-of-ways, and planned infrastructure. BMP alternatives that would be implemented with the Proposed Project include: (1) vegetated treatment BMPs, (2) onsite storage and reuse, (3) permeable paving, (4) roof top BMPs, and (5) media filters.

Monitoring Phase: Pre-construction, Construction, Occupancy
Monitoring Agency: Department of City Planning
Enforcement Agency: Department of Building and Safety

MM LU-13: The Proposed Project shall incorporate a number of vegetated treatment BMPs, including swales, filter strips, bioretention and planter boxes. When properly designed and maintained, vegetated BMPs are among the most effective, cost efficient treatment approaches for dry and wet-weather runoff. Treatment occurs through sedimentation, filtration, adsorption to organic matter, and vegetative

uptake. Additionally, vegetated treatment systems would reduce runoff volumes through soil soaking, infiltration, and evapotranspiration. On-site implementation of these systems would be integrated into surface conveyances and on-site landscaping in innovative ways that provide dual-functional site amenities.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of City Planning
Enforcement Agency: Department of Building and Safety

MM LU-14: The Proposed Project shall incorporate permeable (porous) pavement material in pavement areas (such as roadways, driveways, parking areas, and walkways). The permeable (porous) pavement materials would allow water to drain down to the underlying soil and reduce the volume of wet weather urban runoff. The Proposed Project would incorporate a mix of porous concrete, pervious asphalt, pervious pavers, grass/gravel pavers, and crushed stone, into the landscape plan and design of surface parking areas as functionally appropriate.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of City Planning
Enforcement Agency: Department of Building and Safety

MM LU-15: The Proposed Project shall employ rooftop BMPs for filtering and/or capturing stormwater in order to contribute toward the reduction of small storm events peaks and the overall runoff volume via inter-event evaporation and transpiration. Rooftop BMPs incorporated into the project design include planters and landscaping on the rooftop portion of the new parking structures, and hanging planters along the parking building tiers and along the Riverside Drive mall elevation.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of City Planning
Enforcement Agency: Department of Building and Safety

MM LU-16: The Proposed Project shall employ media filtration to separate and filter fine particulates and associated pollutants from captured stormwater.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of City Planning
Enforcement Agency: Department of Building and Safety

MM LU-17: The Proposed Project shall provide bicycle racks at a ratio of 2% of the total number of parking spaces on-site, as well as lockers, changing rooms and showers inside the shopping center. A minimum of 20 additional bicycle spaces (in racks) would be provided at multiple locations through out the site. Four showers (two per each gender) would be provided in a dedicated shower facility area. Lockers would be provided in conjunction with the shower facilities.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of City Planning
Enforcement Agency: Building and Safety

MM LU-18: The Proposed Project shall designate an area for recyclable collection and storage that is appropriately sized and located in a convenient area to serve mall tenants. As appropriate, the Fashion Square Mall Association shall implement the use of cardboard balers, aluminum can crushers, recycling chutes and other waste management technologies to further enhance and manage a recycling program at the shopping center.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of City Planning
Enforcement Agency: Department of Building and Safety

MM LU-19: The Proposed Project shall install carbon monoxide and airflow measurement equipment that would transfer the information to the HVAC system and/or Building Automation System to trigger corrective action, if applicable, and/or use the measurement equipment to trigger alarms that inform building operators or occupants of a possible deficiency in outdoor air delivery. Installation of such a system in areas where carbon monoxide concentrations may escalate (such as in the vicinity of loading docks or valet parking drop-offs) would improve both indoor and localized "hotspot" air quality.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of City Planning
Enforcement Agency: Department of Building and Safety

MITIGATION MONITORING PROGRAM

NOISE

MM N-1: The City of Los Angeles Noise Ordinance has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise sensitive land uses. Regarding construction, the LAMC indicates that no construction or repair work shall be performed between the hours of 9:00 P.M. and 7:00 A.M. the following day, since such activities would generate loud noises and disturb persons occupying sleeping quarters in any adjacent dwelling, hotel, apartment or other place of residence.[2] No person, other than an individual home owner engaged in the repair or construction of his/her single-family dwelling, shall perform any construction or repair work of any kind or perform such work within 500 feet of land so occupied before 8:00 A.M. or after 6:00 P.M. on any Saturday or on a federal holiday, or at any time on any Sunday.

The LAMC also specifies the maximum noise level of powered equipment or powered hand tools.[3] Any powered equipment or hand tool that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet is prohibited. However, this noise limitation does not apply where compliance is technically infeasible. Technically infeasible means the above noise limitation cannot be met despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of equipment.

Monitoring Phase:	Construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety

[2] Chapter IV, Article 1, Section 41.40, January 29, 1984 and Chapter XI, Article 2, Section 112.04, August 8, 1996. Los Angeles, City of. 2007 (as amended). *Official City of Los Angeles Municipal Code, Sixth Edition* (LAMC). Cincinnati, OH: American Legal Publishing Corp. 6 June 2008 <http://www.amlegal.com/nxt/gateway.dll?f=templates&fn=default.htm&vid=amlegal:lamc_ca>.

[3] Chapter XI, Article 2, Section 112.05, August 8, 1996. Los Angeles, City of. 2007 (as amended). *Official City of Los Angeles Municipal Code, Sixth Edition* (LAMC). Cincinnati, OH: American Legal Publishing Corp. 6 June 2008 <http://www.amlegal.com/nxt/gateway.dll?f=templates&fn=default.htm&vid=amlegal:lamc_ca>.

MM N-2: The Proposed Project will include certain features to reduce exposure of sensitive receptors to operational noise. For example, mechanical equipment would be enclosed or located on roofs, and mechanical equipment noise would not increase ambient noise levels by more than 5 dBA at off-site locations. In addition, the new loading docks would be located behind mall structures and away from sensitive receptors. As a result, activity associated with the new loading docks would not increase ambient noise levels by 5 dBA or more at the nearest sensitive receptors (e.g. residences on Riverside Drive).

Monitoring Phase: Pre-construction, Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM N-3: All construction equipment shall be equipped with mufflers and other suitable noise attenuation devices.

Monitoring Phase: Pre-construction, Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM N-4: Grading and construction contractors shall use quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than track equipment).

Monitoring Phase: Pre-construction, Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM N-5: Equipment staging areas shall be located on the southern portion of the project site, as far as possible from multi-family residences on.

Monitoring Phase: Pre-construction, Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM N-6: During phase 2 parking structure construction and phase 3 demolition and excavation of the tunnel area, temporary sound barriers (not to exceed a maximum height of ten feet) capable of achieving sound attenuation of at least 10 dBA (e.g., sound attenuation blanket) shall be constructed, such that the line-of-sight is blocked from active construction areas to residential land uses on Riverside Drive.

Monitoring Phase: Pre-construction, Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM N-7: Construction workers shall be required to park at designated locations and shall be prohibited from parking on nearby residential streets.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM N-8: Pile drivers shall be shrouded with acoustically absorptive shields capable of reducing noise by at least 9 dBA at all times during pile driving operations.

Monitoring Phase: Pre-construction, Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM N-9: Pile driving activity shall be scheduled for times that have the least impact on adjacent sensitive receptors.

Monitoring Phase: Pre-construction, Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM N-10: Consistent with previous Conditions of Approval, all residential units located within 2,000 feet of the construction site shall be sent a notice regarding the construction schedule of the Proposed Project. A sign, legible at a minimum distance of 50 feet, shall also be posted at the construction site. All notices and signs shall indicate the dates and duration of construction activities, as well as provide a telephone number where residents can inquire about the construction process and register complaints.

Monitoring Phase: Pre-construction, Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM N-11: A "noise disturbance coordinator" shall be established. The disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall be required to implement reasonable measures such that the complaint is resolved. All notices that are sent to residential units within 500 feet of the construction site and all signs, legible at a distance of 50 feet, posted at the construction site shall list the telephone number for the disturbance coordinator.

Monitoring Phase: Pre-construction, Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MITIGATION MONITORING PROGRAM

PUBLIC SERVICES: FIRE

Compliance with the LAMC will be required. Many of the LAMC requirements serve to reduce fire safety concerns to less than significant levels.

MM PSF-1: The Proposed Project shall comply with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, which is an element of the General Plan of the City of Los Angeles (CPC 19708).

Monitoring Phase:	Pre-construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	LAFD, Department of Public Works-Bureau of Engineering, Department of Building and Safety

MM PSF-2: In accordance with the City of Los Angeles building permit review process, definitive plans and specifications shall be submitted to the Fire Department and any requirements for necessary permits shall be satisfied prior to commencement and/or occupation of any portion of the Proposed Project. Typical site plan and building permit requirements would include, but not be limited to, the following:

- All first story portions of any habitable building shall be within 300 feet of an approved fire hydrant.
- A building smoke alarm system designed to detect any smoke in the building's air-handling systems shall be installed. The system shall cause an alarm to be announced at the central fire control station.
- A fire alarm system shall be installed which uses a dependable method of sounding a fire alarm throughout the building.
- All decorative landscaping surrounding project structures shall use fire-resistant plants and materials.
- Brush in the area adjacent to proposed development shall be cleared or thinned periodically by the applicant under supervision of the LAFD.
- New fire hydrants and/or top upgrades to existing fire hydrants shall be installed in accordance with the Los Angeles Fire Code.
- Adequate public and private fire hydrants will be required. The number and location of these hydrants will be determined by the Fire Department after review of the Plot Plan.
- Access for Fire Department apparatus and personnel to and into all structures shall be required.
- At least two different ingress/egress roads for each area, that will accommodate major fire apparatus and provide for major evacuation during emergency situations shall be required.

- Fire lanes, where required, and dead-ending streets should terminate in a cul-de-sac or other approved turning area. No dead-ending street or fire lane should be greater than 700 feet in length or secondary access shall be required.
- Construction of public or private roadways in the proposed development shall not exceed 15 percent in grade, unless otherwise approved.
- No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane, unless otherwise approved.
- Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
- Additional vehicular access may be required by the Fire Department where buildings exceed 35 feet in height.
- Private streets and entry gates will be built to City standards to the satisfaction of the City Engineer and the Fire Department.
- The Project shall utilize standard cut-corners on all turns, if applicable.
- Fire Department access shall remain clear and unobstructed during demolition.
- If applicable, fire lanes and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.
- If applicable, where access for a given development requires accommodation of Fire Department apparatus, minimum outside radius of the paved surface shall be 35 feet. An additional six feet of clear space must be maintained beyond the outside radius to a vertical point 13 feet 6 inches above the paved surface on the roadway. Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.
- Where fire apparatus will be driven onto the road level surface of the subterranean parking structure, that structure shall be engineered to withstand a bearing pressure of 8,600 pounds per square foot, unless otherwise approved.

Monitoring Phase:	Pre-construction, Construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	LAFD, Department of Public Works-Bureau of Engineering, Department of Building and Safety

MM PSF-3: Fashion Square Lane will be reconfigured and improved to provide a minimum of two unobstructed vehicle travel lanes (one per each direction) for its entire length along the south edge of the shopping center from Hazeltine Avenue to Riverside Drive. This fire lane shall be unobstructed except for the connection from the existing west parking structure to the new mall. However, this limited area shall have a minimum vertical clearance of 17 feet.

Monitoring Phase:	Pre-construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	LAFD, Department of Public Works-Bureau of Engineering, Department of Building and Safety

MM PSF-4: New Proposed Project buildings, including parking structures, shall be fully sprinklered.

Monitoring Phase:	Pre-construction, Construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	LAFD, Department of Public Works-Bureau of Engineering, Department of Building and Safety

MITIGATION MONITORING PROGRAM

PUBLIC SERVICES: POLICE

MM PSP-1: All businesses within the development desiring to sell or allow consumption of alcoholic beverages will require licensing through Alcohol and Beverage Control and approval by the LAPD.

Monitoring Phase: Pre-construction
Monitoring Agency: LAPD
Enforcement Agency: LAPD

MM PSP-2: The Proposed Project Landscape Plan will incorporate wall-hugging vines and bamboo screening as CPTED strategies which function as graffiti deterrents, minimization of hidden spaces, and creation of more open area for natural surveillance.

Monitoring Phase: Pre-construction, Occupancy
Monitoring Agency: LAPD
Enforcement Agency: LAPD

MM PSP-3: The Proposed Project shall be maintained as a closed mall campus with controlled access points and operational hours.

Monitoring Phase: Occupancy
Monitoring Agency: LAPD
Enforcement Agency: LAPD

MM PSP-4: The Proposed Project shall result in the addition of more building access points that will improve public access and circulation throughout the mall and minimize walking distances from remote parking areas, thereby improving opportunities for CPTED principals that employee natural access control, natural surveillance and territorial reinforcement features.

Monitoring Phase: Pre-construction
Monitoring Agency: LAPD
Enforcement Agency: LAPD

MM PSP-5: The Proposed Project shall provide organized roving security patrol, video surveillance, and security lighting to ensure the safety and security of patrons, tenants and employees.

Monitoring Phase: Pre-construction, Occupancy
Monitoring Agency: LAPD
Enforcement Agency: LAPD

MM PSP-6: The Proposed Project includes reconfiguration of Fashion Square Lane to provide a minimum of two unobstructed vehicle travel lanes (one per each direction) through its entire length of along the south edge of the project site adjacent to proposed structures affording maximum accessibility for emergency service personnel and vehicles.

Monitoring Phase: Pre-construction
Monitoring Agency: LAPD
Enforcement Agency: LAPD

MM PSP-7: The Proposed Project shall provide sufficient off-street parking for all building employees and anticipated patrons and visitors, thereby minimizing the potential for parking conflicts on off-site locations and providing parking within a controlled environment that can be monitored by on-site patrol and surveillance operations.

Monitoring Phase: Pre-construction
Monitoring Agency: LAPD
Enforcement Agency: LAPD

MM PSP-8: Directional and security lighting will be required for safety purposes. Through a new plan, lighting can enhance safety along the Riverside Drive and Hazeltine Avenue frontages and add to the perceived security of the neighborhood in general. Lighting would be incorporated into the streetscape environment at several levels, including the use of bollards, wall reveals, seating areas, and crosswalks. The use of plaza strip lighting will afford additional security lighting but with a park-like feel and without significant light intrusion to the surrounding neighborhood.

Monitoring Phase: Pre-construction,
Monitoring Agency: LAPD
Enforcement Agency: LAPD

MM PSP-9: Incorporate into the plans the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances

in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to Design Out Crime Guidelines: Crime Prevention Through Environmental Design published by the Los Angeles Police Department's Crime Prevention Section (located at Parker Center, 150 N. Los Angeles Street, Room 818, Los Angeles, (213) 485-3134. These measures shall be approved by the Police Department prior to the issuance of building permits.

Monitoring Phase: Pre-Construction, Occupancy
Monitoring Agency: LAPD
Enforcement Agency: LAPD

MM PSP-10: Elevators, lobbies, and parking areas shall be well illuminated and designed with minimum dead space to eliminate areas of concealment.

Monitoring Phase: Pre-construction, Occupancy
Monitoring Agency: LAPD
Enforcement Agency: LAPD

MM PSP-11: The Project Applicant shall consult with the LAPD Crime Prevention Unit on any additional crime prevention features appropriate to the design of the Proposed Project, and shall incorporate such measures to the extent feasible and practical.

Monitoring Phase: Pre-construction
Monitoring Agency: LAPD
Enforcement Agency: LAPD

MM PSP-12: Upon completion of the Proposed Project, the Fashion Square Mall Association shall provide the Van Nuys Division Commanding Officer with a diagram of each portion of the property, including access routes and additional information that might facilitate police response.

Monitoring Phase: Occupancy
Monitoring Agency: LAPD
Enforcement Agency: LAPD

MITIGATION MONITORING PROGRAM

PUBLIC UTILITIES: SOLID WASTE

MM PU-1: The Proposed Project shall comply with the Countywide Integrated Waste Management Plan and meet targeted waste stream reduction requirements as provided in the plan.

Monitoring Phase:	Construction
Monitoring Agency:	Department of Public Works, Integrated Solid Waste Management Office
Enforcement Agency:	Department of Public Works, Integrated Solid Waste Management Office

MM PU-2: The Proposed Project shall develop and implement a construction waste management plan (CWMP) that identifies the materials to be diverted from disposal and whether the materials will be sorted on-site or commingled. A minimum of 50% of the construction and demolition debris (exclusive of excavated soils and organic debris) shall be recycled and/or salvaged. Excavated/exported soil shall be transferred off-site as clean fill rather than landfilled. Organic landclearing debris (i.e., trees to be removed) shall be processed as greenwaste. The CWMP include measures for the recycling cardboard, metal, brick, acoustical tile, concrete, plastic, clean wood, glass, gypsum wallboard, carpet and insulation and other similar materials used during the construction phase. The CWMP shall designate a specific area(s) on the construction site for segregated or commingled collection of recyclable materials, and track recycling efforts throughout the construction process. The CWMP shall identify construction haulers and recyclers to handle the designated materials. Consistent with the intent to minimize waste, the CWMP shall also establish a minimum project goal of 10% (post-consumer and ½ pre-consumer) for recycled content construction materials and identify material suppliers that can achieve this goal. During construction, the developer shall ensure that the specified recycled content materials would be installed. The CWMP shall also establish a project goal (10% minimum) for locally sourced construction materials and would identify materials and material suppliers that can achieve this goal. During construction, the developer shall ensure that the specified local materials would be installed and quantify the total percentage of local materials installed.

Monitoring Phase:	Pre-construction, Construction
Monitoring Agency:	Department of Public Works, Integrated Solid Waste Management Office
Enforcement Agency:	Department of Public Works, Integrated Solid Waste Management Office

MM PU-3: The Proposed Project shall designate an area for recyclable collection and storage that is appropriately sized and located in a convenient area to serve mall tenants. As feasible, the Fashion Square Mall Association shall employ cardboard balers, aluminum can crushers, recycling chutes and other waste management technologies to further enhance and manage a recycling program at the shopping center.

Monitoring Phase:	Pre-construction
Monitoring Agency:	Department of Public Works, Integrated Solid Waste Management Office
Enforcement Agency:	Department of Public Works, Integrated Solid Waste Management Office

MM PU-4: The Proposed Project shall be designed, built and operated in a manner consistent with the requirements to achieve LEED certification. The Proposed Project will implement a variety of design and operational features, including waste recycling and stream reduction programs, to achieve LEED certification.

Monitoring Phase:	Pre-construction, Construction, Occupancy
Monitoring Agency:	Department of Public Works, Integrated Solid Waste Management Office
Enforcement Agency:	Department of Public Works, Integrated Solid Waste Management Office

MITIGATION MONITORING PROGRAM

TRAFFIC, CIRCULATION AND ACCESS

Construction

MM TRF-1: In accordance with LAMC Section 91.70067, hauling of construction materials shall be restricted to a haul route approved by the City. The City of Los Angeles will approve specific haul routes for the transport of materials to and from the site during demolition and construction. This process includes a public hearing and opportunities for the public to comment on the proposed route.

Monitoring Phase:	Pre-construction, Construction
Monitoring Agency:	Department of Building and Safety, Department of Public Works- Bureau of Street Services
Enforcement Agency:	Department of Building and Safety, Department of Public Works-Bureau of Street Services

MM TRF-2: Prior to obtaining a demolition and/or grading permit, the Project Applicant shall prepare a Construction Traffic Control Plan (Construction TCP) for review and approval by the LADOT. The Construction TCP shall include the designated haul route and staging area, traffic control procedures, emergency access provisions, and construction crew parking to mitigate the traffic impact during construction. The Construction TCP will identify a designated off-site parking lot at which construction workers will be required to park.

Monitoring Phase:	Pre-construction
Monitoring Agency:	LADOT
Enforcement Agency:	LADOT

Long-Term Operational

MM TRF-3: The Proposed Project shall comply with Section 12.26 J of the Los Angeles Municipal Code for purposes of implementing a Transportation Demand Management (TDM) plan. The following outlines the minimum measures that the project will undertake in compliance with the Code section.

- Employee Transportation Center and Transportation Coordinator. The project shall designate an area within the building to be the Transportation Center. The Employee Transportation Center shall be maintained by the center's Transportation Coordinator, who will be employed by Westfield. The Transportation Coordinator will assist employees in seeking out and arranging for commute alternatives. This includes carpool and vanpool formation, assisting employees with planning trips to work via bus, and locating bike or walking routes to work. The Employee Transportation Center shall provide a bulletin board, display case, or kiosk displaying transportation information where the greatest number of employees are likely to see it. The transportation information displayed should include, but is not limited to, the following:

    - Current routes and schedules for public transit serving the site;
    - Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operations;
    - Ridesharing promotion material supplied by commuter-oriented organizations;
    - Regional/local bicycle route and facility information; and
    - A listing of on-site services or facilities which are available for carpoolers, vanpoolers, bicyclists, and transit riders.

- Preferential Parking Spaces. The project will provide designated parking areas for employee carpools and vanpools as close as practical to the main pedestrian entrance(s) of the building(s). The spaces shall be signed and striped sufficient to meet the employee demand for such spaces. The carpool/vanpool parking area shall be identified on the driveway and circulation plan upon application for a building permit.

- Bicycle Parking Spaces. Bicycle parking shall be provided in conformance with Section 12.21 A 16 of the Los Angeles Municipal Code. The project will provide safe and convenient access from the external circulation system to bicycle parking facilities on-site.

- Carpool/Vanpool Loading Area. The project shall provide a safe and convenient area in which carpool/vanpool vehicles may load and unload passengers other than in their assigned parking area.

- Pedestrian Access. The project shall provide sidewalks or other designated pathways following direct and safe routes from the external pedestrian circulation system to the center.

- Transit Stop Enhancements. In coordination with LADOT and the Department of City Planning, the project will consult with local bus service providers in determining appropriate improvements to transit stops, such as installation of benches, shelters, and schedule information.

Monitoring Phase: Pre-construction, Construction
Monitoring Agency: LADOT
Enforcement Agency: LADOT

MM TRF-4: The Project Applicant shall seek LADOT approval to install two new traffic signals at the two new Riverside Drive driveways to facilitate vehicular movements to and from the project site.

Monitoring Phase: Pre-construction
Monitoring Agency: LADOT
Enforcement Agency: LADOT

MM TRF-5: The Project Applicant shall install a pedestrian crossing at the Riverside Drive/Matilija Avenue intersection.

Monitoring Phase: Construction
Monitoring Agency: LADOT
Enforcement Agency: LADOT

MM TRF-6: In addition to the TDM measures described above that satisfy the requirements of Section 12.26 J, the Proposed Project shall voluntarily implement the following demand management services to further reduce vehicle trips and parking demand at the site:

- Orange Line Shuttle. The project shall provide a shuttle service connecting the site to a nearby Orange Line station (e.g., Van Nuys Boulevard). This service could be provided by either the provision of a private shuttle or the funding of extended hours for the existing LADOT DASH line. The Orange Line shuttle would complement existing transit services (i.e., the LADOT DASH service) such that the shuttle would operate during hours when other public transit services connecting the site to the Orange Line are not available (e.g., evenings during the work week and certain weekend hours). The shuttle would operate during regular shopping center hours corresponding with periods of peak parking demand at the site (i.e., everyday during the holiday shopping period between November 15 and January 1, and every Saturday/Sunday throughout the year).

Monitoring Phase: Pre-construction
Monitoring Agency: LADOT
Enforcement Agency: LADOT

MM TRF-7: The Proposed Project applicant, in consultation with LADOT, shall fund the development and implementation of a Neighborhood Traffic Management Plan (NTMP) to address potential existing and future regional "cut-through" traffic on residential streets north of the project site, which may encompass the area generally bounded by Magnolia Boulevard to the north, Riverside Drive to the south, Hazeltine venue to the west and Woodman Avenue to the east. The following is a discussion of the sequential steps typically followed by LADOT in implementing the NTMP.

- Deposit Funds. Prior to issuance of a Building Permit for the Proposed Project, the project applicant will be required to deposit funds in a separate account maintained by LADOT designated for use in funding the NTMP. The exact amount will be determined by LADOT and will reasonably cover the likely costs of the measures.
- Stakeholders Meeting. Following establishment of the NTMP account, a group consisting of representatives from LADOT, the Council Office, and the residential community north of the project site will meet to discuss the goals, opportunities and constraints of the NTMP. As needed, follow-up meetings may be conducted with other City departments (Public Works, Fire Department, Police Department, etc.).
- Data Collection and Initial Plan Formulation. Based on the input received at the stakeholders meeting, LADOT will commence with conducting appropriate studies (traffic observations, traffic counts, vehicle speed surveys, accident research, commercial parking intrusion, etc.) to assess existing traffic conditions on the residential streets north of the project site. The studies will be based on studies conducted for the EIR as well as other studies deemed necessary by LADOT. Following collection of the data and based on their professional experience, LADOT will prepare for the stakeholders an initial NTMP for implementation prior to completion of the Proposed Project.
- Neighborhood Concurrence. As some of the measures that may be recommended within the initial NTMP (e.g., installation of speed humps, implementation of permit parking districts) may, by LADOT policy, require majority or super-majority consent of affected property owners (at least two-thirds), LADOT will work with the stakeholders to survey the appropriate residents to determine if there is support to implement the specific measures.
- Implementation and Follow-Up Studies. LADOT will implement the initial NTMP (including those measures authorized by the affected residents) prior to the completion of the Proposed Project. Following a reasonable period of time after opening of the Proposed Project, LADOT will meet with the stakeholders to review traffic experiences since the implementation of the NTMP and opening of the Proposed Project. As needed, additional review

and studies may be conducted by LADOT based on the effectiveness of the initial NTMP and/or traffic and parking issues related to the shopping center.

- Updated NTMP. Based on the follow-up studies, LADOT will present to the stakeholders their recommendations for an updated NTMP. Following review by the stakeholders, and with consent of the affected residents (if required), the updated NTMP will be implemented.

Monitoring Phase: Pre-construction, Occupancy
Monitoring Agency: LADOT
Enforcement Agency: LADOT

MM TRF-8: To further alleviate potential inconvenience existing in the area which lead to non-project related cut-through traffic the Proposed Project shall install protected/permissive left-turn traffic signal phasing for Hazeltine Avenue at its intersection with Riverside Drive to improve current safety and traffic flow at this intersection.

Monitoring Phase: Pre-construction
Monitoring Agency: LADOT
Enforcement Agency: LADOT

MM TRF-9: The Project Applicant will prepare and implement an Interim Traffic Control Plan (TCP) during construction. The Interim TCP shall address interim traffic staging and parking for shopping center patrons that would continue to shop at the shopping center during the construction phase. To maintain the required parking and adequate access during the construction stage, the Proposed Project will include a plan to implement a number of strategies to temporarily address parking on the site and ensure safe and functional access. These strategies are anticipated to include the use of valet parking, stacked parking, shuttles from the eastern most parking lot, and if necessary off-site parking for employees.

Monitoring Phase: Construction
Monitoring Agency: LADOT
Enforcement Agency: LADOT

MM TRF-10: Prior to issuance of building permit, the Project Applicant shall contribute prorated funding for the installation of LADOT's Victory ATSAC system at the following seven intersections: (1) Van Nuys Boulevard/Riverside Drive; (2) Tyrone Avenue/Moorpark Street; (3) Hazeltine Avenue/Riverside Drive; (4) Hazeltine Avenue/Fashion Square Lane: (5) Woodman Avenue/Riverside Drive; (6) Woodman Avenue/US 101 Westbound Ramps; and (7) Woodman Avenue/Moorpark Street.

Monitoring Phase: Pre-construction
Monitoring Agency: DOT
Enforcement Agency: DOT

MM TRF-11: Prior to project occupancy, the LADOT shall redesignate the curb lane on the southbound approach on Woodman Avenue to an optional through/right-turn lane so that the resultant lane configurations at the southbound approach will be one left-turn lane, two through lanes and one optional through/right-turn lane. If required by LADOT, the existing four-foot wide median island on the south leg of the intersection would be replaced by striping and/or lane delineators (e.g., two feet wide or less) so that additional width could be provided to the existing three southbound Woodman Avenue through lanes on the departure side of the intersection. The Project Applicant shall pay all expenses for these improvements.

Monitoring Phase: Construction
Monitoring Agency: LADOT
Enforcement Agency: LADOT